

The European Union's TACIS Action Programme 2004 – Central Asia
Promotion of Networks: TRACECA

Republic of Kazakhstan, Kyrgyz Republic, Republic of Tajikistan,
Republic of Turkmenistan, Republic of Uzbekistan

Development of Co-ordinated National Transport Policies

Republic of Kazakhstan, Kyrgyz Republic,
Republic of Tajikistan, Republic of Turkmenistan,
Republic of Uzbekistan

Reference: EuropeAid/122076/C/SER/Multi

*Annexes to the Completion Report – Volume II
(Period: 07/05/07-06/01/09)*

*Annex 2 (3)
Experts reports (May-December 2008)*

Annex 3: Questionnaires



This project is funded by
the European Union



A project implemented by
GOPA - TRADEMCO Consortium



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Public and private partnerships (PPP) in road
transportation infrastructure**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

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Public and Private Partnerships (PPP) in Road Transportation Infrastructure¹

1 Direct versus Indirect Charging for Road Infrastructure Use

Some transport infrastructure facilities, e.g. ports and airports, are more suitable for private sector provision than others. The user revenues generated usually enable these facilities to be self-funding; and new investment may generally be justified by means of financial evaluation.

However, road infrastructure provision, which is traditionally a public sector activity, is more complicated. There is usually no clear, direct revenue generation involved. Road user charges are indirect (usually not collected at point of use), and include fuel taxes/duties/levies and vehicle registration/license fees. However, in some countries there are road and motorway tolls, which are a direct charge.

This note will be mainly concerned with toll roads. This is considered to be the most problematical sub-sector as regards potential PPP involvement in road transportation. The note also concentrates on construction, financing and operation of roads, because road rehabilitation and maintenance are already usually contracted out to the private sector in most countries.

2 Logistics Centres

Another type of road (or intermodal) infrastructure facility is logistics centres. However, these will be the subject of an imminent EC-funded detailed regional feasibility study, and have also been the subject of a preliminary screening assessment in this project². In Kazakhstan, where most of the regional logistics centres (or freight terminals) are located, they are wholly private sector owned facilities.

¹ This note focuses on the underlying economic rationale for PPP in the road infrastructure sector. The pre-requisite political, legal, regulatory, social and business environments have been covered in earlier working papers.

² Further analysis of logistics centres is included in the note on The Freight Forwarding Industry

3 Build, Operate and Transfer (BOT) Schemes and Tolls for Interurban Roads

Private Sector Road Provision

Many countries, e.g. France, Italy, Spain, China, Philippines, and Vietnam, have embarked on the private provision (financing, construction, and operation/maintenance) of road infrastructure. There are usually two basic reasons for this:

- (a) the belief that the private sector is more efficient and cost effective in this activity than the public sector; and/or
- (b) the fact that some governments (particularly in developing countries) find it difficult to raise the necessary funds for this investment – because of either public sector borrowing requirement or balance of payment constraints. The private sector constitutes an additional source for mobilization of capital.

Welfare Maximization

The prime objective of a Government should be to maximize the economic welfare of its subjects – in the case of roads this means the maximization of net savings in vehicle operating costs (VOC) and travel time, accidents etc³ (subject, inter alia, to minimizing environmental disbenefits). In conventional public sector cost-benefit analysis of new road investments, this is achieved by ranking potential projects according to their NPV/C⁴ ratio, and selecting projects for implementation until the given budget is exhausted.

Relative Efficiency and Shortage of Government Funds

A problem arises when governments cannot obtain by borrowing the additional funds necessary to implement a large number of economically viable projects - at least not at an acceptable loan rate. Usually when a Government tries to borrow additional funds from international or local capital markets it will find it easier and cheaper to borrow to fund

³ This is a simplification – the additional consumer surplus resulting from the diversion of traffic to a new road or induced by new road investment is also an economic benefit.

⁴ Net present value of economic benefits (evaluated at the government's opportunity cost of capital) divided by the capital cost of the project.

projects with high potential financial rates of return (in terms of revenues to the operator) as well as high economic returns (in terms of VOC and time benefits to all road users).

Given that a Government finds it difficult to finance much needed (i.e. economically viable) road investment, it cannot necessarily be assumed that the private sector will be able to provide it at a lower price. Even if a private firm is inherently more efficient at providing transport infrastructure than a public sector agency it will require profit and risk premiums, which may result in higher charges (tolls) to the user and therefore reduced economic benefits.

To re-iterate, the arguments on economic efficiency grounds for encouraging greater private sector investment in road infrastructure are finely balanced. Although this may lead to more efficient construction and operation/maintenance and therefore lower costs, this may be offset by the need to generate sufficient profits to remunerate the private sector promoter. The latter normally expects a much higher rate of return than the government's opportunity cost of capital. There is also the point that if a private promoter has to borrow a large proportion of the funds needed for construction, i.e. if his debt/equity ratio is high, his borrowing charges are likely to be higher than for public sector borrowing. The private promoter's costs and therefore expected revenue and profit levels will also be higher on these grounds.

Tolls

Tolls on highways will also reduce **economic** benefits. Tolls are often charged on high level-of-service (LOS) - and expensive - interurban and suburban motorways to reimburse the costs of the public or private provider/operator. However, by definition this involves a loss of economic benefits because the toll exceeds the marginal cost of road use (the latter is virtually zero), and some potential users are thereby deterred by the toll from using the road. This means that vehicles frequently choose to stay on the old toll-free road, which may pass through towns, and thus cause higher external costs than would be the case if they used the new through road. It may also be argued that if a toll road is not congested it is inefficient to levy tolls and to keep traffic off it.

A relatively high level of traffic and toll charge is needed to make toll roads **financially** viable.

The usual convention world-wide is that where a new toll motorway is provided there is an alternative “free” parallel road, so that those road users who do not wish to pay a toll for the higher LOS provided by the motorway may use the free facility.

Tolls are a relatively expensive form of revenue-raising. They involve significant capital and operating costs; and also potentially significant economic costs (delays to traffic at toll booths, reduced service levels due to the need to minimize entry and exit points, and the diversion of traffic to parallel untolled facilities - even though the traffic could be carried on the toll road at lower economic cost).

However, tolls do have the advantage that they enable more localized pricing than is possible with fuel taxes/levies. They are, therefore, equitable in the sense that users of a superior facility pay more, and are seen to do so. After initial resistance they tend to receive user acceptance, because users perceive a close link between their payments and the facility itself – there is no diversion to general government revenues, or to road projects in another part of the country. Also, tolls offer the opportunity to collect contributions from foreign vehicles. In summary, tolls have their place so long as they are used judiciously.

In general it is believed that tolls should be restricted to clearly defined, heavily trafficked main routes, particularly those on which a high proportion of the traffic is long distance or international traffic. Care needs to be taken that the toll is not set at so high a level that significant volumes of long distance traffic divert off the toll road on to parallel local roads.

Government Guarantees

Where a new road construction project is not expected to generate sufficient financial revenues to satisfy the private sector - as probably in many parts of Central Asia where incomes, and therefore willingness to pay tolls, are obviously lower than in developed countries - the Government may be called upon to guarantee to make up all or some of the required revenue before the private sector agrees to fund the project.

In these circumstances, the provision of private sector finance may ease the pressure on Government funds in the short term, when the project is being constructed. But, assuming the guarantee (subsidy) has eventually to be called, it creates a greater subsequent need for Government funds once operations start. Moreover, and more importantly, the Government guarantee means that the private operator no longer has to make sure that the project will be viable, as his losses are covered by the guarantee. Many construction companies, supported by private sector banks, are happy to arrange private finance for road projects when they know they will be covered for any shortfall below the forecast revenue. They would be much more reluctant to build these projects at their own risk, i.e. the project risk is not being transferred to the private sector, which is one of the main reasons for its involvement.

A private promoter of a road project may reasonably require Government guarantees that the project will not be expropriated by Government before the end of the franchise period (if there is one), and that his ability to set profit maximizing tolls is not arbitrarily curtailed for political reasons. However, if the promoter also requires a Government guarantee on revenues, this suggests that he is not sufficiently confident of the project viability to risk his own finance. Nor should the Government give any guarantees as regards other competing or complementary road investment projects or maintenance of parallel roads. The government should negotiate hard, but hopefully in a spirit of goodwill on both sides. It is for the promoter to form his own view on these matters and build them into his risk assessment accordingly.

In the rather unusual circumstances where a potential road project is expected to provide high economic returns, but low financial returns, it may be better for the Government to provide the road itself, rather than subsidize its provision by the private sector.

Tender Evaluation Criteria

If it is decided to instigate a PPP BOT procedure, competitive tenders should be sought from the private sector. The criteria for selecting the winner should include the following:

- lowest toll charge (variations to be controlled by Government during operation according to an agreed formula to account for inflation, currency fluctuations etc);
- highest LOS (including commitment to minimum levels of maintenance);
- shortest franchise period (before transfer to Government);
- financial strength;
- experience;
- responsiveness to tender specifications, etc.

Private Sector Operation

An alternative to private sector provision is to contract out only the operation and maintenance of toll roads on the grounds that the private sector can perform these activities more efficiently; but this would not then meet one of the main objectives of private sector provision – to shift the main risk (recovery of capital costs) to the private sector.

Conclusions on Private Sector Road Provision and Tolls

In summary, it may be concluded that:

- The first priority is to ensure that proposed new roads are **economically** viable, by undertaking independent detailed traffic data collection and analysis (including origin/destination surveys); preparing realistic traffic forecasts (and assignment/diversion estimates – based on willingness to pay tolls to save VOC

and time); and economic and financial evaluations (including a realistic Do Minimum case).

- If the estimated **economic** benefits are very high it is likely that **financial** returns will also be high, i.e. sufficient volumes of road users should be willing to pay for the VOC, time and distance savings that they would enjoy. Therefore no revenue guarantees by Government should be necessary.
- Where the estimated economic returns are high but financial returns are likely to be inadequate to satisfy private sector profitability requirements the Government may wish to provide the road, rather than subsidize a private sector provider. This could happen where the toll road significantly decongests the parallel (or other “competing”) roads, i.e. the economic returns are high (higher speeds etc on parallel roads, as well as benefits to switchers to the toll facility), but capturing the total of these benefits in terms of financial returns (toll revenues) is not possible. This may possibly be the case for the Almaty Ring Road. Inserting a tolled road in the middle of a relatively dense urban or suburban toll-free network is always going to present problems in terms of capturing adequate traffic volumes – and yet the economic benefits, including congestion relief over the whole network may be considerable.
- It would appear that, with a few exceptions, traffic flows in general in CAR’s are not high enough to justify interurban toll roads – especially as toll levels will have to be fairly low to attract reasonable volumes. Tolls are appropriate on heavily trafficked roads.
- Calling in the private sector could be potentially expensive for Government and the community – particularly as it is maximization of economic benefits, not financial returns, that should be the Government’s main objective. However, this may be unavoidable if there really is a shortage of public sector funds (budgetary constraints) and on balance of payments grounds.

- Although necessary, it is also difficult in principle for Government to regulate a private sector supplier, and there may be a need for a more complex legal structure for regulation.
- Guidelines for inviting tenders from prospective BOT bidders, and their regulation during operations are suggested above



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
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Road safety in Central Asia



REFERENCE: EUROPEAID/122076/C/SER/MULTI

INTRODUCTION

The following summary progress report is prepared in compliance with the Terms of Reference, taking into account the conditions of developing transport sector and for the purpose of proposing improvement of the road safety situation in Central Asian countries, in line with the UN ESCAP program and giving support to the relevant government in their efforts on upgrading road safety level, as well as taking into consideration the specificity of current situation in each individual country.

THE EXPECTED RESULTS (ER)

(General tentative information in accordance with Section 3 of the Terms of Reference)

1. PROPOSALS TO ESTABLISH NATIONAL ROAD SAFETY COUNCILS OR SIMILAR INSTITUTIONS ON THE BASIS OF INTERNATIONAL AGENCIES POSSESSING CLEAR COMPETENCES AND MANDATES.

For the purpose of formulation and pursuance of unified state policy as well as centralized control of implementation of actions to ensure road safety, the State Interagency Road Safety Commission was set up in **the Republic of Kazakhstan**, the decisions of which were of recommendatory nature.

The Minister of Interior was appointed as a Chairman of Commission.

The Resolution on establishment thereof and Regulations on Commission is attached in Annex 1.

By its type, the similar commissions, with their individual territorial structure and Regulations on Commission were set up in all regions of the Republic on the level of regional, city (including by the city districts), district and rural akimats.

Such Commissions at all levels developed on a quarterly basis measures and proposals on road safety improvement, reduction of accident rate on transport, etc.; managers and executive performers at all levels were appointed; the reports of executives on works performed were heard.

Naturally, there was certain benefit to the society from such commissions, in particular on regional levels of the Republic.

However, due to the inefficiency of work thereof, (recommendatory and consultative nature of the proposed actions, etc.), this Commission was abolished in accordance with the Resolution of the Government of the Republic of Kazakhstan # 979 dated the 22nd October 2007.

The Resolution of the Government on abolishment of the commission is attached in the same Annex 1.

As experience of other developed countries shows, the activity of independent Road Safety Commission that have recommendatory or consultative nature remains limited due to the lack or loss of authority when considering recommendations developed by them and implementation thereof by various administrative bodies.

At the moment the Ministry of Interior of the Republic of Kazakhstan works out an issue on establishment in the Republic of more efficient structure with approximately similar functions harmonized with international, European standards on road safety, to be headed by the Prime-Minister of the Republic or his/her First Deputy.

In Kyrgyzstan, the Commission on road safety under the Government of Kyrgyz Republic established by the Resolution of Kyrgyz Republic #777 dated the 30th November 1998 can be used as a basis for setting up National Road Safety Councils.

In accordance with the aforesaid government document Road Safety Commission under the Government of Kyrgyz Republic is gathering at meetings at least once a quarter, as well as it may be necessary. The Commission consists of 12 members.

In Kyrgyz Republic the Head of Government Office is a Chairman of the Road Safety Commission under the Government of Kyrgyz Republic.

The permanent working body of the Road Safety Commission under the Government of Kyrgyz Republic is Secretariat on Road Safety (Resolution of the Government of Kyrgyz Republic # 104 dated the 25th February 2004), the functions of which include the support of administrative and technical and analytical work of the Commission, monitoring of road safety in Kyrgyz Republic and control on execution of Road Safety Commission decisions.

Road Safety Commission exists in the Republic of Tajikistan and it is set up under the Government of the Republic of Tajikistan.

There is no such Commission in Uzbekistan.

It is necessary to establish Road Safety Commission in the Republic of Uzbekistan at the Government level.

The same is applied to the Republic of Turkmenistan.

CONCLUSIONS. In most CA countries in order to formulate and pursue unified state policy, coordinate activities on road safety the commissions on road safety were set up, which decisions were and are of recommendatory and consultative nature.

The establishment of such institutions generally is in line with the international practice. However, these formations are efficient as long as they are headed by the Prime-Ministers of the Republic or his/her First Deputy; otherwise the value thereof reduces to zero.

RECOMMENDATION. It is necessary to all CA countries to revise the composition / set up National Road Safety Commissions or similar institutions, and to endue them with clear competence and mandates.

To ensure the compliance with the principle of National Commission independence and the efficiency in implementation of decisions thereof, they should be headed by the Prime-Minister or by his/her First Deputy.

2. PROPOSALS ON OPERATIONAL COMPUTERISATION OF THE NATIONAL ROAD ACCIDENT RECORD DATA BASES

In the Republic of Kazakhstan there have been adopted and are applied three procedures for collection and processing of information on road safety violations, in particular gross road safety offences resulted in occurrence of road accidents of different severity level:

- manual;
- semiautomated;
- automated.

Manual procedure of collection and processing of information is performed by the traffic police officers mainly on peripheral (remote) sections (predominantly in rural and aul areas), as well during various raids for identification of road traffic offences resulted in road traffic accident in the regions and major urban centers. Traffic Police Committee of the Ministry of Interior of the Republic of Kazakhstan (through its structures – automatic control system on road transport, Laton LLC., others) has developed special matrix of record cards for administrative violations of traffic rules with road traffic accidents, which then shall be transferred to the regional oblast centers of the traffic police departments for further computer processing

and surrender of such data to the Traffic Police Committee of the Ministry of Interior of the Republic of Kazakhstan.

The amount of work under this procedure in the Republic composes about 35,0 - 40,0%.

Semiautomatic information collection procedure on road traffic offences with occurrence of road traffic accidents in the Republic of Kazakhstan is applied mainly in major district and oblast regional road traffic police divisions under Departments of Internal Affairs of the regions.

The amount of work under this procedure in the Republic composes about 20, - 25,0 %.

Automated information collection procedure on road traffic offences with occurrence of road traffic accidents in the Republic of Kazakhstan is applied mainly in South and Northern capital cities of the Republic of Kazakhstan with further systematic electronic automated processing of all data collected and transmission of such data through the server to the Traffic Police under the Ministry of Interior of the Republic of Kazakhstan for information and operational decision making.

The amount of work under this procedure in the Republic composes about 45,0 %.

Any messages (either spoken or written) on road traffic accidents and persons affected therein, shall be duly registered at the alert divisions of the Internal Affairs authorities or at the Traffic Police divisions of the regional Departments of Internal Affairs of the Republic.

After verification of the messages and taking immediate measures, all information on road safety violations, in particular on road traffic accidents shall be registered in the Registry (Book of record) of a due form approved by the Ministry of Interior of the Republic of Kazakhstan and (agreed by) the State Statistics Committee of the Republic of Kazakhstan.

A separate road traffic accident record card shall be filled in and relevant entry in the Registry (Book of record) shall be made for each road traffic accident, information on which is subject to incorporation in the state statistical reporting.

The head of Internal Affairs Authorities shall bear the responsibility for record entirety and accuracy of completion of information on road traffic offences and road traffic accidents in the state statistical reporting.

The consistency control of the state statistical reporting shall be performed by the superior traffic police divisions of the Traffic Police Committee of the Ministry of Interior of the Republic of Kazakhstan.

Internal Affairs Authorities and Traffic police departments, when receiving information on road traffic offences and road traffic accidents with the participation of vehicles registered in their service area, shall concurrently transfer information on them to the enterprise head-office and organization being the owners of vehicles.

Information on accidents encouraged by the unsatisfactory road conditions shall be transmitted to the road and utility enterprises.

Data transmission method (in writing, by telephone, express courier, etc.), as well as the volume of data transmitted shall be defined based on specific conditions, with a proper entry on message transmission to be made in the Registry (Book of record).

The registry shall be numbered, stringed, sealed and be kept during three years from the date of last entry.

In case of road traffic accident with participation of the vehicle belonging to other country, which entailed the death or injury of people an additional copy of the card shall be completed and then sent to the internal affairs authority at the place of vehicle registration.

The Internal affairs authorities at least once a month shall allow the representatives of various ministries, agencies, transport enterprises, road, utility and other organization to reconcile information on road traffic accidents against indicators stipulated by the forms of reporting of such enterprises and organizations on road traffic accidents, and authenticate the correctness of reconciliation undertaken.

The heads of city and district internal affairs authorities, city and oblast Traffic police divisions of the Departments of Internal Affairs of the regions shall arrange at least once a month reconciliation of information on road traffic accidents with the data from medical and therapeutic facilities, morgues and insurance agencies.

Road traffic accidents identified as a result of reconciliation shall be included in the collection of information about them in the state statistical reporting.

The road organization shall keep the record of all road traffic accidents occurred on sections of roads and streets served by them.

The road traffic accidents the occurrence of which was encouraged by the unsatisfactory road conditions shall be registered in the Road traffic accident registry specifying the particular conditions.

Information on every such accident shall be reported to the superior organization.

In case of road traffic accident resulted in the death of three and more people, caused the death and injury of people (one or several people), as well as with the vehicle with the country leadership, deputies of Majilis as well as heads of diplomatic and consular missions of foreign countries accredited in the Republic of Kazakhstan therein, the internal affairs authorities shall immediately report to the relevant superior authorities.

The road organizations shall reconcile with the internal affairs authorities the information on road traffic accidents, the occurrence of which was encouraged by unsatisfactory conditions, before the 5th day of the month following the reporting one.

In Kyrgyz Republic, the company TRV (UK), together with the company BCEOM (Societe Francaise D'Ingeniere), under the technical assistance on road sector efficiency enhancement, in the period from 24th October to 4th November 2003 introduced a new computerized MAAP software – electronic processing of the national road traffic accident record database in the Central road safety department of the Ministry of Interior of Kyrgyz Republic (former GAI).

However the time for introduction of the computer data base was limited; therefore this stage of software introduction was initiatory. Now it is necessary to adapt the system to the requirements of the Central road safety department of the Ministry of Interior of Kyrgyz Republic and to train personnel to use it.

Notwithstanding the large amount of work done during the first visit, it is necessary to carry out further actions to make sure that the MAAP system is functioning appropriately.

The following tasks shall be fulfilled:

- Set up data collation;
- Develop proper card;
- Adjust the content of road traffic accident card, in particular exact coordinates of the road traffic accident location;
- Set up some reports for the Customer;
- Expand the system by regional structures of the Central road safety department of the Ministry of Interior of Kyrgyz Republic;
- Check for proper use and stability of system;
- Train in road safety using MAAP data.

According to the preliminary assessment the Republic of Kyrgyzstan shall require 10 additional computers, staff training in MAAP application, development of proper cards, and another visit by international expert of the company TRL (UK).

There is no electronic data base to keep the record of road traffic accidents in Uzbekistan and Turkmenistan; there is no information on introduction of electronic road traffic accident collection and record system in the Republic of Tajikistan.

CONCLUSIONS. Due to the limited financing the work in CA countries on operational computerization of national road traffic accident record database is almost lacking or performed on a very low level and it does not comply with the international requirements in this area.

RECOMMENDATIONS. The Governments of the CA countries should allocate sufficient funding from the national budgets of republic to finance the works on operational computerization of national road traffic accident record database compliant with the up-to-date international and European requirements (tentatively at the level of computerized MAAP software – electronic processing of the national road traffic accident record database (the company TRV (UK) in association with the company BCEOM - Societe Française D’Ingeniere).

It would be practical to introduce electronic road traffic accident record database in all CA countries with improved computer system, for which purpose it is necessary to attract investments and to carry out training to set up electronic road safety database and ensure free access to all organizations concerned.

3. PROPOSALS ON INTRODUCTION OF ROAD SAFETY LESSONS TO THE SCHOOL CURRICULUM.

In the Republic of Kazakhstan the work plan of the Ministry of Interior of the Republic of Kazakhstan for carrying out scientific researches, scientific and technical developments and conferences in the area of road safety for 2008 – 2011 (See Annex 3) stipulates the incorporation of the lessons on road safety to the school curricula.

However, the most efficient tool for reduction of child traumatism and fatal case for the Republic is to develop individual programs like « Pedestrian».

Such programs are introduced in major cities of the Republic of Kazakhstan, for instance in Almaty. Based on individual features of street and road network of the city города, statistical data on previous road traffic accidents (for instance in 2003 – 2007), they offer specific recommendations on reduction of accident rate on the roads, intersection and, in particular, on reduction of child traumatism.

The summary of the «Pedestrian» program for Almaty for 2008-2011 is attached in Annex 4.

In Kyrgyz Republic the school curricula do not contain a subject to study the traffic rules, though the Ministry of Education in association with Ministry of Interior takes measures to reduce road accidents.

Central road safety department of the Ministry of Interior of Kyrgyz Republic and Ministry of Education of Kyrgyz Republic carry out contests, quizzes among the pupils called «Young Traffic Policeman». However, carrying out of one-shot events is not sufficient to solidify the norms of the Traffic rules with the pupils.

Nearly the same situation is in the Republic of Uzbekistan, Tajikistan and Turkmenistan.

CONCLUSIONS. Almost in all CA countries there is no regular lesson on road safety in the school curricula.

Open lessons carried out on fundamental principles of road safety are essentially of one-shot rather than systematic nature and do not give tangible results.

RECOMMENDATIONS:

- **Include lessons on road safety into the school curricula;**
- **Develop and publish training aids on road safety;**
- **Develop Road Safety Guides and distribute them among teachers;**
- **Traffic Police authorities (GAI) to carry out training of teachers and pupils on road safety;**
- **Carry out contests, quizzes and reviews among pupils called «Young Traffic Policeman» or «Green wave», etc. with the publicity thereof in mass media and on TV;**
- **Coordinate activities by the Traffic Police (GAI) and assign duties to the teachers by the Ministries of Education of CA republics.**

4. PROPOSALS TO CARRY OUT CITY PUBLIC AWARENESS RAISING CAMPAIGN, COVERING HIGH RISK AREAS ISSUES AND DEMONSTRATION PROJECTS.

In Kazakhstan, Kyrgyzstan, Uzbekistan and Tajikistan various contests on road safety are conducted mainly among the pupils and children from senior kindergarten groups of the republics.

Such contests-games are carried out two-four times a year, i.e. they are of one-shot nature.

In the Republic of Kazakhstan the programs for 2009-2001 (see Annex 2 and 3) stipulate to carry out at a mass level an extensive publicity campaign among all layers of population on implementation of the concrete measures to ensure road safety (demonstration on television of practical and comprehensible training on traffic rules, in particular on implications due to violation thereof by all road users, dissemination of the same information in mass media, advertisement on street and road network, etc.)

Traffic police authorities of the republic carry out on a regular basis a safety month of different types for all road users: «Attention: children», «Beware of pedestrian», «Attention: pedestrian», «For the safe environment», «Safety traffic», etc.

Earlier, in 2003 – 2006 it was practiced in the major cities of the CA countries to post on the busiest and most hazardous sections (intersections, overpasses, passages, etc.) of the street and road network colourful information display panels, which provided visual information to all layers of population on road traffic accidents occurred at that place and the consequences thereof. However, in these latter days such practices faded out, and replaced with advertising information.

To raise the public awareness level on road safety it would be practical for all CA countries to envisage a special TV program on central TV channels, which would weekly inform citizens on road safety situation both in the regions and in the country in general.

TV programs like «Green wave», «Traffic lights», «You ask – we respond», «Young Traffic Policeman», «For the safety traffic», «Attention: pedestrian», «Attention: children» and others, enjoy high popularity among population, however they are very demonstrated on the TV on rare occasions or are stopped at all.

In the remote area, where receiving of TV programs is not possible, it would practical to stipulate a special column on road safety in mass media (newspapers, radio).

A great educational measure for all vehicle owners (irrespectively of their merits and positions held) who grossly and intentionally infringed the traffic rules, will be to demonstrate their «achievements» on the TV and in mass media.

However, such measure did not gain a wide-spread occurrence either.

It would be practical to arrange a seminar (training) with the participation of domestic and international specialists on road safety for the wide circles of population and separate seminars for specialists on road safety working in ministries, agencies and private firms and involved in passenger and freight transport, or to provide for their training in EU countries.

At the moment there is no information available for Turkmenistan on this issue.

CONCLUSIONS. Essentially in all CA countries conducting of city public awareness raising campaign, covering high risk areas issues, are of accidental, unordered nature and do not comply with the modern requirements to the such type of events.

RECOMMENDATIONS. At the government level it is recommended for all CA countries to launch an up-to-date publicity campaign among population (on TV, in mass media, educational institutions, etc.) on compliance with the traffic rules and consequences of violation thereof.

MORE DETAILED REPORT ON EXPECTED RESULTS OF THE WORK (ER) ACCORDING TO SECTION 4 OF THE TERMS OF REFERENCE

(Core activities – indicative format).

ER 1

Make comparative analysis on successful practices of countries with regard to road safety strategies in EU;

Give example of long-term planning in the area of road safety;

Propose improvements to the level of law reinforcement in terms of application of legal sanctions for violation of driving rules.

(General question on ER-1 as formulated by Mr. Bernard: Is there any road traffic strategies in CA countries? If yes, please attach»)

The most favourable EU countries in terms of formulation of the road safety strategies are such countries are Finland, Norway, Sweden, Switzerland, Germany, France and the Netherlands.

In order to analyze long-term planning in the area of roads safety it is necessary to refer, for example, to the road safety policy pursued in France.

Thus, three road safety programs were simultaneously commenced in France in the period 1982-83.

The aim of «**REAGIR**» Program was to activate local participants in various areas of activities (administration, roads, medicine, education, security agencies, etc.) with a view that the nature of road traffic accident is multi-factor, through organization in each area, on initiative basis, of the teams responsible for examination of the extra-serious road traffic accidents.

The aforesaid program as headed by the head of central government.

During operation of «**REAGIR**» program an electronic road traffic accident record database was established.

The second program - «Minus ten percent» contracts – was designed to promote road safety policy at the level of local authorities: f city (or a group of small towns, villages) received from the central government a certain amount of money proportionate to the number of road traffic accidents in this particular area to ensure road safety (maintain a data base, investigate the cause of the road traffic accident), with additional funding if the local authorities managed to demonstrate the reduction of the number of injured persons by at least 10% per annum.

The disadvantage of this program was that the central government did not try to control what precisely the local authorities do to ensure road safety, but only oversees the general figures on road traffic accidents.

Currently this program is closed.

The third program - «Neighborhood of safe and accident free cities» was a pilot program designed to disseminate innovative means in neighbouring cities, generalizing the extended heavy transport road highways and reduction of travel speed, while paying attention to the pedestrian as well as two-wheel transport drivers' behaviour at the carriageway.

The aforesaid program was closed in 1989.

The quoted example of road safety actions planning in France confirms the continuity of such measures and their long-term planning.

In the Republic of Kazakhstan there is a «Transport Sector Strategy of the Republic of Kazakhstan to 2015» approved by the Decree of the President of the Republic of Kazakhstan # 86 dated 11.04.2006 and Road Transport Sector Development Program of the Republic of Kazakhstan for 2006-2012, approved by the Resolution of the Government of the Republic of Kazakhstan # 1227 dated 9.12.2005.

Road safety strategy in the Republic of Kazakhstan is implemented through the Government road safety programs with specific action plans.

In pursuance of the Resolution of the Government of the Republic of Kazakhstan dated 20 April 2007 № 319 «On approval of the Action Plan on implementation of the National Strategic Plan (of measures) on fulfillment of the Annual President's Messages 2005 - 2007 to the nation and the Programme of the Government of the Republic of Kazakhstan for 2007-2009» and to enhance the efficiency of the road safety system the Government of the Republic of Kazakhstan issued a Resolution dated 11th December 2007 1213 «On approval of the Action Plan on road safety in the Republic of Kazakhstan for 2008-2010».

The content of the Resolution and its implementation plan is attached in Annex 2.

The Republic of Kazakhstan has also developed a Program on improvement of road safety and environment protection.

The main part of the Program is implemented through the Action plan of the Ministry of Interior of the Republic of Kazakhstan on carrying out scientific and technical developments and conferences in the area of road safety for 2008 – 2011.

The action plan is approved by the Order of the Minister of Interior of the Republic of Kazakhstan # 182 dated 16th May 2008.

The content of the Action Plan is attached in Annex 3.

In the Republic of Kazakhstan there is a Program on offence prevention and crime fighting in the Republic of Kazakhstan for 2005-2007, approved by the Resolution of the Government of the Republic of Kazakhstan # 1355 dated 24th December 2004.

The Program is implemented through the Joint Order of the Minister of transport and communications of the Republic of Kazakhstan # 160-I dated 26th April 2005 and the Minister of Interior of the Republic of Kazakhstan # 224 dated 12th April 2005 «On measures for improvement of the joint activities in roads safety for 2005-2007».

The content of the Order and the detailed implementation plan is attached in Annex 5.

Also in the Republic of Kazakhstan there exist the Rules of coordination and approval of regulatory, design and technical documentation for construction, repair, maintenance and management of roads in terms of ensuring road safety put into effect by the Resolution of the Government of the Republic of Kazakhstan # 267 dated 4th April 2007.

The content of the Resolution and the Rules is attached in Annex 6.

To ensure centralized control of implementation of measures in road safety the State interagency road safety commission was established in the Republic of Kazakhstan.

The Resolution on establishment thereof and Regulations on the Commission is attached in Annex 1.

However, due to the inefficiency of operation thereof (inefficiency of commission's actions effect on the level of recommendations and consultations, corruptibility of individual commission members and abuse of their official authorities) this Commission was abolished by the Resolution of the Government of the Republic of Kazakhstan # 979 dated 22nd October 2007.

The Resolution of the Government on abolishment thereof is attached in Annex 1.

In Kyrgyz Republic currently there is no «National Road Safety Strategy».

The Government has developed and prepared for adoption of the «Package of measures on roads safety for 2008-2011», which also include a «Concept on Road Safety in Kyrgyz Republic» developed by the Road Safety Secretariat under Road Safety Commission at the Government of Kyrgyz Republic.

The aforesaid regulatory documents are expected to be adopted in October – November 2008.

In Uzbekistan, Tajikistan and Turkmenistan such programs were not yet adopted in prescribed order, and are under consideration.

CONCLUSIONS: Almost all CA countries have the strategies or at least government programs on road safety, which specify in details the measures and the implementation arrangements thereof on main aspects of the road safety: reduction of accident rate on transport, efficiency enhancement of roads traffic management and regulation, reduction of road traffic accident consequences severity, etc.

RECOMMENDATIONS: The Strategies and government plans on road safety on all CA countries shall comply with the modern international, European requirements in this area, and should be feasible.

PROPOSALS ON IMPROVEMENTS TO THE LEVEL OF LAW REINFORCEMENT IN TERMS OF APPLICATION OF LEGAL SANCTIONS FOR VIOLATION OF DRIVING RULES

**(General question on ER-1 from Mr, Bernard:
List of existing sanctions for violation of road safety rules).**

Over the last 10 years over 28937 peopled were killed and over 162253 people were injured on the roads of **Kazakhstan**. The number of annually committed road traffic accidents has increased by one third (from 11,9 to 16 thous.), the number of injured has increased by as many, while the number of deaths has almost doubled.

By estimated of international experts the annual average damage from the road traffic accidents accounts for 2,2% of GDP, and for Kazakhstan it amounts USD \$1,7 bln.

In this regard the Head of the State at the meeting of the Security Council held on the 13th November 2006 gave s task to the Government, Ministry of Interior and other government bodies concerned to increase the level of population protection against road accidents.

For the implementation of the assigned tasks the Ministry of Interior has developed a draft Law “On introduction of amendments and supplements to some legislative acts of the Republic of Kazakhstan on road safety” based on the best international practice in this area.

On the 23rd June 2008 the Parliament of the Republic of Kazakhstan has adopted the Law “On introduction of amendments and supplements to some legislative acts of the Republic of Kazakhstan on road safety” and signed by the Head of the State.

The Law makes provisions for introduction of amendments and supplements to the Code of administrative offences and the Law “On road safety”, the norms of which envisage up-to-date and efficient methods of administrative and legal influence for prevention and reduction of the accident rate on road transport.

The experience of UK, Germany, Sweden, USA and other developed countries shows that tightening of the measures of punishment appears to be a highly efficient means of impact on road users.

In this regard from the 1st August 2008 a system of gradual toughening of responsibility for transport offences commensurate with level of the social danger of the offence committed was introduced in the Republic:

- for the first violation – a fine;
- for repeat violation – a fine with the examination of the knowledge of Road traffic rules;
- for the third violation – revocation of driving license.

The alternative fine rates are excluded and unified periods of revocation of the driving licenses are introduced.

The following enhancement of responsibility is envisaged:

- for unfastened seat belts when moving in the vehicle (5 monthly rated index (MRI), which in 2008 amounts 1168 tenge – USD \$9,73);
- for alcohol-impaired driving:
 - for the first time – revocation of driving license for 2 years;
 - for repeat violation – revocation of driving license for 5 years;
 - for the third time – revocation of driving license for 10 years.
- for over-speeding (5, 10, 15 and in case of recurrence 20 MRI);
- for violation of intersection passage rules (5 and in case of recurrence 15 MRI);
- for driving on the wrong side of the road (15 MRI and in case of recurrence revocation of the special right);
- for violation of the stopping and parking rules (5, 6, 7 and in case of recurrence 15 MRI).

For the time the sanction in the form of administrative arrest is applied for violation of the traffic rules:

- for alcohol-impaired driving of the vehicle by the persons disqualified or ineligible to driving (10-15 days);
- for systematic violation by the pedestrian and other road users of the requirement established by the rules (three days).

The following responsibility is stipulated for:

- use of mobile phone when driving a vehicle (5 and in case of recurrence 7 MRI).
- illegal installation of light and audio signals, as well as light devices on the vehicle (from 15 to 2000 MRI depending on offence committer). Only road transport vehicles of the President’s Safeguard Service, field services of National Security Committee, Ministry of Interior, Ministry of Emergency, military police, emergency operations services and emergency medical services can be equipped with the special light and sound signals.
- installation and driving a vehicle with the counterfeit state registration number plates (20 MRI or revocation of special right for 6 months).

It is envisaged to charge a fine at the place of committing the offence using electronic payment cards without restriction of the amount thereof.

Also additional grounds for termination of the right to drive a vehicle are introduced to the Law “On road safety”. These are:

- repeated, during two months failure to pass the Traffic rules tests;
- decline in driver's health.

There also introduced a mandatory verification of knowledge of the Traffic rules every 10 years.

Amendments and supplements introduced to the legislation are aimed to take effective measures to raise the level of the protection of life and health of citizens against road traffic accidents.

It is expected that with the adoption of these measures the accident rate will be decreased at 10-15%.

The measures taken and rates of fines applied in the Republic of Kazakhstan is attached in more details in Annex 7 (in brief) with more detailed description by articles in Annex 8 (see also Excel file for the rates of fines in Kazakhstan and Kyrgyzstan)

In Kyrgyz Republic the responsibility for violation of the Traffic rules is regulated by the Chapter 20, Articles 211-252 of the Code of Kyrgyz Republic «On administrative responsibility» adopted on the 4th August 1998, # 114.

When analyzing the amount of legal sanctions established by the Code of Kyrgyz Republic, it should be noted that the penalty for drivers who violated the traffic rules until recently were liberal and did not correspond to the severity of the offences committed.

For instance, Article 238 of the Code of Kyrgyz Republic on administrative responsibility envisaged the fine for « alcohol-impaired driving of the vehicle» in the amount between 5 and 10 minimum wage rates (500-1000 som).

Also Article 232 of the Code of Kyrgyz Republic «On administrative responsibility» envisaged the fine sanctions in the amount of two rated indices (200 som) for exceeding by the drivers of the predetermined travel speed by more than 40 kmh.

Such lenient penalty for grave offences did not work that was proved by the increased number of road traffic accidents committed by the alcohol-impaired drivers and cases of speeding. It was necessary to introduce amendments and supplements to the Code of Kyrgyz Republic «On administrative responsibility» in terms of toughening of responsibility of the road users. It was done through the adoption of the Law of Kyrgyz Republic dated the 5th August 2005 #121 «On introduction of amendments and supplements to the Code of Kyrgyz Republic "On administrative responsibility"». Thus, for alcohol-impaired driving the driver can be penalized in the amount of 10 to 15 rated indices, i.e. 1000-1500 som, or his driving license can be revoked for one year by the court's decision.

In accordance with Article 239 of the Code of Kyrgyz Republic «On administrative responsibility» the fine for transfer of driving to the alcohol-impaired person was stipulated in the amount of 5 to 7 minimum wage rates (500-700 som). After the introduction of amendments the administrative fine was increased up to 1000 - 2000 som.

In 2008 a new Law «On introduction of amendments and supplements to the Code of Kyrgyz Republic «On administrative responsibility»» was adopted in Kyrgyz Republic which envisaged one more increase of the sanctions for violation of the road traffic rules. The aforesaid Law of Kyrgyz Republic became effective from the 12th August 2008.

A newly adopted Law of Kyrgyz Republic introduced a new article prohibiting the drivers to use the mobile phones when in motion.

Similar amendments to the Laws on road traffic safety that fundamentally enhance the responsibility of all road users for violation of traffic rules were adopted in other CA countries, Uzbekistan, Tajikistan and Turkmenistan.

CONCLUSIONS: In the recent years all CA countries have introduced a significant increase of the amount of responsibility of all road users for violation of the traffic rules. The Governments of these countries introduce relevant amendments and supplements to the Laws on road safety and Codes on administrative offences (responsibility).

RECOMMENDATIONS: Due to the tightening of penalty for violation of the traffic rules, the Governments of the CA countries should scrutinize the efficiency of implementation thereof, eradication of corruptibility of the traffic police authorities (GAI), equipping them with the modern control facilities of the safe movement of vehicles and pedestrians.

