

## TRENDS IN ROAD SAFETY IN UZBEKISTAN

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### Abstract

Road safety has always been under the special attention of the government of Uzbekistan. Since 1991, when Uzbekistan became independent, more than 100 laws and by-laws related to road safety, traffic rules, training and education, vehicle inspection, insurance, etc. have been adopted. It should be recognized that there are common legal frameworks, road design standards, vehicle design specifications and road safety management frameworks. As in many countries, the question arises whether these documents are up to date and how these laws are implemented in practice.

### Introduction

At present, Uzbekistan does not have a legally approved list of road safety performance indicators and statistical characteristics/trends that should be regularly collected and monitored.

International roads are those included in the International Road Network in accordance with the International Agreement on the Asian Highway Network adopted on July 4, 2005. Many of them (M34, M37, M39, M41, A373, A376, A377, A378, A379, A380) are part of the Central Asia Regional Economic Cooperation (CAREC) corridors .

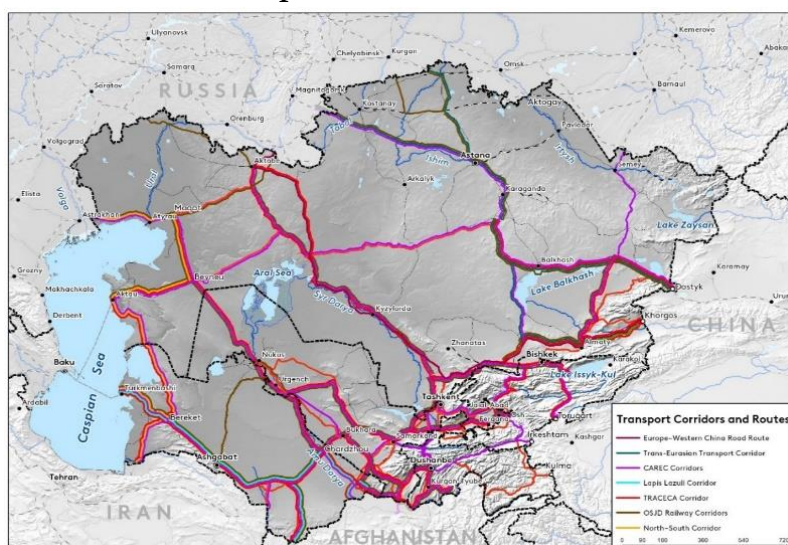


Figure 1 International transport corridors of Uzbekistan

State roads provide road transport between the administrative centers of regions and districts, cities, cultural and industrial centers, airports, railway stations, ports, as well as with neighboring countries. Local roads include roads connecting the administrative centers of districts with settlements, villages, as well as with international and state roads. All these public roads are operated by the Road Committee ( Uzavtoyul ).

The list of public roads was approved by Government Decree No. 169 of August 5, 2010. Uzbekistan has a total of 42,869 km of public roads and 448,900 km<sup>2</sup> of territory. The road density is 0.095 km/km<sup>2</sup>.

Table 2 List of public roads of the Republic of Uzbekistan<sup>1</sup>

	Public road type*				Internal roads (roads, streets of cities, towns, etc.)**
	Subtotal	International	State	Local	
Length, km	42.869	3.993	14.203	24.673	141 882
Quantity, each	2.045	eleven	231	1.803	

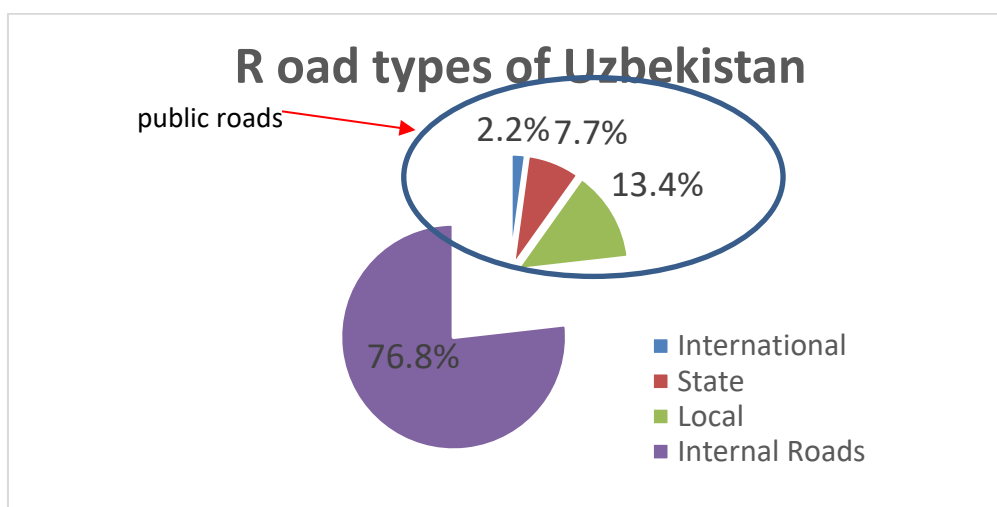


Figure 2 Types of roads in Uzbekistan<sup>1</sup>

2

The information provided in Article 10 of this Law does not give a clear definition of the streets - "Streets of cities and other settlements lie within cities, urban-type settlements, villages and auls, with the exception of sections included in the List of public roads of the Republic of Uzbekistan." In other words, all roads located within cities and other settlements can be considered streets if they are not in the list specified in Government Decree No. 169. This is an important point due to financial and project approaches.