EXPECTED RESULTS ON SECTION 3 OF THE TERMS OF REFERENCE

(ER 2)

Assessment of current procedures for collection of information on road traffic accidents

Formulation of regulations in case of computerization, to include quantification and identification issues, with the breakdown by road use groups, urban and land transport, trend analysis

Cost estimation for computerization

Examination of Korean and Armenian practices (record keeping of traffic accidents based on GPS search system and web-facility based on open source data base)

Proposals on publication of the statistical data on road traffic accidents (e.g. for the attention of the National Councils)

(General questions on ER-2 from Mr. Bernard:

List of existing procedures for collection of information on the violation of road safety.

Discussion of preferences on computerization of the road traffic accident record system (was this issue ever considered in the beneficiary countries of the project?).

If yes, what are the preliminary costs of introduction of the computerized road accident record system?)

All CA countries keep record of road transport accidents and consequences thereof. At that there is a unified approach to the definition of the road traffic accident – it is an event occurring in the process of road vehicle movement along the road and with participation thereof, resulted in death of injury of people, damage of vehicles, facilities, cargos, or inflicted other material damages. Diagram 1 shows the situation with the record keeping of road accidents, associated with traumatism of people.

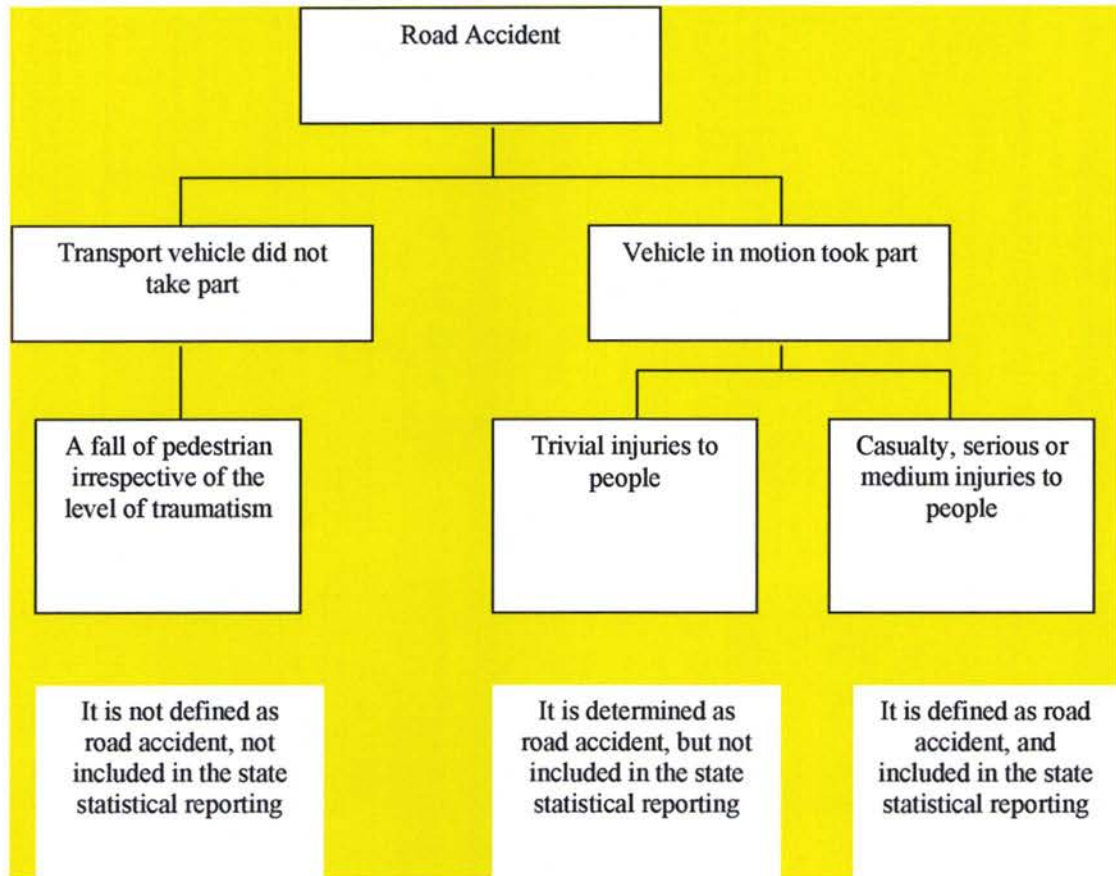


Diagram 1 Record keeping of road accidents associated with people's traumatism

The collection of information in case of violation of the traffic rules and commitment of road traffic accident in **Kyrgyz Republic** is performed at the moment in accordance with the Resolution of the Government of Kyrgyz Republic # 578 dated the 9th August 2004 «On approval of the rules of road traffic accident record keeping», as well as the Order of the Minister of Interior of Kyrgyz Republic # 373 dated the 27th September 2004 «On execution of the Resolution of the Government of Kyrgyz Republic # 578 dated 9.08.2004».

A separate road traffic accident record card shall be filled in and relevant entry in the Road Accident Registry is made for each road traffic accident, information on which is subject to incorporation in the state statistical reporting.

The card is a main document – the source of road accident data base.

The data part of the card consists of 12 sections where the reporting information on road accident is recorded. The data part of the card shall be filled in by the officer of internal affairs authorities who completed the primary document on road traffic accident, except the card number).

The Road accident Record card has the following basic information:

- Location of road accident;
- Information about participants of road accident;
- Information on vehicle;
- Visual description of the vehicle damages.

The data part of the card shall be filled in with the text or with the index numbers corresponding to the meaning of semantic information in the «reference table for completion of the road accident record card».

The code part (code filed) was introduced for the ease of preparation for computer data input. The code part of the road accident record card is completed by the officer of the Central road safety department of the Ministry of Interior of Kyrgyz Republic (former GAI) responsible for the road traffic accident record keeping. The code filed consists of 19 sections, which start with the sections number.

It should be noted that Road accident record card is completed only for accountable types of road accidents (with killed and injured).

The card shall not be completed for smaller road traffic accidents, with infliction of material damage; therefore there is no overall picture of road traffic accidents committed in Republic and their economic costs.

Ultimately it is planned to apply MAAP system, which due to the lack of funding was not fully introduced in Kyrgyz Republic (it is necessary to continue the introduction of the second stage of MAAP by inviting international experts from EU countries).

There is a need to purchase 10 computers to equip regional divisions of the Central Road Safety Departments of the Ministry of Interior of Kyrgyz Republic and train the specialists to use the MAAP system.

All road traffic accident irrespective of their degree of severity should be registered. In the Republic of Uzbekistan, the Republic of Kazakhstan and the Republic of Tajikistan the record keeping of road traffic accidents is performed by the road accident record card, same as in Kyrgyz Republic.

In the Republic of Kazakhstan there is almost the same system of collection, recording and handling of information on road traffic accidents and gross violation so the traffic rules.

In the republic there are adopted and applied three procedures for collection and processing of information on road safety violation, in particular gross violation of traffic rules resulted in occurrence of road traffic accidents of different severity level:

- manual;
- semiautomated;
- automated.

Manual procedure of collection and processing of information is performed by the traffic police officers mainly on peripheral (remote) sections (predominantly in rural and aul areas), as well during various raids for identification of road traffic offences resulted in road traffic accident in the regions and major urban centers.

Traffic Police Committee of the Ministry of Interior of the Republic of Kazakhstan (through its structures – automatic control system on road transport, Laton LLC., others) has developed special matrix of record cards for administrative violations of traffic rules with road traffic accidents, which then shall be transferred to the regional oblast centers of the traffic police departments for further computer processing and surrender of such data to the Traffic Police Committee of the Ministry of Interior of the Republic of Kazakhstan.

The amount of work under this procedure in the Republic composes about 55,0 - 60,0 %.

Semiautomated information collection procedure on road traffic offences with occurrence of road traffic accidents in the Republic of Kazakhstan is applied mainly in major district and oblast regional road traffic police divisions under Departments of Internal Affairs of the regions.

The amount of work under this procedure in the Republic composes about 15, - 20,0 %.

Automated information collection procedure on road traffic offences with occurrence of road traffic accidents in the Republic of Kazakhstan is applied mainly in South and Northern capital cities of the

Republic of Kazakhstan with further systematic electronic automated processing of all data collected and transmission of such data through the server to the Traffic Police under the Ministry of Interior of the Republic of Kazakhstan for information and operational decision making.

The amount of work under this procedure in the Republic composes about 20,0 - 30,0 %.

Any messages (either spoken or written) on road traffic accidents and persons affected therein, shall be duly registered at the alert divisions of the Internal Affairs authorities or at the Traffic Police divisions of the regional Departments of Internal Affairs of the Republic.

After verification of the messages and taking immediate measures, all information on road safety violations, in particular on road traffic accidents shall be registered in the Registry (Book of record) of a due form approved by the Ministry of Interior of the Republic of Kazakhstan and (agreed by) the State Statistics Committee of the Republic of Kazakhstan.

A separate road traffic accident record card shall be filled in and relevant entry in the Registry (Book of record) shall be made for each road traffic accident, information on which is subject to incorporation in the state statistical reporting.

The head of Internal Affairs Authorities shall bear the responsibility for record entirety and accuracy of completion of information on road traffic offences and road traffic accidents in the state statistical reporting.

The consistency control of the state statistical reporting shall be performed by the superior traffic police divisions of the Traffic Police Committee of the Ministry of Interior of the Republic of Kazakhstan.

Internal Affairs Authorities and Traffic police departments, when receiving information on road traffic offences and road traffic accidents with the participation of vehicles registered in their service area, shall concurrently transfer information on them to the enterprise head-office and organization being the owners of vehicles.

Information on accidents encouraged by the unsatisfactory road conditions shall be transmitted to the road and utility enterprises.

Data transmission method (in writing, by telephone, express courier, etc.), as well as the volume of data transmitted shall be defined based on specific conditions, with a proper entry on message transmission to be made in the Registry (Book of record).

The registry shall be numbered, stringed, sealed and be kept during three years from the date of last entry.

In case of road traffic accident with participation of the vehicle belonging to other country, which entailed the death or injury of people an additional copy of the card shall be completed and then sent to the internal affairs authority at the place of vehicle registration.

The Internal affairs authorities at least once a month shall allow the representatives of various ministries, agencies, transport enterprises, road, utility and other organization to reconcile information on road traffic accidents against indicators stipulated by the forms of reporting of such enterprises and organizations on road traffic accidents, and authenticate the correctness of reconciliation undertaken.

The heads of city and district internal affairs authorities, city and oblast Traffic police divisions of the Departments of Internal Affairs of the regions shall arrange at least once a month reconciliation of information on road traffic accidents with the data from therapeutic facilities, morgues and insurance agencies.

Road traffic accidents identified as a result of reconciliation shall be included in the collection of information about them in the state statistical reporting.

The road organization shall keep the record of all road traffic accidents occurred on sections of roads and streets served by them.

The road traffic accidents the occurrence of which was encouraged by the unsatisfactory road conditions shall be registered in the Road traffic accident registry specifying the particular conditions.

Information on every such accident shall be reported to the superior organization.

In case of road traffic accident resulted in the death of three and more people, caused the death and injury of people (one or several people), as well as with the vehicle with the country leadership, deputies of Majilis as well as heads of diplomatic and consular missions of foreign countries accredited in the Republic of Kazakhstan therein, the internal affairs authorities shall immediately report to the relevant superior authorities.

The road organizations shall reconcile with the internal affairs authorities the information on road traffic accidents, the occurrence of which was encouraged by unsatisfactory conditions, before the 5th day of the month following the reporting one.

In the Republic of Tajikistan Article 36 of the Law “On road Traffic” envisages the creation of a uniform state recording system of the road safety indicators (accident rate and road accidents, administrative offences in the area of road traffic, etc.). A list of statistical road traffic indicators, procedure for recording and reporting shall be established by the Government of the Republic of Tajikistan.

The actual procedure for road accident record keeping is established by the Rules for road accident record keeping approved by the Resolution of the Government of the Republic of Tajikistan # 172 dated 1st April 2008. In accordance with these Rules the road accident record keeping is performed by:

- Internal affairs authorities;
- Owners of vehicles (enterprises and organizations, ministries and agencies, and other institutions irrespective of their forms of ownership, which have their own vehicles);
- Road and utility enterprises.

Medical and therapeutic facilities of the Ministry of Public Health of the Republic of Tajikistan, other ministries and departments keep the record of the persons injured in road accidents.

Any road accidents with participation of at least one vehicle in motion resulted in death or bodily injuries of people, damages to vehicles, cargos, roads, road and other structures or other property are subject to recording. The state statistical reporting includes information of the internal affairs authorities on road traffic accidents committed on the roads, which resulted in death or bodily injuries of medium severity of people.

In this case:

- The death-toll of road accidents shall include people died of injures received on the accident scene or within 7 days from the date of accident.
- The number of persons injured in the accident includes people who received serious and medium bodily injuries.

The record keeping and analysis of road accident resulted in light bodily injuries implying short-term impairment of health or temporary disability shall be performed by the authorities of internal affairs and line divisions of the road patrol service of GAI.

The state statistical reporting does not include information on road accidents committed:

- On enclosed and protected sites with the gate checked entry and exit system, on road sections equipped with traffic control barrier, as well as in place unprovided for vehicle movements;
- In the course of sport events, where sport drivers, judges, other personnel servicing sport events or citizens were injured.

The following road traffic accidents are not subject to recording:

- Accidents with cars, tractors and other self-propelled machines and mechanisms when performing their basic productive operations which they are designed for;
- Accidents occurred as a result of deliberate act aimed at deprivation of life of causing of harm

- to health of people or their property;
- Accidents occurred due to the attempted suicide of an injured person;
 - Accidents occurred as a result of natural calamities;
 - Accidents occurred as a result of violations of vehicle service engineering, in the absence of driver at the wheel;
 - The fires on vehicles in motion, unrelated to their technical failure.

In general the road accident record keeping system by the authorities of internal affairs of Tajikistan is similar to the system applied in Kazakhstan (road accident record cars, registry keeping, etc.)

In the Republic of Kazakhstan the Ministry of Interior of the Republic of Kazakhstan has studied in 2004 – 2008 issues related to computerization of road accident record system. A multipurpose program for computerization of road accident record system was developed; however lack of proper funding for these works constrained its full-scale implementation in 2006 – 2008.

The basic actions under road accident record system computerization program for 2009 – 2011 are attached in Annexes 2 and 3.

According to preliminary data the amount of preliminary expenses for introduction of computerized road accident record system in **the Republic of Kazakhstan** for 2009 – 2011 is about 900,0 mln. tenge (USD \$ 7500000).

According to the preliminary assessment, in the same period the **Republic of Kyrgyzstan** would require 10 additional computers, staff training in MAAP application, development of proper cards, and another visit by international expert of the company TRL (UK), etc.

The total cost of full computerization and introduction of MAAP system in the Republic of Kyrgyzstan is USD \$50000.

There is no data on introduction of electronic road traffic accident collection and record system in other CA countries (Uzbekistan, Tajikistan and Turkmenistan), and information will be clarified in the near future.

CONCLUSIONS: In all CA countries the road accident record system by all types of traffic rules offences is more or less established, however it is obsolete and does not meet modern requirements. The computerization of the road accident record system is at the low level that makes difficult to make operative decisions on elimination of the accident consequences and then removal of causes for occurrence thereof.

RECOMMENDATIONS: It is necessary to introduce electronic road accident record database in CA countries with more advanced computer system, for the purpose of which it is necessary to attract investments and carry out training to create electronic road safety database and ensure open access to all organizations concerned.

EXPECTED RESULTS ON SECTION 3 OF THE TERMS OF REFERENCE (ER- 3)

- Comparative analysis of practices of the European countries on conducting road safety training sessions in schools.
- Proposals for each country.

The European practices of conducting road safety training sessions in schools is not yet fully available for the most CA countries due to the insufficient software and hardware support for this issue, acute shortage of computers in classes, lack of specific classroom simulator, modern training and methodic materials, etc.

In the most countries of Europe the road safety is included in the school curricula, with the special reference guides developed for teachers. Also, National road safety council and Department of education of these countries arrange a number of activities, including visitation of groups of injured persons, where they carry out games on road safety for pupils, thus building up the character of so called «road travelers» in order to foster safe behaviour on the roads.

In India there is a Safety Manual for young people called «Carriageway behaviour».

Road safety project in Nepal financed by the British agency ODA published materials on road safety, including chrestomathies, exercise books, posters and training materials.

These materials were developed by the team of authors from Department of primary education and textbook publishing houses, following the completion of the introductory course, which envisaged visiting of road under rehabilitation, discussions with road policemen and pedestrians, as well as review of materials on road safety designed for schools in UK.

Puppet shows were used for introduction of the road safety education in primary schools.

In Denmark a group of people injured in road traffic accidents visits schools for studying road safety and behaviour.

In the Republic of Kazakhstan it is practiced to carry out in many schools (in Almaty, Astana, Karaganda, etc.) road safety lessons based on syllabi and programs conducted in advanced, industrially developed European countries, such as France, Germany, Italy.

However, these lessons are of spontaneous, unordered and mainly one-shot nature.

The traffic police of the Republic take an active part in conducting road safety lessons in schools; however it does not give tangible results.

Parents of junior school pupils are tested towards understanding of issues in the area of road safety, after which they are suggested to assist children in identification of the safest route to the school (so called safe school child route).

About the same situation is observed in other CA countries.

CONCLUSIONS: Almost in all CA countries it is practiced to carry out road safety lessons in schools, senior kindergarten groups with participation of the traffic police officers (GAI); however they have one-shot, non-systematic nature and do not give tangible results.

RECOMMENDATIONS: At the government level (in the form of government programs) the CA countries should organize in schools, senior kindergarten groups, secondary and higher educational institution the training in modern principles of road safety attracting international experience in this area. See Recommendation to Section 3.

EXPECTED RESULTS ON SECTION 4 OF THE TERMS OF REFERENCE (OP- 4)

- Identification of problem areas (high risk areas) in the countries under consideration
- Assessment of signal Оценка сигналов
- Quantitative plans (inclusive of costs) for carrying special campaigns (by countries) in order to raise the awareness level paying attention to city centers and high risk sections, demonstration projects.

(General questions on ER-4 from Mr. Bernard:

Were there any special purpose campaigns undertaken to raise the awareness level on various road safety aspects, preferences?

Give a list of existing high risk areas. Preventive measures.

Assessment of existing signal system).

The detailed statistical road accident data in the **Republic of Kazakhstan and Kyrgyz Republic** are not publicly published because of their confidential nature.

Information on road accidents can be provided by the relevant State Statistics Committee of these republics and traffic police authorities (GAI) on request of state body or agency dealing with the road safety issues. Such agencies include Ministry of Transport and Communications, Ministry of Public Health, Ministry of Ecology and Emergency, and others.

However, in the **Republic of Kazakhstan** the traffic police authorities provide summary information on road accidents and causes thereof to all layers of population via mass media, TV, radio, etc.

The high risk areas in the Republic of Kazakhstan are almost all major cities (in particular Almaty, Astana, Shymkent, Karaganda, Pavlodar and others) and populated localities, as well as international road corridors in which one can identify individual road sections with the highest occurrence of road accidents, in particular those with serious consequences: Border post Khorgos – Almaty; Astana – Almaty (around Karaganda and Balkhash Lake); Astana – Borovoe resort area; Almaty – Bishkek and Taraz (in the area of Korday Pass); Almaty – Ust-Kamenogorsk (around mountain passes Arkharly and Mulaly; road section around populated area Ayaguz) and others.

For illustration we can analyze the following information and statistical data from the Republic of Kazakhstan on road accidents occurred, including those in the high risk area.

The majority of economically developed countries have already passed the stage of «explosive» increase of the number of cars, which normally continues to the level of about 300 units per 1 thous. residents, and then the car fleet growth rate is slowing down. In Kazakhstan this indicator now exceeds 210 and keeps growing intensively.

In Almaty this indicator has already exceeded 390 car per 1,0 thous. people.

The relative accident rate figures is recognized as the most important indicator determining the level and enabling to undertake comparative analysis of the road safety situation in different countries, where the major ones are:

- the road accident death-toll per 100 thous. people;
- the road accident death-toll per 10 thous. vehicles;
- the gravity of road accident consequences (gravity ratio of road accident consequences determining the number of deaths per 100 persons injured in road accidents).

The statistical analysis of road accidents in 1997-2007 shows that **annually** 8-12 people on the average are killed and over 50 people are heavily injured on the road transport of the Republic.

Thus, **annually** between 3.0 and 4,2 thous. people die and over 20 thous. people become invalid on the roads of Kazakhstan in different road accidents.

There happen 65-70 road accidents on the average per 1000 transport units, which is notably higher than in developed countries of the world.

The analysis of statistical data on road accidents shows that in general over the last 10 years some 135792 road accidents occurred where over 28937 people were killed and over 162253 people were injured in Kazakhstan, see Table 1.

Table 1. Accident rate analysis on road transport in the Republic of Kazakhstan for the last 10 years, from 1998 to 2007 inclusive.

№	Year of analysis	Total road accidents, number	Number of people killed, numerator; Costs in USD, mln., denominator	Number of people injured
1	2	3	4	5
1	1998	11980	2214 / 885,6	13895
2	1999	11568	2141 / 856,4	13610
3	2000	11304	2055 / 822,0	13254
4	2001	12162	2217 / 886,8	14358
5	2002	12966	2410 / 964,0	15630
	Subtotal for 5 years	59980	11037 / 4414,8	70747
6	2003	14013	2754 / 1101,6	16951
7	2004	15302	3136 / 1254,4	18793
8	2005	14517	3374 / 1349,6	17422
9	2006	16038	4271 / 1708,4	19389
10	2007	15942	4365 / 1746,0	18951
	Subtotal for 5 years	75812	17900 / 7160,0	91506
	Total for 10 years	135792	28937 / 11574,8	162253

At that, over the last five years the death-toll has almost doubled and the number of injured increased at 37%, and over five years these figures amount 46% and 30% on the average.

In the Republic some 10-20 people die per each 100 persons injured in road accidents, while in developed countries such as USA this indicator is only 1,3 persons, in UK – 1,7 persons; in Germany – 2,2 persons; in Czech Republic and Slovakia – 4,5 persons, etc.

Annually over 2500 people who received heavy injures in road accidents enlarge the army of invalids in the Republic of Kazakhstan.

The number of persons injured in road accidents considerably exceeds the total number of injured on other modes of transport.

The problem is aggravated by the fact that the Republic of Kazakhstan is now at the stage of rapid automobilization that entails unavoidable growth of emergency cases.

The level of death risk in road accidents in Kazakhstan is over 25 deaths per 100 thous. people, that is significantly exceeds similar indicator for economically developed countries, both with high and medium level of automobilization.

Researches conducted by NIIAT – road transport research institute (Russia) in 2002-2003 demonstrated that the average damage per one injured in road accident amounts:

- per killed person – 3,406 mln. roubles (USD \$97,31 thous.) or 15,083 mln.tenge;
- per injured (minor injure) – 0,017 mln. roubles (USD \$4,86 thous.) or 752,83 thous. tege;
- per child death – 4,16 mln. roubles (USD \$118,86 thous.) or 18 mln. 422 thous. tenge.

Using these data one may tentatively assess the general damage from road accidents in the Republic of Kazakhstan. For instance, in 2002 such damage amounted 40,0 bln. tenge; in 2003 - 45,0 bln. tenge, in 2004 - 52,0 bln. tenge, in 2005 - 60,0 bln. tenge, and in 2006 it exceeded 68,0 bln. tenge.

This is just a tentative material damage from consequences of road accidents, while it is hardly possible at all to determine the moral and psychologic harm caused to participants of road accident.

What are the main causes leading to the sustained road accident growth in Kazakhstan?

First of all it is traditional gross violation of Traffic rules by all traffic participants on the roads.

For instance, only in 2006 some 16038 road accidents were registered on the roads in Kazakhstan, where 4271 people were killed and 19389 people injured (who received injuries and casualty). As compared to 2005 the number of accidents increased at 10,5%, number of deaths - at 26,6% and injured - at 11,3%.

Only due to the driver's fault some 14007 road accidents were committed in 2006 (87,3 %), including due to: violation of travel speed limits – 3963 accidents (28,3 %); violation of manoeuvring rules – 1623 accidents (11,6 %); violation of overtaking rules and driving on the wrong side of the road – 1643 accidents (11,7 %); violation of intersection passage rules – 1067 accidents (7,6 %); alcohol-impaired driving – 837 accidents, etc.

In 2007 total 15942 road accidents were registered on the roads in Kazakhstan, where come 4365 people were killed and 18951 people injured (who received injuries and casualty). As compared to 2006 the number of accidents declined, while the severity of consequences and the number of deaths increased.

Generalizations undertaken enable to draw a conclusion that the following should be reckoned as the main reasons and conditions contributing to creation of adverse situation in the area of road safety:

- Uncontrolled by the government rate of automobilization in the country (mainly through importation of used vehicles, the average age of which in Kazakhstan is 11 – 12 years);
- Tax on motor vehicles and customs duties have a pronounced fiscal, but by no means regulating nature;
- Existing SNIps (construction norms and rules) do not represent the reality (for instance, the carrying capacity of streets and roads, number of parking places, etc. for the estimated period up to 2023 is assumed on the basis of rate of automobilization of 200 – 250 vehicles per 1000 citizens;
- Existing SNIps do not envisage the establishment in major cities and suburbs of modern competitive urban transport systems (metro, HRT, BRT, others);
- Low carrying capacity of intracity road networks and of some regional highways;
- Unsatisfactory performance of road maintenance services on bringing the road pavement to conformity with established standards and special features of meteorological conditions;
- Accommodation of technical facilities for road traffic management inconsistent with the constantly changing road situation;
- Low quality of training by the driving schools of trainees passing driving test for the first time, corrupt practices on the part of road police officers when issuing driving licenses;
- Noncompliance of the vehicles produced in CIS countries, which constitute the essential part of the vehicle operated in Kazakhstan, with the internationally recognized requirements;
- Firmly established in perception of the vast majority road traffic participants mistrust to the traffic police officers, who perceived not as assistants to the drivers and pedestrians, but rather as disorganizers of normal order on the roads;
- Lack of legal culture and respect for other drivers and pedestrians with a large number of road traffic participants;
- Alienation of public from the discussion of legal documents under development regulating the relations in road traffic, as well as from the control of implementation thereof;
- It is observed a notable, as never before, increase of the number of road accidents due to the operation of technically defective vehicles.

Taking into account unsatisfactory condition of the roads and associated therewith a great number of road accidents Kazakhstan has developed for 2007-2010 a multipurpose program on improvement of road safety and development of road service, the implementation of which would enable to significantly reduce the accident rate on the roads, improve the quality of service to road users, ensure the preservation of roads and road facilities.

The expansion of automobilization leads to notable increase of the share of drivers with the short track record and insufficient experience, while the deficiencies in driver's training become more obvious, that also contribute to the increase of the number of road accidents.

Annual breakdown of the number of road accidents and number of people injured therein by the reasons of occurrence thereof remains unchanged.

Poor discipline of drivers and pedestrians still remains to be the primary reason of accidents, which is expressed in their conscious disregard of traffic rules. Unsatisfactory road conditions have a significant influence on the accident rates.

Table 2 represents main indicators by main causes of road accidents and their forecast up to 2010 inclusively.

It should be noted that the disparity between street and road network development rate, road traffic management methods and technical facilities in use and increased traffic volume, speed performance of the vehicle is enhancing. In many ways it depends on the number of vehicles available in the country.

For orientation, Table 3 shows the quantitative composition of vehicles by regions for 2005–2006.

As of 01.08.2008 the number of vehicles in the republic has exceeded 3,5 mln. units and it keeps steadily growing.

Taking into account the expected quantitative growth of fleet for 2009–2011 of 15 -20 %, it is forecasted that the accident rate in the republic in this period should increase at 10 -15%.

The Republic of Kazakhstan take active measures to prevent accidents in the high risk areas: the road carriageways are significantly expended; the curves of the roads are rectified; hazardous sections of the roads are equipped with the proper luminous road signs, marking, video-recording facilities based on modern European technologies; modern pedestrian guardrails and road fences are installed on the dangerous sections of the roads; antislip coating is actively used on the road surfaces (in particular in Almaty and Astana); median segregation of traffic lanes is performed; the ring patterns are used for traffic segregation; the signaling schemes and passing bays are being actively introduced for U-turn maneuver; grade-separated nodal intersection is used on the dangerous highway sections in the places of two-way traffic (two- and three-level interchanges); the travel speed is limited on the dangerous road sections; the quality of road pavement is improved to increase the axle load on roadbed; the quality of road maintenance by the road services is improved and many other.

However, in general the signaling systems in the republic are obsolete and require substantial modernization and renewal.

Measures for accident prevention and accident rate reduction in the risk areas are also taken in major cities of the Republic of Kazakhstan: traffic interchanges are built on the busy intersections of street and road network (single-, two- and three-level interchanges, only in Almaty it is planned to build 52 traffic interchanges up to 2010, of which over $\frac{3}{4}$ are already put into operation); the intersections are equipped with modern traffic lights based on light-emitting diode matrix (in 2010-2012 it is planned to install traffic lights with digital indication of expiry of enabling signal); pedestrian crossings (surface and underground) are developed under the program «Pedestrian», in particular near educational institutions, kindergartens, hospitals and places of mass throngs; the carriageway is lighted at night-time; telecommunications equipment is actively used at the dangerous road sections, which record the violation by the drivers of traffic rules (video-recording), as well as «sleeping policemen» (humps) limiting the vehicle travel speed in a right place, and many other.

To ensure the effective control of the efficiency of actions taken and administrative penalties applied to the drivers since 2008 the Republic of Kazakhstan undertake the mandatory substitution of driving licenses with the issuance of special coupon thereto. These documents have a microchip with the electronic information containing all details about the driver and his/her vehicle, any previously committed offences, measures of administrative influence applied to him/her, period and actual time of payment of fines, etc.

The traffic police officer, when undertaking vehicle check on the road and having special terminal on hand, will read off all information about the driver and based on the results thereof take measures of operational influence to him/her.

High risk area in Kyrgyz Republic

In 2007 there were 4692 road accidents committed in Kyrgyz Republic.

Of them the following number of road accidents committed by oblast due to the unsatisfactory road conditions was identified:

- Batkent province - 19 road accidents;
- Talas province - 3 road accidents;
- Osh province – 15 road accidents;
- Naryn province – 17 road accidents;
- Issyk-Kul province – 17 road accidents;
- Chu province – 71 road accidents;
- Jalalabad province – 17 road accidents;
- Bishkek city – 17 road accidents.

The total number of road accidents in Kyrgyz Republic committed due to the unsatisfactory road conditions is 180, of which on international roads - 91 accidents, at night time – 104 accidents, in the absence of lighting – 76 accidents, due to the lack of sidewalks – 16 accidents, due to the lack of road marking – 5 accidents, due to the lack of guardrails – 11 accidents.

To reduce the number of problem (high risk) areas it is desirable to stipulate telecommunication equipment on the busy intersections in cities Bishkek, Osh and Jalalabad of Kyrgyz Republic, which would record the violation of the traffic rules by the drivers.

The statistical data on road accidents in the Republics of Uzbekistan, Tajikistan and Turkmenistan is maintained by the relevant traffic police authorities (GAI) of these countries.

No officially published data on road accidents and the reasons for occurrence thereof in these CA countries was not yet identified.

CONCLUSIONS: In all CA countries there are a lot of high risk (problem) areas, where the most road accidents are concentrated, in particular those with heavy consequences. Such places are equipped with proper road signs, road markings, the carriageway is expanded and rectified in the places of major curves, the travel speed is restricted, etc.

CA countries keep an ordered record of road accidents and make decisions on elimination of consequences caused by road accidents and, notably, the reasons for occurrence thereof.

The level of computerization of collection, recording and handing of information on road accident in these republics is quite low and does not exceed 30 %.

RECOMMENDATIONS: During construction and rehabilitation of roads, in particular international road corridors, it is necessary to develop road infrastructure, stipulate proper lighting of the carriageway and development thereof, adequate up-to-date service.

Also, in order to reduce problem (high risk) areas it is desirable to stipulate telecommunication equipment on the busy intersections in cities Bishkek, Osh and Jalalabad of Kyrgyz Republic, which would record the violation of the traffic rules by the drivers.

OVERALL CONCLUSIONS

1. CA countries carry out substantial organizational and technical work to ensure roads safety.
2. Application of Directives, Rules, Agreements and Uniform technical requirements of UN ECE Inland Transport Committee in the form of technical regulations and national standards ensures both improvement of the functional security and overall enhancement of road safety and reduction of environmental impact of transport, contribute to bringing of indicators of domestic machinery to the European norms, promote the improvement of its competitiveness on the international market, recognition overseas of the results of certification system introduced in CA countries.
3. Annual breakdown of the road accidents and people injured therein by the reasons of occurrence remains almost unchanged. Poor discipline of drivers and pedestrians still remains to be the primary reason of accidents, which is expressed in their conscious disregard of traffic rules. Unsatisfactory road conditions have a significant influence on the accident rates.
4. The disparity between street and road network development rate, road traffic management methods and technical facilities in use and increased traffic volume, speed performance of the vehicle is enhancing.
5. The expansion of automobilization leads to notable increase of the share of drivers with the short track record and insufficient experience, while the deficiencies in driver's training become more obvious, that also contribute to the increase of the number of road accidents.
6. The growth of accident rate indicators over the last two years demonstrate that the level of this activity in all republics is not sufficient and does not fully comply with the international and European norms in the area of road safety.
7. The following should be reckoned as the main reasons and conditions contributing to creation of adverse situation in the area of road safety:
 - Low carrying capacity of intracity road networks and of some regional highways;
 - Unsatisfactory performance of road maintenance services on bringing the road pavement to conformity with established standards and special features of meteorological conditions;
 - Accommodation of technical facilities for road traffic management inconsistent with the constantly changing road situation;
 - Low quality of training by the driving schools of trainees passing driving test for the first time, corrupt practices on the part of road police officers when issuing driving licenses;
 - Noncompliance of the domestic vehicles operated by the majority of drivers in the republic with the internationally recognized requirements;
 - Lack of legal culture and respect for other drivers and pedestrians with a large number of road traffic participants;
 - Alienation of public from the discussion of legal documents under development regulating the relations in road traffic, as well as from the control of implementation thereof.
8. Also, one of the notable factors in the respect is a low level of computerization of collection, recording and handing of information on road accident in almost all CA countries and lack of modern software for this purpose.

OVERALL RECOMMENDATIONS

To enhance road safety and to reduce accident rate on transport in CA countries it is proposed to:

1. More actively develop and introduce in CA countries legislative and regulatory acts on road safety unified with international and European norms in this area: the Law on road safety; Road traffic rules; Technical regulations; National standards, etc, aimed to improve road safety and reduce accident rate on transport.

2. Submit relevant proposals on introduction of amendments to the Code of administrative offences by European type in order to tighten of responsibility for gross violations of Road traffic rules by all road users.

3. Actively introduce new driver training programs used in economically developed industrial countries like Germany, France, Italy, etc. for training and retraining of drivers.

4. Actively implement Road traffic video recording and control programs in high risk areas, on extremely difficult transport interchanges in the road network of major cities and populated areas of the republic.

It is recommended to equip every important and busy intersection in major cities with 4 fixed speed cameras and one dome camera with image recording system and dome camera remote control system.

5. In order to reduce the number of administrative cases submitted by the traffic police authorities (GAI) to the law courts, it is recommended to introduce electronic recording and control system of fines charged for violation of traffic rules (so called "Billing system") ensuring the convenience and ease of payment, accuracy of analysis of payments received, prompt dissemination of this information to the traffic police divisions.

6. It is recommended for the traffic police authorities (GAI) to undertake the analysis of current deployment of posts and patrolling courses in terms of optimum disposition in the places with the most stressful road situation and increased accident rates. In the cities the priority dislocation places should be the most difficult pedestrian crossings, parking areas near public transport stops, sections near schools and other day-care institution, especially at the time of commencement and completion of classes, place of most concentration of road accidents, etc.

7. In case of road accident the traffic police officers (GAI) are recommended to give special attention to the condition of road pavement, qualitatively record information thereof in the case papers, and in case the unsatisfactory condition of the road pavement was the precondition or cause of road accident, this fact should be recognized as substantial and measures should be taken to bring the guilty persons to responsibility - administrative, criminal, civil.

8. It is recommended to cease the practice of blocking off the traffic during movement of officials' corteges.

9. It is recommended to continue the commenced improvement of the road traffic management in the cities, which received positive responses from the drivers, in particular the work on:

- removal of additional sections on the traffic lights ("arrow allowing the turning movement on the intersection") by replacing thereof with the grade-separated interchanges;
- synchronization of the traffic lights modes to ensure non-stop passage of intersections with recommended speed at the busiest street (so called "Green wave");
- identification of places requiring installation of traffic lights to create safe operating conditions;
- carriageway expansion in the area of intersection to organize turning traffic not creating additional hindrances to the other vehicles;
- replacement of lamp traffic lights with the modern traffic lights based on light-emitting diode matrix with digital indication of expiry of enabling signal.

10. It would be practical to undertake on a quarterly basis an integrated road survey in the cities by the road safety commissions consisting of representatives of traffic police (GAI), road facilities management authorities, local authorities and public organisations. At that, the following should be verified:

- road traffic management;
- conditions of the carriageway, shoulders, sidewalks, inspection wells, lighting, drains;
- availability and condition of road signs, in particular prohibitory and priority signs, road markings, traffic lights, their compliance with the requirements of the rules, norms and standards on installation and operation of traffic engineering;

- marking and furnishing of the pedestrian crossing zones, availability and condition of pedestrian guardrails;
- condition of railway crossings, public transport stops;
- condition of outdoor signs, driver information systems;
- availability of enclosing and guiding facilities on the dangerous road sections;
- work-site protection on the carriageways, arrangement and condition of bypasses thereof;
- other areas of examination taking into account local specificity.

The following documents should be completed based on the results of examination:

- Examination report specifying shortcomings, types and amount of works for improvement of road conditions, time frame for removal of shortcomings identified and concrete executive;
- Proposals on change of dislocation of posts and patrolling courses, road traffic management schemes.

11. All CA republics are recommended to take effective measures to fully computerize system of collection, recording and handling of road accident information based on modern software.

Annex 5.

**Joint Order of the Minister of Transportation and Communications of the Republic of Kazakhstan,
dated 26 April 2005, No. 160-I and Minister of Internal Affairs of the Republic of Kazakhstan,
dated 12 April 2005, No. 224
On Measures to Improve the Joint Activity in Ensuring the Traffic Safety for 2005-2007**

With a view to implementing Clause 31 of the Program of law violations prevention and crime control in the Republic of Kazakhstan for 2005-2007 approved by the Decree of the Government of the Republic of Kazakhstan, dated 24 December 2004, No. 1355, **WE ORDER:**

1. The attached Plan of joint measures to ensure the traffic safety on the automobile roads and investigate the road traffic accidents for 2005-2007 shall be approved.

2. The Head of the Department of Traffic Police of the Ministry of Internal Affairs of the Republic of Kazakhstan (O.T. Tusumov), the Chairman of the Committee for the Transport Control (K.S. Mustafin) and the Chairman of the Committee for the Development of Transport Infrastructure (E. Kh. Sultanov) of the Ministry of Transportation and Communications of the Republic of Kazakhstan shall ensure proper and timely performance of measures envisaged by the Plan specified in Clause 1 of this Order.

3. The control over performance of this Order shall be imposed on the First vice-Minister of the Ministry of Internal Affairs of the Republic of Kazakhstan, the Lieutenant General of police I.I. Otto and Vice-Minister of transportation and communications of the Republic of Kazakhstan E.Zh. Koshanov.

4. This Order shall come in force from the date of signing.

**Minister of the Internal Affairs
of the Republic of Kazakhstan
Z. Turisbekov**

**Minister of Transportation and
Communications
of the Republic of Kazakhstan
K. Nagmanov**

Approved
by the joint order of the Minister of the Republic
of Kazakhstan on 12 April 2005, No. 224
and Minister of Transportation and Communications of the Republic
of Kazakhstan on 26 April 2005, No. 160-I

**Plan
of joint measures to ensure the traffic safety
on the international and
republican roads and investigate
the road traffic accidents for 2005-2007**

No.		Executive Officers	Time of Performance	Form of Implementation
1	Collection of information on dangerous weather events (glaze, fog, strong winds, snowstorms, snow avalanches), emergency situations of natural (earthquakes, mud flows, floods, landslides, hurricanes and others), as well as anthropogenic nature (transportation accidents, explosions, fires, emission accidents and others)	Regional Administrations of Committee for the Development of Transport Infrastructure	so far as to obtaining the relevant information	Notification of road users. Exchange of information with the units of traffic police.
2	Survey of roads and road facilities conditions with taking the relevant measures to eliminate defects and maintenance thereof in the condition ensuring uninterrupted and safe passage of transportation vehicles.	Regional Administrations of Committee for the Development of Transport Infrastructure and Traffic Police	Once a half year	Making up of survey reports and repair works plan. Inclusion of scope of works into the program complex for the analysis of the state of road branch in the Republic of Kazakhstan. Information to the local executive authorities.
3	Revealing of violations in transportation of large-dimensioned and (or) heavy cargoes by the transportation vehicles.	Regional (District) Departments (Divisions) of Traffic Police	Regularly	Forwarding the materials on the violations revealed to the transport control authorities for taking administrative measures.
4	Implementation of measures to reveal the violations of rules of passengers, luggage and cargoes transportation, work-rest schedule of drivers in carrying out of automobile transportations.	Territorial subdivisions of traffic police and transport control.	Quarterly	Implementation plans of measures, raids, information to local executive authorities.
5	Exchange of information and taking measures in respect of revealed violations of Traffic Rules, as well as in the event of drivers' disobedience to	Territorial subdivisions of the Committee for the Transport Control	Upon the facts of commitment of violations	Early notification of territorial subdivisions of traffic police in respect of the facts revealed. Taking administrative measures.

	the demands to stop the transportation vehicle in the transportation vehicles border checkpoints through the State Border and at the transport control stations in the territory of the Republic of Kazakhstan.			
6	Elaboration of mechanism of implementation of the procedure for coordination of travel of indivisible large-dimensioned and heavy transportation vehicles and organization of their escort as may be required.	Department of traffic police and Committee for the Transport Control.	2005	Protocol decision and instruction to the territorial subdivisions of traffic police and transport control.
7	Organization of joint visits to the scenes of road traffic accidents to reveal the reasons and conditions of commitment thereof.	Regional, district subdivisions of traffic police, Regional Administrations of the Committee for the Development of Transport Infrastructure and Transport Control	Regularly	Informing by the subdivisions of traffic police of automobile roads managers upon the road traffic accident, as well as the territorial authorities of transport control upon the road traffic accidents with participation of buses, transportation vehicles conveying the large-dimensioned, heavy and hazardous cargoes for timely (independent or joint) visit to the scene of the road traffic accident. Survey reports of automobile roads and road facilities, inspection reports of transportation vehicles.

**Decree of the Government of the Republic of Kazakhstan, dated 4 April 2007, No. 267
On approval of the Rules for coordination and approval of standard, design and technical
documentation for designing, construction, repair, maintenance and management of roads with regard
to ensuring the traffic safety**

In accordance with Article 24 of the Law of the Republic of Kazakhstan "On Traffic Safety", dated 15 July 1996, the Government of the Republic of Kazakhstan **DECREES**:

1. The attached Rules of coordination and approval of standard, design and technical documentation for designing, construction, repair, maintenance and management of roads with regard to ensuring the traffic safety shall be approved.

2. This Decree shall be enacted upon the expiration of ten calendar days from the date of its first official promulgation.

**Prime-Minister
of the Republic of Kazakhstan**

K. Masimov

**Rules
for coordination and approval of standard, design and technical
documentation for designing, construction, repair, maintenance and
management of roads with regard to ensuring the traffic safety**

1. General Provisions

1. These Rules for coordination and approval of standard, design and technical documentation for designing, construction, repair, maintenance and management of roads with regard to ensuring the traffic safety (hereinafter – the “Rules”) are elaborated in accordance with the laws of the Republic of Kazakhstan, dated 15 July 1996 “On Traffic Safety”, and the Law “On Architectural, Town-Planning and Construction Activity in the Republic of Kazakhstan”, dated 16 July 2001.

The Rules determine the procedure for coordination and approval of standard, design and technical documentation for designing, construction, repair, maintenance and management of roads with regard to ensuring the traffic safety (hereinafter - the “Documentation”) and are elaborated in accordance with consideration for the requirements of approved state standards in the sphere of automobile roads, as well as architectural, town-planning and construction activity in the Republic of Kazakhstan (hereinafter – the “State Standards”).

2. The Rules shall apply to the individuals and legal entities developing the standard, design and technical documentation for designing, construction, repair, maintenance and management of roads (hereinafter – the “Developer”).

3. The Documentation subject to be coordinated and approved with regard to ensuring the traffic safety shall contain the requirements ensuring the protection of life and health of people.

2. The procedure for coordination and approval of documentation

4. The developer shall furnish the Documentation for coordination to the authorized body for traffic safety (hereinafter – the “Authorized Body”).

5. Consideration and coordination of the Documentation shall be carried out by the Authorized Body within 20 (twenty) calendar days.

6. The coordination of design documentation shall be carried out prior to the state examination of that Documentation in the manner established by the Law of the Republic of Kazakhstan “On Architectural, Town-Planning and Construction Activity in the Republic of Kazakhstan”.

7. The design Documentation shall be furnished for coordination taking into consideration the requirements of the State Standards.

8. Upon the result of consideration, the Authorized Body shall coordinate the Documentation furnished or refuse to do so.

Having refused to coordinate the Documentation, the Authorized Body shall inform the developer to that effect in writing specifying the reasons for the refusal.

The ground for the refusal shall be nonconformity of the Documentation with the requirements of the State Standards.

In case of disagreement of the developer with the refusal of coordination, he/she shall be entitled to appeal the actions of the Authorized Body in the manner established by the laws.

9. After the Developer eliminated the reasons for the refusal of coordination, the materials shall be referred to the re-coordination. The recurrent coordination shall be carried out within the period of not more than 10 (twenty) calendar days.

10. The Documentation amended (supplemented) in respect of the basic technical and economic indicators shall be subject to coordination within the period specified in Clause 5 of these Rules.

11. The Documentation shall be approved by the relevant state authorities having the competence to approve such Documentation within the period of 10 (ten) calendar days from the date of furnishing in the manner established by the State Standards.

12. The approval of such Documentation shall be carried out after the state examination of projects has been performed.

13. The approval of standard and technical Documentation shall be carried out after its coordination.

Annex No. 7.

**Measures and amounts of penalties for the violation of Traffic Rules under Administrative Offences Code of the
Republic of Kazakhstan
(by virtue of new Law, July 2008), summary consolidated version**

Nos. of Article	Contents of Articles of the Traffic Rules	Amount of penalty tenge or measure of punishment	measures considered
247	Excess of CO emission standards, noise level when operation	2336	
461, Part 1	Driving the registered transportation vehicle with unreadable license plate or with the license plate installed in violation of license plate standard.	5840	
461, Part 2	Driving the registered transportation vehicle without the license plates (plate) or after the transportation vehicle operation has been prohibited, or the transportation vehicle failed to be registered in the established manner.	11680	
461, Part 3	Installation on the transportation vehicle of knowingly false or counterfeited license plates (plate) (Executive Officers (EO) - 50 minimum calculation index (mci), Individual Entrepreneurs (IE), Legal Entities (LE)-small and middle entrepreneurship entities (smee) -200 mci, LE-large entrepreneurship entities (lee)-1000 mci).	17520	Heads of Traffic Police
461, Part 3-1	Driving the transportation vehicle with the knowingly false or counterfeited license plates (plate).	23360	deprivation, 1 year, courts
461, Part 4	Technical condition (except for the specified in Part 5).	5840	
461, Part 5	Technical condition: faulty breaks, steering control, traction and towing unit	17520	
461, Part 6	Driving the transportation vehicle re-equipped without the relevant permission.	17520	
461, Part 7	Driving the transportation vehicle that failed to pass the technical inspection.	3504	
461, Part 8	The acts envisaged by Part 1, 4, 5 of this Article committed repeatedly within a year after the administrative sanction was imposed.	23360	Head of Traffic Police, Traffic Rules
461-1, Part 1	Use of phone or radio station while driving the transportation vehicle.	5840	

461-1, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	8176	Head of Traffic Police, Traffic Rules
462, Part 1	Exceeding the speed by 10-20 kmh.	5840	
462, 462, Part 2	Exceeding the speed by 20-40 kmh.	11680	
462, Part 3	Exceeding the speed by 40 kmh.	17520	
462, Part 4	The acts envisaged by Part 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	23360	Head of Traffic Police, Traffic Rules
463, Part 1	Non-observance by the transportation vehicle driver of rules for stopping of a route transportation vehicle, movement in residential areas, transportation of passengers and cargoes, use of seat belts when driving the transportation vehicle, crash helmets when driving a motorcycle and transportation of passengers thereon, towing a transportation vehicle, use of illuminating equipment in darkness hours or under low visibility conditions.	5840	
463, Part 4	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	11680	Head of Traffic Police, Traffic Rules
463-1, Part 1	Driving to intersection or crossing the carriageway in case of formed congestion, which led to creation of an obstruction (congestion) for driving the transportation vehicle in transverse direction.	5840	
463-1.ч.2	Non-observance of Traffic Rules requirements to give way to the transportation vehicle enjoying the priority right of intersection passage.	5840	
463-1, Part 3	The acts envisaged by Part 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-2, Part 1	Non-observance of Traffic Rules requirements to give signal prior to moving off, changing lane, turns, turn around or stop.	3504	
463-2, Part 2	Turn around or reversing in the area where such maneuvers are prohibited.	3504	
463-2, Part 3	Non-observance of Traffic Rules requirements to give way to the transportation vehicle enjoying the right of way except for the cases envisaged by Part 2 of Article 463-1 and Article 463-5 of this Code.	5840	
463-2, Part 4	The acts envisaged by Part 2, 3 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Head of Traffic Police, Traffic Rules

463-3, Part 1	Driving over the pedestrian ways, roadsides or pavements in violation of the Traffic Rules.	8176	
463-3, Part 2	Violation of rules for arrangement of the transportation vehicle on the carriageway, giving way to oncoming traffic or overtaking without driving to the carriageway intended for oncoming traffic along with the crossing by organized transport or pedestrian column, or taking a place therein.	8176	
463-3, Part 3	Driving to the carriageway intended for oncoming traffic, if it is prohibited by the Traffic Rules.	17520	
463-3, Part 4	The acts envisaged by Part 1, 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-3, Part 5	The acts envisaged by Part 3 of this Article committed repeatedly within a year after the administrative sanction was imposed.	0	deprivation –6 months, courts
463-4, Part 1	Violation of rules of stopping or parking of transportation vehicle, except for the cases envisaged by Part 1 of Article 463, Article 466 of Code and Part 2, 3 of this Article.	5840	
463-4, Part 2	Violation of rules of stopping or parking of transportation vehicle on the pavement, as well as stopping or parking of the transportation vehicle on flowerbeds, children's or sport playground.	7008	
463-4, Part 3	Violation of rules of stopping or parking of transportation vehicle on the carriageway, which inflicted formation of obstacles for driving other transportation vehicles.	8176	
463-4, Part 4	The acts envisaged by Part 1, 2, 3 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-5, Part 1	Failure to give priority to operative and special services with flashing light and special audio signal turned on simultaneously.	8176	
463-5, Part 2	Failure to give priority to operative and special services having special color and graphical schemes, inscriptions and identifications drawn on the outer surfaces with flashing light and special audio signal turned on simultaneously.	11680	
463-5, Part 3	The acts envisaged by Part 1, 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-6, Part 1	Driving under the traffic light restrictive signal or prohibitive motion of pointsman except for the cases envisaged by Part 1 of Article 466 of Code.	11680	
463-6, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	23360	Head of Traffic Police, Traffic Rules
463-7 Part 1	Non-observance of Traffic Rules requirements to give way to the pedestrians or other road users except for the drivers of transportation vehicles enjoying the right of way.	11680	

463-7, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Sanctions	23360	Head of Traffic Police, Traffic Rules
463-8 Part 1	Non-observance of requirements prescribed by the road signs or carriageway striping except for the cases envisaged by other Articles of this Chapter.	5840	
463-8, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Sanctions	11680	Head of Traffic Police, Traffic Rules
464, Part 1	Violation by the driver of the transportation vehicle of rules of exercise drive, use of external light equipment and (or) audio signals, application of emergency alarm and breakdown triangle.	5840	
464, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Sanctions	8176	Head of Traffic Police, Traffic Rules
464-1, Part 1	Installation on the front element of the transportation vehicle of light equipment with red lights or retroreflective devices of red color, as well as of light equipment, the color and operation mode of which do not conform to the requirements for permission of the transportation vehicle for operation (EO, IE, LE smee -150 mci, LE lee -1500 mci).	17520	
464-1, Part 2	Installation on the transportation vehicle of devices for special light and (or) audio signals without the relevant permission (except for the security alarm (EO, IE, LE smee -200 mci, LE lee - 2000 mci).	29200	
464-1, Part 3	Illegal drawing on the outer surfaces of the transportation vehicle of special color and graphical schemes of operative and special services automobiles (EO, IE, LE smee -200 mci, LE lee - 2000 mci).	29200	Heads of Traffic Police
465, Part 1	Violation by a road user of the Traffic Rules resulted in creation of accident environment, i. e., forcing other road users to sharply change speed, driving direction.	11680	
465, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	0	deprivation –6 months courts
466, Part 1	Passage of railway tracks outside of railway-crossing, driving to the railway-crossing when the lifting gate is closed or being closed, or under restrictive signal of traffic light or on-duty officer of railway-crossing, as well as stop or parking at the railway-crossing.	11680	
466, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Imposition of administrative sanction.	0	deprivation –6 months courts
467, Part 1	Driving the transportation vehicle by a driver in alcohol, drug and (or) toxic intoxication, or transfer of transportation vehicle control to a person in alcohol, drug and (or) toxic intoxication.	0	deprivation –2 months courts
467, Part 2	The same acts resulted in creation of accident environment.	0	deprivation –3 months

467, Part 3	The acts envisaged by Part 1 of this Article resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or damage to the transportation vehicle, cargoes, road or other facilities, or other property.	0	deprivation –4 months
467, Part 4	The acts envisaged by Part 1, 2 and 3 of this Article committed repeatedly within a year after the expiration of administrative sanction.	0	Administrative arrest –10 days, deprivation – 5 months, courts
467, Part 5	The same acts committed repeatedly within a year after the expiration of administrative sanction envisaged by Part 4 of this Article.	0	Administrative arrest –15 days, deprivation – 10 years, courts
467, Part 6	The acts envisaged by Part 1, 2, 3 of this Article committed by a person deprived to drive the transportation vehicle.	0	Administrative arrest –10 days, courts
467, Part 7	The same acts committed repeatedly within a year after the expiration of administrative sanction envisaged by Part 6 of this Article.	0	Administrative arrest –15 days, courts
467, Part 8	The acts envisaged by Part 1, 2, 3 of this Article committed by persons having no right to drive the transportation vehicle.	0	Administrative arrest –10 days, courts
467, Part 9	The same acts committed repeatedly within a year after the expiration of administrative sanction envisaged by Part 8 of this Article.	0	Administrative arrest –15 days, courts
467, Part 10	The acts envisaged by Part 6,7,8,9 of this Article committed by persons in relation to which the administrative arrest, pursuant to Part 3 of Article 55 of this Code, shall not be applied.	116800	Head of Traffic Police
468, Part1	Violation by a driver of the transportation vehicle of the established rules for ensuring the traffic safety resulted in damage of transportation vehicle, cargoes, roads and other facilities or other property, which inflicted the material damage.	11680	deprivation –9 months courts
468, Part 2	The same acts, which have no attributes of criminally punishable act, resulted in causing of harm to health of the person affected.	17520	deprivation –1 months courts
468, Part 3	The acts envisaged by Part 1 and 2 of this Article committed by a person, who has no right to drive the transportation vehicle.	23360	Heads of Traffic Police
469	Abandonment by person driving the transportation vehicle in violation of established Traffic Rules of scene of the road traffic accident, of which he/she was a participant, that has no the attributes of criminally punishable act.	0	deprivation –1 months

470, Part 1	Driving the transportation vehicle by a driver, who does not keep about himself the driving license or temporary license issued instead of the driving license for the right to drive, registration or other documents for the transportation vehicle established by the laws.	5840	
470, Part 2	Driving the transportation vehicle by a person, who has no right to drive (except for the exercise drive), as well as driving the transportation vehicle by a driver, who has no the right to drive the relevant category of transport, or transfer of transportation vehicle control to a person, who has no right to drive (except for the cases of individual driving training in accordance with the established rules).	17520	Heads of Traffic Police
470, Part 3	Driving the transportation vehicle, which has no the insurance policy of civil liability, the civil liability of carrier to a passenger.	1168	
470, Part 4	Driving the transportation vehicle by a person, who is deprived of the right to drive the transportation vehicle, or transfer of the transportation vehicle control to a person deprived of the right to drive transportation vehicle.	11680	Heads of Traffic Police
470, Part 5	The acts envisaged by Part 2, 3 and 4 of this Article committed repeatedly within a year after the administrative sanction was imposed.	35040	Heads of Traffic Police
471, Part 1	Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to stop the transportation vehicle.	11680	Heads of Traffic Police
471, Part 1-2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	0	deprivation –6 months courts
471, Part 2	Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to pass examination for alcohol, drug and (or) toxic intoxication, according to the established procedure for the examination.	0	deprivation –2 years, courts
472	Deliberate creation by citizens of obstacles for the transportation vehicle flow or failure to fulfill demands to eliminate them (Executive Officers – 10 mci)	3504	Heads of Traffic Police
473, Part 1	Failure to fulfill the demands of requirements of established rules for ensuring the traffic safety by pedestrians and other road users.	5840	
473, Part 2	The same acts resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or inflicted material damage.	11680	
473, Part 3	Systematic violation of requirements of established rules for ensuring the traffic safety by pedestrians and other road users.	17520	Administrative arrest –10 days courts
474, Part 1	Release of the transportation vehicle with the technical faults without technical inspection and without permission for re-equipment (EO, IE, LE smee 10-20 mci, LE lee 30-40 mci).	0	Heads of Traffic Police
474, Part 2	The same acts but resulted in causing of slight harm to health of the person affected or infliction of damage, as well as the failure to comply with the orders (EO, IE, LE smee 10-20 mci, LE lee 30-40 mci).	0	Heads of Traffic Police
475, Part 1	Permission given by the executive officers to a driver, who is in alcohol intoxication state, or having no right to drive, or without the relevant category, to control the transportation vehicle.	from 11680 to 58400	Heads of Traffic Police

475, Part 2	The same acts but resulted in causing of slight harm to health of the person affected or infliction of material damage (EO, IE, LE smee 100 mci, LE lee 150 mci).	0	Heads of Traffic Police
476	Other violations of the Traffic Rules, which were not listed in Chapter of Administrative Offences Code of the Republic of Kazakhstan.	584	Warning
484, Part 1	Systematic violation of the transportation vehicle operating rules, that is commitment within a year of three and more violations envisaged by Articles 246, 247, 461, 474, 475 and 483 of Code; 30 mci for executive officers.	0	deprivation – 6 months, courts
484, Part 2	Systematic violation by individuals of the Traffic Rules, transportation vehicle control, that is commitment within a year of three and more violations envisaged by Articles 461, 461-1, 462, 463, 463-1, 463-2, 463-3, 463-4, 463-5, 463-6, 463-7, 463-8, 464, 465, 466, 466-1, 470 and 471 of Code.	0	deprivation – 6 months, courts

**Measures and amounts of penalties for the violation of Traffic Rules under Administrative Offences Code of the Republic of Kazakhstan
(by virtue of new Law, July 2008), extended version**

Basic violations

- exceeding the speed
- non-observance of traffic light signals
- non-observance of pointsman signals
- Non-observance of road signs, markings
- driving in a state of intoxication
- transfer of control to a person in a state of intoxication
- creation of accident environment when violating the Traffic Rules
- causing of harm to health of people when violating the Traffic Rules
- damage of the transportation vehicle when violating the Traffic Rules
- abandonment of the road traffic accident scene
- driving without documents
- driving without right to drive
- failure to fulfill demand to stop
- evasion of intoxication examining
- violation of rules for carrying out of exercise drive
- violation of rules for use of external light equipment
- violation of rules for use of audio signals
- violation of rules for application of emergency situation
- violation of rules for passage of the railway-crossings
- excess of standards of contamination substances content in emissions
- violation of other requirements

Violation of transportation rules

- violation of work-rest schedule of drivers
- international transportation without special permissions
- absence of passengers list
- transportation of passengers and luggage without the relevant certificate
- automobile transportation by the transportation vehicles registered abroad

Other violations

- violation of transportation fire prevention rules
- violation of transportation vehicle operating rules
- creation of obstructions for traffic
- violation of the Traffic Rules by pedestrians and others
- operation the transportation vehicle with technical faults
- permission to drive a transportation vehicle by a driver in a state of alcohol intoxication
- permission to drive a transportation vehicle by a person having no right to drive
- systematic violation of rules
- violation of rules for operation of tractors, other self-propelled machines and equipment

Additional information

- inspection of transportation vehicles
- dismissal from driving
- intoxication examination
- detention, delivery and prohibition of the transportation vehicle operation

Article 247

Operation of transportation vehicles and other mobile facilities with excess of standards of contamination substances content in emissions1. Operation by individuals of transportation vehicles and other mobile facilities and units, in which the contamination substances content in emissions, as well as the noise level generated while in operation, exceed the established standards, shall entail warning or imposition of penalty on individuals in the amount of **2,336 tenge**.

2. The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed shall entail a penalty on individuals in the amount of **5,840 tenge**.

Article 447-1

Violation of work-rest schedule of drivers in carrying out of automobile transportations of passengers, luggage or cargoes.

1. Driving the transportation vehicle without control devices for registration of work-rest schedule of drivers (tachographs) or with such devices turned off, or with unfilled tachograph charts, as well as without record-keeping of daily registration bulletins of work-rest schedule of drivers in carrying out of:

1) automobile transportations of hazardous cargoes;
international automobile transportations of passengers, luggage and cargoes;
international, interregional scheduled and unscheduled automobile transportations of passengers, luggage shall entail a penalty on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 11,680 to 23,360 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 23,360 to 58,400 tenge**.

2) Violation of work-rest schedule of transportation vehicle drivers in carrying out of automobile transportations of passengers, luggage or cargoes shall entail a penalty in the amount **from 5,800 to 11,680 tenge**.

Article 447-2

Carrying out of international automobile transportations of passengers, luggage or cargoes without permissions or special permissions

Carrying out of international automobile transportations in the territory of the Republic of Kazakhstan by the drivers of transportation vehicles owned by foreign individuals or legal entities without permissions or special permissions in cases envisaged by the laws of the Republic of Kazakhstan shall entail a penalty in the amount **from 11,680 to 29,200 tenge**.

Article 447-3

Failure of the drivers of transportation vehicles to have the passenger lists while carrying out the unscheduled international automobile transportations of passengers and luggage.

Failure of the drivers of transportation vehicles to have the passenger lists while carrying out the unscheduled international automobile transportations of passengers and luggage shall entail a penalty in the amount **from 3,504 to 5,840 tenge**.

Article 447-4

Carrying out of automobile transportations in the territory of the Republic of Kazakhstan by the transportation vehicles registered in foreign state.

Transportation of passengers, luggage or cargoes by the transportation vehicles registered in foreign state,

including those imported to the territory of the Republic of Kazakhstan, owned by the carriers of foreign state, between the localities situated in the territory of the Republic of Kazakhstan, shall entail a penalty in the amount from **5,840 to 11,680 tenge**; on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities – in the amount from **11,680 to 23,360 tenge**; on legal entities, which are the large entrepreneurship entities – in the amount from **29,200 to 46,720 tenge**.

Article 460

Violation of transportation fire prevention rules.

1. Violation of established transportation fire prevention rules shall entail a penalty on individuals in the amount to **2,336 tenge**; on executive officers – in the amount to **5,840 tenge**.
2. The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed shall entail a penalty on individuals in the amount to **3,504 tenge**; on executive officers – in the amount to **11,680 tenge**.

Article 461

Violation by drivers of transportation vehicles operating rules

1. Driving the registered transportation vehicle with unreadable license plate or with the license plate installed in violation of standard requirements for the license plate shall entail a warning or penalty on a driver in the amount of **584 tenge**.
2. Driving the transportation vehicle without the license plates shall entail a penalty on a driver in the amount from **1,168 to 2,336 tenge**.
3. Installation on the transportation vehicle of false license plates or driving the transportation vehicle after its operation has been prohibited, as well as driving the transportation vehicle with counterfeited license plates shall entail a penalty in the amount from **2,336 to 7,008 tenge** or deprivation of the right to drive the transportation vehicles for the period from **three to six months**.
4. Driving the transportation vehicles, which do not conform to the established rules for ensuring the traffic safety except for the cases, specified in Part 5 of this Article shall entail a penalty in the amount from **584 to 1,168 tenge**.
5. Driving the transportation vehicles with the faults of breaking system, steering control, traction and towing unit shall entail a penalty on the amount from **1,168 to 2,336 tenge**.
6. Driving the transportation vehicle, which failed to pass the state technical inspection or re-equipped without the relevant permission shall entail a penalty in the amount from **5,840 to 8,176 tenge**.
- 6-1. Driving the bus, minibus, which failed to pass pre-trip technical examination while carrying out scheduled automobile transportations of passengers and luggage, shall entail a penalty on individual entrepreneurs in the amount from **5,840 to 11,680 tenge**, on executive officers – in the amount from **11,680 to 29,200 tenge**.

Note. In this Article of Code the transportation vehicles mean all types of automobiles, tractors and other self-propelled machines, tramways, trolleybuses, as well as the motorcycles and other mechanical transportation vehicles.

Article 462

Exceeding by the transportation vehicle drivers of the established driving speed

1. Exceeding by the transportation vehicle drivers of the established driving speed of the transportation

vehicle by the value from ten to twenty kilometers per hour shall entail a warning or penalty in the amount **from 1,168 to 2,336 tenge**.

2. Exceeding the established driving speed of the transportation vehicle by the value from twenty to forty kilometers per hour shall entail a penalty in the amount **from 2,336 to 5,840 tenge** or deprivation of the right to drive the transportation vehicles **from four to six months**.

3. Exceeding the established driving speed of the transportation vehicle by the value of more than forty kilometers per hour shall entail a penalty in the amount **from 5,840 to 11,680 tenge** or deprivation of the right to drive the transportation vehicles for the period **from six months to one year**.

Article 463

Failure by the transportation vehicles drivers to observe the signals of traffic light and pointsman, road signs, carriageway markings and other gross violations of the Traffic Rules.

1. Failure by the transportation vehicles drivers to observe the signals of traffic light and pointsman, priority road signs, prohibitory and mandatory road signs, carriageway markings, violation of maneuvering rules, arrangement of transportation vehicles on the carriageway, overtaking and oncoming traffic, stop and parking, passage of intersections, passage of pedestrian crossing and stops of route transportation vehicles, driving on highways, residential areas, transportation of passengers and cargoes, use of seat belts while driving transportation vehicles equipped with them, crash helmets while driving motorcycles and transportation of passengers thereon.

1-1. Driving to the oncoming traffic lane with violation of established requirements shall entail a penalty in the amount **from 2,336 to 5,840 tenge** or deprivation of right to drive the transportation vehicle for the period **from four up to six months**.

2. Transportation of hazardous cargoes by the specialized transportation vehicles with violation of established rules, as well as without special permission shall entail a penalty on individuals in the amount **from 5,840 to 11,680 tenge**; on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 11,680 to 35,040 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 35,040 to 58,400 tenge**.

3. Transportation of large-dimensional and (or) heavy cargoes by the transportation vehicles, as well as transportation of indivisible large-dimensional and (or) heavy cargoes by the specialized transportation vehicles with violation of established rules, as well as without special permission shall entail a penalty on individuals in the amount **from 5,840 to 11,680 tenge**; on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 11,680 to 35,040 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 35,040 to 58,400 tenge**.

Article 464

Violation by the drivers of the transportation vehicles of rules of exercise drive, use of external light equipment and audio signals, application of emergency alarm

1. Violation by the drivers of the transportation vehicles of rules of exercise drive, use of external light equipment and audio signals, application of emergency alarm and breakdown triangle shall entail a warning or penalty in the amount **from 584 to 1,168 tenge**.

2. Installation of special audio and light devices in transportation vehicles without the relevant permission shall entail a penalty in the amount **to 3,054 tenge**; on executive officers – in the amount **to 11,680 tenge** with confiscation (or without confiscation) of those devices.

Article 465

Violation by the road user of the Traffic Rules, which resulted in accident environment.

Violation by the road user of the Traffic Rules, which resulted in accident environment, that is forcing other road users to sharply change speed, driving direction shall entail a penalty in the amount from 2,336 to 5,849 tenge or deprivation (in relation to transportation vehicles drivers) of the right to drive the transportation vehicle for the period **from six months to one year**.

Article 466

Violation of rules for passage of railway-crossings

Violation of rules for passage of railway-crossings shall entail a penalty in the amount **from 2,336 to 5,840 tenge** or deprivation of right to drive the transportation vehicle for the period **up to six months**.

Article 467

Driving the transportation vehicle by a driver in a state of intoxication, as well as transfer of transportation vehicle control to a person in a state of intoxication

1. Driving the transportation vehicle by a driver in a state of alcohol, drug or toxic intoxication, shall entail a penalty in the amount **from 11,680 to 17,520 tenge** or deprivation of the right to drive the transportation vehicle for the period **from two years**.
2. The same acts resulted in creation of accident environment shall entail a penalty in the amount **from 11,680 to 23,360 tenge** or deprivation of right to drive the transportation vehicle for the period from one year up to two years.
3. The acts envisaged by part 1 of this Article resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or resulted in damage of transportation vehicles, cargoes, road or other facilities shall entail a penalty in the amount **from 11,680 to 23,360 tenge** or deprivation of right to drive the transportation vehicle for the period **up to two years**.
4. The acts envisaged by Part 1, 2, 3 of this Article committed by persons having no right to drive the transportation vehicles shall entail a penalty in the amount **from 11,680 to 17,520 tenge**.
5. Repeated (during a year) driving the transportation vehicle by a driver in a state of alcohol, drug or toxic intoxication, or transfer of transportation vehicle control to a person a state of alcohol, drug or toxic intoxication shall entail a penalty in the amount **from 11,680 to 58,400 tenge** or deprivation of the right to drive the transportation vehicle for the period **from two years**.
6. The acts envisaged by Part 1, 2, 3 of this Article committed repeatedly by a person having no right to drive the transportation vehicle shall entail a penalty in the amount **from 11,680 to 58,400 tenge**.

Note The driver's being in a state of alcohol, drug or toxic intoxication shall be established by the medical examination carried out in the established manner.

Article 467-1

Carrying out scheduled automobile transportations of passengers and luggage without the relevant certificate evidencing the right to render a service to routes of specified transportations.

1. Carrying out scheduled automobile transportations of passengers and luggage without the relevant certificate evidencing the right to render a service to routes of specified transportations shall entail a penalty on individuals in the amount **from 3,504 to 5,840 tenge**, on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 5,840 to 17,520 tenge**, on legal entities, which are the large entrepreneurship entities, in the amount **from 17,520 to 29,1200 tenge**.

2. The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed shall entail a penalty on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 17,520 to 35,040 tenge**, on legal entities, which are the large entrepreneurship entities, in the amount **from 29,200 to 58,400 tenge**.

Article 468

Violation by the transportation vehicles drivers of the established rules for ensuring the traffic safety resulted in causing of harm to health of people, damage of transportation vehicles or other property.

1. Violation by the transportation vehicles drivers of the established rules for ensuring the traffic safety resulted in the damage of transportation vehicles, cargoes, roads and other facilities or other property, which caused material damage shall entail a penalty in the amount **from 3,504 to 7,008 tenge** or deprivation of the right to drive the transportation vehicle for the period **from six months to one year**.

2. The same acts having no attributes of criminally punishable act, which resulted in causing harm to health of person affected shall entail a penalty in the amount **from 5,840 to 11,680 tenge** or deprivation of the right to drive the transportation vehicle for the period **from six months to one year**.

3. The acts envisaged by Part 1, 2, 3 of this Article committed repeatedly by a person having no right to drive the transportation vehicles shall entail a penalty in the amount **from 5,840 to 17,520 tenge**.

Article 469

Abandonment of the road traffic accident scene

Abandonment by person driving the transportation vehicle in violation of established Traffic Rules of scene of the road traffic accident, of which he/she was a participant, that has no the attributes of criminally punishable act shall entail a penalty in the amount **from 5,840 to 17,520 tenge** or deprivation of the right to drive the transportation vehicle for the period **from six months to one year**.

Note. A person, who abandoned the road traffic accident scene in connection with rendering a medical aid to the injured person, shall be released from responsibility under this Article.

Article 470

Driving the transportation vehicle by a person without documents and having no right to drive.

1. Driving the transportation vehicle by a driver, who has no driving license or the license issued instead of the driving license, registration or other documents for the transportation vehicle established by the laws shall entail a warning or penalty in the amount **from 1,168 to 2,336 tenge**.

2. Driving the transportation vehicle by a person, who has no right to drive (except for the exercise drive), as well as driving the transportation vehicle by a driver, who has no the right to drive the relevant category of transport, or transfer of transportation vehicle control to a person, who has no right to drive (except for the cases of individual driving training in accordance with the established rules) shall entail a penalty in the amount **from** .

3. Driving the transportation vehicle by a person, who has no insurance policy for the compulsory insurance of civil liability of transportation vehicles owners and (or) for the compulsory insurance of the civil liability of carrier to a passengers shall entail a penalty in the amount of **1,168 tenge**.

Article 471

Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to stop the transportation vehicle, evasion of intoxication examination

1. Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to stop the transportation vehicle shall entail a penalty in the amount **from 5,840 to 11,680 tenge** or deprivation of the right to drive the transportation vehicles for the period **from six months to one year**.

2. Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to pass intoxication examination for alcohol, drug or toxic intoxication, according to the established procedure for the examination, shall entail a penalty in the amount **from 11,680 to 17,520 tenge** or deprivation of the right to drive the transportation vehicles for the period **up to one year**.

Note. The demand of Internal affairs (police) officers in the official uniform to stop the transportation vehicle shall be expressed by giving signal by a motion of hand or baton with simultaneous signal of a whistle, or by a loudspeaker device. The signals must be clear for the driver and given in a timely manner so that fulfillment thereof would not create accident environment.

Article 472

Creation of obstructions for the transportation vehicles flow

Deliberate creation of obstructions for the transportation vehicles flow, as well as the failure to fulfill the demands of officials authorized to perform control over the observance of traffic flow to eliminate such obstructions shall entail a penalty on individuals in the **amount of 3,504 tenge**; on executive officers in the amount **to 11,680 tenge**.

Article 473

Violation of the Traffic Rules by pedestrians and other road users.

1. Failure to fulfill the demands of requirements of established rules for ensuring the traffic safety by pedestrians and other road users shall entail a warning or penalty in the amount **from 233 to 584 tenge**.

2. The same acts resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or inflicted material damage shall entail a penalty in the amount **from 4,672 to 9,344 tenge**.

3. Systematic violation of requirements of established rules for ensuring the traffic safety by pedestrians and other road users shall entail a penalty in the amount **from 1,168 to 2,336 tenge**.

Note. In this Article other road users mean persons driving motor bicycles, bicycles and animal-drawn transport, gadmen herding onerary, riding animals or flock, as well as passengers of transportation vehicles.

Article 474

Release into operation of transportation vehicles with technical faults and other violations of operating rules

1. Failure by the officials who are responsible for technical condition and operation of the transportation vehicles to fulfill the demands of the established rules in respect of ensuring the traffic safety, except for the cases envisaged by Article 475 of this Code shall entail a penalty on individuals, individual entrepreneurs, legal entities, which are the small and middle entrepreneurship entities, in the amount **from 11,680 to 23,360 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 35,040 to 46,720 tenge**.

2. The same acts resulted in causing of slight harm to health of the person affected or damage of

transportation vehicles, cargoes, road or other facilities, or other property, as well as failure to fulfill the order of the authorized body pertaining to technical or other operation of transportation vehicle or ensuring the traffic safety shall entail a penalty on executive officers, individual entrepreneurs, legal entities, which are the small and middle entrepreneurship entities, in the amount **from 23,360 to 46,720 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 46,720 to 58,400 tenge**.

Article 475

Permission to drive the transportation vehicle by a driver in a state of intoxication, or a person having no right to drive

1. Permission given by the executive responsible for technical condition and operation of transportation vehicles to a driver for driving the transportation vehicle in a state of alcohol, drug or toxic intoxication, or to a person having no right to drive the transportation vehicles and the relevant category shall entail a penalty in the amount **from 11,680 to 58,400 tenge**.

2. The same acts resulted in causing of slight harm to health of the person affected or damage of transportation vehicles, cargoes, road or other facilities, or other property shall entail a penalty on executive officers, individual entrepreneurs, legal entities, which are the small and middle entrepreneurship entities, in the amount **of 116,800 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **of 175,200 tenge**.

Article 476

Violation of other requirements imposed on the road users.

Violation of other requirements imposed on the road users, which are established by the rules for ensuring the traffic safety that are not listed in this Chapter of Code shall entail a warning or penalty in the amount of **584 tenge**.

Note. When making up a protocol, the violated norm of rules for ensuring the traffic safety shall be specified.

Article 483

Violation of rules for operation of tractors, other self-propelled machines and equipment.

Violation of rules for operation of tractors, other self-propelled machines and equipment except for the rules envisaged by Articles 246, 247, 461, 468, 470, 474, 475 of Administrative Offences Code of the Republic of Kazakhstan shall entail a penalty on individuals in the amount **from 1,168 to 3,504 tenge**; on executive officers responsible for operation of tractors, other self-propelled machines and equipment – in the amount up to **11,680 tenge**.

Article 484

Systematic violation of operating rules and traffic rules by individuals driving the transportation vehicles.

1. Systematic violation of transportation vehicle operating rules, that is commitment within a year of two and more violations envisaged by Articles 246, 247, 461, 468, 470, 474, 475 and 483 of Administrative Offences Code of the Republic of Kazakhstan shall entail a penalty in the amount **from 3,305 to 5,840 tenge** or deprivation of the individuals' right to drive the transportation vehicles for the period **from three to six months** and imposition of penalty on executive officers responsible for transportation vehicles operation in the amount **from 11,680 to 35,040 tenge** of monthly calculation index.

2. Systematic violation of Traffic Rules by the individuals driving the transportation vehicle, that is commitment within a year of two and more violations envisaged by Articles 461, 462, 463, 464, 465, 466, 468, 469, 470 and 471 of Administrative Offences Code of the Republic of Kazakhstan shall entail a penalty in the amount **from 3,504 to 5,840 tenge** or deprivation of the individuals' right to drive the transportation vehicles for the period **from three to six months**.

Article 627

Inspection of transportation vehicles

1. The inspection of transportation vehicles shall be carried out for the purpose to reveal instrument of, or immediate objects of, administrative law violation.
2. The inspection of transportation vehicles, that is examination carried out without damaging the structural integrity shall be carried out by the authorized officials listed in Article 620 of Administrative Offences Code of the Republic of Kazakhstan with participation of two witnesses.
3. The inspection of transportation vehicles shall be carried out in presence of a person, who owns them, or his/her representative or the person validly driving the transportation vehicle. In urgent cases, they may be exposed to inspection in absence of the specified persons.
4. In order to establish the items revealed in the course of inspection of the transportation vehicles, their photographing, cinematographic or video recording is performed as necessary.
5. A protocol shall be made up on the inspection of transportation vehicles. Copies of the protocol shall be handed over to the person, who owns the inspected transportation vehicles, or to his/her legitimate representative or to the person validly driving the transportation vehicle.
6. Date and place of making a protocol, position and initials of a person who made up the protocol, information on personality of the owner of transportation vehicle inspected information on type, make, model, license plate, other identification attributes of transportation vehicle shall be specified in the protocol of inspection of the transportation vehicles.
7. A note shall be made in the inspection protocol on use of photographing, cinematographic or video recording, and other established ways of documents identification. The materials obtained in the course of inspection with use of photographing, cinematographic or video recording, and other established ways of material evidences identification shall be enclosed to the relevant protocol.
8. The inspection protocol of the transportation vehicles shall be signed by the official, who made it up, by the person against whom the judicial proceedings is carried out, by the owner of transportation vehicle inspected, or by his/her representative. In case of refusal of the person against whom the judicial proceedings is carried out, the owner of transportation vehicle inspected, or his/her representative to sign the protocol, the relevant entry shall be put into the protocol.

Article 629

Dismissal from driving the transportation vehicle and intoxication examination.

1. The driver of the transportation vehicle, in respect whom there are adequate grounds to believe that he is in a state of intoxication, shall be subject to dismissal from driving the transportation vehicle and intoxication examination.
2. Dismissal from driving the transportation vehicle, non-medical examination and referral to the medical intoxication examination shall be performed, respectively, by the officials of road police, military road police when violation is committed by a person driving a transportation vehicle of the Armed Forces of the Republic of Kazakhstan, and transport control authorities.
Along with the road police officials, the district police officers shall have the right to dismiss a driver, in

respect whom there are adequate grounds to believe that he is in a state of intoxication, from driving the transportation vehicle; besides, other internal affairs officers, who in this case must documentarily establish the fact of violation and take measures to deliver a driver and the transportation vehicle to the nearest internal affairs body.