Another important point is the financing of construction and operation. Public roads are under the jurisdiction of a specially authorized body and financed from the central budget (Republican Road Fund). The streets of cities and other settlements are under the jurisdiction of local governments and are financed from local budgets. In April 2022, the Traffic Police Foundation "Safe Road and Safe Pedestrians" was established. The funds of this Fund can be used to purchase technical equipment for traffic management, their spare parts, structures and materials, to finance road markings, road signs and traffic lights, etc. only in cities and towns.

Table 3

Economic importance of the road	Category of public roads	Estimated traffic intensity, rescales like every light vehicle per day
International and state public roads	Ia (Main roads)	Over 14,000
	Ib (Roads)	Over 14,000
	II	6,000 – 14,000
	III	2,000 – 6,000
local roads	IV	200 - 2,000
	V	up to 200

In accordance with Article 4 of Government Decree No 342 of December 26, 2011 “On measures to ensure and organize safety on roads in the Republic of Uzbekistan”, the Committee for Roads is responsible for the development and improvement of public roads, ensuring a unified technical policy. For the development, enforcement of design norms and standards of city streets and other residential settlements, the responsible bodies are local government bodies ( khokimiyats , municipalities).<sup>1</sup> IN in accordance with Article 5 of the above-mentioned Decree, city streets are subdivided into city and district streets and main (collector) main streets.

Along with its own financial resources, Uzbekistan uses various types of foreign resources, such as bilateral loans from some countries and international banks and development institutions. In the early years public authorities are trying to attract foreign direct investment in infrastructure projects and on the basis of public -private partnerships. The main agency for communication with foreign investors and international development agencies is the Ministry of Investments and Foreign Trade of the Republic of Uzbekistan. In accordance with the Decree of the President of the Republic of Uzbekistan No. 5643 dated January 28, 2019, its main task is to manage the work to attract foreign investment, to effectively interact with international economic and financial institutions, foreign state financial organizations on a bilateral and multilateral basis.

There are currently several road infrastructure improvement projects supported by various international development agencies.

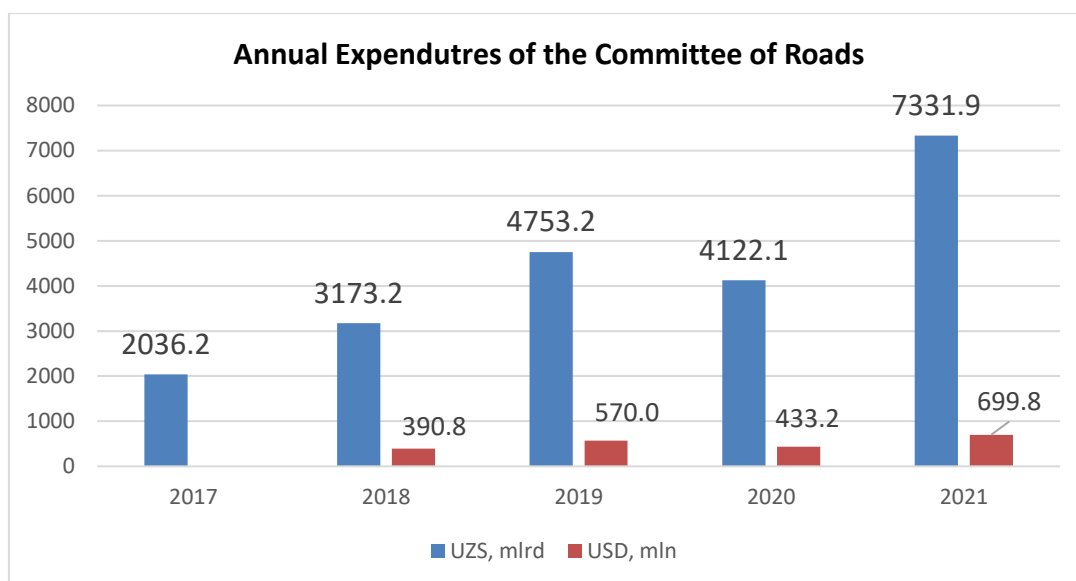


Figure 3 Annual expenses of the Committee for Roads

Several projects are under consideration:

- The Asian Infrastructure Investment Bank (AIIB) is considering financing the reconstruction of 157 km of the M 37 Samarkand-Bukhara-Turkmenbashi road at a cost of \$300 million.
- The Indian Export-Import Bank ( India EXIM Bank ) is negotiating with the Government of Uzbekistan on the construction of a new 198-kilometer highway 4P60 " Uchkuduk - the border of the Republic of Kazakhstan" at a cost of about 257 roubles . 4 million US dollars.

A feasibility study for the reconstruction of 60 km of the M-39 highway Almaty-Bishkek-Toshkent - Shakhrisabz-Termiz (1255-1315 km) worth US\$165 million, which will be financed by the IDB, is at the final stage.

Uzbekistan joined the Agreement on the introduction of global technical regulations for wheeled vehicles, items of equipment and parts that can be installed and / or used on wheeled vehicles of June 25, 1998 in 2018 and the Convention on Road Traffic of November 8, 1968 in 1995. The categorization of vehicles complies with the requirements of UN legal documents. According to the Law on Road Safety, the Ministry of the Interior is the responsible body for vehicle registration and maintenance of the fleet register.

By January 1, 2022 at There are 3,821,869 registered vehicles in Uzbekistan (see Chart 2.1). Its number increased by 250% between 2001 and 2021. The average annual growth of the fleet during this period is about 5.2%. Since 2019, it has been 8.4%.

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