3. Referral to intoxication examination, the intoxication examination and presentation of the results shall be carried out in the manner established by the Government of the Republic of Kazakhstan. In case of disagreement of driver with the results of examination, he shall be referred to the medical institution for the medical examination.

4. A note on the dismissal from driving the transportation vehicle for intoxication examination shall be made in the protocol on the administrative law violation.

5. Date, time, place, grounds for the dismissal from driving the transportation vehicle for carrying out the examination shall be specified in the protocol on the administrative law violation. The copy of protocol shall be handed over to the person against whom the judicial proceedings is carried out, or to his/her representative.

6. The act of intoxication examination shall be enclosed to the relevant protocol.

Article 630

Detention, delivery and prohibition of transportation vehicle operation.

1. In committing the violations specified in Articles 283-285, 287, 289, 297, 298, 298-1, 302-306, 447, 447-1, 447-2, 447-3, 447-4, 451, 453, 457, 460, 461, 463 (Part 2 and 3), 467-469, 470 (Part 1 and 2), 471 of Administrative Offences Code of the Republic of Kazakhstan, the authorized official specified in Part 2 of this Article shall be entitled to detain, deliver and prohibit operation of the transportation vehicles by their delivery to the special areas or parking places for temporary storage, including use of another transportation vehicle (tow truck), or expropriation of license plates until the reasons for detention of the transportation vehicle are eliminated.

The delivery (evacuation) of the transportation vehicles for their temporary storage in the special areas or parking places may also be applied in case of violation by the drivers of the transportation vehicles of stopping or parking rules in absence thereof, as well as in relation to the transportation vehicles abandoned by the drivers on the road when it is impossible to determine their location.

2. Detention, delivery and prohibition of operation of the transportation vehicle shall be performed by the officials of road police, military road police when committing administrative violation by a person driving the transportation vehicle of the Armed Forces of the Republic of Kazakhstan, of transport control authorities within their competence, of authorities of forest and hunting management, specially protected natural areas, fishery protection (in case of violation of law in the sphere of forest, fishing, hunting management and specially protected natural areas).

3. The act of established form on detention, delivery and prohibition of transportation vehicle operation shall be made up and enclosed to the protocol on administrative violation.

Operation of transportation vehicles with the faults due to which their operation is prohibited, or re-equipped without the relevant permission, or the transportation vehicles, which failed to pass registration, or state technical inspection, in the established manner, as well as having no license plates or having hidden, counterfeited license plates or having the license plates, which do not conform to the state standard, shall be prohibited.

4. Storage of detained transportation vehicles shall be carried out in the special areas or parking places created by the decision of local executive authorities and being the communal property.

**Joint Order of the Minister of Transportation and Communications of the Republic of Kazakhstan,
dated 26 April 2005, No. 160-I and Minister of Internal Affairs of the Republic of Kazakhstan,
dated 12 April 2005, No. 224
On Measures to Improve the Joint Activity in Ensuring the Traffic Safety for 2005-2007**

With a view to implementing Clause 31 of the Program of law violations prevention and crime control in the Republic of Kazakhstan for 2005-2007 approved by the Decree of the Government of the Republic of Kazakhstan, dated 24 December 2004, No. 1355, **WE ORDER:**

1. The attached Plan of joint measures to ensure the traffic safety on the automobile roads and investigate the road traffic accidents for 2005-2007 shall be approved.

2. The Head of the Department of Traffic Police of the Ministry of Internal Affairs of the Republic of Kazakhstan (O.T. Tusumov), the Chairman of the Committee for the Transport Control (K.S. Mustafin) and the Chairman of the Committee for the Development of Transport Infrastructure (E. Kh. Sultanov) of the Ministry of Transportation and Communications of the Republic of Kazakhstan shall ensure proper and timely performance of measures envisaged by the Plan specified in Clause 1 of this Order.

3. The control over performance of this Order shall be imposed on the First vice-Minister of the Ministry of Internal Affairs of the Republic of Kazakhstan, the Lieutenant General of police I.I. Otto and Vice-Minister of transportation and communications of the Republic of Kazakhstan E.Zh. Koshanov.

4. This Order shall come in force from the date of signing.

**Minister of the Internal Affairs
of the Republic of Kazakhstan
Z. Turisbekov**

**Minister of Transportation and
Communications
of the Republic of Kazakhstan
K. Nagmanov**

Approved
by the joint order of the Minister of the Republic
of Kazakhstan on 12 April 2005, No. 224
and Minister of Transportation and Communications of the Republic
of Kazakhstan on 26 April 2005, No. 160-I

**Plan
of joint measures to ensure the traffic safety
on the international and
republican roads and investigate
the road traffic accidents for 2005-2007**

No.		Executive Officers	Time of Performance	Form of Implementation
1	Collection of information on dangerous weather events (glaze, fog, strong winds, snowstorms, snow avalanches), emergency situations of natural (earthquakes, mud flows, floods, landslides, hurricanes and others), as well as anthropogenic nature (transportation accidents, explosions, fires, emission accidents and others)	Regional Administrations of Committee for the Development of Transport Infrastructure	so far as to obtaining the relevant information	Notification of road users. Exchange of information with the units of traffic police.
2	Survey of roads and road facilities conditions with taking the relevant measures to eliminate defects and maintenance thereof in the condition ensuring uninterrupted and safe passage of transportation vehicles.	Regional Administrations of Committee for the Development of Transport Infrastructure and Traffic Police	Once a half year	Making up of survey reports and repair works plan. Inclusion of scope of works into the program complex for the analysis of the state of road branch in the Republic of Kazakhstan. Information to the local executive authorities.
3	Revealing of violations in transportation of large-dimensioned and (or) heavy cargoes by the transportation vehicles.	Regional (District) Departments (Divisions) of Traffic Police	Regularly	Forwarding the materials on the violations revealed to the transport control authorities for taking administrative measures.
4	Implementation of measures to reveal the violations of rules of passengers, luggage and cargoes transportation, work-rest schedule of drivers in carrying out of automobile transportations.	Territorial subdivisions of traffic police and transport control.	Quarterly	Implementation plans of measures, raids, information to local executive authorities.

5	Exchange of information and taking measures in respect of revealed violations of Traffic Rules, as well as in the event of drivers' disobedience to the demands to stop the transportation vehicle in the transportation vehicles border checkpoints through the State Border and at the transport control stations in the territory of the Republic of Kazakhstan.	Territorial subdivisions of the Committee for the Transport Control	Upon the facts of commitment of violations	Early notification of territorial subdivisions of traffic police in respect of the facts revealed. Taking administrative measures.
6	Elaboration of mechanism of implementation of the procedure for coordination of travel of indivisible large-dimensioned and heavy transportation vehicles and organization of their escort as may be required.	Department of traffic police and Committee for the Transport Control.	2005	Protocol decision and instruction to the territorial subdivisions of traffic police and transport control.
7	Organization of joint visits to the scenes of road traffic accidents to reveal the reasons and conditions of commitment thereof.	Regional, district subdivisions of traffic police, Regional Administrations of the Committee for the Development of Transport Infrastructure and Transport Control	Regularly	Informing by the subdivisions of traffic police of automobile roads managers upon the road traffic accident, as well as the territorial authorities of transport control upon the road traffic accidents with participation of buses, transportation vehicles conveying the large-dimensioned, heavy and hazardous cargoes for timely (independent or joint) visit to the scene of the road traffic accident. Survey reports of automobile roads and road facilities, inspection reports of transportation vehicles.

**Decree of the Government of the Republic of Kazakhstan, dated 4 April 2007, No. 267
On approval of the Rules for coordination and approval of standard, design and technical
documentation for designing, construction, repair, maintenance and management of roads with regard
to ensuring the traffic safety**

In accordance with Article 24 of the Law of the Republic of Kazakhstan "On Traffic Safety", dated 15 July 1996, the Government of the Republic of Kazakhstan **DECREES**:

1. The attached Rules of coordination and approval of standard, design and technical documentation for designing, construction, repair, maintenance and management of roads with regard to ensuring the traffic safety shall be approved.

2. This Decree shall be enacted upon the expiration of ten calendar days from the date of its first official promulgation.

**Prime-Minister
of the Republic of Kazakhstan**

K. Masimov

**Rules
for coordination and approval of standard, design and technical
documentation for designing, construction, repair, maintenance and
management of roads with regard to ensuring the traffic safety**

1. General Provisions

1. These Rules for coordination and approval of standard, design and technical documentation for designing, construction, repair, maintenance and management of roads with regard to ensuring the traffic safety (hereinafter – the “Rules”) are elaborated in accordance with the laws of the Republic of Kazakhstan, dated 15 July 1996 “On Traffic Safety”, and the Law “On Architectural, Town-Planning and Construction Activity in the Republic of Kazakhstan”, dated 16 July 2001.

The Rules determine the procedure for coordination and approval of standard, design and technical documentation for designing, construction, repair, maintenance and management of roads with regard to ensuring the traffic safety (hereinafter - the “Documentation”) and are elaborated in accordance with consideration for the requirements of approved state standards in the sphere of automobile roads, as well as architectural, town-planning and construction activity in the Republic of Kazakhstan (hereinafter – the “State Standards”).

2. The Rules shall apply to the individuals and legal entities developing the standard, design and technical documentation for designing, construction, repair, maintenance and management of roads (hereinafter – the “Developer”).

3. The Documentation subject to be coordinated and approved with regard to ensuring the traffic safety shall contain the requirements ensuring the protection of life and health of people.

2. The procedure for coordination and approval of documentation

4. The developer shall furnish the Documentation for coordination to the authorized body for traffic safety (hereinafter – the “Authorized Body”).

5. Consideration and coordination of the Documentation shall be carried out by the Authorized Body within 20 (twenty) calendar days.

6. The coordination of design documentation shall be carried out prior to the state examination of that Documentation in the manner established by the Law of the Republic of Kazakhstan “On Architectural, Town-Planning and Construction Activity in the Republic of Kazakhstan”.

7. The design Documentation shall be furnished for coordination taking into consideration the requirements of the State Standards.

8. Upon the result of consideration, the Authorized Body shall coordinate the Documentation furnished or refuse to do so.

Having refused to coordinate the Documentation, the Authorized Body shall inform the developer to that effect in writing specifying the reasons for the refusal.

The ground for the refusal shall be nonconformity of the Documentation with the requirements of the State Standards.

In case of disagreement of the developer with the refusal of coordination, he/she shall be entitled to appeal the actions of the Authorized Body in the manner established by the laws.

9. After the Developer eliminated the reasons for the refusal of coordination, the materials shall be referred to the re-coordination. The recurrent coordination shall be carried out within the period of not more than 10 (twenty) calendar days.

10. The Documentation amended (supplemented) in respect of the basic technical and economic indicators shall be subject to coordination within the period specified in Clause 5 of these Rules.

11. The Documentation shall be approved by the relevant state authorities having the competence to approve such Documentation within the period of 10 (ten) calendar days from the date of furnishing in the manner established by the State Standards.

12. The approval of such Documentation shall be carried out after the state examination of projects has been performed.

13. The approval of standard and technical Documentation shall be carried out after its coordination.

Annex No. 7.

**Measures and amounts of penalties for the violation of Traffic Rules under Administrative Offences Code of the
Republic of Kazakhstan
(by virtue of new Law, July 2008), summary consolidated version**

Nos. of Article	Contents of Articles of the Traffic Rules	Amount of penalty tenge or measure of punishment	measures considered
247	Excess of CO emission standards, noise level when operation	2336	
461, Part 1	Driving the registered transportation vehicle with unreadable license plate or with the license plate installed in violation of license plate standard.	5840	
461, Part 2	Driving the registered transportation vehicle without the license plates (plate) or after the transportation vehicle operation has been prohibited, or the transportation vehicle failed to be registered in the established manner.	11680	
461, Part 3	Installation on the transportation vehicle of knowingly false or counterfeited license plates (plate) (Executive Officers (EO) - 50 minimum calculation index (mci), Individual Entrepreneurs (IE), Legal Entities (LE)-small and middle entrepreneurship entities (smee) -200 mci, LE-large entrepreneurship entities (lee)-1000 mci).	17520	Heads of Traffic Police
461, Part 3-1	Driving the transportation vehicle with the knowingly false or counterfeited license plates (plate).	23360	deprivation, 1 year, courts
461, Part 4	Technical condition (except for the specified in Part 5).	5840	
461, Part 5	Technical condition: faulty breaks, steering control, traction and towing unit	17520	
461, Part 6	Driving the transportation vehicle re-equipped without the relevant permission.	17520	
461, Part 7	Driving the transportation vehicle that failed to pass the technical inspection.	3504	
461, Part 8	The acts envisaged by Part 1, 4, 5 of this Article committed repeatedly within a year after the administrative sanction was imposed.	23360	Head of Traffic Police, Traffic Rules
461-1, Part 1	Use of phone or radio station while driving the transportation vehicle.	5840	

461-1, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	8176	Head of Traffic Police, Traffic Rules
462, Part 1	Exceeding the speed by 10-20 kmh.	5840	
462, 462, Part 2	Exceeding the speed by 20-40 kmh.	11680	
462, Part 3	Exceeding the speed by 40 kmh.	17520	
462, Part 4	The acts envisaged by Part 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	23360	Head of Traffic Police, Traffic Rules
463, Part 1	Non-observance by the transportation vehicle driver of rules for stopping of a route transportation vehicle, movement in residential areas, transportation of passengers and cargoes, use of seat belts when driving the transportation vehicle, crash helmets when driving a motorcycle and transportation of passengers thereon, towing a transportation vehicle, use of illuminating equipment in darkness hours or under low visibility conditions.	5840	
463, Part 4	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	11680	Head of Traffic Police, Traffic Rules
463-1, Part 1	Driving to intersection or crossing the carriageway in case of formed congestion, which led to creation of an obstruction (congestion) for driving the transportation vehicle in transverse direction.	5840	
463-1.ч.2	Non-observance of Traffic Rules requirements to give way to the transportation vehicle enjoying the priority right of intersection passage.	5840	
463-1, Part 3	The acts envisaged by Part 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-2, Part 1	Non-observance of Traffic Rules requirements to give signal prior to moving off, changing lane, turns, turn around or stop.	3504	
463-2, Part 2	Turn around or reversing in the area where such maneuvers are prohibited.	3504	
463-2, Part 3	Non-observance of Traffic Rules requirements to give way to the transportation vehicle enjoying the right of way except for the cases envisaged by Part 2 of Article 463-1 and Article 463-5 of this Code.	5840	
463-2, Part 4	The acts envisaged by Part 2, 3 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Head of Traffic Police, Traffic Rules

463-3, Part 1	Driving over the pedestrian ways, roadsides or pavements in violation of the Traffic Rules.	8176	
463-3, Part 2	Violation of rules for arrangement of the transportation vehicle on the carriageway, giving way to oncoming traffic or overtaking without driving to the carriageway intended for oncoming traffic along with the crossing by organized transport or pedestrian column, or taking a place therein.	8176	
463-3, Part 3	Driving to the carriageway intended for oncoming traffic, if it is prohibited by the Traffic Rules.	17520	
463-3, Part 4	The acts envisaged by Part 1, 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-3, Part 5	The acts envisaged by Part 3 of this Article committed repeatedly within a year after the administrative sanction was imposed.	0	deprivation –6 months, courts
463-4, Part 1	Violation of rules of stopping or parking of transportation vehicle, except for the cases envisaged by Part 1 of Article 463, Article 466 of Code and Part 2, 3 of this Article.	5840	
463-4, Part 2	Violation of rules of stopping or parking of transportation vehicle on the pavement, as well as stopping or parking of the transportation vehicle on flowerbeds, children's or sport playground.	7008	
463-4, Part 3	Violation of rules of stopping or parking of transportation vehicle on the carriageway, which inflicted formation of obstacles for driving other transportation vehicles.	8176	
463-4, Part 4	The acts envisaged by Part 1, 2, 3 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-5, Part 1	Failure to give priority to operative and special services with flashing light and special audio signal turned on simultaneously.	8176	
463-5, Part 2	Failure to give priority to operative and special services having special color and graphical schemes, inscriptions and identifications drawn on the outer surfaces with flashing light and special audio signal turned on simultaneously.	11680	
463-5, Part 3	The acts envisaged by Part 1, 2 of this Article committed repeatedly within a year after the administrative sanction was imposed.	17520	Heads of Traffic Police, Traffic Rules
463-6, Part 1	Driving under the traffic light restrictive signal or prohibitive motion of pointsman except for the cases envisaged by Part 1 of Article 466 of Code.	11680	
463-6, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	23360	Head of Traffic Police, Traffic Rules

463-7 Part 1	Non-observance of Traffic Rules requirements to give way to the pedestrians or other road users except for the drivers of transportation vehicles enjoying the right of way.	11680	
463-7, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Sanctions	23360	Head of Traffic Police, Traffic Rules
463-8 Part 1	Non-observance of requirements prescribed by the road signs or carriageway striping except for the cases envisaged by other Articles of this Chapter.	5840	
463-8, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Sanctions	11680	Head of Traffic Police, Traffic Rules
464, Part 1	Violation by the driver of the transportation vehicle of rules of exercise drive, use of external light equipment and (or) audio signals, application of emergency alarm and breakdown triangle.	5840	
464, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Sanctions	8176	Head of Traffic Police, Traffic Rules
464-1, Part 1	Installation on the front element of the transportation vehicle of light equipment with red lights or retroreflective devices of red color, as well as of light equipment, the color and operation mode of which do not conform to the requirements for permission of the transportation vehicle for operation (EO, IE, LE smee -150 mci, LE lee -1500 mci).	17520	
464-1, Part 2	Installation on the transportation vehicle of devices for special light and (or) audio signals without the relevant permission (except for the security alarm (EO, IE, LE smee -200 mci, LE lee - 2000 mci).	29200	
464-1, Part 3	Illegal drawing on the outer surfaces of the transportation vehicle of special color and graphical schemes of operative and special services automobiles (EO, IE, LE smee -200 mci, LE lee - 2000 mci).	29200	Heads of Traffic Police
465, Part 1	Violation by a road user of the Traffic Rules resulted in creation of accident environment, i. e., forcing other road users to sharply change speed, driving direction.	11680	
465, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	0	deprivation –6 months courts
466, Part 1	Passage of railway tracks outside of railway-crossing, driving to the railway-crossing when the lifting gate is closed or being closed, or under restrictive signal of traffic light or on-duty officer of railway-crossing, as well as stop or parking at the railway-crossing.	11680	
466, Part 2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed. Imposition of administrative sanction.	0	deprivation –6 months courts

467, Part 1	Driving the transportation vehicle by a driver in alcohol, drug and (or) toxic intoxication, or transfer of transportation vehicle control to a person in alcohol, drug and (or) toxic intoxication.	0	deprivation –2 months courts
467, Part 2	The same acts resulted in creation of accident environment.	0	deprivation –3 months
467, Part 3	The acts envisaged by Part 1 of this Article resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or damage to the transportation vehicle, cargoes, road or other facilities, or other property.	0	deprivation –4 months
467, Part 4	The acts envisaged by Part 1, 2 and 3 of this Article committed repeatedly within a year after the expiration of administrative sanction.	0	Administrative arrest –10 days, deprivation – 5 months, courts
467, Part 5	The same acts committed repeatedly within a year after the expiration of administrative sanction envisaged by Part 4 of this Article.	0	Administrative arrest –15 days, deprivation – 10 years, courts
467, Part 6	The acts envisaged by Part 1, 2, 3 of this Article committed by a person deprived to drive the transportation vehicle.	0	Administrative arrest –10 days, courts
467, Part 7	The same acts committed repeatedly within a year after the expiration of administrative sanction envisaged by Part 6 of this Article.	0	Administrative arrest –15 days, courts
467, Part 8	The acts envisaged by Part 1, 2, 3 of this Article committed by persons having no right to drive the transportation vehicle.	0	Administrative arrest –10 days, courts
467, Part 9	The same acts committed repeatedly within a year after the expiration of administrative sanction envisaged by Part 8 of this Article.	0	Administrative arrest –15 days, courts
467, Part 10	The acts envisaged by Part 6,7,8,9 of this Article committed by persons in relation to which the administrative arrest, pursuant to Part 3 of Article 55 of this Code, shall not be applied.	116800	Head of Traffic Police
468, Part1	Violation by a driver of the transportation vehicle of the established rules for ensuring the traffic safety resulted in damage of transportation vehicle, cargoes, roads and other facilities or other property, which inflicted the material damage.	11680	deprivation –9 months courts

468, Part 2	The same acts, which have no attributes of criminally punishable act, resulted in causing of harm to health of the person affected.	17520	deprivation –1 months courts
468, Part 3	The acts envisaged by Part 1 and 2 of this Article committed by a person, who has no right to drive the transportation vehicle.	23360	Heads of Traffic Police
469	Abandonment by person driving the transportation vehicle in violation of established Traffic Rules of scene of the road traffic accident, of which he/she was a participant, that has no the attributes of criminally punishable act.	0	deprivation –1 months
470, Part 1	Driving the transportation vehicle by a driver, who does not keep about himself the driving license or temporary license issued instead of the driving license for the right to drive, registration or other documents for the transportation vehicle established by the laws.	5840	
470, Part 2	Driving the transportation vehicle by a person, who has no right to drive (except for the exercise drive), as well as driving the transportation vehicle by a driver, who has no the right to drive the relevant category of transport, or transfer of transportation vehicle control to a person, who has no right to drive (except for the cases of individual driving training in accordance with the established rules).	17520	Heads of Traffic Police
470, Part 3	Driving the transportation vehicle, which has no the insurance policy of civil liability, the civil liability of carrier to a passenger.	1168	
470, Part 4	Driving the transportation vehicle by a person, who is deprived of the right to drive the transportation vehicle, or transfer of the transportation vehicle control to a person deprived of the right to drive transportation vehicle.	11680	Heads of Traffic Police
470, Part 5	The acts envisaged by Part 2, 3 and 4 of this Article committed repeatedly within a year after the administrative sanction was imposed.	35040	Heads of Traffic Police
471, Part 1	Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to stop the transportation vehicle.	11680	Heads of Traffic Police
471, Part 1-2	The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed.	0	deprivation –6 months courts
471, Part 2	Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to pass examination for alcohol, drug and (or) toxic intoxication, according to the established procedure for the examination.	0	deprivation –2 years, courts
472	Deliberate creation by citizens of obstacles for the transportation vehicle flow or failure to fulfill demands to eliminate them (Executive Officers – 10 mci)	3504	Heads of Traffic Police
473, Part 1	Failure to fulfill the demands of requirements of established rules for ensuring the traffic safety by pedestrians and other road users.	5840	
473, Part 2	The same acts resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or inflicted material damage.	11680	

473, Part 3	Systematic violation of requirements of established rules for ensuring the traffic safety by pedestrians and other road users.	17520	Administrative arrest –10 days courts
474, Part 1	Release of the transportation vehicle with the technical faults without technical inspection and without permission for re-equipment (EO, IE, LE smee 10-20 mci, LE lee 30-40 mci).	0	Heads of Traffic Police
474, Part 2	The same acts but resulted in causing of slight harm to health of the person affected or infliction of damage, as well as the failure to comply with the orders (EO, IE, LE smee 10-20 mci, LE lee 30-40 mci).	0	Heads of Traffic Police
475, Part 1	Permission given by the executive officers to a driver, who is in alcohol intoxication state, or having no right to drive, or without the relevant category, to control the transportation vehicle.	from 11680 to 58400	Heads of Traffic Police
475, Part 2	The same acts but resulted in causing of slight harm to health of the person affected or infliction of material damage (EO, IE, LE smee 100 mci, LE lee 150 mci).	0	Heads of Traffic Police
476	Other violations of the Traffic Rules, which were not listed in Chapter of Administrative Offences Code of the Republic of Kazakhstan.	584	Warning
484, Part 1	Systematic violation of the transportation vehicle operating rules, that is commitment within a year of three and more violations envisaged by Articles 246, 247, 461, 474, 475 and 483 of Code; 30 mci for executive officers.	0	deprivation – 6 months, courts
484, Part 2	Systematic violation by individuals of the Traffic Rules, transportation vehicle control, that is commitment within a year of three and more violations envisaged by Articles 461, 461-1, 462, 463, 463-1, 463-2, 463-3, 463-4, 463-5, 463-6, 463-7, 463-8, 464, 465, 466, 466-1, 470 and 471 of Code.	0	deprivation – 6 months, courts

**Measures and amounts of penalties for the violation of Traffic Rules under Administrative Offences Code of the Republic of Kazakhstan
(by virtue of new Law, July 2008), extended version**

Basic violations

- exceeding the speed
- non-observance of traffic light signals
- non-observance of pointsman signals
- Non-observance of road signs, markings
- driving in a state of intoxication
- transfer of control to a person in a state of intoxication
- creation of accident environment when violating the Traffic Rules
- causing of harm to health of people when violating the Traffic Rules
- damage of the transportation vehicle when violating the Traffic Rules
- abandonment of the road traffic accident scene
- driving without documents
- driving without right to drive
- failure to fulfill demand to stop
- evasion of intoxication examining
- violation of rules for carrying out of exercise drive
- violation of rules for use of external light equipment
- violation of rules for use of audio signals
- violation of rules for application of emergency situation
- violation of rules for passage of the railway-crossings
- excess of standards of contamination substances content in emissions
- violation of other requirements

Violation of transportation rules

- violation of work-rest schedule of drivers
- international transportation without special permissions
- absence of passengers list
- transportation of passengers and luggage without the relevant certificate
- automobile transportation by the transportation vehicles registered abroad

Other violations

violation of transportation fire prevention rules
violation of transportation vehicle operating rules
creation of obstructions for traffic
violation of the Traffic Rules by pedestrians and others
operation the transportation vehicle with technical faults
permission to drive a transportation vehicle by a driver in a state of alcohol intoxication
permission to drive a transportation vehicle by a person having no right to drive
systematic violation of rules
violation of rules for operation of tractors, other self-propelled machines and equipment

Additional information

inspection of transportation vehicles
dismissal from driving
intoxication examination
detention, delivery and prohibition of the transportation vehicle operation

Article 247

Operation of transportation vehicles and other mobile facilities with excess of standards of contamination substances content in emissions1. Operation by individuals of transportation vehicles and other mobile facilities and units, in which the contamination substances content in emissions, as well as the noise level generated while in operation, exceed the established standards, shall entail warning or imposition of penalty on individuals in the amount of **2,336 tenge**.

2. The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed shall entail a penalty on individuals in the amount of **5,840 tenge**.

Article 447-1

Violation of work-rest schedule of drivers in carrying out of automobile transportations of passengers, luggage or cargoes.

1. Driving the transportation vehicle without control devices for registration of work-rest schedule of drivers (tachographs) or with such devices turned off, or with unfilled tachograph charts, as well as without record-keeping of daily registration bulletins of work-rest schedule of drivers in carrying out of:

1) automobile transportations of hazardous cargoes; international automobile transportations of passengers, luggage and cargoes; international, interregional scheduled and unscheduled automobile transportations of passengers, luggage shall entail a penalty on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 11,680 to 23,360 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 23,360 to 58,400 tenge**.

2) Violation of work-rest schedule of transportation vehicle drivers in carrying out of automobile transportations of passengers, luggage or cargoes shall entail a penalty in the amount **from 5,800 to 11,680 tenge**.

Article 447-2

Carrying out of international automobile transportations of passengers, luggage or cargoes without permissions or special permissions

Carrying out of international automobile transportations in the territory of the Republic of Kazakhstan by the drivers of transportation vehicles owned by foreign individuals or legal entities without permissions or special permissions in cases envisaged by the laws of the Republic of Kazakhstan shall entail a penalty in the amount **from 11,680 to 29,200 tenge**.

Article 447-3

Failure of the drivers of transportation vehicles to have the passenger lists while carrying out the unscheduled international automobile transportations of passengers and luggage.

Failure of the drivers of transportation vehicles to have the passenger lists while carrying out the unscheduled international automobile transportations of passengers and luggage shall entail a penalty in the amount **from 3,504 to 5,840 tenge**.

Article 447-4

Carrying out of automobile transportations in the territory of the Republic of Kazakhstan by the transportation vehicles registered in foreign state.

Transportation of passengers, luggage or cargoes by the transportation vehicles registered in foreign state, including those imported to the territory of the Republic of Kazakhstan, owned by the carriers of foreign state, between the localities situated in the territory of the Republic of Kazakhstan, shall entail a penalty in the amount **from 5,840 to 11,680 tenge**; on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities – in the amount **from 11,680 to 23,360 tenge**; on legal entities, which are the large entrepreneurship entities – in the amount **from 29,200 to 46,720 tenge**.

Article 460

Violation of transportation fire prevention rules.

1. Violation of established transportation fire prevention rules shall entail a penalty on individuals in the amount to **2,336 tenge**; on executive officers – in the amount to **5,840 tenge**.
2. The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed shall entail a penalty on individuals in the amount to **3,504 tenge**; on executive officers – in the amount to **11,680 tenge**.

Article 461

Violation by drivers of transportation vehicles operating rules

1. Driving the registered transportation vehicle with unreadable license plate or with the license plate installed in violation of standard requirements for the license plate shall entail a warning or penalty on a driver in the amount of **584 tenge**.
2. Driving the transportation vehicle without the license plates shall entail a penalty on a driver in the amount from **1,168 to 2,336 tenge**.
3. Installation on the transportation vehicle of false license plates or driving the transportation vehicle after its operation has been prohibited, as well as driving the transportation vehicle with counterfeited license plates shall entail a penalty in the amount from **2,336 to 7,008 tenge** or deprivation of the right to drive the transportation vehicles for the period **from three to six months**.
4. Driving the transportation vehicles, which do not conform to the established rules for ensuring the traffic safety except for the cases, specified in Part 5 of this Article shall entail a penalty in the amount **from 584 to 1,168 tenge**.
5. Driving the transportation vehicles with the faults of braking system, steering control, traction and towing unit shall entail a penalty on the amount **from 1,168 to 2,336 tenge**.
6. Driving the transportation vehicle, which failed to pass the state technical inspection or re-equipped without the relevant permission shall entail a penalty in the amount **from 5,840 to 8,176 tenge**.
- 6-1. Driving the bus, minibus, which failed to pass pre-trip technical examination while carrying out scheduled automobile transportations of passengers and luggage, shall entail a penalty on individual entrepreneurs in the amount from **5,840 to 11,680 tenge**, on executive officers – in the amount **from 11,680 to 29,200 tenge**.

Note. In this Article of Code the transportation vehicles mean all types of automobiles, tractors and other self-propelled machines, tramways, trolleybuses, as well as

the motorcycles and other mechanical transportation vehicles.

Article 462

Exceeding by the transportation vehicle drivers of the established driving speed

1. Exceeding by the transportation vehicle drivers of the established driving speed of the transportation vehicle by the value from ten to twenty kilometers per hour shall entail a warning or penalty in the amount **from 1,168 to 2,336 tenge**.
2. Exceeding the established driving speed of the transportation vehicle by the value from twenty to forty kilometers per hour shall entail a penalty in the amount **from 2,336 to 5,840 tenge** or deprivation of the right to drive the transportation vehicles **from four to six months**.
3. Exceeding the established driving speed of the transportation vehicle by the value of more than forty kilometers per hour shall entail a penalty in the amount **from 5,840 to 11,680 tenge** or deprivation of the right to drive the transportation vehicles for the period **from six months to one year**.

Article 463

Failure by the transportation vehicles drivers to observe the signals of traffic light and pointsman, road signs, carriageway markings and other gross violations of the Traffic Rules.

1. Failure by the transportation vehicles drivers to observe the signals of traffic light and pointsman, priority road signs, prohibitory and mandatory road signs, carriageway markings, violation of maneuvering rules, arrangement of transportation vehicles on the carriageway, overtaking and oncoming traffic, stop and parking, passage of intersections, passage of pedestrian crossing and stops of route transportation vehicles, driving on highways, residential areas, transportation of passengers and cargoes, use of seat belts while driving transportation vehicles equipped with them, crash helmets while driving motorcycles and transportation of passengers thereon.
 - 1-1. Driving to the oncoming traffic lane with violation of established requirements shall entail a penalty in the amount **from 2,336 to 5,840 tenge** or deprivation of right to drive the transportation vehicle for the period **from four up to six months**.
 2. Transportation of hazardous cargoes by the specialized transportation vehicles with violation of established rules, as well as without special permission shall entail a penalty on individuals in the amount **from 5,840 to 11,680 tenge**; on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 11,680 to 35,040 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 35,040 to 58,400 tenge**.
 3. Transportation of large-dimensional and (or) heavy cargoes by the transportation vehicles, as well as transportation of indivisible large-dimensional and (or) heavy cargoes by the specialized transportation vehicles with violation of established rules, as well as without special permission shall entail shall entail a penalty on

individuals in the amount **from 5,840 to 11,680 tenge**; on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 11,680 to 35,040 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 35,040 to 58,400 tenge**.

Article 464

Violation by the drivers of the transportation vehicles of rules of exercise drive, use of external light equipment and audio signals, application of emergency alarm

1. Violation by the drivers of the transportation vehicles of rules of exercise drive, use of external light equipment and audio signals, application of emergency alarm and breakdown triangle shall entail a warning or penalty in the amount **from 584 to 1,168 tenge**.
2. Installation of special audio and light devices in transportation vehicles without the relevant permission shall entail a penalty in the amount **to 3,054 tenge**; on executive officers – in the amount **to 11,680 tenge** with confiscation (or without confiscation) of those devices.

Article 465

Violation by the road user of the Traffic Rules, which resulted in accident environment.

Violation by the road user of the Traffic Rules, which resulted in accident environment, that is forcing other road users to sharply change speed, driving direction shall entail a penalty in the amount from 2,336 to 5,849 tenge or deprivation (in relation to transportation vehicles drivers) of the right to drive the transportation vehicle for the period **from six months to one year**.

Article 466

Violation of rules for passage of railway-crossings

Violation of rules for passage of railway-crossings shall entail a penalty in the amount **from 2,336 to 5,840 tenge** or deprivation of right to drive the transportation vehicle for the period **up to six months**.

Article 467

Driving the transportation vehicle by a driver in a state of intoxication, as well as transfer of transportation vehicle control to a person in a state of intoxication

1. Driving the transportation vehicle by a driver in a state of alcohol, drug or toxic intoxication, shall entail a penalty in the amount **from 11,680 to 17,520 tenge** or

deprivation of the right to drive the transportation vehicle for the period **from two years**.

2. The same acts resulted in creation of accident environment shall entail a penalty in the amount **from 11,680 to 23, 360 tenge** or deprivation of right to drive the transportation vehicle for the period from one year up to two years.

3. The acts envisaged by part 1 of this Article resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or resulted in damage of transportation vehicles, cargoes, road or other facilities shall entail a penalty in the amount **from 11,680 to 23, 360 tenge** or deprivation of right to drive the transportation vehicle for the period **up to two years**.

4. The acts envisaged by Part 1, 2, 3 of this Article committed by persons having no right to drive the transportation vehicles shall entail a penalty in the amount **from 11,680 to 17,520 tenge**.

5. Repeated (during a year) driving the transportation vehicle by a driver in a state of alcohol, drug or toxic intoxication, or transfer of transportation vehicle control to a person a state of alcohol, drug or toxic intoxication shall entail a penalty in the amount **from 11,680 to 58,400 tenge** or deprivation of the right to drive the transportation vehicle for the period **from two years**.

6. The acts envisaged by Part 1, 2, 3 of this Article committed repeatedly by a person having no right to drive the transportation vehicle shall entail a penalty in the amount **from 11,680 to 58,400 tenge**.

Note The driver's being in a state of alcohol, drug or toxic intoxication shall be established by the medical examination carried out in the established manner.

Article 467-1

Carrying out scheduled automobile transportations of passengers and luggage without the relevant certificate evidencing the right to render a service to routes of specified transportations.

1. Carrying out scheduled automobile transportations of passengers and luggage without the relevant certificate evidencing the right to render a service to routes of specified transportations shall entail a penalty on individuals in the amount **from 3,504 to 5,840 tenge**, on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 5,840 to 17,520 tenge**, on legal entities, which are the large entrepreneurship entities, in the amount **from 17,520 to 29,120 tenge**.

2. The acts envisaged by Part 1 of this Article committed repeatedly within a year after the administrative sanction was imposed shall entail a penalty on individual entrepreneurs, legal entities, which are the small or middle entrepreneurship entities, in the amount **from 17,520 to 35,040 tenge**, on legal entities, which are the large entrepreneurship entities, in the amount **from 29,200 to 58,400 tenge**.

Article 468

Violation by the transportation vehicles drivers of the established rules for ensuring the traffic safety resulted in causing of harm to health of people, damage of transportation vehicles or other property.

1. Violation by the transportation vehicles drivers of the established rules for ensuring the traffic safety resulted in the damage of transportation vehicles, cargoes, roads and other facilities or other property, which caused material damage shall entail a penalty in the amount **from 3,504 to 7,008 tenge** or deprivation of the right to drive the transportation vehicle for the period **from six months to one year**.
2. The same acts having no attributes of criminally punishable act, which resulted in causing harm to health of person affected shall entail a penalty in the amount **from 5,840 to 11,680 tenge** or deprivation of the right to drive the transportation vehicle for the period **from six months to one year**.
3. The acts envisaged by Part 1, 2, 3 of this Article committed repeatedly by a person having no right to drive the transportation vehicles shall entail a penalty in the amount **from 5,840 to 17,520 tenge**.

Article 469

Abandonment of the road traffic accident scene

Abandonment by person driving the transportation vehicle in violation of established Traffic Rules of scene of the road traffic accident, of which he/she was a participant, that has no the attributes of criminally punishable act shall entail a penalty in the amount **from 5,840 to 17,520 tenge** or deprivation of the right to drive the transportation vehicle for the period **from six months to one year**.

Note. A person, who abandoned the road traffic accident scene in connection with rendering a medical aid to the injured person, shall be released from responsibility under this Article.

Article 470

Driving the transportation vehicle by a person without documents and having no right to drive.

1. Driving the transportation vehicle by a driver, who has no driving license or the license issued instead of the driving license, registration or other documents for the transportation vehicle established by the laws shall entail a warning or penalty in the amount **from 1,168 to 2,336 tenge**.
2. Driving the transportation vehicle by a person, who has no right to drive (except for the exercise drive), as well as driving the transportation vehicle by a driver, who has no the right to drive the relevant category of transport, or transfer of transportation vehicle control to a person, who has no right to drive (except for the cases of individual driving training in accordance with the established rules) shall entail a penalty in the amount **from** .

3. Driving the transportation vehicle by a person, who has no insurance policy for the compulsory insurance of civil liability of transportation vehicles owners and (or) for the compulsory insurance of the civil liability of carrier to a passengers shall entail a penalty in the amount of **1,168 tenge**.

Article 471

Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to stop the transportation vehicle, evasion of intoxication examination

1. Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to stop the transportation vehicle shall entail a penalty in the amount **from 5,840 to 11,680 tenge** or deprivation of the right to drive the transportation vehicles for the period **from six months to one year**.

2. Failure to fulfill the legitimate demand of the Internal Affairs (police) officer to pass intoxication examination for alcohol, drug or toxic intoxication, according to the established procedure for the examination, shall entail a penalty in the amount **from 11,680 to 17,520 tenge** or deprivation of the right to drive the transportation vehicles for the period **up to one year**.

Note. The demand of Internal affairs (police) officers in the official uniform to stop the transportation vehicle shall be expressed by giving signal by a motion of hand or baton with simultaneous signal of a whistle, or by a loudspeaker device. The signals must be clear for the driver and given in a timely manner so that fulfillment thereof would not create accident environment.

Article 472

Creation of obstructions for the transportation vehicles flow

Deliberate creation of obstructions for the transportation vehicles flow, as well as the failure to fulfill the demands of officials authorized to perform control over the observance of traffic flow to eliminate such obstructions shall entail a penalty on individuals in the **amount of 3,504 tenge**; on executive officers in the amount **to 11,680 tenge**.

Article 473

Violation of the Traffic Rules by pedestrians and other road users.

1. Failure to fulfill the demands of requirements of established rules for ensuring the traffic safety by pedestrians and other road users shall entail a warning or penalty in the amount **from 233 to 584 tenge**.

2. The same acts resulted in causing of harm to health of the person affected, which have no attributes of criminally punishable act, or inflicted material damage shall entail a penalty in the amount **from 4,672 to 9, 344 tenge**.

3. Systematic violation of requirements of established rules for ensuring the traffic safety by pedestrians and other road users shall entail a penalty in the amount from **1,168 to 2,336 tenge**.

Note. In this Article other road users mean persons driving motor bicycles, bicycles and animal-drawn transport, gadmen herding onerary, riding animals or flock, as well as passengers of transportation vehicles.

Article 474

Release into operation of transportation vehicles with technical faults and other violations of operating rules

1. Failure by the officials who are responsible for technical condition and operation of the transportation vehicles to fulfill the demands of the established rules in respect of ensuring the traffic safety, except for the cases envisaged by Article 475 of this Code shall entail a penalty on individuals, individual entrepreneurs, legal entities, which are the small and middle entrepreneurship entities, in the amount **from 11,680 to 23,360 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 35,040 to 46,720 tenge**.

2. The same acts resulted in causing of slight harm to health of the person affected or damage of transportation vehicles, cargoes, road or other facilities, or other property, as well as failure to fulfill the order of the authorized body pertaining to technical or other operation of transportation vehicle or ensuring the traffic safety shall entail a penalty on executive officers, individual entrepreneurs, legal entities, which are the small and middle entrepreneurship entities, in the amount **from 23,360 to 46,720 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **from 46,720 to 58,400 tenge**.

Article 475

Permission to drive the transportation vehicle by a driver in a state of intoxication, or a person having no right to drive

1. Permission given by the executive responsible for technical condition and operation of transportation vehicles to a driver for driving the transportation vehicle in a state of alcohol, drug or toxic intoxication, or to a person having no right to drive the transportation vehicles and the relevant category shall entail a penalty in the amount **from 11,680 to 58,400 tenge**.

2. The same acts resulted in causing of slight harm to health of the person affected or damage of transportation vehicles, cargoes, road or other facilities, or other property shall entail a penalty on executive officers, individual entrepreneurs, legal entities, which are the small and middle entrepreneurship entities, in the amount **of 116,800 tenge**; on legal entities, which are the large entrepreneurship entities, in the amount **of 175,200 tenge**.

Article 476

Violation of other requirements imposed on the road users.

Violation of other requirements imposed on the road users, which are established by the rules for ensuring the traffic safety that are not listed in this Chapter of Code shall entail a warning or penalty in the amount of **584 tenge**.

Note. When making up a protocol, the violated norm of rules for ensuring the traffic safety shall be specified.

Article 483

Violation of rules for operation of tractors, other self-propelled machines and equipment.

Violation of rules for operation of tractors, other self-propelled machines and equipment except for the rules envisaged by Articles 246, 247, 461, 468, 470, 474, 475 of Administrative Offences Code of the Republic of Kazakhstan shall entail a penalty on individuals in the amount from **1,168 to 3,504 tenge**; on executive officers responsible for operation of tractors, other self-propelled machines and equipment – in the amount up to **11,680 tenge**.

Article 484

Systematic violation of operating rules and traffic rules by individuals driving the transportation vehicles.

1. Systematic violation of transportation vehicle operating rules, that is commitment within a year of two and more violations envisaged by Articles 246, 247, 461, 468, 470, 474, 475 and 483 of Administrative Offences Code of the Republic of Kazakhstan shall entail a penalty in the amount from **3,305 to 5,840 tenge** or deprivation of the individuals' right to drive the transportation vehicles for the period **from three to six months** and imposition of penalty on executive officers responsible for transportation vehicles operation in the amount from 11,680 to 35,040 tenge of monthly calculation index.

2. Systematic violation of Traffic Rules by the individuals driving the transportation vehicle, that is commitment within a year of two and more violations envisaged by Articles 461, 462, 463, 464, 465, 466, 468, 469, 470 and 471 of Administrative Offences Code of the Republic of Kazakhstan shall entail a penalty in the amount **from 3,504 to 5,840 tenge** or deprivation of the individuals' right to drive the transportation vehicles for the period **from three to six months**.

Article 627

Inspection of transportation vehicles

1. The inspection of transportation vehicles shall be carried out for the purpose to reveal instrument of, or immediate objects of, administrative law violation.
2. The inspection of transportation vehicles, that is examination carried out without damaging the structural integrity shall be carried out by the authorized officials

listed in Article 620 of Administrative Offences Code of the Republic of Kazakhstan with participation of two witnesses.

3. The inspection of transportation vehicles shall be carried out in presence of a person, who owns them, or his/her representative or the person validly driving the transportation vehicle. In urgent cases, they may be exposed to inspection in absence of the specified persons.
4. In order to establish the items revealed in the course of inspection of the transportation vehicles, their photographing, cinematographic or video recording is performed as necessary.
5. A protocol shall be made up on the inspection of transportation vehicles. Copies of the protocol shall be handed over to the person, who owns the inspected transportation vehicles, or to his/her legitimate representative or to the person validly driving the transportation vehicle.
6. Date and place of making a protocol, position and initials of a person who made up the protocol, information on personality of the owner of transportation vehicle inspected information on type, make, model, license plate, other identification attributes of transportation vehicle shall be specified in the protocol of inspection of the transportation vehicles.
7. A note shall be made in the inspection protocol on use of photographing, cinematographic or video recording, and other established ways of documents identification. The materials obtained in the course of inspection with use of photographing, cinematographic or video recording, and other established ways of material evidences identification shall be enclosed to the relevant protocol.
8. The inspection protocol of the transportation vehicles shall be signed by the official, who made it up, by the person against whom the judicial proceedings is carried out, by the owner of transportation vehicle inspected, or by his/her representative. In case of refusal of the person against whom the judicial proceedings is carried out, the owner of transportation vehicle inspected, or his/her representative to sign the protocol, the relevant entry shall be put into the protocol.

Article 629

Dismissal from driving the transportation vehicle and intoxication examination.

1. The driver of the transportation vehicle, in respect whom there are adequate grounds to believe that he is in a state of intoxication, shall be subject to dismissal from driving the transportation vehicle and intoxication examination.
2. Dismissal from driving the transportation vehicle, non-medical examination and referral to the medical intoxication examination shall be performed, respectively, by the officials of road police, military road police when violation is committed by a person driving a transportation vehicle of the Armed Forces of the Republic of Kazakhstan, and transport control authorities.
Along with the road police officials, the district police officers shall have the right to dismiss a driver, in respect whom there are adequate grounds to believe that he is in a state of intoxication, from driving the transportation vehicle; besides, other internal affairs officers, who in this case must documentarily establish the fact of

violation and take measures to deliver a driver and the transportation vehicle to the nearest internal affairs body.

3. Referral to intoxication examination, the intoxication examination and presentation of the results shall be carried out in the manner established by the Government of the Republic of Kazakhstan. In case of disagreement of driver with the results of examination, he shall be referred to the medical institution for the medical examination.

4. A note on the dismissal from driving the transportation vehicle for intoxication examination shall be made in the protocol on the administrative law violation.

5. Date, time, place, grounds for the dismissal from driving the transportation vehicle for carrying out the examination shall be specified in the protocol on the administrative law violation. The copy of protocol shall be handed over to the person against whom the judicial proceedings is carried out, or to his/her representative.

6. The act of intoxication examination shall be enclosed to the relevant protocol.

Article 630

Detention, delivery and prohibition of transportation vehicle operation.

1. In committing the violations specified in Articles 283-285, 287, 289, 297, 298, 298-1, 302-306, 447, 447-1, 447-2, 447-3, 447-4, 451, 453, 457, 460, 461, 463 (Part 2 and 3), 467-469, 470 (Part 1 and 2), 471 of Administrative Offences Code of the Republic of Kazakhstan, the authorized official specified in Part 2 of this Article shall be entitled to detain, deliver and prohibit operation of the transportation vehicles by their delivery to the special areas or parking places for temporary storage, including use of another transportation vehicle (tow truck), or expropriation of license plates until the reasons for detention of the transportation vehicle are eliminated.

The delivery (evacuation) of the transportation vehicles for their temporary storage in the special areas or parking places may also be applied in case of violation by the drivers of the transportation vehicles of stopping or parking rules in absence thereof, as well as in relation to the transportation vehicles abandoned by the drivers on the road when it is impossible to determine their location.

2. Detention, delivery and prohibition of operation of the transportation vehicle shall be performed by the officials of road police, military road police when committing administrative violation by a person driving the transportation vehicle of the Armed Forces of the Republic of Kazakhstan, of transport control authorities within their competence, of authorities of forest and hunting management, specially protected natural areas, fishery protection (in case of violation of law in the sphere of forest, fishing, hunting management and specially protected natural areas).

3. The act of established form on detention, delivery and prohibition of transportation vehicle operation shall be made up and enclosed to the protocol on

administrative violation.

Operation of transportation vehicles with the faults due to which their operation is prohibited, or re-equipped without the relevant permission, or the transportation vehicles, which failed to pass registration, or state technical inspection, in the established manner, as well as having no license plates or having hidden, counterfeited license plates or having the license plates, which do not conform to the state standard, shall be prohibited.

4. Storage of detained transportation vehicles shall be carried out in the special areas or parking places created by the decision of local executive authorities and being the communal property.

Table № 2. ROAD TRANSPORT ACCIDENTS (RTA) ANALYSIS IN THE REPUBLIC OF KAZAKHSTAN WITHIN 2001 – 2007

№	Year	TotalRT A	Q-ty of died people	Q-ty of injured people	RTA occurred at the fault of drivers, numerator stands for quantity ; Denominator stands for %-tage to the total number of the RTA								RTA occurred at the fault of pedestrians, number - numerator, %, - denominator			RTA, occurred due to bad road condition , q-ty in numerator, % in denominator	Other reasons, q- ty in numerator, % in denominator
					Total	including:							Total	including			
						Alcohol impact offences	Speedy driving	Crossed points offences	negli gence of people to road signals and markings	Other rude offences as overta kings, medi an barrier oppo sing	Road vehi cle tech nical breakage	Other		Alco hol impact offen ces	Traffic Rules breaking		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	2001	12162	2217	14368	9545 78,48	2045 21,43	2076 21,75	2268 23,76	2386 25,0	396 4,15	306 3,21	68 0,7	2189 18,0	460 21,0	1729 79,0	351 2,89	77 0,63
2	2002	12966	2410	15630	10368 79,96	1924 18,56	1949 18,8	2479 23,91	2592 25,0	609 5,87	700 6,75	115 1,11	2281 17,59	438 19,2	1843 80,8	205 1,98	61 0,47
3	2003	14013	2754	16951	11030 78,71	1884 17,08	1991 18,05	2692 24,41	2868 26,0	678 6,15	785 7,12	132 1,19	2580 18,41	521 20,2	2059 79,8	334 2,39	69 0,49
4	2004	15302	3136	18793	12112 79,15	2307 19,05	2571 21,23	2825 23,32	2665 22,0	606 5,00	994 8,21	144 1,19	2823 18,45	532 18,8	2300 81,2	277 1,81	90 0,59
5	2005	14517	3374	17422	12445 85,73	672 4,63	4386 30,21	954 6,57	2884 19,87	2434 16,77	1045 7,2	70 0,48	1850 12,74	217 1,49	1633 11,25	200 1,38	22 0,015
6	2006	16038	4271	19389	13427 83,72	1025 6,39	4545 28,34	1130 7,04	2903 18,1	2537 15,82	1235 7,7	52 0,32	2450 15,28	612 3,82	2314 14,43	86 0,54	75 0,47
7	2007	15942	4365	18951	13131 82,37	893 5,6	4355 27,32	1116 7,0	3268 20,5	2087 13,09	1343 8,42	69 0,43	2536 15,91	625 3,92	1911 11,99	213 1,34	62 0,39
8	2008	16420	4580	19910	13232 80,58	910 5,54	4344 26,45	1137 6,92	3290 20,04	2098 12,78	1389 8,46	64 0,39	2895 17,63	641 3,9	2254 13,73	220 1,34	73 0,44
9	2009	16980	4955	20130	13413 78,99	936 5,51	4385 25,82	1147 6,75	3324 19,57	2126 12,52	1424 8,39	71 0,42	3254 19,16	722 4,25	2532 14,91	225 1,32	88 0,52
10	2010	17190	5130	20460	13584 79,02	975 5,7	4360 25,36	1178 6,85	3339 19,42	2174 12,65	1482 8,62	76 0,44	3270 19,02	745 4,33	2525 14,69	245 1,42	91 0,53

**Table № 3. TRANSPORT VEHICLES AVAILABILITY IN THE REPUBLIC OF KAZAKHSTAN, INCLUDING PRIVATE VEHICLES
FOR THE PERIOD OF 2005 -2006**

Region (oblast)	Out of the total number of transport ehicles available												
	Total	Total	Incl. Techni cal breaka ge	trucks		buses		cars		Trailers and semitrailers		Motocycles, cycle-cars and motor bikes	
	2005	2006		2005	2006	2005	2006	2005	2006	2005	2006	2005	2006
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Republic of Kazakhstan	1883568	2180400	1543167	281538	311828	65698	75042	1405325	1745073	75829	87476	55176	48557
Akmola region	108776	110581	78002	23023	22193	2919	3463	67416	69416	5403	5503	10015	10006
Aktubinsk region	87715	121534	52515	13273	15526	3495	3548	65488	94205	2954	6059	2505	2196
Almaty region	182579	191754	152378	38404	39303	5705	5992	127017	135030	6423	6407	5030	5022
Atyrau region	51723	56002	45040	10808	11079	3966	4446	34559	38052	1486	1643	904	782
Eastern Kaz. region	167301	182399	120065	23021	27894	4585	5998	123962	132789	7142	7848	8591	7870
Jambyl region	64019	73391	64993	9335	10575	2832	2942	47989	56349	2599	2704	1264	821
Western Kaz. region	62036	71876	57537	11146	13288	2941	3911	43582	50304	2489	2685	1878	1688
Karaganda region	165390	177043	133120	20761	21422	5747	6240	125790	137310	6940	7147	6087	4924
Kostanay region	144602	147975	107328	25561	25583	3381	3379	100924	104300	10711	10856	4025	3857
Kyzylorda region	45278	49685	42078	9679	10264	2705	2953	29608	33639	1918	1952	1368	877
Mangystau region	65605	78615	54610	12214	15156	3167	3331	47710	57280	2320	2653	194	195
Pavlodar region	108226	140419	89929	14924	21023	3491	3947	76356	104196	5797	7352	7658	3901
North. Kaz. region	85084	90796	75635	12930	13071	1520	1510	60756	66312	6424	6481	3454	3422
South. Kaz. region	155240	268772	160057	20554	28808	8497	11289	121684	220649	3994	6041	511	1985
Astana city	94504	126722	62815	9526	13613	2740	3356	77678	104081	3685	5623	875	49
Almaty city	295653	380332	247065	26379	23030	8107	8737	254806	341061	5544	6522	817	982

**ON ESTABLISHMENT THE COMMISSION ON TRAFFIC SAFETY ASPECTS
IMPLEMENTATION IN THE REPUBLIC OF KAZAKHSTAN**

The Governmental Resolution of the Republic of Kazakhstan
dated 20 April, 2005 N 369.

The Governmental Resolution of the Republic of Kazakhstan N 979 is invalid
from October, 22nd, 2007

The Republic of Kazakhstan SAPP, 2005, N 17, Art.204

In order of establishing and undertaking unified state policy aimed at traffic safety assurance in the Republic of Kazakhstan, the Government of the Republic of Kazakhstan DECIDES:

1. To create the Commission on traffic safety in the Republic of Kazakhstan, structure of which is attached hereto as per the appendix below.
2. To approve the attached Commission Regulations on traffic safety in the Republic of Kazakhstan.
3. The present decision is to be entered into force started from the date of its signing.

*The Prime-Minister of
the Republic of Kazakhstan*

**STRUCTURE OF THE COMMISSION ON TRAFFIC SAFETY IN THE REPUBLIC OF
KAZAKHSTAN**

Turisbekov Zautbek K.	Minister of Interior of the Rep.of Kazakhstan, the Chairman
Musaybekov Saken Zh.	Vice-minister of transport and communications of the Republic of Kazakhstan, Deputy Chairman
Tusumov Omurzak T.	Road Police Chief under the Ministry of Interior of the RK, Secretary
Belonog Anatoliy A.	Vice-minister of health of the RK, Chief State Sanitary Inspector of the RK
Doszhan Ardak D.	Vice-minister of culture, information and sport of the RK
Abdymomunov Azamat K.	Vice-minister of education and science of the RK
Zhumagaliev Askar K.	Deputy Chairman of the Agency on informatization and communications of the RK
Kamaliev Berik S.	Advisor to the Prime-minister of the RK
Mustafin Kuandyk S.	Chairman of the Transport Monitoring Committee under the Ministry of transport and communications of the RK
Eleushov Bek-Bulat S.	First deputy to the Chairman of the Environment protection control committee under the Ministry of Environment of the RK
Bisenov Zhalgasbay A.	First deputy to the Chairman of the Transport infrastructure development committee under the Ministry of transport and communications of the RK
Makhanov Shihabadin K.	Head of the Automobile transport management under the Ministry of transport and communications of the RK
Kaganovich Evgeniya V.	Deputy Director of “Kazakh Road Scientific-and-Researching Institute” (on consensus basis)
Asmatullayev Boris A.	General Director of the LLC “Kazakh Scientific-and-Researching Institute on road-and-transport issues” (on consensus basis)
Bekmagambetov Murat M.	Director of the LLC “Kazakh Scientific-and-Researching Institute on road-and-transport issues” (on consensus basis)
Talgatova Karlygash A.	Director of the LLC “CK Engineering” (on consensus basis)

COMMISSION REGULATIONS ON TRAFFIC SAFETY IN THE REPUBLIC OF KAZAKHSTAN

1. General Provisions

1. The commission on traffic safety of the Republic of Kazakhstan (hereinafter referred as the Commission) is an advisory-regulative body of the Republic Kazakhstan, formed by the state bodies and organizations representatives of the Republic of Kazakhstan, aimed at developing the basic provisions on traffic safety of the Republic of Kazakhstan.
2. The Commission's activities are guided by the Constitution and the Legislation of the Republic of Kazakhstan, as well as the President's and Governmental Resolutions of the Republic of Kazakhstan and other regulative provisions, and also the present Regulations.

2. Objectives and Functions of the Commission

The primary goals of the Commission are:

- 1) consideration of issues on the activities coordination and interoperation of the state bodies, organizations and public associations involved in the traffic safety sphere;
- 2) preparation of proposals on improvement of the legislation and other regulative documents on the traffic safety;
- 3) development of proposals in terms of the basic state policy trends initiated in the traffic safety field.
4. Functions of the Commission, according to the assigned objectives, are:
 - 1) necessary assistance rendered to the state bodies, organizations and public associations in the form of information, organizational and methodical support on the traffic safety issues;
 - 2) monitoring of the current situation, aimed at road accidents preventing and studying the reasons caused such road accidents in the field of the automobile transport of the Republic of Kazakhstan;
 - 3) report hearings presented by the state bodies heads on traffic safety aspects;
 - 4) field programs drafting and their further proceeding at the level of the Government of Republic Kazakhstan, providing relevant rationale in terms of financial and material resources needs for their implementation, as well as action plans on realization of the programs on traffic safety issues in the Republic of Kazakhstan; performance reporting on developments and results of the programs;
 - 5) methodical assistance rendered to local agencies and aimed at development of regional programs on traffic safety to define and implement relevant road and transport accidents measures;
 - 6) undertaking of study cases proposed by the state bodies, organizations and public associations in the field of road and automobile transport accidents prevention;
 - 7) supervision of the coordination activities and interaction between the state bodies and organizations involved into the field of traffic safety;
 - 8) organization and participation in meetings, conferences, exhibitions arranged for traffic safety assurance, assistance rendering aimed at realization of the accepted recommendations;
 - 9) proposals development on action plans in the field of legal, economic, organizational, scientific and technical aspects to create a favorable conditions for safety of traffic situation strengthening.

3. The Commission's Rights

5. According to the assigned tasks the Commission has the right:
- 1) to cooperate with the state bodies, organizations and public associations;
 - 2) to consult the Government of the Republic of Kazakhstan on traffic safety issues; related recommendations drafting;
 - 3) to invite representatives of the state bodies, the organizations and public associations of the Republic of Kazakhstan to working sessions of the Commission (on consensus basis) on the issues within the competence scope of the Commission;
 - 4) in the order established by the legislation, to request and receive materials provided by the state and other organizations necessary for realization of the Commission's goals;
 - 5) to organize temporarily or constantly operating expert and working groups.

4. Activities Scope of the Commission

6. The Commission is headed by the Chairman who supervises its activities, presides in the working sessions, plans work, carries out general control over realization of the agreed tasks and bears the responsibility for the carried out activities. During his absence the Chairman's functions are to be undertaken by his assistant.

7. The Ministry of Internal Affairs of the Republic of Kazakhstan is the Working Body of the Commission.

8. The Secretary of the Commission notifies members of the Commission on its activities, prepares proposals, as well as necessary materials to be included into the Commission's sessions agenda, and drafts the reports upon the finalization of the working sessions.

9. Sessions of the Commission are planned in an ad-hoc manner, but not less than once a half-year providing availability of not less than two thirds of its members.

10. Off-schedule sessions of the Commission are convoked by the Chairman, and in his absence – by the Vice-chairman on the basis of the presented materials, proposed to the discussion forum within the activities scope of the Commission.

11. Decisions of the Commission are to be accepted by means of voting and are considered accepted, if the majority of the voices presented at the session is provided, outcomes of which are to be recorded in the session's minutes. In case of equality of voices, the decision is to be made in accordance with the Chairman preference. Decisions of the Commission are to be signed by the members of the Commission presented at the session and are of a recommendatory nature. Members of the Commission have the right to formulate special resolutions, which should be stated in a written and to be enclosed to the report.

12. The agenda of the sessions, as well as their venues and time are to be defined and specified by the Chairman of the Commission. The Commission shall submit relevant reports on the implemented activities not less than an once a year.

5. Termination of the Commission's Activity

13. The reasons for the termination of the Commission activity are as follows:
- 1) full performance of the goals assigned to the Commission;
 - 2) creation of other state body or commission to carry out the functions assigned to the Commission;
 - 3) other circumstances which make the Commission's goals impossible for realization or due to recognizing its performance inexpedient.

**On Recognition the Governmental Resolution of the Republic Kazakhstan of 20 April, 2005 N 369
invalid**

The Governmental Resolution of the Republic of Kazakhstan of 22 October, 2007 - N 979

Republics Kazakhstans SAPP, 2007, N 40, Article 459

The Government of the Republic of Kazakhstan DECIDES:

1. To recognize the Governmental Resolution of the Republic of Kazakhstan dated 20 April, 2005 N 369 " On Creation of the Traffic Safety Commission of the Republic of Kazakhstan " (Republic of Kazakhstan's SAPP, 2005, N 17, Art. 204) invalid.

2. The present decision shall come into force starting from the date of its signing.

*The Prime-minister
of the Republic of Kazakhstan*

**The Governmental Resolution of the Republic of Kazakhstan dated 11 December, 2007 –
No 1213
On Approval of the Action Plan on Traffic Safety Undertakings
to be implemented in the Republic of Kazakhstan within the period of 2008-2010**

In pursuance to the Resolution dated 20 April, 2007 No 319 «On Approval of the Action Plan on Undertakings to be implemented in accordance with the National plan of the basic provisions (actions) aimed at realization of Annual Presidential Appeal to the people of Kazakhstan of 2005 - 2007 and the Program of the Government of the Republic of Kazakhstan for 2007-2009 » and in order to stimulate efficiency of traffic safety measures, the Government of the Republic of Kazakhstan DECIDES:

1. to approve the attached Action Plan(hereinafter the Plan) on traffic safety measures to be implemented in the Republic of Kazakhstan within the period of 2008 – 2010
2. the centralised and local agencies are:
 - 1) to develop annual Executive Plan;
 - 2) on semi-annual basis by 10 January and 10 July to represent reports to the Ministry of Internal Affairs of the Republic of Kazakhstan on performance planning.
3. The Ministry of Internal Affairs of the Republic of Kazakhstan on semi-annual basis by 25 January and 25 July to represent to the Government of the Republic of Kazakhstan summarized information on the planning execution.
4. The supervision over execution of the present decision is to be assigned onto the Prime-minister Administration office of the Republic of Kazakhstan.
5. The present decision shall come into force starting from the date of its signing.

The Prime-minister
of the Republic of Kazakhstan

K.Masimov

**Road Safety Action Plan
to be implemented in the Republic of Kazakhstan
within the period of 2008 - 2010**

№	Action	Reporting form	Responsible body	Executive period	Estimated budget (in mln tenge)	Financial source
1	2	3	4	5	6	7
1. Awareness level development and prevention of the offensive traffic actors' behaviour						
1.1	To carry out revision and upgrading of existing legal, regulative and methodical basis of drivers' training system and admission provisions to the profession	Report to the Government	MoI (in charge), MoE, MTC	4th quarter of 2008	No need	
1.2	To organise and implement operative and preventive events on the following thematics: "Attention!Children" "Bus", "Safe Traffic", etc.	Report to the Government	MoI (in charge), MoE, MTC, MCI, Region Mayor's Dept., Municipal Mayor's Dept of Astana and Almaty	2008-2010	No need	
1.3	Production of Specified Video films promoting Traffic Safety, measures on their demonstration on the central, republican TV channels .	Budget Application to the Republican Budget Commission	MoI (in charge), MCI	2nd quarter of 2008	No need	
1.4	Creation of the TV Target Progam on "Kazakhstan" republican TV channel, aimed at enlighting traffic safety aspects urged.	Budget Application to the Republican Budget Commission	MoI (in charge), MCI	2nd quarter of 2008	No need	

№	Action	Reporting form	Responsible body	Executive period	Estimated budget (in mln tenge)	Financial source
1	2	3	4	5	6	7
1. Awareness level development and prevention of the offensive traffic actors' behaviour						
1.5	Publishing republican magazine with a detailed interpretation of safe traffic assurance, as well as standing for the opinion exchanging between the readers	Budget Application to the Republican Budget Commission	MoI (in charge), MCI	2nd quarter of 2008	No need	
2. Development of First Aid Provisions and Consequences Elimination occurred due to Road Transport Accidents						
2.1	To elaborate typical modules and working patterns on interoperation activities between the authorities of Emergency Situations, Health Protection and Road Management officials and Road police divisions on duty	Joint Resolution	MoI (in charge), MoH, MoTC, MoES	4th quarter of 2008	No need	
2.2	To study opportunities on creation of special services along the highways aimed at intensive care provision and consequences elimination occurred due to the road transport accidents. To address related proposals to the Government.	Proposals to the Government	MoES (in charge), M3, MoI, MoTC, Region Mayor's Dept., Municipal Mayor's Dept of Astana and Almaty	4th quarter of 2008	No need	
3. Efficiency Raising aimed at Enhancement of State Traffic Safety Supervision						
3.1	To proceed with the development of legislation upgrading process aimed at adoption of effective measures on road accidents decreasing in the republic	Proposals to the Interagency Commission on administrative legislation improvement issues	MoI	2008-2010	No need	

№	Action	Reporting form	Responsible body	Executive period	Estimated budget (in mln tenge)	Financial source
1	2	3	4	5	6	7
1. Awareness level development and prevention of the offensive traffic actors' behaviour						
3.2	To implement joint raid monitoring of the order of automobile passenger and freight transport	Joint Resolution	MoI (in charge), MoTC	on permanent basis	No need	
3.3	To implement joint investigations of large-scaled accidents aimed at the identification of the reasons and pre-conditions caused such accidents	Joint Resolution	MoI (in charge), MoTC	on permanent basis	No need	
3.4	To implement technical support in the form of provision a station weighing facilities for 6 station sites in "Kyzyl-Zhar" in Astana city, "Atyrau" in Atyrau region, "Zarechnyi" in Karaganda region, "Akzhaydyk" in Western Kazakhstan, "Karabutak" in Aktobe region, "Shyganak" in Zhambyl region.	Governmental Acceptance Statement	MoI (in charge), MoEBP	2008	221,329	Republican Budget
3.5	Video supervision system and accidents and offences recording facilities' purchasing, equipped with the processing centres .	Budget Application to the Republican Budget Commission	MoI	2nd quarter of 2008	No need	

№	Action	Reporting form	Responsible body	Executive period	Estimated budget (in mln tenge)	Financial source
1	2	3	4	5	6	7
1. Awareness level development and prevention of the offensive traffic actors' behaviour						
3.6	Equipping with heliport facilities maintaining additional personnel recruiting, staffed with 29 experts (pilots, engineering and technical teams), as well as operational budget allocations and technical maintenance of the heliport facilities.	Budget Application to the Republican Budget Commission	MoI	2nd quarter of 2008	No need	
3.7	Equipping road police sites with "Rubezh" systems, as well as MoI with mobile and programmed technical complexes for efficient state registration numbers identification.	Budget Application to the Republican Budget Commission	MoI	2nd quarter of 2009 r.	No need	
3.8	To establish automated information-searching system ("Control") aimed at registration of identified administrative offences in the field of road safety, and to assure its compliance with the electronic driving licence (development of software programs, acquisition of mobile terminals, servers and working stations for the road safety police divisions).	Investment Project	MoI (in charge), AIC, MoEBP	2008 r.	287,536	Republican Budget
	Total amount allocated from the Republican budget in 2008.				508,865	

Remark: the specified amounts of the Republican budget for 2009-2010 are subject to revision during allocation of the republican budget for 2009 - 2010.

Abbreviation Expansion:

MoI – Ministry of Interior;
MoES – Ministry on Extreme Situations;
MoEBP – Ministry of economy and Budget Planning;
MoCI – Ministry of Culture and Information;
MoES – Ministry of education and Science;
MoTC – Ministry of Transport and Communications;
MoH - Ministry of Health;
AoIC - Agency on Informatization and Comminucations

КАЗАХСТАН
РЕСПУБЛИКАСЫ
ІШКІ ІСТЕР
МИНИСТРЛІГІ



MINISTRY OF INTERIOR
OF THE REPUBLIC OF
KAZAKHSTAN

БҰЙРЫҚ

ORDER

Астана қ., Манас көшесі , 4
Манаса, 4

ASTANA CITY , ул.

2008 ж. 16 мая _____.

№ _____ 182 _____.

On approving the Action Plan of the Ministry of Internal Affairs aimed at implementation of scientific researches, scientific and technical development and conferences organization in the sphere of traffic safety for 2008-2011

In order to elaborate scientific justification of the problems and ways aimed at further action improvement in the sphere of traffic safety, I ORDER:

1. to approve the attached Action Plan (hereinafter- the Action Plan) drafted by the Ministry of Internal Affairs aimed a implementation of scientific researchesm scientific and technical developments, and conferences organization in the sphere of traffic safety for 2008-2011

2. the Traffic Police Committee under the Ministry of Internal Affairs (Tusumov O.T.) to provide strict and duly execution of the Action Plan

3. the supervision over execution of the present order is to be assigned onto the Vice-Minister of Internal Affairs the Major-general of police Shpekbaeva A.Z. and the Committee of traffic police under the Ministry of Internal Affairs (Tusumov O.T).

Minister

B. Mukhamedzhanov

A handwritten signature in black ink, appearing to read 'B. Mukhamedzhanov'.

Approved by the Order of the Minister of Internal Affairs
of the Republic of Kazakhstan
dated « 16» May 2008 № 182

**Action Plan of the Ministry of Internal Affairs aimed at implementation of scientific researches, scientific and technical development
and conferences organization in the sphere of traffic safety for 2008-2011**

№	Action	Reporting form	Responsible body	Executive period	Estimated budget (in mln tenge)	Financial source
1.	Implementation of practical usage of safety belts for drivers and passengers, as well as consequences analysis of belts usage in the RTA.	Investigation Reporting Proposals elaboration on efficiency raising	RSC under MoI, (SII – for coordination whenever needed)	4 quarter of 2008	No need	
2.	Investigate practical impact of responsibility strengthening for the traffic actors caused road accident due to offensive traffic rules breaching	Investigation Reporting Proposals elaboration on further legislative basis improvements	RSC under MoI, (SII – for coordination whenever needed)	4 quarter of 2008. 3 quarter of 2009.	No need	
3.	Analysis of Reasons caused RTA at the road sections, as Astana-Borovoe, Astana-Karaganda, Almaty-Kapshagay. Elaboration of the proposals on maintaining of additional facilities to reinforce road traffic efficiency, relevant legislative basis elaboration aimed at the efficient usage of the facilities mentioned above	Investigation Reporting Proposals elaboration to be discussed within the framework of the Scientific and Practical Conference	RSC under MoI, (SII – for coordination whenever needed)	4 quarter of 2008.	Within the estimated budget Mission expenses on the basis of 7 days for each site for 2 experts of MoI and КАДМТНК	Republican Budget
4.	Organization of Scientific and Practical Conference on the subject “Traffic Safety Enabling in the Republic of Kazakhstan, Identification of the existing problems and bottlenecks, and ways of their resolution”	Elaboration of the Solutions for eliminating road traffic problems	RSC under MoI, (SII – for coordination whenever needed), FinD of MoI, (MTC, SII – for coordination whenever needed)	4 quarter of 2008.	1155,5	Republican Budget

5.	Scientific and researching activities planned for economic impact estimation methodology drafting for cases of injury and death of people caused in RTAs	Researching data provision Preparation of proposals on the methodology	RSC under MoI, (SII – for coordination whenever needed)	4 quarter of 2009.	5000	Republican Budget
6.	Researching on automobile road geometry elements impact, as well as road construction, technical traffic regulative facilities controlling traffic modes operation and transport vehicles traffic safety. Elaboration of legislative basis enhancement measures for road designing, road reconstruction and maintenance, traffic planning across the republican road networks, measures on decreasing potential threads causing RTAs, taking into account different element combinations, as well as longitudinal and transversal road profiles. Studying and discussion of best international practices in the sphere of technical appliances usage to be operated for road traffic planning.	Annual Report on researching activities undertaken for appropriate proposals elaboration to be presented at the Scientific and Practical Conference	RSC under MoI, (SII – for coordination whenever needed)	4 quarter of 2009. 4 quarter of 2010.	15000 15000	Republican Budget
7.	Organization of Scientific and Practical Conference on the subject “ Improvement of road police operation efficiency on the basis of informative technologies implementation” . Improvement of methods and programs for professional transport vehicles drivers’ training”	Recommendation for the field improvements, and relevant legislation enhancement	RSC under MoI, ДФО SII (for coordination whenever needed)	4 quarter of 2009.	2210,5	Republican Budget

8.	Investigation of bottlenecks and preparation of scientifically proven proposals aimed at improving passenger traffic safety	Investigation Reporting Proposals elaboration on further legislative basis improvements	RSC under MoI, ДФО SII (for coordination whenever needed)	4 quarter of 2010.	5000	Republican Budget
9.	Investigation of bottlenecks while road traffic planning, parking sites arrangement, traffic jam prevention, technical facilities operation efficiency in order to provide proper video supervision traffic system in major cities, taking as an example the ones installed in Astana city with the purpose of elaboration efficient recommendations on further improvement measures.	Investigation Reporting Proposals elaboration on further legislative basis improvements	RSC under MoI, ДФО SII (for coordination whenever needed)	4 quarter of 2010. 4 quarter of 2011.	10000 10000	Republican Budget
10	Organization of Scientific and Practical Conference on the subject “ Measures for Prevention of Children’s Transport Injury”	Proposals elaboration to prevent children’s injury on the roads	RSC under MoI, ДФО SII (for coordination whenever needed)	4 quarter of 2010.	2132	Republican Budget
11	Complex researching for identification of bottlenecks in the sphere of traffic safety assurance in the Republic of Kazakhstan, monitoring of public awareness on the road traffic safety issues and road police activities	Investigation Reporting Proposals elaboration on improvement of actions aimed at traffic safety assurance	RSC under MoI, ДФО SII (for coordination whenever needed)	4 quarter of 2011.	6400	Republican Budget
12.	Investigation of Children’s road transport injuring reasons. Proposals for methodological improvements to be provided in the form of training in schools, application of upgraded technical facilities to simulate road traffic at the zones of children’s institutions.	Investigation Reporting Proposals elaboration on improvement of training and methodological reference-books. Proposals for further improvement of traffic planning near schools and pre-school institutions.	RSC under MoI, ДФО SII (for coordination whenever needed)	4 quarter of 2011.	5000	Republican Budget

**“PEDESTRIAN” PROGRAM
FOR ALMATY CITY IN 2008-2010.**

(Extractions from the Program)

Introduction

The "Pedestrian" Program is a program aimed at the further improvement of pedestrian safety system in Almaty city for the nearest 3 years, as an addition to operating programs: «Decrease of Transport Traffic in Almaty», «State Program on Development of Almaty for 2003-2010», «Modernization and development of the automated traffic control system in Almaty», «Children's safety in schools surroundings ».

Development of the "Pedestrian" Program is caused by growing rate of the negative impact accidents in sphere of safe movement of pedestrians and motor transport, with the purpose of elimination of the growing transport problems.

The program provides optional and detailed individual trends aimed at creation of new transport and communication infrastructure, as well as pedestrian and transport flows supervision systems.

1. THE ANALYSIS OF DEVELOPMENT OF THE MUNICIPAL STREET-AND-HIGHWAY NETWORK AND TRANSPORT FLOWS

The Street-and-highway network (SHN) of Almaty city was created within decades and based on general development planning focused on a certain lower level of automobilization. During a long time the priority in development of transport services was given to public passenger transport, where principle “60 cars on 1000 inhabitants” was considered. The basic transport infrastructure and control system of pedestrians and transport flows also have been created accordingly to this level of automobilization

In the current 2008 a level of automobilization of Almaty has exceeded 300 cars on 1000 inhabitants, with an annual growth of 30000 - 40000 cars a year. Prospects of economic development of Almaty, and surrounding cities and settlements, as well as fast population growth of the megacity objectively declares high potential availability for the further cars increasing to be operated on the roads of the city.

Indicators of automobilization growth for the nearest 3 years are presented in table 1.1.

Table 1.1.

	Quantity of transport vehicles					
	As per 1 January 2000	2008		2009	2010	2011
		1-st half	2-nd half			
Quantity of transport vehicles in Almaty (units)	214356	520869	540000 (forecasted)	581000 (forecasted)	620000 (forecasted)	660000 (forecasted)

Within the period of 1990 – 2007 inhabitants, vehicles and traffic flows growth rates in the city incommensurably prevailed over the rates of new motorways construction, as well as reconstruction and expansion of old roadways.

Growth of inhabitants, vehicles and automobile transport volumes observed in last years has led to intensive transport and pedestrian density increase. Peak intensity of traffic along basic highways of the city (at the corner of Abay Ave. and Ryskulova Ave, Al-Farabi Ave., Sain street, Tole-bi street, Seyfullin st., Suyunbay Ave., Rayimbek st., Northern semiring) has reached 5000-8000 cars per hour, that on to some extent exceeds an estimated level of motorways loading. Calculation of flows intensity growth parameter in Almaty and dynamics of average peak intensity per hour at some separate road sections is indicated in table 1.2. and figures 1.1. - 1.4.

In conformity with the Strategic plan of Almaty city-planning development for the period till 2020 the basis principle of the SHN construction tends to maximum traffic flows separation into various transport and functional characteristics, whereas the basic flows of «Periphery - the Center» type are to be re-oriented towards high-speed highways, but optional and local flows onto the highway of municipal and regional value. The existing transport network of the city is subdivided on:

- high-speed highways (Al-Farabi, Northern Semiring, Sain st, Ryskulov Ave., Suyunbay Ave., Maylin st, B.Hmelnitskiy st);
- municipal streets (Raymbek ave, Nauryzbai Batyr st, Zheltoksan st, Seyfullin Ave., Abay st, Dostyk Ave., Bekmahanov st., Lavrenev St., Zhansugurov st, Tole-bi st, Zhandosov st, Furmanov st, Timiryazev st, Rozybakiev st, Yassauyi st, Tatybekov st, Khaliulin st, Momysuly st, Shalyapin st, Satpaev st, yGogol st);
- district streets (Altynsarin st, Abylay-khan st, Panfilov st, Gagarin st, Utegen Batyr st, Turut Ozal st, yEmtzov st, Auezov st, yManas st, Bayzakov st, Baytursynov st, Bogenbay Batyr st, Kabanbay Batyr st, Shevchenko st, Makataev st, Zhumabaev st, Sholokhov st, Ahan sery st, Bokeykhanov st, Kunaev st, yKaldayakov st, Zhangeldin st, Ormanov st);
- local streets (all the rest streets meeting operational requirements to be used by bus transport).

According to the SHN Development Mater Plan construction and reconstruction works are being actively implemented, as well as identification and designing new highways; two- and three-level traffic intersections are to be put into operation at the crossings of basic motorways. Realization of the given projects solves a number of problems, including:

- **Increase of SHN throughput capacities;**
- **Increase of transport average speed;**
- **Reduction of air polluting motor transport exhausts;**
- **Increase of vehicles traffic safety.**

Thus there is extremely unsatisfactory situation is observed in the field of traffic safety, in particular with Road-transport pedestrians' injury. Most numerous and most vulnerable group of participants of the traffic are pedestrians, and every year places of pedestrian crossings are becoming more and more dangerous sites of roads.

**2. Analysis of
Road and Transport Accidents
with pedestrians involvement within the period of 2003 - 2007**

1. Totally in Almaty for the period of 2003 - 2007 it was registered 7797 vehicle-pedestrian accidents, where 600 persons died and 7706 were injured, it makes 62 % of all road accidents (see the table 2.1. and figures 2.1-2.2.).

Including by years:

2003 : 1510-117-1496,

2004 : 1480-104-1440,

2005 : 1581-123-1573,

2006:1658-124-1660,

2007 : 1568-132-1537.

By quantity of road accident and injured people year of 2006 was the most problematic resulted in - 1658 vehicle-pedestrian accidents, where 1660 were injured; by quantity of victims the year of 2007 - 132 of died persons. The share vehicle-pedestrian accidents makes over 85 % of all quantity of road accidents.

2. As the analysis shows, the most **dangerous highways**, where road and transport accidents happen very often and involve pedestrians are as follows: (road accidents - died- injured for 5 years)

Raimbek	589 - 63 - 567 (7,6 %),	Djandosov	179 - 14 - 180 (2,3 %),
Seyfullin	454 - 34 - 447 (5,8 %),	Satpaev	150 - 7 - 154 (1,9 %),
Abay	368 - 20 - 380 (4,7 %),	Timiryazev	151 - 3 - 155 (1,9 %),
Tolebi	348-14-357(4,5%),	Maylin	128-13-128(1,6%),
Northern Semiring	344-49-328(4,4%),	Dostyk	122-10-119(1,6%),
Ryskulov	230-32-216(2,9%),	Rosybakiev	122 - 13 - 116 (1,6 %),
Sain	227-14-224(2,9%),	Momysh-Uly	111-9-111(1,4%).
Suyunbay	194 - 26 - 177 (2,5 %)		

Table 2 .1

Analysis of Accident Rates by Types of Accidents in 2003 - 2007

Accident type	Total for 5 years			Including the breakdown by years														
				2003			2004			2005			2006			2007		
	Q-ty of TRAs	died	injured	Q-ty of TRAs	died	injured	Q-ty of TRAs	died	injured	Q-ty of TRAs	died	injured	Q-ty of TRAs	died	injured	Q-ty of TRAs	died	injured
Collision	3086	323	4372	478	47	680	517	47	706	557	61	836	741	71	1077	793	97	1073
Turnover	72	11	119	9	1	12	18	2	49	9	4	8	19	3	30	17	1	20
Operated vehicle - parked vehicle accident	230	10	281	40		49	41	1	48	39	5	48	66	3	80	44	1	56
Vehicle-Obstacle accident	752	165	987	88	17	112	117	25	142	176	39	220	194	46	261	177	38	252
Vehicle-Pedestrian accident	7797	600	7706	1510	117	1496	1480	104	1440	1581	123	1573	1658	124	1660	1568	132	1537
Vehicle - cyclist accident	172	8	172	40	1	40	44	3	45	30	1	29	32	1	32	26	2	26
Vehicle-cartage accident	1		2										1		2			
Other types	471	5	469	85	2	83	90		91		123	125	92	2	90	81	1	80
TOTAL:	12581	1122	14108	2250	185	2472	2307	182	2521	2515	233	2839	2803	250	3232	2706	272	3044
Share in total q-ty																		
Vehicle-pedestrian accident	62%	53%	55%	67%	63%	61%	64%	57%	57%	63%	53%	55%	59%	50%	51%	58%	49%	50%

Analysis of vehicle-pedestrian accidents in Almaty within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

Street name	% of the total accident Qty	Total			2003			2004			2005			2006			2007		
		A	I	U	A	I	U	A	I	U	A	I	U	A	I	U	A	I	U
TOTAL		7797	600	7706	1510	117	1496	1480	104	1440	1581	123	1573	1658	124	1660	1568	132	1537
RAIMBEK	7,6	589	63	567	101	10	103	95	9	89	116	9	112	115	13	111	162	22	152
SEYFULLIN	5,8	454	34	447	93	10	86	99	8	95	107	7	111	79	4	78	76	5	77
ABAY	4,7	368	20	380	65	3	70	56	1	56	80	4	85	93	9	94	74	3	75
NORTHERN SEMIRING	4,4	344	49	328	85	22	71	58	10	56	64	8	61	77	6	81	60	3	59
TOLE BI	4,5	348	14	357	67	1	71	51	1	50	68	4	69	88	3	95	74	5	72
RYSKULOV	2,9	230	32	216	47	7	43	51	6	48	39	6	40	38	5	36	55	8	49
SAIN	2,9	227	14	224	50	4	49	42	1	41	45	3	42	47	3	50	43	3	42
SUYUNBAY	2,5	194	26	177	29	3	26	38	2	36	43	7	37	47	9	43	37	5	35
DJANDOSOV	2,3	179	14	180	39	6	40	44	3	43	34	1	35	33		34	29	4	28
SATPAEV	1,9	150	7	154	28	1	28	27		29	25	1	28	40	1	40	30	4	29
TIMIRYAZEV	1,9	151	3	155	41		45	29		29	30	1	31	28	1	27	23	1	23
MAYLIN	1,6	128	13	128	20	2	18	27		27	27	3	27	32	4	35	22	4	21
DOSTYK	1,6	122	10	119	27		30	23	1	22	26	4	24	31	2	31	15	3	12
ROSYBAKIEV	1,6	122	13	116	26	3	23	29	4	25	23	2	26	24	2	23	20	2	19
MOMYSH-ULY	1,4	111	9	111	24	2	25	19		21	33	6	27	23	1	26	12		12
SHALYAPIN	1,5	116	4	114	23	1	23	23	1	22	20		20	20		20	30	2	29
AUEZOV	1,4	106	7	107	14	1	14	27	3	28	20		20	28	3	28	17		17
AL-FARABI	1,2	96	12	92	16	2	16	19	2	18	17	3	16	30	1	30	14	4	12
DJANSUGUROV	1,2	92	7	97	24	2	25	23	2	24	17	2	20	10		10	18	1	18
GOGOL	1,2	93	6	90	26	3	23	19	1	18	18	1	18	21	1	21	9		10
UTEGEN BATYR	1,2	91	7	87	10	3	7	29	1	28	15	2	13	17	1	17	20		22
GAGARIN	1,1	84	7	83	16	1	16	15		15	19	4	17	21	1	20	13	1	15
ALTYNSARYN	1,1	83	3	81	18	1	17	15	1	15	18		18	18	1	17	14		14
FURMANOV	1,0	76	4	79	14		16	19		19	15	1	18	19	2	17	9	1	9
BEKMAHANOV	0,9	72	11	66	9		9	9	1	8	12	1	12	22	7	18	20	2	19

3. **At fault of pedestrians** for the specified period (2003-2007) it occurred 4331 road accidents, where 375 died, 4174 were injured (see tables 2.3.-2.-6. and figures 2.4.-2.9.).

Including caused by:

Roadway crossings in the wrong place - 3346-335-3199,

Breaching regulation signals rules - 323-13-319,

Unexpected roadway crossing - 293-13-292,

Road Safety Rules breaching by children of upto 7 years old,

Without support of adults - 192-11-184,

Road Safety Rules breaching in the state of alcohol impact- 173-2-177.

The share of road accident caused by pedestrians, which tried to cross the street in wrong road sections makes 80 % of all incidents with pedestrians involved.

4. The analysis of children-pedestrians in road accident shows, that in total for 5 years: 61 children died, 1768 were injured (see table 2.7. and figures 2.10-2.11).

Including by years:

2003-371-12-375,

2004-372-13-375,

2005-385-10-387,

2006-345-16-346,

2007-285-10-285.

The year of 2005 was the most problematic taking into account the quantity of road accident with involvement of children and the quantity of injured persons - 385 and 387 accordingly; 2006 was the most problematic in terms of died kids involved in the TRAs - 16 kids died. Out of the children involved - one fourth was at the age of upto 7.

Within this period at the fault of children-pedestrians 1041 accidents occurred, where 40 kids died, and 1031 were injured (see Table 2.9 and figures 2.12-2.14).

Analysis of vehicle-pedestrian accidents in Almaty by accidents types within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

	Total			Including at the fault of						Including by accident types caused by pedestrians												7. Other types					
				drivers			pedestrians			1. Crossing in wrong place			2. Breaching regulation signals rules			3. Unexpected roadway crossing			5. Road safety Rules breaching by kids upto 7 years old not accompanied by adults						6. Alcohol impact offences		
	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed	TRA s	died	injur ed
Bcero	7797	600	7706	3466	225	3532	4331	375	4174	3346	335	3199	323	13	319	293	13	292	192	11	184	173	2	177	4	1	3
% from the total number				44	38	46	56	63	54	43	56	42	4	2	4	4	2	4	2	2	2	2		2			
RAIMBEK	589	63	567	221	24	214	368	39	353	297	34	284	28	4	24	24	1	26	5		5	14		14			
SEYFULLIN	454	34	447	207	16	208	247	18	239	195	17	185	20	1	21	13		13	4		4	15		16			
ABAY	368	20	380	179	6	192	189	14	188	134	12	133	29	1	28	14	1	13	3		3	9		11			
NORTHERN SEMIRING	344	49	328	124	14	126	220	35	202	179	31	163	7	1	7	20	2	19	5	1	4	9		9			
TOLE BI	348	14	357	166	5	172	182	9	185	138	9	138	15		16	17		17	3		3	8		10	1		1
RYSKULOV	230	32	216	85	12	82	145	20	134	120	18	110	10		10	9	2	8				6		6			
SAIN	227	14	224	97	7	98	130	7	126	99	7	94	12		12	10		11	1		1	8		8			
SUYUNBAY	194	26	177	78	10	72	116	16	105	85	15	74	5		5	14		14	4	1	4	8		8			
DJANDOSOV	179	14	180	79	7	83	100	7	97	80	7	77	10		10	6		6	2		2	2		2			
SATPAEV TIMIRYAZEV	150 151	7 3	154 155	68 77	4 1	69 80	82 74	3 2	85 75	62 43	2 2	65 44	11 20		12 20	5 5		5 5	1 2		1 2	3 3	1	23	1		1
MAYLIN	128	13	128	63	6	67	65	7	61	46	7	41	1		1	12		13	1		1	5		5			
DOSTYK	122	10	119	62	6	62	60	4	57	47	3	45	7		7	2	1	1	1		1	3		3			
ROSYBAKIEV	122	13	116	77	4	78	45	9	38	37	9	30	3		3	2		2				3		3			
MOMYSH-ULY	111	9	111	59	3	61	52	6	50	34	4	34	5		5	11	2	9				1		1	1		1
SHALYAPIN	116	4	114	58	1	58	58	3	56	45	3	43	6		6	2		2	2		2	3		3			
AUEZOV	106	7	107	60	6	61	46	1	46	32	1	32	8		8	5		5				1		1			
AL-FARABI	96	12	92	43	2	48	53	10	44	38	9	30	4	1	3	9		9				2		2			

Analysis of vehicle-pedestrian accidents in Almaty by accidents types within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

	Total			Including at the fault of						Including by accident types caused by pedestrians										7. Other types							
				drivers			pedestrians			1. Crossing in wrong place			2. Breaching regulation signals rules			3. Unexpected roadway crossing			5. Road safety Rules breaching by kids upto 7 years old not accompanied by adults				6. Alcohol impact offences				
DJANSUGUROV	92	7	97	37	1	45	55	6	52	40	6	36	4		5	3		3	1		1	7		7			
GOGOL	93	6	90	46	3	45	47	3	45	32	2	31	7	1	6	2		2	1		1	5		5			
UTEGEN BATYR	91	7	87	44	1	43	47	6	44	37	5	34	5	1	4	3		4				2		2			
GAGARIN	84	7	83	31	3	32	53	4	51	45	3	43	3		4	4		4	1	1							
ALTYNSARYN	83	3	81	36	1	36	47	2	45	33	1	32	6	1	5	4		4	2		2	2		2			
FURMANOV	76	4	79	36		40	40	4	39	35	4	34	2		2	2		2				1		1			
BEKMAHANOV	72	11	66	30	3	29	42	8	37	37	7	33				3	1	2				2		2			

Table 2. 4.

**Analysis of pedestrians-caused accidents by gender and age
within 2003 - 2007**

Characteristics of the offences			Totally for 5 years			Including by years														
Category	Gender	Age				2003			2004			2005			2006			2007		
			TRAs	died	injured	TRAs	Died	injured	TRAs	Died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
Pedestrian	Mascul.	Upto 7	205	17	192	35	3	33	45	3	42	40	4	37	34	4	32	51	3	48
		upto 16	403	8	403	66	2	66	100	1	100	84	1	84	83	0	86	70	4	67
		upto 20	380	30	371	73	4	73	92	7	88	70	5	68	29	3	30	116	11	112
		upto 30	223	33	203	41	6	36	51	5	46	54	5	50	16	6	16	61	11	55
		upto 40	428	51	399	67	9	63	80	7	76	85	12	80	80	4	76	116	19	104
		upto 50	330	45	291	59	16	44	59	3	56	59	8	52	86	12	78	67	6	61
		upto 70	339	48	300	59	9	52	79	13	66	61	6	58	70	9	62	70	11	62
		over 70	90	16	74	14	3	11	22	5	17	19	4	15	16	1	15	19	3	16
	Fem.	upto 7	103	6	103	23	1	24	18	2	16	31	0	32	20	3	18	11	0	13
		upto 16	248	7	257	39	2	37	60	2	64	61	1	63	40	1	43	48	1	50
		upto 20	407	20	425	56	3	60	65	1	69	99	5	99	88	5	93	99	6	104
		upto 30	166	9	168	35	1	34	26	2	25	30	1	30	34	4	32	41	1	47
		upto 40	230	18	228	35	5	33	51	1	50	43	3	43	53	3	54	48	6	48
		upto 50	206	15	195	33	2	33	45	1	44	37	4	33	54	6	50	37	2	35
upto 70	311	33	286	49	5	45	69	13	57	62	6	57	60	3	60	71	6	67		
over 70	135	21	117	19	5	14	22	4	19	29	3	27	32	4	29	33	5	28		
Totally	men		2398	248	2233	414	52	378	528	44	491	472	45	444	414	39	395	570	68	525
	women		1806	129	1779	289	24	280	356	26	344	392	23	384	381	29	379	388	27	392
GRAND TOTAL			4204	377	4012	703	76	658	884	70	835	864	68	828	795	68	774	958	95	917

Table 1.5.

**Analysis of pedestrians-caused accidents by types of accidents
within 2003 - 2007**

			Totally for 5 years			Including by types of accidents (RTAs / died/ injured)								
			TRAs	died	injured	1.Collision	2 Turnover	3. Operated vehicle - parked vehicle accident	4. Vehicle-Obstacle accident	5. Vehicle-Pedestrian accident	6. Vehicle - cyclist accident	7. Vehicle-cartage accident	8. Vehicle-animal accident	9. Other types
Pedestrians	men	Age:upto 7	205	17	192	0/0/0	0/0/0	0/0/0	0/0/0	205/17/192	0/0/0	0/0/0	0/0/0	0/0/0
		upto 16	403	8	403	0/0/0	0/0/0	0/0/0	0/0/0	403/8/403	0/0/0	0/0/0	0/0/0	0/0/0
		upto 20	380	30	371	1/0/1	0/0/0	0/0/0	0/0/0	466/30/459	0/0/0	0/0/0	0/0/0	0/0/0
		upto 30	223	33	203	2/0/2	0/0/0	0/0/0	0/0/0	274/33/251	1/0/1	0/0/0	0/0/0	0/0/0
		upto 40	428	51	399	0/0/0	0/0/0	0/0/0	1/2/3	427/49/396	0/0/0	0/0/0	0/0/0	0/0/0
		upto 50	330	45	291	3/0/3	0/0/0	0/0/0	0/0/0	327/45/288	0/0/0	0/0/0	0/0/0	0/0/0
		upto 70	339	48	300	3/0/3	0/0/0	0/0/0	1/0/1	335/48/296	0/0/0	0/0/0	0/0/0	0/0/0
		over 70	90	16	74	0/0/0	0/0/0	0/0/0	0/0/0	90/16/74	0/0/0	0/0/0	0/0/0	0/0/0
	women	upto 7	103	6	103	0/0/0	0/0/0	0/0/0	0/0/0	103/6/103	0/0/0	0/0/0	0/0/0	0/0/0
		upto 16	248	7	257	1/0/1	0/0/0	0/0/0	0/0/0	246/7/255	0/0/0	0/0/0	0/0/0	1/0/1
		upto 20	407	20	425	3/0/4	0/0/0	0/0/0	0/0/0	404/20/421	0/0/0	0/0/0	0/0/0	0/0/0
		upto 30	166	9	168	0/0/0	0/0/0	0/0/0	0/0/0	166/9/168	0/0/0	0/0/0	0/0/0	0/0/0
		upto 40	230	18	228	1/1/1	0/0/0	0/0/0	0/0/0	229/17/227	0/0/0	0/0/0	0/0/0	0/0/0
		upto 50	206	15	195	0/0/0	0/0/0	0/0/0	0/0/0	206/15/195	0/0/0	0/0/0	0/0/0	0/0/0
upto 70		311	33	286	3/1/4	0/0/0	0/0/0	0/0/0	308/32/282	0/0/0	0/0/0	0/0/0	0/0/0	
over 70	135	21	117	3/1/2	1/0/1	0/0/0	0/0/0	131/20/114	0/0/0	0/0/0	0/0/0	0/0/0		
Total	men		2398	248	2233	9/0/9	0/0/0	0/0/0	2/2/4	2527/246/2359	1/0/1	0/0/0	0/0/0	0/0/0
	women		1806	129	1779	11/3/12	1/0/1	0/0/0	0/0/0	1793/126/1765	0/0/0	0/0/0	0/0/0	1/0/1
GRAND TOTAL			4204	377	4012	20/3/21	1/0/1	0/0/0	2/2/4	4320/372/4124	1/0/1	0/0/0	0/0/0	1/0/1

Table 2.6.

**Analysis of pedestrians-caused accidents by types of accidents
within 2003 - 2007**

Characteristics of the offences			Всего за 5 лет			Including by accident types (RTAs / died/ injured)						
Category	Gender	Age	TRAs	died	injured	1. Crossing in wrong place	2. Breaching regulation signals rules	3. Unexpected roadway crossing	4. Kids' playing at the roadway	5. Road safety Rules breaching by kids upto 7 years old not accompanied by adults	6. Alcohol impact offences	7. Other types
upto 16	403	8	403	331/8/330	24/0/24	48/0/49	0/0/0	0/0/0	0/0/0	0/0/0		
upto 20	380	30	371	350/27/341	45/1/44	45/2/46	0/0/0	0/0/0	27/0/29	0/0/0		
upto 30	223	33	203	217/28/196	27/1/28	14/2/13	0/0/0	0/0/0	18/1/17	1/1/0		
upto 40	428	51	399	339/49/308	22/0/25	23/2/21	0/0/0	0/0/0	44/0/45	0/0/0		
upto 50	330	45	291	269/38/236	23/4/19	13/2/12	0/0/0	0/0/0	25/1/24	0/0/0		
upto 70	339	48	300	253/41/221	29/4/25	25/3/22	0/0/0	1/0/1	31/0/31	0/0/0		
over 70	90	16	74	75/16/59	6/0/6	6/0/6	0/0/0	0/0/0	2/0/2	1/0/1		
women	upto 7	103	6	103	39/5/39	3/0/3	4/0/4	0/0/0	56/1/56	1/0/1	0/0/0	
	upto 16	248	7	257	211/7/219	15/0/15	22/0/23	0/0/0	0/0/0	0/0/0	0/0/0	
	upto 20	407	20	425	335/20/348	37/0/37	27/0/30	0/0/0	0/0/0	8/0/10	0/0/0	
	upto 30	166	9	168	123/8/126	21/0/21	18/1/17	0/0/0	0/0/0	3/0/3	1/0/1	
	upto 40	230	18	228	194/18/192	15/0/15	16/0/16	0/0/0	0/0/0	5/0/5	0/0/0	
	upto 50	206	15	195	173/15/161	16/0/17	7/0/7	0/0/0	0/0/0	10/0/10	0/0/0	
Total by gender	men		2398	248	2233	1895/214/1747	181/10/176	178/12/172	0/0/0	136/9/129	147/2/148	2/1/1
	women		1806	129	1779	1461/123/1430	142/3/140	117/2/121	0/0/0	56/1/56	28/0/30	2/0/2
TOTAL			4204	377	4012	3356/337/3177	323/13/316	295/14/293	0/0/0	192/10/185	175/2/178	4/1/3

Table 2.7 .

Analysis of kids-pedestrians involved in RTAs within 2003 – 2007

Indicator			Total			Including in cities														
						2003			2004			2005			2006			2007		
category	Age group	пол	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
Pedestrians	upto 7	boys	240	19	229	40	2	39	48	5	43	47	2	45	50	6	49	55	4	53
		girls	114	5	121	21	1	22	20	1	19	35	1	39	21	2	22	17		
	from 7 till 16	boys	842	21	836	186	5	186	184	3	183	166	4	165	178	4	177	128	5	125
		girls	562	16	582	124	4	128	120	4	130	137	3	138	96	4	98	85	1	88
Total by gender	upto 7		354	24	350	61	3	61	68	6	62	82	3	84	71	8	71	72	4	72
	from 7 til 16		1404	37	1418	310	9	314	304	7	313	303	7	303	274	8	275	213	6	213
Total for age groups		boys	1082	40	1065	226	7	225	232	8	226	213	6	210	228	10	226	183	9	178
		girls	676	21	703	145	5	150	140	5	149	172	4	177	117	6	120	102	1	107
GRAND TOTAL:			1758	61	1768	371	12	375	372	13	375	385	10	387	345	16	346	285	10	285

**Analysis of kids-pedestrians involved in RTAs
within 2003 - 2007**

Indicator	Total for 5 years			Including by years														
				2003			2004			2005			2006			2007		
	died	injured	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
Total q-ty of kids	1758	61	1768	371	12	375	372	13	375	385	10	387	345	16	346	285	10	285
Including by age groups:																		
Kids upto 7	354	24	350	61	3	61	68	6	62	82	3	84	71	8	71	72	4	72
Kids from 7 till 16	1404	37	1418	310	9	314	304	7	313	303	7	303	274	8	275	213	6	213
Q-ty of kids caused the accidents	981	38	973	163	7	160	225	9	222	222	6	221	188	8	189	183	8	181
including <i>By accidents types caused by pedestrians</i>																		
<i>total:</i>																		
Crossing in wrong place	668	27	666	76	7	72	144	6	142	151	3	153	159	5	162	138	6	137
Breaching regulation signals rules	48		48	16		16	9		9	12		12	6		6	5		5
Unexpected roadway crossing	80	1	81	31		31	27		29	15	1	14	6		6	1		1
Road safety Rules breaching by kids upto 7 years old not accompanied by adults	185	10	178	40		41	45	3	42	44	2	42	17	3	15	39	2	38
<i>Among them</i>																		
<i>Kids upto 7:</i>																		
Crossing in wrong plac	46	4	46	4	2	2	5	1	4	10		10	18		21	9	1	9
Breaching regulation signals rules	2		2				1		1	1		1						
Unexpected roadway crossing	2		2				1		1	1		1						
Road safety Rules breaching by kids upto 7 years old not accompanied by adults	185	10	178	40		41	45	3	42	44	2	42	17	3	15	39	2	38
<i>Kids from 7 till 16:</i>																		
Crossing in wrong place	622	23	620	72	5	70	139	5	138	141	3	143	141	5	141	129	5	128

<i>Kids from 7 upto 16:</i>																		
Vehicle operating being drunk	3		3	1		1				1		1			1		1	
Speedy driving	84	3	86	42	1	45	17		18	21	2	19	3	3	1		1	
Neglegence to regulation sygnals	18		20	2		2	3		4				5	5	8		9	
Breaching passenger transport rules																		
Breaching of manoeuvring rules	187	2	191	49		51	33	1	36	36		36	50		1	19	19	
															49			
Breaching of foot path crossing rules	155	5	160	32	2	33	34	1	34	37		39	25	1	27	27	1	27
Breaching of stops crossing rules	29		30	14		14	6		6	4		4	4		5	1		1
Blocking unimpeded flow	1		1												1			1
Haulage rules breaching	1		1							1		1						
Crossing median strip	5	1	4	2		2				2	1	1	1		1			
Intersection crossing rules breaching	159	1	159	47		47	36		37	31		31	28		1	17		17
															27			
Non-observance of distance between the vehicles	5		5				1		1	1		1	3		3			
Technically broken vehicle operating	1		1	1		1												
Other offences																		

Including by years:

2003-163-7-160,

2004 - 225-9-222,

2005-222-6-221,

2006-188-8-189,

2007-183-8-181.

By offences types the greatest quantity of road accident, where children were involved, was caused due to crossing roadways in wrong places 668-27-666. Special concern is stressed onto traffic safety rules breaching by children upto 7 which cross the streets without any support of adults - 185-10-178. Unexpected roadway crossing - quantity of such road accidents is 80, 1 child died, 81 were injured (Table 2.3.).

Out of the total number of road accidents where children were involved 56 % - was caused by the kids themselves, 44 % - at the fault of drivers. In 766 road accidents caused by drivers 22 children died and 778 children were wounded (table 2.6.).

Including by years:

2003-207-4-214,

2004-146-4-150,

2005-159-4-161,

2006-155-8-153,

2008-99-2-100.

Most of the children were involved in RTAs at the **fault of drivers – breakdown by offences types:**

Infringement of maneuvering rules - 224-3-230,

Infringement of foot-path crossings rules - 184-8-189 and

Infringement of intersection crossing rules -184-1-184.

In total **by the age groups and genders** q-ty of kids upto 7 (table 2.4.-2.6.):

boys - 240-19-229,

girls - 114-5-121, от 7 до 16 years

old:

boys - 842-21-836,

girls - 562-16-582.

5. In Almaty TRAs environment **by the elements of street-highway network** (see table 2.10. and figure 2.15.)

looks as follows:

- **bridge** (overpass, viaduct) – 18 road accidents, 3 persons died , 17 persons injured
- **areas of public transport stops** – 498 road accidents, 43 died, 490 injured. Most of the road accidents

caused victims at public transport stops occurred in the following streets:

Tole bi st. - 42-0-45,

Raimbek Ave. - 37-4-36,

Maylin st. - 27-2-31,

Seyfullin st. - 27-2-26,

The Northern semiring presents the highest rate of died persons - 6 persons,

- **foot-paths** - RTAs - 725, 66 died, 725 injured.

The highest rate of pedestrian involved accidents at the foot-paths is presented in the following streets:

Seyfullin st. -70-2-73,

Abay Ave. -54-1-61,

Raimbek Ave. - 47-8-44,

Maylin st. - 35-3-36,

Sain st. - 32-4-30,

Suyunbay st. - 29-5-26,

Dostyk ave. - 28-3-28.

Analysis of vehicle-pedestrian accidents in Almaty within the period of 2003 - 2007

By SHN element

Most dangerous city streets in terms of accident rates

	Total			Including SHN element																				
				BridgeMocr (overpass, viaduct)			Public transport stops areas			Foot-path crossing point			Intersection with traffic light regulation			Non-regulated intersection			Rail crossing			Embankment of 3m height		
	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
Total	7797	600	7706	18	3	17	498	43	490	725	66	725	1063	55	1073	1414	63	1443	1		1			
RAIMBEK	589	63	567	2		2	37	4	36	47	8	44	102	12	97	98	3	101						
SEYFULLIN	454	34	447				27	2	26	70	2	73	68	1	72	88	6	88						
ABAY	368	20	380				23	1	23	54	1	61	91	4	93	48	1	55						
NORTHERN SEMIRING	344	49	328	2		2	22	6	19	8	2	7	8	1	7	36	4	39						
TOLE BI	348	14	357				42		45	21	2	23	78	1	81	58	1	57						
RYSKULOV	230	32	216				16	2	14	10	3	7	37	3	40	56	4	54						
SAIN	227	14	224				22	3	22	32	4	30	43	3	43	19		19						
SUYUNBAY	194	26	177				20	3	17	29	5	26	3		3	24	2	24						
DJANDOSOV	179	14	180				19	1	18	11	1	11	31	1	32	30	1	31						
SATPAEV	150	7	154			1	2		2	21	3	22	35		36	28	3	26						
TIMIRYAZEV	151	3	155				19		22	8		8	63		65	12		12						
MAYLIN	128	13	128		1		27	2	31	35	3	36	2		2	12	2	10						
DOSTYK	122	10	119				6	2	4	28	3	28	20		21	18		19						
ROSYBAKIEV	122	13	116				1		1	24	2	23	26	4	23	24	1	26						
MOMYSH-ULY	111	9	111				13	2	11	27	1	29	12		13	6	1	5						
SHALYAPIN	116	4	114				6		6	24	1	23	17	1	16	4		4						
AUEZOV	106	7	107				3		3	20	2	21	25	2	26	20		21						
AL-FARABI	96	12	92				19	3	16	13	1	12	22	2	20	13		17						
DJANSUGUROV	92	7	97	1		1	2	1	1	9		10	4	1	5	33		37						
GOGOL	93	6	90	1		2	7		7	3		3	32	3	29	21	2	20						
UTEGEN BATYR	91	7	87				6	1	6	11		11	19	1	19	1	1							
GAGARIN	84	7	83				3		3	11	5	8	10		13	22		22						
ALTYNSARYN	83	3	81				11		11	5	1	4	22	1	22	4	1	3						
FURMANOV	76	4	79				4		5	8		8	18	1	19	7		7						
BEKMAHANOV	72	11	66	1		1	7	1	6	9	2	7	3		3	27	4	26						

Raimbek ave.-102-12-97,

Abay ave. -91-4-93,

Tole-bi st.-78-1-81,

Seyfullin st. - 68-1-72, street Timiryazev st. -63-0-65.

- **As for nonregulated crossways** is concerned, for 5 year period starting from 2003 on till 2007 it occurred 1414 vehicle-pedestrian accidents, where 63 died and 1443 were injured. Including:

Raimbek ave.- - 98-3-103,

Seyfullin st. - 88-6-66,

Tole-bi st. - 58-1-52,

Ryskulov Ave. - 56-4-54,

Abay ave. -48-1-55,

Northern Ring - 36-4-39.

6. RTAs by seasons (months):

January 502-34-504,

February 506-36-505,

March 606-35-604,

April 635-40-640,

May 725-54-727,

June 585-52-568,

July 639-51-628,

August 639-63-617,

September 664-59-651,

Analysis of vehicle-pedestrian accidents in Almaty by seasons within the period of 2003-2007
 Most dangerous city streets in terms of accident rates

	Total			Including by seasons																	
				January			February			March			April			May			June		
	TRAs	died	injure d	TRAs	died	injure d	TRAs	died	injure d	TRAs	died	injure d	TRAs	died	injure d	TRAs	died	injure d	TRAs	died	injure d
Total	7797	600	7706	502	34	504	506	36	505	606	35	604	635	40	640	725	54	727	585	52	568
RAIMBEK	589	63	567	36	3	35	43	5	44	47	2	46	42	4	41	62	10	57	29	3	29
SEYFULLIN	454	34	447	23		26	27	5	25	39	1	39	51	3	53	46	4	46	33	6	27
ABAY	368	20	380	29	2	28	28	1	30	22	1	24	23	2	23	29	1	32	32	2	33
NORTHERN SEMIRING	344	49	328	19	5	17	26	4	24	23	3	21	21	4	22	27	4	29	24	1	25
TOLE BI	348	14	357	18	2	16	23	1	25	33		35	32	1	33	26	1	27	27	1	27
RYSKULOV	230	32	216	13	1	17	10	1	9	17	1	16	18	1	17	18	1	19	14	1	16
SAIN	227	14	224	14	2	15	21		21	17	1	16	22	1	23	15		16	19	4	15
SUYUNBAY	194	26	177	16		16	12	2	10	16	1	16	14	3	11	16	3	13	12	2	11
DJANDOSOV	179	14	180	9		9	18	2	17	14		14	13	1	14	21	3	20	6	1	7
SATPAEV	150	7	154	12		15	6		6	18	2	17	17		18	12		13	21	1	21
TIMIRYAZEV	151	3	155	11		11	12		12	11		11	15	1	14	15		17	15	1	16
DOSTYK	128	13	128	7		8	11		13	4		4	14		15	9		9	10	3	7
ROSYBAKIEV	122	10	119	8		8	9	1	9	9		9	7		7	12	2	10	9	1	8
MOMYSH-ULY	122	13	116	9		10	10	2	8	4		5	10	1	9	14	2	14	18	3	15
SHALYAPIN	111	9	111	13	2	12	5		7	9		9	8		9	11		13	8	1	7
AUEZOV	116	4	114	9		9	5		5	8		8	10		10	13		13	13		13
AL-FARABI	106	7	107	10	1	9	4		5	12	1	12	9		10	16	2	16	7		9
DJANSUGUROV	96	12	92	5	1	4	6	1	5	11	3	9	7	2	6	6		7	6	1	6
GOGOL	92	7	97	3		6	2		4	4		4	12	1	13	8		10	6		6
UTEGEN BATYR	93	6	90	4		4	7		7	8	1	8	8		8	10		10	12		13
GAGARIN	91	7	87	12	2	10	2		2	3		3	7		8	12	1	11	3	1	2
ALTYNsARYN	84	7	83	8		8	3		3	5		5	4		4	9		9	10	2	9
FURMANOV	83	3	81	6		6	5		5	6	1	5	9		9	6		6	6		6
BEKMAHANOV	76	4	79	3		3	5		5	6		6	7		8	14		16	4		4
RAIMBEK	72	11	66	1	1	1	3		3	3		4	4		4	7	1	7	4	1	3

December 610-49-595.

The highest rate of RTAs within 2003 - 2007 occurred in October, the lowest in January (see Table 12 and figure 20-21).

7. By week days (Table 2.12, and figure 2.17.-2.18):

Monday 1126-91 -1097,

Tuesday 1140-90-1120,

Wednesday 1174-91-1161,

Thursday 1194-84-1163,

Friday 1163-78-1156,

Saturday 1106-77-1105,

Sunday 894-89-904.

The highest rate of accidents (1194) and injured persons (1163) happened on Thursday, the highest rate of died persons happened on Monday and Wednesday - 91 persons (see Table 2.13. and figures 2.18.-2.19.).

8. Time of a day:

from 22-00 till 05-00 1332-196-1269,

from 06-00 till 09-00 882-63-874,

from 10-00 till 17-00 3391-165-3408,

from 18-00 till 21-00 2192-176-2155.

The highest rate of RTAs (3391) involving pedestrians injured (3408) is presented at daytime. In evenings and nights from 22-00 till 05-00 it's the peak time of died persons accidents - 196 persons (fig 2.18-2.19.).

Analysis of vehicle-pedestrian accidents in Almaty by week days within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

	Total			Including by week days																				
				Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
Total	7797	600	7706	1126	91	1097	1140	90	1120	1174	91	1161	1194	84	1163	1163	78	1156	1106	77	1105	894	89	904
RAIMBEK	589	63	567	87	13	81	84	7	82	84	12	78	85	7	81	84	4	84	80	6	79	85	14	82
SEYFULLIN	454	34	447	75	5	72	63	6	64	70	9	66	71	3	71	57	1	61	58	3	56	60	7	57
ABAY	368	20	380	58		61	50	3	51	44	1	48	65	5	63	53	1	56	56	3	59	42	7	42
NORTHERN SEMIRING	344	49	328	43	12	41	44	4	41	47	3	48	55	6	50	44	11	36	48	5	47	63	8	65
TOLE BI	348	14	357	56	1	56	52	1	54	55	2	56	52	4	55	55	2	57	41	3	40-"	37	1	39
RYSKULOV	230	32	216	26	2	26	34	6	31	32	9	27	32	3	29	34	5	29	38	3	38	34	4	36
SAIN	227	14	224	26	1	27	34	4	33	33	3	30	31	2	29	32	2	33	41	1	40	30	1	32
SUYUNBAY	194	26	177	24	4	21	30	4	28	28	7	21	38	5	34	29	2	28	24	2	25	21	2	20
DJANDOSOV	179	14	180	20	2	21	23	4	21	42	4	40	25		25	26		29	24	2	23	19	2	21
SATPAEV	150	7	154	22	1	21	28	5	27	23		27	20	1	19	27		28	14		15	16		17
TIMIRYAZEV	151	3	155	30		31	19		19	17	1	18	25	1	24	20		23	23		24	17	1	16
MAYLIN	151	3	155	30		31	19		19	17	1	18	25	1	24	20		23	23		24	17	1	16
DOSTYK	128	13	128	24	1	23	18		19	13	1	12	15	2	16	22		24	20	4	18	16	5	16
ROSYBAKIEV	122	10	119	15	2	14	16	1	17	20	1	20	21	1	21	23	1	22	14	1	14	13	3	11
MOMYSH-ULY	122	13	116	15	1	16	17		17	16	3	15	14	1	13	15		16	22	4	19	23	4	20
SHALYAPIN	111	9	111	16	2	16	18		18	19	1	22	13	3	11	17	2	16	13	1	12	15		16
AUEZOV	116	4	114	18		18	16	1	16	10	2	8	16		16	25		25	18	1	17	13		14
AL-FARABI	106	7	107	19	2	17	21	1	20	9		10	18	1	18	11		14	18	3	16	10		12
DJANSUGUROV	96	12	92	12	1	13	17	2	16	20	3	19	14	3	13	11		12	12	3	9	10		10
GOGOL	92	7	97	10		11	9		11	17	1	19	10		10	16	3	15	14	1	14	16	2	17
UTEGEN BATYR	93	6	90	14	2	12	10		10	7		8	24		24	19	1	18	12	2	12	7	1	6
GAGARIN	91	7	87	9	3	6	11		11	22	1	22	14	1	14	10	1	9	15	1	15	10		10
ALTYSARYN	84	7	83	16	1	16	12	5	9	14		14	17		17	7		7	8	1	9	10		11
FURMANOV	83	3	81	12	2	10	13		13	13		14	9	1	8	10		10	12		12	14		14

Analysis of vehicle-pedestrian accidents in Almaty by week days within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

	Total			Including by week days																				
				Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday		
	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
BEKMAHANOV	76	4	79	15	1	14	12	1	13	8		8	7	1	6	10	1	10	17		19	7		9
RAIMBEK	72	11	66	12	2	10	11	1	10	9	1	8	12	2	11	16	4	15	7	1	7	5		5

Analysis of vehicle-pedestrian accidents in Almaty by time within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

	Total			Including by time																	
				00-01			02-03			04-05			06-07			08-09			10-11		
	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
Total	7797	600	7706	236	41	224	175	35	166	94	20	89	151	31	131	731	32	743	679	32	684
RAIMBEK	589	63	567	22	5	18	18	6	15	6	5	4	15	3	12	67	3	67	43	3	42
SEYFULLIN	454	34	447	22	5	19	14	3	11	18	4	15	14	4	10	39	5	36	49		51
ABAY	368	20	380	14	2	14	12	3	10	5		6	7	2	8	23		24	32	1	32
NORTHERN SEMIRING	344	49	328	17	7	18	12	5	8	4	2	2	6	2	6	23	3	22	30	2	31
TOLE BI	348	14	357	6		6	12	2	13	7		9	7	1	8	44		45	30		31
RYSKULOV	230	32	216	11	2	10	7	1	7	1		1	1		1	24	2	25	16 ^	2	14
SAIN	227	14	224	10	2	11	6		7	6		6	8	2	6	23	1	26	18		19
SUYUNBAY	194	26	177	4		5	1		1	2		2	6	1	5	19	4	16	11	1	10
DJANDOSOV	179	14	180	7		8	4	1	4	5	4	5	3		3	19		19	29	3	27
SATPAEV	150	7	154	4		4	5		5	2		2	5	1	4	24		25	11	1	11
TIMIRYAZEV	151	3	155	5		5	1		1	2		2	3		3	21		22	12		12
DOSTYK	128	13	128	5		5	1		1				6		6	4		5	13	4	14
ROSYBAKIEV	122	10	119	3		3	4	2	2	2	1	2	3		3	11	1	10	12		12
MOMYSH-ULY	122	13	116	5	1	4	3	2	2	1		1	4		4	14	1	14	7	1	6
SHALYAPIN	111	9	111	4	1	3	4	1	4	4		4	1		1	12	2	11	8		8
AUEZOV	116	4	114	2		2	1		1				2		2	12		13	15		15
AL-FARABI	106	7	107	3		3	3		3	1		1				9		11	7		8
DJANSUGUROV	96	12	92	3	1	2	2		2	2	1	3	2		2	10		11	5	1	4
GOGOL	92	7	97	7	1	8	4		4	2		2	1		1	7		7	8		9
UTEGEN BATYR	93	6	90				1		1	1		1	1	1	1	8		8	10	1	11
GAGARIN	91	7	87	1		1	1		1				3	1	2	16	1	15	6		6

Analysis of vehicle-pedestrian accidents in Almaty by time within the period of 2003 - 2007

Most dangerous city streets in terms of accident rates

	Total			Including by time																	
				00-01			02-03			04-05			06-07			08-09			10-11		
	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured	TRAs	died	injured
ALTYNSARYN	84	7	83	1		2	2		2				2	1	1	9		9	5		5
FURMANOV	83	3	81	2		2	3		3	1		1	1		1	2		2	9		9
BEKMAHANOV	76	4	79	1		1	3		5				2	1	1	6		6	5		5
RAIMBEK	72	11	66	2		2	1		1				2	1	1	8		9	13	2	12

. Estimated Costs allocated for the implementation of the “Pedestrian” Program - 2009-2011.

Spreadsheets of investment funds for the “Pedestrian” Program .

Table 5.1

№	Construction steps by years	Underground foot- path		Overgroung foot-path		Traffic light regulated foot-path		Non-regulated, but facility equipped foot- path		<i>Total amount for each step, thousand tenge</i>
		<i>Q-ty</i>	<i>Cost</i>	<i>Q-ty</i>	<i>Cost</i>	<i>Q-ty</i>	<i>Cost</i>	<i>Q-ty</i>	<i>Cost</i>	
1	Step №1 2009 год	7	360 000,00	4	150 000,00	5	6 000,00	6	4 000,00	3 174 000,00
2	Step №2 2010 год	6	360 000,00	8	150 000,00	5	6 000,00	6	4 000,00	3 414 000,00
3	Step №3 2011 год	4	360 000,00	9	150 000,00	5	6 000,00	6	4 000,00	2 844 000,00
	Total by steps	17		21		15		18		9 432 000,00

Conclusions

Implementation of this Program shall secure:

- decrease of RTAs at the areas of pedestrian cross points,
- safe pedestrian passing, included those with physical limits, on multilane highways and highly intensive traffic,
- protection of the most valueable state property – human lives,
- comfortable municipal life standards,
- improvement of throughput capacities of the basic highways,
- implementation of up-to-date technical solutions in the field of traffic safety and foot-path movement,
- forming of a new surface of Almaty city, enhancement of its image as a modern, business and cultural centre of the Reoublic of Kazakhstan



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Recommendations
on road traffic rules and road signs**



REFERENCE: EUROPEAID/122076/C/SER/MULTI



DEVELOPMENT OF COORDINATED NATIONAL TRANSPORT POLICIES

REPUBLIC OF KAZAKHSTAN, KYRGYZ REPUBLIC, REPUBLIC OF
TAJKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN

RECOMMENDATIONS

OF THE REGIONAL EXPERT ON ROAD TRAFFIC RULES AND ROAD SIGNS

Basic objectives: to render necessary assistance to the Central Asian states aimed at capacities development in the field of road safety through adjusting required conformity to the provisions related to road traffic organisation.

Specific objectives: to present recommendations in accordance with specific features of each project state aimed at harmonisation of road traffic organisation facilities (road signs, road markings, traffic lights) with provisions of the international Conventions (and amendments to them) in the field of road signs and signals.

INTRODUCTION

As for the background - application of the Convention on road signs and signals provisions in the Central Asia (Kazakhstan, Uzbekistan, Kyrgyzstan, Tajikistan and Turkmenistan) was initiated through ratification of the given USSR Convention, where the mentioned countries were a part of.

Ratification was implemented through the Presidium of the USSR Upper Council Decree of 29 April, 1974 № 5939-VIII "On Ratification of the Convention on Road Signs and Signals".

The Convention on road signs and signals endorsed by the USSR Ministers' Council was signed on behalf of the Soviet Union on 8 November 1968 in Vienna and was ratified with the following below reservations and statements announced upon its signature as follows:

"The Union of Soviet Socialist Republics shall not be limited with the provisions of Article 44 of the Convention on road signs and signals regarding transmission of disputes settlement on interpretation or application of the Convention into the International Court of Justice upon request of any of the parties."

"The Union of Soviet Socialist Republics states that the provisions of Article 37 of the Convention on road signs and signals stand for impossibility of a number of states to join the Convention are of discriminated nature, and it should be open for joining by all interested countries without any discrimination and limitations".

«The Union of Soviet Socialist Republics states that provisions of Article 38 of the Convention on road signs and signals are out-of-date and contradict the Declaration of the UN General Assembly on independence to be granted to colonial states and people (Resolution (XV) of 14 December 1960)".

Thus excluding some particular and unaccepted norms of the Convention provisions it was endorsed by the USSR and further used as a basis for elaboration and application of its own standards related to road traffic organization and road traffic technical facilities designing in all its Republics harmonised with the given international document.

The Road Traffic Rules were the basic normative document to regulate traffic actors' activities and to correct understanding of the technical facilities in the USSR. The Rules reflected auto mobilization level achieved in the country, which were amended and clarified in accordance with its development.

The Rules on road traffic were not available in the USSR up to 1940, they were elaborated and approved by local authorities and had significant differences. Some progress was achieved when upon approval of the typical Road traffic rules they were further used for a better unification at the local level.

A significant pace to enhance the traffic organisation was elaboration of new typical Traffic rules in 1957, where various non-justified limitations were eliminated. On the basis of these typical documents all Soviet Republics within the period 3a 1957-1959 adopted republican Traffic rules.

Initial unified Traffic rules of the USSR were introduced into force starting from 1 January, 1961. These rules were based on the Geneva Convention on road traffic of 1949, adopted at the International conference on road traffic in Geneva, as well as the Protocol on road signs and

signals. The USSR joined them in 1959. Since then the concept of “road traffic” was officially recognized in the USSR.

Taking into account the experience of the Road traffic rules application it was urged to revise them. It was implemented accordingly and in a revised version came into force on 1 January 1965 (the title of the document was “Traffic rules in the urban streets, inhabited area and road networks of the USSR”, approved by the Ministry of public order securing of the RSFSR on 3 June 1964, N of the order - № 380).

In 1968 when the Convention on road traffic and road signs as well amending them European agreements of 1971 were adopted, the Traffic rules went through substantial review. The new version was put into effect on 1 January 1973 on the basis of the Order of the USSR MoIA on 25 August 1972 № 240.

All followed amendments and changes to the Traffic rules, as well as their revised versions were approved by the Orders of the USSR MoIA on the basis of endorsements received from the Union republics. Such changes and amendments were introduced in 1975, 1976, 1979, 1980, 1984 and 1987.

In 1980 and 1987 totally new editions of the Rules were introduced which was urged by considerable volume of new requirements on road signs and technical provisions set for transport vehicles.

In summary, the following introductions to the traffic rules were made within the specified period:

In 1975 – prescription on mandatory safety belts usage, medical first-aid set and fire-extinguisher placing onto the car. Since 1976 a speed limitation regime was entered: outside inhabited areas 90 km/h for any types of cars and intercity buses, and up to 70 km/h for cargo transport vehicles and motorcycles. Some other limitations of speed were also introduced then.

In 1979 – Some particular amendments concerning safety belt usage were introduced; transport vehicle traffic order was regulated in more details in terms of the transport vehicles equipped with special light and sound signals.

The Traffic rules edited in 1980 differed from the previous ones as the last version has got revised completely in the part of road signs caused by introduction of a new GOST 10807-78 “Road Signs. General technical conditions” and GOST 23457-79 “Technical facilities for traffic organisation. Operational provisions” at that moment.

In 1984 – changes and amendments referred to safety requirements regulations to technical condition of transport vehicles. This was urged by introduction of a new GOST 25478-82 “Cars and freight transport, buses and automobile trains. Safety requirements to technical condition. Testing methods.”

New edition of the Rules entered from 1 January 1987 on (approved by the Order of the MoIA dated July 16, 1986 № 139) was rather fluctuated in comparison with the previous, as the latter was amended with new road signs and principle, changing such concept, as “overtaking” (the last version of the «overtaking” concept stated that “overtaking” means passing ahead of one or several transport vehicles entails running along the road center line and the opposite traffic lane).

Thus ratification of the Convention on road signs and signal in the USSR took place based on comprehensive understanding of such concepts like automobile transport and automobile communications helped acknowledging international experience in the field of such procedural regulation, which was summarized evolutionally in the given Convention starting from the Paris Convention on automobile transport of 1909 and to the Geneva Convention on road traffic and Protocol on roan signs and signals.

These Conventions further were amended with the European Agreements of 1971 and upgraded provisions of the Convention related to the conditions of the European countries. The USSR ratified those documents, which have been operating in the region of the Central Asia till the present time.

After the year 1991 the Central Asian Republics joined the Convention on road signs and signals of 1968 as independent states. The following is the chronology of joining the Convention by the CA states:

Turkmenistan – date of joining -14 June, 1993;
Tajikistan – 9 March, 1994;
Kazakhstan – 4 April, 1994;
Uzbekistan – 17 January, 1995;
Kyrgyzstan – 30 August, 2006.

However lately within the framework of the Committee on Inland Transport under the UN ECE a considerable work has been done aimed at revision abovementioned international Conventions and Agreements on the basis of examined experience of the European states and USA (two codes on amendments to the Convention and European Agreement entered into force in November 1995 and March 2006 accordingly). Therefore it is ***highly required to review the present standards existing in the CA states in the filed of road signs and signals accordingly.***

1 List of regulative and legal technical documentation delineating requirements for the road signs and signals in the CA states.

1.1 The Republic of Kazakhstan

The requirements on road signs and signals in the Republic of Kazakhstan are regulated through the following normative legal and technical acts:

Law of the Republic of Kazakhstan «On Road Safety» dated 15.07.1996 № 29-1 ЗРК (with amendments introduced by the Laws of the Republic of Kazakhstan dated 24.12.2001 № 276-II; 08.05.2003 № 414-II; 10.06.2003 № 433-II; 20.12.2004 № 13-III; 15.04.2005 № 45-III);

Law of the Republic of Kazakhstan of 17 July 2001 № 245-II «On automobile roads» (with amendments introduced by the Laws of the Republic of Kazakhstan dated 20.12.2004 № 13-III; 10.01.06 № 116-III; 07.07.06 № 168-III; 29.12.06 № 209-III; 21.07.07 № 297-III).

Resolution of the Government of the Republic of Kazakhstan dated 25 November 1997 № 1650 «On approval of the Traffic rules of the Republic of Kazakhstan», “Basic provisions on admission of transport vehicles to operation” and “On liabilities of the concerned authorities and traffic actors to ensure road safety”. It also concerned to the List of operative and special services transport which is subject to of special light and sound signals and holographic schemes installation (with amendments introduced by the Resolution of the Government of the Republic of Kazakhstan dated 26.05.99 № 643; 19.12.2002. № 1329; 30.01.2004. № 115 and 12.10.05 № 1021);

Standard of the Republic of Kazakhstan ST RK1124-2003 «Technical facilities for road traffic organisation. Road marking. Technical requirements»;

Standard of the Republic of Kazakhstan ST RK 1125-2002 «Road signs. General technical conditions»;

Standard of the Republic of Kazakhstan ST RK 1412-2005 «Technical facilities for road traffic organisation. Operational provisions».

GOST 25695-91 «Traffic lights. Types. Basic parameters».

1.2 The Republic of Uzbekistan

In the Republic of Uzbekistan the requirements to road sign and signal systems are regulated through the following legal and technical acts:

Law of the Republic of Uzbekistan «On road safety» of 19 August, 1999 N818-I (Revised further to the laws of the Republic of Uzbekistan dated 6 April, 2006 №3PY-31 and 5 April 2007 №3PY-82);

Law of the Republic of Uzbekistan of 2 October, 2007 № 3PY-117 «On automobile roads»;

Resolution of the Cabinet of Ministers of the Republic of Uzbekistan № 472 dated 11 December, 2000 «On approval traffic rules» (Revised further to the Resolutions of the Cabinet of Ministers of the Republic of Uzbekistan dated 21.11.2006 № 241, 06.03.2007 № 44, 16.10.2007 № 216); The Traffic rules canceled the references to the Soviet GOST 13508-74, GOST 10807-78, GOST 23457-86, however in practice they will be applied until the appropriate national standards are introduced.

GOST 13508-74 «Road marking»;

GOST 10807-78 «Road signs. General technical conditions» (on the basis of the implemented revision made in the Traffic rules of the Republic of Uzbekistan);

GOST 23457-86 «Technical facilities of traffic organisation. Operational provisions» (on the basis of the implemented revision made in the Traffic rules of the Republic of Uzbekistan).

GOST 25695-91 «Traffic lights. Types. Basic parameters».

1.3 The Kyrgyz Republic

In the Kyrgyz Republic the requirements to road sign and signal systems are regulated through the following legal and technical acts

Law of the Kyrgyz Republic “On road traffic” (revised further to the laws of the KR dated 24 June, 2003 №113, 7 February 2005 №15, 5 February 2007 №11, 29 May 2008 №100), Adopted by the “Zhorku Kenesh” Legislative Assembly of the KR on 26 March, 1998;

Law of the Kyrgyz Republic “On automobile roads” (revised further to the laws of the KR dated 16 May, 2008 №89), Adopted by the “Zhorku Kenesh” Legislative Assembly of the KR on 8 May 1998;

Resolution of the Government of the KR dated 4 August, 1999 № 421 «On approval Traffic rules»;

GOST 13508-74 «Road marking»;

GOST 10807-78 «Road signs. General technical conditions»;

GOST 23457-86 «Technical facilities of road traffic organisation. Operational rules»;

GOST 25695-91 «Traffic lights. Types. Basic parameters».

1.4 The Republic of Tajikistan

In the Kyrgyz Republic the requirements to road sign and signal systems are regulated through the following legal and technical acts

Law of the Republic of Tajikistan dated 4 November, 1995 №196 «On road traffic» (revised further to the laws of the RT dated 29.11.2000 №28);

Law of the Republic of Tajikistan dated 10 May 2002 №47 «On automobile roads and traffic activities»;

Resolution of the Government of the Republic of Tajikistan dated 27 December 1997 № 565 «On traffic rules in the Republic of Tajikistan» (with amendments and additions entered by the Resolution of the Republic of Tajikistan № 78 of 4 February, 2002)

GOST 13508-74 «Road marking»;

GOST 10807-78 «Road signs. General technical conditions»;

GOST 23457-86 «Technical facilities of road traffic organisation. Operational rules».

GOST 25695-91 «Traffic lights. Types. Basic parameters».

1.5 The Republic of Turkmenistan

n/a

2 Examination of the road signs, signals and markings used at the time being in the CA states.

Normative legal and technical support referred to the application of road sign, signal and marking systems used in the CA states is structured similar to one single scheme: Laws (“On road safety”/ “On road traffic”, “On automobile roads”); Traffic rules (to be approved by the Governments), state standards related to technical traffic organizational facilities (road signs, road markings, traffic light), as well as their operational procedures.

This scheme which proved its efficiency and tangibility is to be implemented as per the provisions set up in the Convention on road signs and signals provided that the related compound documents are timely upgraded taken into account adequately made additions and amendments.

In-depth requirement analysis of the national regulative and legislative technical acts regarding technical facilities of traffic organisation in the CA states is below in accordance with the document type gradation.

2.1 Requirements to the road signs, signals and markings systems set up in the regulative and legislative acts of the Republic of Kazakhstan.

2.1.1 Law of the Republic of Kazakhstan “On road safety” -

Beneath are the extracts from the Law’s articles which directly or indirectly related to the road signs, signals and markings systems (underlined)

Article 12. Road traffic order to be applied in the Republic of Kazakhstan

1. Traffic order is to be observed at the territory of the Republic of Kazakhstan, whereas the rights and liabilities of the traffic actors, introduction and operation of any other technical and regulative traffic organisation facilities are defined by the Traffic rules. The Rules on automobile roads, road infrastructure operation, and their protection to be ensured at the territory of the Republic of Kazakhstan shall be approved by the Government of the Republic of Kazakhstan;

Article 14. Rights and liabilities of the traffic actors

2. Traffic actors are liable to:

- obtain complete and reliable data on safe traffic conditions, production quality and services related to road safety, as well as data on the rights and liabilities/responsibilities of the involved authorities, activity of which directly referred to the road safety enabling;

Article 23. Basic requirements on road safety organisation processes

1. Activities related to the road safety organisation are to be implemented in accordance with the safety requirements based on a complex operation of the technical facilities and constructions, application of which is regulated by existing standards and envisaged in the sketches and schemes established for traffic organisation.

Article 28. International treaties

Should the international treaties ratified in the Republic of Kazakhstan adjust other rules than those applied in the Legislation of the Republic of Kazakhstan, then the provisions of the international treaties are to be applied.

Law of the Republic of Kazakhstan «On automobile roads»

The Law “On road safety” prioritizes international agreements, which have been ratified by the Republic of Kazakhstan (Article 2 “Legislation on automobile roads”, point 2. Should the international treaties ratified in the Republic of Kazakhstan adjust other rules than those applied in the Legislation of the Republic of Kazakhstan, then the provisions of the international treaties are to be applied).

Beneath are the extracts from the Law’s articles which directly or indirectly related to the road signs, signals and markings systems (underlined).

Article 19-2. Safety requirements for automobile roads designing

5. Designing of the roads stands for necessary development of allocation of road signs schemes with relevant designation of places and options for their installation, including road marking schemes.

Articles 19-4. Safety requirements for automobile roads operation

1. Road condition shall ensure road safety and be friendly to environment; also it is to conform to the required level of the transport-operational capacities.

The width of the wayside is to be not less than regulative parameters established for the concrete road type.

Information-containing directive signs are to ensure road safety and to be corresponding to the regulative document requirements.

3. In order to prevent road accidents and transport flows delays it is necessary to envisage installation of fencing facilities, signs and markings at the sites of road maintenance and repair works, as well to provide visibility of such site in any time of a day.

Applied technical facilities of the traffic organisation (fences, signs, markings, directive signs, lighting communications, traffic lights, automated traffic control systems) are to be well-distinguishable in any time of a day.

2.1.3 Traffic rules of the Republic of Kazakhstan

Traffic rules introduce terminologies and concepts, as well as requirements with relevant references to road signs and markings in accordance with Annexes 1 and 2.

Annex 1 – Road signs (as per ST RK1125-2002 «Road signs. General technical conditions» and GOSTy 23457-86 «Technical facilities for traffic organisation. Operational provisions»¹).

Annex 1 refers to titles, numbering, designation and images of the road signs in accordance with ST RK1125-2002.

Annex 2. Road marking and its characteristics (as per GOST 13508-74 «Road markings»² and GOST 23457-86 «Technical facilities of road traffic organisation. Operational provisions»)

Annex 2 provides titles, numberings, designation and images of the road markings in accordance with GOST 13508-74.

Chapter 5 on «Traffic light and traffic controller signals» presents descriptions of traffic light and traffic controller signals, which are to be referred to by the traffic actors in some definite cases.

2.2 Road signal, signs and marking systems established by regulative and legislative acts of the Republic of Uzbekistan

2.2.1 Law of the Republic of Uzbekistan “On road safety”

Beneath are the extracts from the Law’s articles which directly or indirectly related to the road signs, signals and markings systems (underlined).

Article 5. Authorizations of the Cabinet of Ministers of the Republic of Uzbekistan in the field of road safety enabling.

The Cabinet of Ministers of the Republic of Uzbekistan is empowered with following:

to confirm state programmes on road safety followed by relevant supervision of implementation measures;

to approve Traffic rules and other regulative acts related to the issues on road safety and traffic organisation;

Article 6. Authorities of the Governmental power liable for road safety enabling at local level.

Authorities of governmental power liable for road safety enabling at the local level are to:

- implement state programmes aimed at road safety ensuring;
- approve territorial programmes on road safety ensuring and undertake necessary supervision enhancing the implementation;
- organise medical support to road safety undertakings, as well as first-aid care to injured people involved in road accidents;
- to undertake measures on prevention of road and transport injuries, traffic rules training among the population, promotion of road safety aspect and observation of ecology safety;

¹ Reference to out-of-date standard GOST 23457-86, replaced by standard «Technical facilities of traffic organisation. Operational provisions» in 2005. Upgrading of the reference is required

² Reference to out-of-date standard GOST 13508-74, replaced by standard CT PK 1124-2003 «Technical facilities of traffic organisation. Operational provisions» in 2003. Upgrading of the reference is required.

- to ensure development and due maintenance of the streets, avenues and regulative road traffic facilities installed in the cities, villages and rural inhabited areas, as well as across urban electrified transport networks;

Article 8. Authorisation of the State Joint-Stock Company on construction and operation of the automobile roads with the emphasis to the road safety enhancing

State Joint-Stock Company on construction and operation of automobile roads in the field of road safety enhancing is to:

- ensure working condition of sub-departmental automobile roads to improve road safety;
- provide necessary information to road traffic actors on road pavements condition, hydro-meteorological and other conditions of road networks;
- promote due upgrading and provision of traffic regulative means to automobile road infrastructure and emergency lines with their further relevant maintenance;
- identify dangerous road sites for road traffic and take appropriate measures on enhancing road traffic organisation at such sites;

Article 9. Authorisation of state security services in the Road safety divisions under the Ministry of Internal Affairs of the Republic of Uzbekistan involved into road safety enabling.

State service on road safety enabling under the MoIA of the RU is to:

- elaborate standards, rules and norms on road safety;
- undertake necessary supervision over due adherence to the provisions of the Law by road traffic actors, as well as Traffic rules and other acts of the Legislation in part of road safety ensuring;
- endorse draft designs on construction, reconstruction of automobile roads, railway crossings, gas stations, transport facilities constructions;
- undertake due supervision over road maintenance and railway crossings, as well as traffic regulative facilities and equipment;
- ban road and railway crossing operation which do not meet relevant standards and safety regulations in the field of road safety;

Article 18. Road traffic safety enabling

Road traffic safety enabling is implemented on the basis of a complex operation of regulation technical facilities and their constructions, application of which is regulated by related standards and to be examined with appropriate engineering schemes designed for road safety enabling.

The unified order adjusted in the field of road traffic over the Republic of Uzbekistan entirely is to be set forth on the basis of the Road traffic rules.

Article 19. Rights and liabilities of the road traffic actors

Road traffic actors have the following rights to

- freely operate the automobile roads as per the Road traffic rules;
- obtain full and reliable data on safe traffic conditions, qualitative services to be provided in order to ensure road safety.

2.2.2 The Law of the Republic of Uzbekistan “On automobile roads”

Beneath are the extracts from the Law’s articles which directly or indirectly related to the road signs, signals and markings systems (underlined)

Article 2. Legislative acts existed in the sphere of automobile roads

Should the international treaties ratified in the Republic of Uzbekistan adjust other rules than those applied in the Legislation of the Republic of Uzbekistan, then the provisions of the international treaties are to be applied.

Article 6. Authorisation of the special state agency

Specially empowered agency is to:

- ensure due observation of norms and standards adjusted in the field of common usage automobile road designing;

Article 7. Authorisation from the state power at the local level related to the field of automobile roads

State agencies at the local level are to:

- elaborate and implement action planning aimed at development of transport infrastructure in urban and other inhabited area environment;

- ensure due observation of norms and standards existed for urban and other inhabited area streets;

Article 17. Rights of road users

Road users have the right to:

- undertake non-stop, all year round, safe and comfortable traffic movements;

- obtain operative information on road traffic conditions;

2.2.3 Traffic rules of the Republic of Uzbekistan

Beneath are the extracts from the legislative articles, which directly or indirectly related to the road signs, signals and markings systems (underlined).

1. General provisions

1.3. Road traffic actors are to know and observe the Law of the Republic of Uzbekistan “On road traffic safety”, the present Rules and provisions referred to traffic lights, road signs (Annex 1), road markings (Annex 2), and shall strictly meet all requirements stipulated within the provided road traffic rules.

Appropriate concepts and requirements on road signs and road markings operation in accordance with Appendixes 1 and 2 are presented below.

Annex 1. Road signs.

Titles, numbering, designation and images of road markings are presented (the references to GOST 10807 “Road signs. General technical conditions” and GOST 23457-86 “Technical facilities of road traffic organisation. Operational provisions” are excluded; reference to appropriate national standards is not available).

Annex 2. Road marking and its specific features.

Titles, numbering, designation and images of road markings are presented (the references to GOST 13508-74 “Road markings” and GOST 23457-86 “Technical facilities of road traffic organisation. Operational provisions” are excluded; reference to appropriate national standards is not available).

Due to non-availability of the references to regulate road signs, markings and their operational procedures the analysis on conformity of titles, numberings, designations and road signs markings is presented in article 3 of the given report (please see table 2) made in a way of comparison between road signs images, their numbering, titles and designations established in the Road traffic rules of the Republic of Uzbekistan regarding other Central Asian standards as well as the standards of the Convention on signs and signals.

Capture 8 «Traffic light and traffic controller signals» provides appropriate prescriptions to be operated by road traffic actors in definite signaling cases.

2.3 Requirements to road sign and markings systems established in the regulative legal acts of the Kyrgyz Republic

2.3.1 Law “On the road traffic in the Kyrgyz Republic”

Beneath are the extracts from the legal articles, which directly or indirectly relate to the road signs, signals and markings systems (underlined).

Article 6. Authorities of governmental power liable for road safety enabling at the executive and local level are to:

1. Jurisdiction of the Government of the Kyrgyz Republic covers the following:
 - approximation to more unified rules, standards, technical norms and other normative documents system regulating issues on road safety enabling;
 - conclusion on international agreements of the Kyrgyz Republic related to road safety enabling.

Article 10. Basic requirements on traffic safety to procedures of automobile road design, construction and reconstruction

1. Automobile roads designing, construction and reconstruction undertaken at the territory of the Kyrgyz Republic shall ensure road traffic safety. Conformity of constructed and reconstructed roads to construction standards, rules and other regulative documents related to road traffic enabling shall be justified by the Certificate on Road acceptance.

Article 11. Basic requirements on road safety to be observed in the process of road repair and road maintenance undertaking

1. Repair and maintenance of roads implemented across the Kyrgyz Republic shall promote road safety. Conformity of the roads to safety standards, rules and other regulative documents related to road safety promoting shall be justified by the Certificates on Road acceptance and/or examination of the roads conducted in participation with the involved executive agencies.

Article 21. Requirements on safe road traffic in the process of its organisation

1. Activities aimed at road safety organisation shall be implemented on the basis of capacities adjusted as a technical facilities and constructions complex operation, usage of which is regulated by the current standards of the Kyrgyz Republic and envisaged in the designs and schemes in the field of traffic organisation.

4. Unified procedures of the road traffic in the Kyrgyz Republic entirely are to be established by the Road traffic rules approved by the Government of the Kyrgyz Republic.

Article 23. Rights and liabilities of road traffic actors

1. Civil rights to safe traffic conditions to be ensured along the road networks of the Kyrgyz Republic are to be guaranteed by the Government via due implementation of the Legislation of the Kyrgyz Republic on road safety and international agreements of the Kyrgyz Republic.

3. Road traffic actors have the right to:

- freely and without any obstacles move along the roads of the Republic in accordance and on the basis of established rules,
- be provided with any information on road safety conditions by the agencies of executive power and persons indicated in Article 12 of the given Law.

Article 32. International treaties of the Kyrgyz Republic

Should the international treaties ratified in the Kyrgyz Republic adjust other rules than those applied in the Legislation of the Kyrgyz Republic, then the provisions of the international treaties are to be applied.

2.3.2 Law of the Kyrgyz Republic “On automobile roads”

Beneath are the extracts from the legal articles which directly or indirectly related to the road signs, signals and markings systems (underlined).

Article 26. Responsibilities for damages entail deterioration of automobile roads

Road users involved into passenger and cargo transport shall ensure automobile roads and road infrastructure integrity, observe the requirements of the given Law, Traffic rules, Road facilities operation rules and procedures on their protection, as well as municipal, departmental and private roads operational rules established by their owners.

Persons caused damage of the automobile roads, artificial road facilities, property of road services, road signs, technical regulative means, directive indicators, enclosed bus stops, sideway green plantations, snow screens and other facilities used for equipping of the roads are liable to bearing relevant responsibilities in accordance with the Legislation of the Kyrgyz Republic.

2.3.3 Traffic rules of the Kyrgyz Republic

The Traffic rules present terminologies and requirements on the basis of road signs and markings images as per Annexes 1 and 2.

Annex 1. Road signs (as per GOST 10807-78 «Road signs. General technical conditions» and GOST 23457-86 «Technical facilities of road traffic organisation. Operational rules»).

Annex 1 presents titles, numberings, designations and images of the road signs in accordance with GOST 10807-78.

Annex 2. Road markings and their specific features (as per the GOST 13508-74 «Road markings» and GOST 23457-86 «Technical facilities of road traffic organisation. Operational rules»)

Annex 1 presents titles, numberings, designations and images of the road signs in accordance with GOST 13508-74.

Chapter 5 «Traffic light and controller signals» presents descriptions of traffic light and traffic controller signals.

2.4 Requirements to road sign and marking systems established in the regulative and legislative acts of the Republic of Tajikistan

2.4.1 Law of the Republic of Tajikistan “On road traffic”.

Beneath are the extracts from the Law’s articles which directly or indirectly related to the road signs, signals and markings systems (underlined).

Article 4. Traffic rules

In the Republic of Tajikistan only right driving of transport vehicles is accepted.

Order of traffic initiation, direction shifting, location of transport vehicles, speed options and distances between transport vehicles, crossings, pedestrian and railway passings, transport vehicles of a common usage stops, external light facilities, bicycle passing order, as well as issues on traffic organisation and its safety are regulated by the Road traffic rules established by the Government of the Republic of Tajikistan.

Article 9. Competency of the Government of the Republic of Tajikistan in the sphere of road traffic

The competency of the Government of the Republic of Tajikistan set in the field of road traffic covers the following:

Establishment of unified rules, standards, technical regulations and other normative documents to ensure road traffic safety;

State supervision and control to maintain due implementation of the RT Legislation, rules and standards, technical norms and other regulative documents established in the sphere of road traffic, as well its safety enabling;

Identification of unified procedures on road traffic organisation, its safety, establishment of unified requirements to road design, construction, reconstruction, repair, maintenance and protection of roads, streets and railway crossings, approval of the Construction planning programmes.

Article 11. Competence of automobile roads, streets and railway crossings owners

The competence of automobile roads, streets and railway crossings owners or their authorised agencies involved into road traffic sphere covers as follows:

- ensuring safe, rational and comfortable environment for road traffic operation;
- providing necessary information on emergency maintenance states of road pavement and other road-related issues to road traffic actors;
- equipping roads, streets and railway crossings with technical regulation facilities to ensure proper road traffic and due road maintenance.

Article 13. Basic rights and liabilities of road traffic actors

Road traffic actors have the right to:

- be provided with safe road traffic conditions, assistance on losses reimbursement caused by inconformity of the roads, streets and railway crossings to road safety requirements.

Article 19. Basic requirements on construction, reconstruction and rehabilitation of the automobile roads, streets and railway crossings.

Any works on construction, reconstruction and rehabilitation of automobile roads, streets and railway crossings shall be implemented in accordance with approved designs and requirements, rules, norms and standards of the Republic of Tajikistan related to road safety.

Upon the completion of the mentioned work aimed at road safety acceptance of the work done to construct, reconstruct and renovate the automobile roads, streets and railway crossings is to be implemented at the presence of State supervision agents responsible for legislation, rules, and standards on road safety observation.

Unified rules adjusted for road, streets and railway crossings repair and maintenance activities, as well as their operation and protection provisions are to be approved by the Government of the Republic of Tajikistan.

Article 23. Liabilities of authorised agencies responsible for construction, reconstruction, operation and equipping of automobile roads, streets and railway crossings.

Authorised persons responsible for construction, reconstruction and equipping of automobile roads, streets and railway crossings, bridges, overpasses and other road infrastructure are to:

- ensure their proper maintenance in the condition meeting established requirements on road safety;
- implement measures on road safety in a full volume in the process of construction, reconstruction and repair of roads, streets and railway crossings;
- equip them with technical facilities regulating road traffic.

2.4.2 Law of the Republic of Tajikistan “On automobile roads and road activities”

Beneath are the extracts from the Law’s articles which directly or indirectly related to the road signs, signals and markings systems (underlined).

Article 1. Basic concepts

The present law uses the following principle concepts and terminologies:

- technical facilities of road traffic organisation – traffic lights, road signs and directive indicators, road markings, directive facilities and fences installed along automobile roads and aimed at road traffic regulation.

Article 3. Principles of state regulation set in the field of road safety. State regulation to be implemented in the field of road activity is to be based on the following principles:

- automobile roads reliability and safety ensuring (taking into account a nature protection component), as well as establishment of automobile road networks based on unified technical norms and standards;
- accessibility of necessary data and information on automobile roads and road traffic conditions;
- expanding international cooperation in the field of road activities and assistance to integration of the national road networks of the Republic of Tajikistan to international road communication system.

Article 13. State Road Agency

Basic activity scope of the State Road Agency is focused on the following:

- development of rules, standards, technical norms and other provisions on the issues of automobile roads construction, reconstruction, repair and maintenance.

Article 15. Authorization of local road agencies in the matters of road activity scope

Local road agencies are to ensure:

- enhancing street networks, passes, public transport lines and local roads condition;
- road traffic organisation across local roads to be achieved in collaboration with the state automobile inspection of districts/city.

Article 22. Designing and construction of automobile roads of common usage

Designing, construction, reconstruction and repair of automobile roads, streets and railway crossings, as well as artificial construction, including accomplishment and construction of commercial and industrial facilities, trading fuel and combustible materials points and other services located along the roads aimed at identification of conformity to requirements of rules, standards and norms of road safety and are subject to state expertise.

Article 24. Requirements on installation and maintenance of technical facilities aimed at road traffic organisation

Traffic lights, road signs and directive indicators, road markings, fences and directive signs, as well as other regulative traffic means are to be corresponded to requirements of state standards and technical norms, taking into account ensuring of their best visibility, high operational comfort and services quality; it shall make sure that any possibility of their unpremeditated damage is eliminated.

Technical means of road traffic organisation are intended for provision of necessary information on the road traffic conditions to road users.

2.4.3 Traffic Rules of the Republic of Tajikistan

The Traffic rules provide terminologies and requirements on road signs and markings usage to be in conformity with Annexes 1 and 2.

Annex 1. Road signs (as per GOST 10807-78 «Road signs. General technical conditions» and GOST 23457-86 «Technical means of traffic organisation. Operational provisions»).

Annex 1 presents titles, numberings, designation and images of the road signs in accordance with GOST 10807-78.

Annex 2. Road marking and its characteristics (as per GOST 13508-74 «Road markings» and GOST 23457-86 «Technical means of traffic organisation. Operational provisions»)

Annex 2 presents titles, numberings, designation and images of the road signs in accordance with GOST 13508-74.

Chapter 6 «Traffic light and traffic controller signals» provides description of traffic light and traffic controller signals as well as related prescriptions to be observed by road traffic actors in some definite cases.

2.5 Summarized analysis of the Legislation acts existing in the Central Asia states concerning road signs, signals and markings systems

Analysis of the examined legislation of the CA states allows exposing general principles of road signs, signals and markings application that is to identify and establish the following:

- authorization degree of the state agencies and other empowered bodies at the local level involved into road safety promotion, including due accomplishment and maintenance of streets, pedestrian areas and traffic regulation facilities in cities, villages and rural inhabited points;
- traffic actors rights protection to ensure their safe movements along the road networks and provision of full and reliable information on safe traffic conditions;
- responsibilities scope for organisations involved into supervision of road networks and designing organisations that are to provide control over of norms and standards observation in the process of automobile road and road infrastructure designing and operation;
- traffic actors liabilities to survey the established Traffic rules and related standard requirements;
- need assessment for a complex application of technical facilities involved in road traffic organisation;
- prioritize both international agreements which were ratified by the Republic of Kazakhstan and the national legislation, provided that the differences between them are identified.

Thus the Laws entered into force in the CA states in general contain all necessary provisions regarding operation of road signs, signals and markings systems (technical means of traffic organisation); they state for priority of international agreements over national legislation. The Convention on road signs and signals is referred to the category of international agreements and joining it helps reinforce the status of the given document as an international agreement.

Therefore consequent and coordinated actions are necessary in order to bring the national norms existing in the field of road signs, signals and markings systems to conformity with the provisions set in the Convention on road signs and signals of 1968 as well as to the documents amending it.

In spite of the fact that the examined above Laws are of a higher range than standards, the basic regulative documents of the Central Asian operating system from the point of its requirements coverage (i.e. they are presented in the volume enough for implementation of the Convention on road signs and signals), the provisions of the national standards and the Traffic rules fully reflect the requirements of the international documents mentioned.

As shown in Chapter 1 and 2 of the present investigation conducted in three states of the Central Asia (namely, Kyrgyzstan, Tajikistan and Turkmenistan) revision and accomplishment of the road signs provisions was presented for their following usage in the national Traffic rules; partially it was done in the Republic of Uzbekistan as well, where up till the present moment the regulations of the USSR GOST 13508-74 «Road markings»; GOST 10807-78 «Road signs. General technical conditions»; GOST 23457-86 «Technical means of road traffic organisation. Operational provisions»; GOST 25695-91 «Traffic lights. Types. Basic parameters» are used for the national Traffic rules elaboration.

There are three national standards presented in the Republic of Kazakhstan, they are: ST RK1124-2003 «Technical means of traffic organisation. Road markings. Technical

requirements»; ST RK1125-2002 «Road signs. General technical conditions»; ST RK1412-2005 «Technical facilities of traffic organisation. Operational provisions» and GOST 25695-91 «Traffic lights. Types. Basic parameters».

To implement a comparative analysis of road signs, signals and markings it was enough to examine specific features existing in the acting regulative and legislative acts of the Republic of Kazakhstan and other CA states due to their practical identity established at the moment of this examination conducting.

All state standards functioning in the CA states declare their conformity to the requirements of the Convention on road signs and signals (Vienna, 1968), the European agreement amending the mentioned Convention (Geneva, 1971) or the Protocol on road markings (of 1973) to the European agreement amending the Convention on road signs and signals. They are the following:

– GOST 10807-78 «Road signs. General technical conditions» - please see the «Application scope»: «The standard is fully corresponding to the requirements of the Convention on road signs and signals (Vienna, 1968) and the European agreement amending the mentioned Convention (Geneva, 1971)»;

– GOST 23457-86 «Technical facilities for road traffic organisation. Operational provisions» - please see the «Application scope» - «The standard is fully corresponding to the requirements of the Convention on road signs and signals (Vienna, 1968) and the European agreement amending the mentioned Convention (Geneva, 1971)»;

– ST RK1412-2005 «Technical facilities for road traffic organisation. Operational provisions» - please see point 3 «Preface»: «The standard is fully corresponding to the requirements of the Convention on road signs and signals (Vienna, 1968) and the European agreement amending the mentioned Convention (Geneva, 1971);

– ST RK1124-2003 «Technical facilities for road traffic organisation. Road markings. Technical requirements» - please see point 4 «Preface»: «The standard is fully corresponding to the requirements of the Convention on road signs and signals (Vienna, 1968) taking into account modification № 1 (of 1995) and the Protocol on road markings (of 1973) to the European agreement (of 1971), amending the Convention on road signs and signals»;

– ST RK1125-2002 «Road signs. General technical conditions» - please see point 4 «Preface»: «The present standard introduces the norms of the Convention on road signs and signals (Vienna, 1968), as well as are the European agreement (of 1971), amending the Convention on road signs and signals, taking into account modification № 1 to these documents (of 1995).

– GOST 13508-74 «Road markings» - please see the «Application scope»: «The standard is fully corresponding to the requirements of the Convention on road signs and signals (Vienna, 1968) and the Protocol on road markings (of 1973) to the European agreement (of 1971), amending the Convention on road signs and signals»;

– GOST 25695-91 «Traffic lights. Types. Basic parameters»

However in spite of conformity to the Convention on road signs and signals (and amending it documents) declared in the listed above standards, taking into account the time passed and the fact of huge work done by the UNECE Inland Transport Committee in terms of upgrading above mentioned international agreements, it is expedient to conduct an in-depth analysis on con-

formity of the acting CA standards with official combined text (of 2006) of the Convention on road signs and signals (of 1968), the European Agreement amending the Convention and Protocol on road markings to the European Convention.

To achieve it we conducted the analysis on the regulative and legislative acts and their structural elements related to regulation of the requirements regarding road signs, signals and markings as shown below.

2.6 Comparative analysis of the regulative and legislative acts which are in force in the CA states (i.e. standards and Traffic rules) and their structural elements related to the straight regulation of road signs, signals and markings requirements

2.6.1 The detailed comparative analysis of the structure and requirements operated in the state standards of the CA states regarding road signs and road markings (except their application provisions) is presented in Table 1 below.

Table 1 – Comparative analysis on structure and state standards requirements

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
ST RK1125-2002	GOST 10807-78	
Title «Road signs. General provisions»	Title «Road signs. General provisions»	Identical
1 Field of application	Field of application	Differences are not essential
2 Regulative references	-	
3 Concepts, definitions	-	Concepts are given in order to enhance a better understanding of some particular requirements which are not of essential meaning for the given analysis
4 General provisions	-	-
5 Groups, titles, sketches, scales	1. Groups, titles, sketches	Identical
5.1 Groups, titles, sketches	-	-
5.1.1 This standard stands for establishment of 7 road signal groups (appendix A) 1- warning; 2 – of priority; 3 – prohibiting; 4 – directive;	1.1. This standard stands for establishment of 7 road signal groups (tables 1-7): 1- warning; 2 – of priority; 3 – prohibiting; 4 – directive;	Identical. Not essential differences in structured elements presentation.

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
5 – informative & indicating; 6 – service; 7 – additional information.	5 – informative & indicating; 6 – service; 7 – additional information.	
Points 5.1.2-5.1.14 (signs numbering description, signs image, application of fonts, signs scaling, text language)	Points 1.2-1.15 (the same)	High degree of conformity. Minimum differences related to native language application in the texts, as well as some particular signs described below.
-	Points 1.16-1.17	In ST RK1125 these points are not included.
5.2 Scales	2. Scales	Identical
5.2.1-5.2.5 (standard size, elements size, scale admittance)	2.1-2.5 (the same)	High degree of conformity. Point 5.2.3 of ST RK1125 is amended in comparison with point 2.3 of GOST 10807 (picture 9), adjusting standard sizes of new road signs in points 1.31.4 and 1.31.5
6 Individually designed signs - points 5.20.1, 5.20.2, 5.21.1-5.27, 5.29.1, 5.29.2, 5.31	3. Individually designed signs - points 5.20.1, 5.20.2, 5.21.1-5.27, 5.29.1, 5.29.2, 5.31	Identical.
6.1-6.22 Images presentation peculiarities, element coloring, signs and texts under signs lay-out scales, texts and text fonts, fonts size, alphabet, figures	3.1-3.22 (the same)	High degree of conformity. Differences are related to native language application in the texts under the signs.
7 Basic parameters and technical requirements	4. Technical requirements	-
7.1 Requirements to climate representing of the road signs	-	-
7.2 Requirements to constructions	4.2 Requirements to constructions	-
7.2.1 (application of retro-reflecting and non-retro-reflecting materials)	4.2.1 (the same)	In ST RK1125 this point does not include non-retro-reflecting background admittance for some particular signs.
7.2.2	4.2.2	In ST RK1125 this given point is amended with requirements to performance of rectangular

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
		panels that to be done from fluorescent retro-reflecting materials and with the reference to the relevant picture supported by appropriate lay-out solution
7.2.3 (requirements to signs construction equipped with inside lightening)	4.2.3 (the same)	High degree of conformity. In ST RK1125 the given point is amended with the reference to GOST 17677, regulating requirements to the lightening constructions under operation.
7.2.4 (requirements to corrosion prevention)	4.2.4 (the same)	High degree of conformity. In ST RK1125 the given point replaces the reference to GOST 9.403.
-	4.2.5 (performance method and colorimetric specifications)	In ST RK1125 the given requirements are presented in a separate amended and detailed chapter.
7.2.5 (color of frame and reverse side the signs)	4.2.6 (the same)	Identical.
7.2.6 (permitted base and elements fastening of the signs to be made from galvanized steel or aluminum-sheet without protective coating)	-	New point in ST RK1125
7.2.7 (application of ionic spraying and powder paints)	-	The same
7.2.8 (requirements related to optical distortion on the signs surface)	-	«
7.3 Electric and technical requirements	4.3 Electric and technical requirements	-
7.3.1-7.3.5 (requirements to fastening of signs of inside lightening to power system, dielectric resistance, wire system, ground connection)	4.3.1-4.3.5 (the same)	High degree of conformity. In ST RK1125 the references to non-functional standards are excluded.
7.3.6-7.3.8 (requirements to operated signs light diodes with inside lightening)	-	New point in ST RK1125

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
ing) 7.4 Photometric and colorimetric specifications related to inside lightning signs are presented in Appendix D	4.4.1, 4.4.2, 4.5.1	In ST RK1125 the requirements are amended accordingly to the same points in GOST 10807. Specifications of coloring coordinates values and luminance factor are changes.
7.5 Requirements to retro-reflecting materials	-	ST RK1125 introduces a new chapter describing detailed and harmonised with application requirements to retro-reflecting materials in manufacturing procedures.
7.5.1-7.5.16 (requirements to colorimetric, photometric specifications, as well as physical and mechanical properties of retro-reflecting materials depending on established types used in different conditions)	-	ST RK1125 introduces new requirements against the requirements of GOST 10807, designed with support of 3M company and taking into account harmonisation with the European requirements prEN 12899 «European Standard. Road infrastructure. Vertical motor traffic signs. Part 1. Installation of signs» (tables 8-11). Minimum value indicators of retro-reflecting coefficient presented in tables 12 and 13 of the standard are harmonised with ITC «Recommendations for European technical endorsement in accordance with article 9.2. of Council Directive dated 21 december 1998 concerning approximation

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
		of member-states' legislations related to construction materials 89/106/EEC. Micro prismatic retro-reflecting films. General procedures for assessment (CUAP), June 2002, ETA. Indicators of minimum values of retro-reflecting coefficient in table 14 (in terms of fluorescent yellow color) are harmonised with Swiss standard SN 640879 «Vertical signs of street traffic. Part 1. Road signs». Status: endorsed CEN 20 January, 2001.
8 Acceptance procedures	5. Acceptance procedures	-
8.1-8.3 (requirements to design acceptance and periodic tests of signs, as well as to test patterns selection procedures)	5.1, 5.2	In ST RK1125 the requirements are amended with the reference to testing methods and requirements for test patterns selection.
9 Testing methods	6. Testing methods	-
9.1 Physical and electro technical testing methods	-	New sub-chapter in ST RK1125
9.1.1-9.1.7 (testing of flexibility, shock strength, identification of film adhesion to signs base, resistance to weather conditions, changing of sizes, resistance to dissolvent, electro technical parameters)	6.1-6.5 (условия проведения испытаний, прочность лакокрасочных покрытий, устойчивость к воздействию воды, электротехнические параметры)	ST RK1125 is amended with new requirements on physical and electric and technical testing.
9.2 Methods of photometric and colorimetric testing	-	New chapter in ST RK1125
9.2.1-9.2.5 (measurement of signs luminance quality equipped with inside lightening, sign retro-reflecting coefficient on retro-reflecting sur-	6.6-6.10 (measurement of luminance and equitability, illumination, specific coefficient of luminous intensity, chromaticity coor-	Testing methods of ST RK1125 have been changed against GOST 10807 taking into

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
face, coloring coordinates and luminance factor)	dinates)	account new requirements to retro-reflecting materials specifications and methods of their testing.
10 Marking 11 Packaging 12 Transportation and storage	7. Marking, packaging, transportation and storage	Chapters of ST RK1125 are significantly elaborated and amended in comparison with GOST 10807.
13 Manufacturing warranty life	8. Manufacturing warranty life	In ST RK1125 warranty life of signs with retro-reflecting surface made from 1-2-3 type film is prolonged and makes: for 1-type - 5 year, 2-3 types – up to 7 years (in comparison with 1-year-warranty of GOST 10807).
Appendix A «Groups, titles, road signs images»	Table 1-7	High degree of conformity of basic road signs groups. New and corrected images of road signs are also introduced.
<i>Table A.1 – Warning signs</i>	<i>Table 1 – Warning signs</i>	
1.1 Railway crossing with barrier	1.1 Railway crossing with barrier	Identical
1.2 Railway crossing without barrier	1.2 Railway crossing without barrier	The same
1.3.1 Single-gauge railway	1.3.1 Single-gauge railway	«
1.3.2 Multiple-track railway	1.3.2 Multiple-track railway	«
1.4.1 Approaching the railway crossing	1.4.1 Approaching the railway crossing	«
1.4.2 Approaching the railway crossing	1.4.2 Approaching the railway crossing	«
1.4.3 Approaching the railway crossing	1.4.3 Approaching the railway crossing	«
1.4.4 Approaching the railway crossing	1.4.4 Approaching the railway crossing	«
1.4.5 Approaching the railway crossing	1.4.5 Approaching the railway crossing	«

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
1.4.6 Approaching the railway crossing	1.4.6 Approaching the railway crossing	«
1.5 Tram-line crossing	1.5 Tram-line crossing	«
1.6 Equivalent roads crossing	1.6 Equivalent roads crossing	«
1.7 Circular traffic crossing	1.7 Circular traffic crossing	«
1.8 Traffic light regulation	1.8 Traffic light regulation	«
1.9 Drawbridge	1.9 Drawbridge	«
1.10 Embankment gateway	1.10 Embankment gateway	«
1.11.1 Dangerous turn	1.11.1 Dangerous turn	«
1.11.2 Dangerous turn	1.11.2 Dangerous turn	«
1.12.1 Dangerous turns	1.12.1 Dangerous turns	«
1.12.2 Dangerous turns	1.12.2 Dangerous turns	«
1.13 Steep (sharp up)	1.13 Steep(sharp up)	«
1.14 Steep (sharp down)	1.14 Steep (sharp down)	«
1.15 Slippery road	1.15 Slippery road	«
1.16 Uneven road	1.16 Uneven road	«
1.16.1 Artificial roughness	-	New sign in ST RK1125
1.17 Gravel release	1.17 Gravel release	Identical
1.18.1 Road bottleneck	1.18.1 Road bottleneck	The same
1.18.2 Road bottleneck	1.18.2 Road bottleneck	«
1.18.3 Road bottleneck	1.18.3 Road bottleneck	«
1.19 Two-way traffic	1.19 Two-way traffic	«
1.20 Pedestrian crossing	1.20 Pedestrian crossing	«
1.21 Children	1.21 Children	«
1.22 Bicycle lane crossing	1.22 Bicycle lane crossing	«
1.23 Roadway maintenance	1.23 Roadway maintenance	«
1. 24 Cattle overlanding	1. 24 Cattle overlanding	«
1.25 Wild animals	1.25 Wild animals	«
1.26 Stones falling	1.26 Stones falling	«
1.27 Sidewind	1.27 Sidewind	«
1.28 Low-flying planes	1.28 Low-flying planes	«
1.29 Tunnel	1.29 Tunnel	«
1.30 Other dangers	1.30 Other dangers	«
1.31.1 Направление поворота	1.31.1 Направление поворота	«
1.31.2 Direction of turn	1.31.2 Direction of turn	«
1.31.3 Direction of turn	1.31.3 Direction of turn	«
1.31.4 Direction of turn	-	New sign in ST RK1125
1.31.5 Direction of turn	-	New sign in ST RK1125
1.32.1 Barrier by-pass	-	New sign in ST RK1125
1.32.2 Barrier by-pass	-	New sign in ST RK1125
1.32.3 Barrier by-pass	-	New sign in ST RK1125
<i>Table A.2 – Signs priority</i>	<i>Table 2 – Signs priority</i>	
2.1 Main road	2.1 Main road	Identical

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
2.2 End of main road	2.2 End of main road	The same
2.3.1 Crossing with minor road	2.3.1 Crossing with minor road	«
2.3.2 Adjoining of minor road	2.3.2 Adjoining of minor road	«
2.3.3 Adjoining of minor road	2.3.3 Adjoining of minor road	«
2.4 Yield	2.4 Yield	«
2.5 Nonstop traffic is prohibited	2.5 Nonstop traffic is prohibited	«
2.6 Oncoming traffic privileged	2.6 Oncoming traffic privileged	«
2.7 Oncoming traffic privileged	2.7 Oncoming traffic privileged	«
<i>Table A.3 – Restrictive signs</i>	<i>Table 3 – Restrictive signs</i>	
3.1 No entry	3.1 No entry	Identical
3.2 No traffic	3.2 No traffic	The same
3.3 No mechanical transport vehicle traffic	3.3 No mechanical transport vehicle traffic	«
3.4 No truck traffic	3.4 No truck traffic	«
3.5 No motorcycle traffic	3.5 No motorcycle traffic	«
3.6 No tractor traffic	3.6 No tractor traffic	«
3.7 No trailer traffic	3.7 No trailer traffic	«
3.8 No cart tractor traffic	3.8 No cart tractor traffic	«
3.9 No bicycle traffic	3.9 No bicycle traffic	«
3.10 No pedestrians	3.10 No entrance	The sign is changed in ST RK1125
3.11 Limited masses	3.11 Limited masses	Identical
3.12 Limited load on axle	3.12 Limited load on axle	The same
3.13 Height limits	3.13 Height limits	«
3.14 Width limits	3.14 Width limits	«
3.15 Length limits	3.15 Length limits	«
3.16 Minimum distance limits	3.16 Minimum distance limits	«
3.17.1 Customs	3.17 Customs	The sign is changed in ST RK1125 due to introduction a new one 3.17.2
3.17.2 Danger	-	New sign in ST RK1125
3.18.1 No turn to the right	3.18.1 No turn to the right	Identical
3.18.2 No turn to the left	3.18.2 No turn to the left	The same
3.19 No turn	3.19 No turn	«
3.20 No overtaking	3.20 No overtaking	«
3.21 End of no-overtaking zone	3.21 End of no-overtaking zone	«
3.22 No truck overtaking	3.22 No truck overtaking	«
3.23 End of no-truck-overtaking zone	3.23 End of no-truck-overtaking zone	«
3.24 Maximum speed limitation	3.24 Maximum speed limitation	«
3.25 End of maximum speed limit zone	3.25 End of maximum speed limit zone	«
3.26 No signals	3.26 No signals	«

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
3.27 Non-stop traffic	3.27 Non-stop traffic	«
3.28 No parking	3.28 No parking	«
3.29 No parking in odd days	3.29 No parking in odd days	«
3.30 No parking in even days	3.30 No parking in even days	«
3.31 End of limits zone	3.31 End of limits zone	«
3.32 No danger cargo traffic	-	New sign in ST RK1125
3.33 No explosive and flammable cargo traffic	-	New sign in ST RK1125
<i>Table A.4 – Mandatory signs</i>	<i>Table 4 – Mandatory signs</i>	
4.1.1 Traffic straight	4.1.1 Traffic straight	Identical
4.1.2 Traffic to the right	4.1.2 Traffic to the right	The same
4.1.3 Traffic to the left	4.1.3 Traffic to the left	«
4.1.4 Traffic straight or to the right	4.1.4 Traffic straight or to the right	«
4.1.5 Traffic straight or to the left	4.1.5 Traffic straight or to the left	«
4.1.6 Traffic to the right or left	4.1.6 Traffic to the right or left	«
4.2.1 By-passing barrier at the right	4.2.1 By-passing barrier at the right	«
4.2.2 By-passing barrier at the left	4.2.2 By-passing barrier at the left	«
4.2.3 By-passing barrier at the right or left	4.2.3 By-passing barrier at the right or left	«
4.3 Circulate traffic	4.3 Circulate traffic	«
4.4 Car traffic	4.4 Car traffic	«
4.5 Bicycle path	4.5 Bicycle path	«
4.6 Pedestrian path	4.6 Pedestrian path	«
4.7 Minimum speed limitation	4.7 Minimum speed limitation	«
4.8 End of Minimum speed limitation zone	4.8 End of Minimum speed limitation zone	«
4.9.1 Danger cargo vehicles traffic direction	-	New sign in ST RK1125
4.9.2 Danger cargo vehicles traffic direction	-	New sign in ST RK1125
4.9.3 Danger cargo vehicles traffic direction	-	New sign in ST RK1125
<i>Table A.5 – Informative and indicating signs</i>	<i>Table 5 – Informative and indicating signs</i>	
5.1 Motor highway	5.1 Motor highway	Identical
5.2 End of motor highway	5.2 End of motor highway	The same
5.3 Automobiles roadway	5.3 Automobiles roadway	«
5.4 End of automobiles roadway	5.4 End of automobiles roadway	«
5.5 One-way road	5.5 One-way road	«
5.6 End of one-way road	5.6 End of one-way road	«
5.7. Gateway to one-way road	5.7.1 Gateway to one-way road	«
5.7.2 Gateway to one-way road	5.7.2 Gateway to one-way road	«
5.8.1 Lanes traffic direction	5.8.1 Lanes traffic direction	«

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
5.8.2 Lane traffic direction	5.8.2 Lane traffic direction	«
5.8.3 Beginning of lane	5.8.3 Beginning of lane	«
5.8.4 Beginning of lane	5.8.4 Beginning of lane	«
5.8.5 End of lane	5.8.5 End of lane	«
5.8.6 End of lane	5.8.6 End of lane	«
5.8.7 Lanes traffic direction	5.8.7 Lanes traffic direction	«
5.8.8 Lanes traffic direction	5.8.8 Lanes traffic direction	«
5.9 Common operation transport vehicles lane	5.9 Common operation transport vehicles lane	«
5.10.1 Road with common operation transport vehicles lane	5.10.1 Road with common operation transport vehicles lane	«
5.10.2 Gateway to road with common operation transport vehicles lane	5.10.2 Gateway to road with common operation transport vehicles lane	«
5.10.3 Gateway to road with common operation transport vehicles lane	5.10.3 Gateway to road with common operation transport vehicles lane	«
5.10.4 End of shuttle transport vehicle lane road	5.10.4 End of shuttle transport vehicle lane road	«
5.11.1 Turn place	5.11.1 Turn place	«
5.11.2 Turn zone	5.11.2 Turn zone	«
5.12 Bus and /or trolleybus stop point	5.12 Bus and /or trolleybus stop point	«
5.13 Tram stop point	5.13 Tram stop point	«
5.14 Taxi-car parking place	5.14 Taxi-car parking place	«
5.15 Stop	5.15 Stop	«
5.16.1 Pedestrian crossing	5.16.1 Pedestrian crossing	«
5.16.2 Pedestrian crossing	5.16.2 Pedestrian crossing	«
5.17.1 Underground pedestrian crossing	5.17.1 Underground pedestrian crossing	«
5.17.2 Underground pedestrian crossing	5.17.2 Underground pedestrian crossing	«
5.17.3 Land pedestrian crossing	5.17.3 Land pedestrian crossing	«
5.17.4 Land pedestrian crossing	5.17.4 Land pedestrian crossing	«
5.18 Recommended speed	5.18 Recommended speed	«
5.19.1 Dead end	5.19.1 Dead end	«
5.19.2 Dead end	5.19.2 Dead end	«
5.19.3 Dead end	5.19.3 Dead end	«
5.20.1 Preliminary direction indicator	5.20.1 Preliminary direction indicator	Change of image pattern of direction in ST RK1125 taking into account Kazakhstan city names
5.20.2 Preliminary direction indicator	5.20.2 Preliminary direction indi-	The same

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
	cator	
5.20.3 Traffic diagram	5.20.3 Traffic diagram	Identical
5.21.1 Direction indicator	5.21.1 Direction indicator	Change of image pattern of direction in ST RK1125 taking into account Kazakhstan inhabitant area names
5.21.2 Direction indicator	5.21.2 Direction indicator	The same
5.22 Beginning of inhabited area	5.22 Beginning of inhabited area	«
5.23 End of inhabited area	5.23 End of inhabited area	«
5.24 Beginning of inhabited area	5.24 Beginning of inhabited area	«
5.25 End of inhabited area	5.25 End of inhabited area	«
5.26 Name of site	5.26 Name of site	«
5.27 Distances indicator	5.27 Distances indicator	«
5.28 Distance mark	5.28 Distance mark	Identical
5.29.1 Route number	5.29.1 Route number	The same
5.29.2 Route number	5.29.2 Route number	«
5.30.1 Truck traffic direction	5.30.1 Truck traffic direction	«
5.30.2 Truck traffic direction	5.30.2 Truck traffic direction	«
5.30.3 Truck traffic direction	5.30.3 Truck traffic direction	«
5.31 By-passing diagram	5.31 By-passing diagram	Change of image pattern of direction in ST RK1125 taking into account Kazakhstan inhabitant area names
5.32.1 By-passing direction	5.32.1 By-passing direction	Bilingual text on the sign in ST RK1125 (native and Russian languages)
5.32.2 By-passing direction	5.32.2 By-passing direction	The same
5.32.3 By-passing direction	5.32.3 By-passing direction	«
5.33 Stop-line	5.33 Stop-line	«
5.34.1 Preliminary indicator of other roadway shifting	5.34 Preliminary indicator of other roadway shifting	Changing of the sign in ST RK1125 due to introducing new 5.34.2
5.34.2 Preliminary indicator of other roadway shifting	-	New sign in ST RK1125
5.35 Reversible traffic	-	New sign in ST RK1125
5.36 End of reversible traffic	-	The same
5.37 Gateway to reversible traffic	-	«
5.38 Residential zone	5.35 Residential zone	Changing of the sign in ST RK1125 due to introducing new 5.35-5.37
5.39 End of residential zone	5.36 End of residential zone	The same

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
<i>Table A.6 – Service signs</i>	<i>Table 6 – Service signs</i>	
6.1 First (medical)aid point	6.1 First (medical)aid point	Identical
6.2 Hospital	6.2 Hospital	The same
6.3 Gas station	6.3 Gas station	«
6.4 Automobile technical maintenance	6.4 Automobile technical maintenance	«
6.5 Car wash station	6.5 Car wash station	«
6.6 Telephone	6.6 Telephone	«
6.7 Catering	6.7 Catering	«
6.8 Drinking water	6.8 Drinking water	«
6.9 Hotel or motel	6.9 Hotel or motel	«
6.10 Camping	6.10 Camping	«
6.11 Place for rest	6.11 Place for rest	«
6.12 Traffic police station	6.12 GAI station	Image and title correction in ST RK1125 taking into account newly accepted name of the authorised body in the field of road safety in the Republic of Kazakhstan
6.13 Transport control station	-	New sign in ST RK1125
<i>Table A.7 – Addition information signs</i>	<i>Table 7 – Addition information signs</i>	
7.1.1 Distance to the site	7.1.1 Distance to the site	Identical
7.1.2 Distance to the site	7.1.2 Distance to the site	The same
7.1.3 Distance to the site	7.1.3 Distance to the site	«
7.1.4 Distance to the site	7.1.4 Distance to the site	«
7.2.1 Coverage area	7.2.1 Coverage area	«
7.2.2 Coverage area	7.2.2 Coverage area	«
7.2.3 Coverage area	7.2.3 Coverage area	«
7.2.4 Coverage area	7.2.4 Coverage area	«
7.2.5 Coverage area	-	New sign in ST RK1125
7.2.6 Coverage area	-	The same
7.3.1 Direction of operation	7.3.1 Direction of operation	Identical
7.3.2 Direction of operation	7.3.2 Direction of operation	The same
7.3.3 Direction of operation	7.3.3 Direction of operation	«
7.4.1 Transport vehicle type	7.4.1 Transport vehicle type	«
7.4.2 Transport vehicle type	7.4.2 Transport vehicle type	«
7.4.3 Transport vehicle type	7.4.3 Transport vehicle type	«
7.4.4 Transport vehicle type	7.4.4 Transport vehicle type	«
7.4.5 Transport vehicle type	7.4.5 Transport vehicle type	«
7.4.6 Transport vehicle type	7.4.6 Transport vehicle type	«
7.4.7 Transport vehicle type	7.4.7 Transport vehicle type	«

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
7.4.8 Transport vehicle type	-	New sign in ST RK1125
7.5.1 Weekend (Saturday-Sunday)& holidays	7.5.1 Weekend (Saturday-Sunday)& holidays	Identical
7.5.2 Working days	7.5.2 Working days	The same
7.5.3 Week days	7.5.3 Week days	«
7.5.4 Operational time	7.5.4 Operational time	«
7.5.5 Operational time	7.5.5 Operational time	«
7.5.6 Operational time	7.5.6 Operational time	«
7.5.7 Operational time	7.5.7 Operational time	«
7.6.1 Transport vehicle parking way	-	New sign in ST RK1125
7.6.2 Transport vehicle parking way	7.6.1 Transport vehicle parking way	Changing of the sign in ST RK1125 due to introducing new 7.6.1
7.6.3 Transport vehicle parking way	7.6.2 Transport vehicle parking way	The same
7.6.4 Transport vehicle parking way	7.6.3 Transport vehicle parking way	«
7.6.5 Transport vehicle parking way	-	New sign in ST RK1125
7.6.6 Transport vehicle parking way	7.6.4 Transport vehicle parking way	Changing of the sign in ST RK1125 due to introducing new 7.6.1 и 7.6.5
7.6.7 Transport vehicle parking way	-	New sign in ST RK1125
7.6.8 Transport vehicle parking way	7.6.5 Transport vehicle parking way	Changing of the sign in ST RK1125 due to introducing new 7.6.1, 7.6.5 и 7.6.7
7.6.9 Transport vehicle parking way	-	New sign in ST RK1125
7.7 Parking for non-operational engine	7.7 Parking for non-operational engine	Identical
7.8 Chargeable services	7.8 Chargeable parking	New sign in ST RK1125
7.9 Limited-in-time parking place	7.9 Limited-in-time parking place	Identical
7.10 Transport inspection place	7.10 Transport inspection place	The same
7.11 Full mass limitation	7.11 Full mass limitation	«
7.12 Dangerous road side	7.12 Dangerous road side	«
7.13 Main road direction	7.13 Main road direction	«
7.14 Driving lane	7.14 Driving lane	«
7.15 Blind pedestrians	7.15 Blind pedestrians	«
7.16 Wet surface	7.16 Wet surface	«
7.17 Invalids	-	New sign in ST RK1125
7.18 Except invalids	-	The same
7.19 Dangerous cargo class	-	«
ST RK1124-2003	GOST 13508-74 «Road marking»	

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
Title «Road traffic engineering. Road marking. Technical specifications»	Title «Road marking»	ST RK1124-2003 is amended regarding GOST 13508-74 through grouped title «Road traffic engineering» and specific title such as «Technical specifications»
Introduction (point 5 was added with info on harmonisation of standard on the basis of the British standard BS EN 1436:2000 “Materials for road marking. Operational qualities of road marking for road users”	Introduction	-
1 Application field	Application field	Not principal differences in stylistics of the text in the part concerning standard coverage area (application field).
2 Regulative references	-	References to standards are presented and used in the text.
3 Definitions	-	Definitions are presented to a better understanding of the standard provisions
4 Indicators and abbreviations	-	New chapter is introduced containing explanation of abbreviations and shortenings.
5 Road markings classifications	-	New chapter is introduced to group the requirements on road marking classification.
5.1-5.3 (classification principles per groups and types)	1.2, 1.3	The same
6 Technical requirements	4. Technical requirements	
6.1 (road marking ways)	4.1 (the same)	In point 6.1 of ST RK1124 ways of road markings are more detailed supported by reference to GOST 23457, establishing road marking application rules aimed at avoiding re-

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
		requirements mentioned in GOST 13508.
6.2 (purpose, numbers, form, color and marking types sizes in Appendixes A and B, letter and figure – Appendix C)	1.3 (the same in table 1 and 2 & append.)	
6.3, 6.4 (admissible deviations from the design lay-out and road marking sizes)	-	New points in ST RK1124
6.5 (lifting indicator of the markings and retro-reflectors above the roadway)	4.2 (the same)	Practically identical.
6.6 (requirements to road marking traction coefficient)	-	New point in ST RK1124
6.7 (requirements to functional durability of the road marking durability)	-	The same
6.8 (requirements to retro-reflecting materials usage depending on road categories)	4.4 (retro-reflecting materials usage on «Highway roads»)	ST RK1124 introduces application of retro-reflecting materials depending on road categories.
6.9 (requirement to previous markings elimination while application a new one)	4.6 (the same)	Practically identical.
6.10 (requirements to temporal markings)	-	Новый пункт ST RK1124
6.11 (requirements to daily sighting coefficient depending on marking color, road pavement type for such marking area, as well as road category)	-	The same
6.12, 6.12.1, 6.12.2 (requirements to retro-reflecting coefficient of the road marking depending on its color, state and road category)	-	«
6.13 (requirements to road marking brightness coefficient depending on marking color, road pavement type of such marking area and road category)	-	«
6.14 (requirements to colorimetric specifications of the road markings)	-	«
6.15 (requirements to cohesion coefficient of road markings in a wet condition depending on road category)	-	«

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
6.16 (requirements to retro-reflecting materials usage for marking works along the roads without artificial light)	4.7 (the same)	ST RK1124 clarifies marking numbers meeting these requirements and removes directive on 2/3 line coverage. Retro-reflecting marking is to be performed across the whole width of the line.
6.17 (requirement to retro-reflecting color of the elements at protecting and directing installations)	4.8 (the same)	ST RK1124 uses simpler explanation regarding GOST 13508 without marking type and angle of slope at the surface of the retro-reflecting element
-	2 Conditions of horizontal road marking application (requirements of points 2.1; 2.2; 2.2.1-2.2.5; 2.3; 2.3.1-2.3.4; 2.4; 2.4.1-2.4.12)	Excluded from ST RK1124 aimed at overlapping avoiding of the special GOST 23457 (further replaced with ST RK1412), containing similar requirements.
-	3 Conditions of vertical road marking application (requirements 3.1-3.7)	The same
7 Testing methods of road marking parameters (photometric and colorimetric characteristics and cohesion coefficient)		New chapter in ST RK1124
Appendix A «Horizontal road marking», table A.1	Table 1 Horizontal road marking	
1.1 Division between flow traffic along opposite directions. Marking of lane edges. Marking of roadway edges. Marking of roadway edges where it's not allowed to get to. Marking of parking place edges	1.1 The same	ST RK1124 indicates maximum thickness of marking line at 0,10-0,15 (against 0,10 in GOST 13508).
1.2 Marking of roadway edges along highways	1.2 The same	ST RK1124 indicates maximum thickness of marking line at 0,10-0,20 (against 0,20 in GOST 13508).
1.3 Separation of traffic flows along	1.3 The same	ST RK1124 indicates

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1	2	3
opposite directions		maximum distances between the marking lines and their thickness at 0,10-0,15 (against 0,10 in GOST 13508).
1.4 Marking of roadway edges where it's not allowed to get to.	1.4 The same	ST RK1124 indicates maximum thickness of marking line at 0,10-0,15 (against 0,10 in GOST 13508).
1.5 Separation of traffic flows along opposite directions Marking of lane edges.	1.5 The same	The same
1.6 Marking of approaching the continuous line of road marking	1.6 The same	«
1.7 Marking of lane edges around crossing areas	1.7 The same	«
1.8 Marking of division between acceleration and deceleration lanes (speed change lane) and main roadway	1.8 The same	ST RK1124 introduces clarifications on road marking thickness depending on the type of the road under marking.
1.9 Marking of lane edges along reversing regulation maintained. Division of traffic flows onto opposite directions.	1.9 The same	ST RK1124 indicates maximum distances between marking lines at 0,10-0,18 (against 0,10 in GOST 13508) as well as marking line thickness at 0,10-0,20 (against 0,10 in GOST 13508).
1.10 Marking of 'no parking' areas	1.10 The same	ST RK1124 indicates maximum thickness of marking line at 0,10-0,15 (against 0,10 in GOST 13508).
1.11 Marking of areas where it's necessary to allow traffic only along broken line (in the areas of turn, exit, entrance to parking places, gas stations, shuttle transport stop places, etc.).	1.11 The same	ST RK1124 clarifies application area of the road marking.

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
Division of traffic flows along opposite and accompanying directions, which are the place where it's necessary to limit roadway maneuverings.		
1.12 Marking of transport stop place – stop-line	1.12 The same	Identical.
1.13 Marking of mandatory yield	1.13 The same	The same
1.14.1 Marking of pedestrian passing - «zebra» at $6,00 \geq P \geq 4,00$	1.14 The same	ST RK1124 clarifies the width $3a$ the lanes taking into account traffic speeds of below and beyond 60kmph.
1.14.2 Marking of pedestrian passing at $P \geq 6,00$	-	New type of road markings in ST RK1124
1.14.3 Marking of pedestrian passing at regulated crossings	-	The same
1.15 Marking of bicycle passing	1.15 The same	Identical
1.16.1 Marking of island sites dividing traffic flows of opposite directions	1.16.1 The same	The same
1.16.2 Marking of island sites dividing traffic flows of the same direction	1.16.2 The same	ST RK1124 designates the scales which are not available at the related figure in GOST 13508.
1.16.3 Marking of island sites at the place of their junction	1.16.3 The same	The same
1.17 Marking of shuttle transport stop place (buses, trolleybuses) and taxi stop places	1.17 The same	Identical.
1.18 Marking of lane traffic (see Appendix C)	1.18 The same	The same
1.19 Designation of approaching bottlenecking roadway or continuous line of the lengthwise marking 1.1 (see Appendix C)	1.19 The same	«
1.20 Designation of approaching the transversal marking 1.13 (see Appendix C)	1.20 The same	«
1.21 Designation of approaching the transversal marking 1.12 (see Appendix C)	1.21 The same	ST RK1124 replaces sign «СТОП» (rus.) to «STOP»
1.22 Designation of the road number	1.22 The same	ST RK1124 the figure is

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
(see Appendix C)		amended by two options of roads numbering.
1.23 Designation of the roadway intended exceptionally for shuttle transport traffic (buses, trolley-buses) (see Appendix C)	1.23 The same	Identical.
1.24.1 Duplicating of warning road signs **	-	New road marking type in ST RK1124
1.24.2 Duplicating of restrictive road signs	-	The same
1.24.3 Duplicating of the "Invalids" road sign**	-	«
1.25 Designation of artificial roughness	-	«
Appendix B «Vertical road marking», table B.1	Table 2 Vertical marking	
2.1.1-2.1.3 Designation of vertical surfaces of road facilities (bridge footings, overpasses, end parts parapets, etc.): 2.1.1 – at the left from the roadway; 2.1.2 – along the roadway; 2.1.3 – at the right from the roadway	2.1 The same	ST RK1124 upgrades the figure taking into account the options on localization of the columns at the left from the roadway, along the roadway and at the right from the roadway accordingly.
2.2 Designation of the bottom edge of the overpasses span and bridge truss	2.2 The same	Identical
2.3 Designation of the round pedestal at island sites	2.3 The same	The same
2.4 Designation of signal columns, obstacles, footing of cable fences and etc.	2.4 The same	ST RK1124 the figure is upgraded with the image of a column with lane slope to the opposite side.
2.5 Designation of side parts of roadway fencing along dangerous areas	2.5 The same	Identical.
2.6 Designation of side surfaces of road fencing	2.6 The same	The same
2.7 Designation of borders along dangerous area and side surfaces in elevated safety island sites	2.7 The same	«
Appendix C «Required forms and	Schemes 9; 11; 12; 13; 14; 15;	The figure in ST

Designation and titles of functional standard of the Republic of Kazakhstan, number and name of its structural standard elements	Designation and titles of functional standard of the Kyrgyz Republic and the Republic of Tajikistan, number and name of its structural standard element	Degree of conformity and explanation of the identified differences
1	2	3
sizes»	16; 17; 18; 22; 23	<p>RK1124 related to scheme 11 is upgraded with the image of arrow and dead end as well as the scale table is upgraded in sizes accordingly.</p> <p>The figure in ST RK1124 related to scheme 14 is replaced with the image «STOP» instead of «СТОП» (in Russian).</p> <p>Figures of ST RK1124 related to schemes 22 and 23 clarify column elements scales.</p>
Appendix D «Requirements BS EN 1436 «Materials for road markings. Operational properties of road intended for road users»	-	New appendix in ST RK1124 harmonised with the relative standard adjusting methods of skidding resistance testing.
-	Schemes 1-8; 10; 18-21	In ST RK1124 similar schemes to the indicated ones are not available in order to avoid overlapping with the GOST 23457 requirements.

2.6.2 ST RK1412-2005 standard on “Technical means of traffic organisation. Operation rules” was introduced in order to replace the GOST 23457-86 “Technical means of traffic organisation. Operation rules” and established additional requirements in the part of road signs application (road signs 1.16.1, 1.31.4, 1.31.5, 1.32.1, 1.32.2, 1.32.3, 3.32, 3.33, 4.9.1, 4.9.2, 4.9.3, 5.38, 5.39, 6.13, 7.19 – please see the description of the road signs in table 2 of the ST RK1125 standard) intended for the road safety services upgrading. Emphasis of the standardization was stressed on the rules to provide technical traffic organisation means (facilities), including road signs, marking, traffic lights, direction facilities and barrier fences across highways, urban streets and inhabited points.

The standard sets forth the localization and the distances where the road signs, marking, traffic lights and directive facilities or barrier fences should be installed regarding each other, as well the road, taking into account limited area spaces.

The difference between the revised GOST 23457-86 and the given standard is that the latter is introducing 15 additional road sign and 4 road marking types, which have not been applied before in the Republic, but are envisaged in the Convention on road traffic, road signs and signals. It also includes such road signs as “Class of dangerous cargo (7.19)”, “Residential area” (5.38) and “End of residential area” (5.39), “Artificial roughness” (1.16.1), road marking “Duplication of warning road signs”, “Duplication of prohibiting road signs”, “Duplication of the road sign ‘Invalids’”, “Designation of artificial roughness” (please see table 1 and descriptions given in table 2).

Application of newly introduced means intended for a proper traffic organisation will allow to widen implementation effect of the international rules in terms of their relevant operation in traffic, as well as to take into account climate, geographic conditions and road safety environment of Kazakhstan (speed regime, landscape, popularization of the territory, etc.), to decrease quantities and consequences of the road accidents.

Based on the mentioned above standards comparison the following conclusions are made:

1. The basic differences between the operated Kazakh standard ST RK1125-2002 “Road signs. General technical provisions” and the GOST 10807-78 “Road signs. General technical provisions” operated in other project states are laid in elaboration of *ST RK1125 standard correlated to the GOST 10807, which included new requirements harmonised with the European ones in the sphere of modern retro-reflecting materials usage, as well as in terms of expanding of road signs nomenclature by means of introducing new road signs (1.16.1- Artificial roughness; 1.31.4, 1.31.5 – Direction of the turn; 1.32.1, 1.32.2, 1.32.3- by-passing of the obstacle; 3.17.2 - Danger; 3.32 – No transport vehicles with dangerous cargo; 3.33 Traffic of transport vehicles loaded with explosive and flammable freight is prohibited; 4.9.1, 4.9.2, 4.9.3 Traffic direction for transport vehicles loaded with dangerous cargoes; 5.34.2 Preliminary indicator of another lane shifting; 5.35 Reversible traffic; 5.36 End of reversible traffic; 5.37 Entrance to reversible traffic road; 6.13 Transport control point; 7.2.5, 7.2.6 Coverage area; 7.4.8 Transport vehicle type; 7.6.1, 7.6.5, 7.6.7, 7.6.9 Way of transport vehicle parking; 7.17 Invalids; 7.18 Expect invalids; 7.19 Dangerous cargo class).*

Correction of some particular road signs have been produced due to the requirement urged on usage of the native language in the road signs title, like - 5.20.1, 5.20.2 Preliminary direction indicator; 5.21.1 Direction indicator, 5.21.2 Directions indicator, 5.22 Entrance to inhabited point, 5.23 End of inhabited point, 5.24 Entrance to inhabited point, 5.25 Entrance to inhabited point, 5.26 Site name, 5.27 Indicator of distances, 5.31 By-passing scheme, 5.32.1, 5.32.2, 5.32.3 Direction of by-passing, 5.33 Stop-line, 6.12 Road police point;

Remark – In the Republic of Uzbekistan the references to GOST 10807-78 and GOST 23457-86 are excluded from the Traffic rules. But at the same time the elaboration of some road signs referred to in the Traffic rules was accomplished (please see table 2).

2. Basic principle differences between the acting in Kazakhstan ST RK1124-2003 “Technical facilities of road traffic organisation. Road markings. Technical requirements” and GOST 13508-74 “Road markings” used in other countries (Kyrgyzstan, Tajikistan) *stand for establishment of such requirements that are harmonised with European standards regarding temporal markings (6.10), photometric and colorimetric features applied for retro-reflecting materials production and based on the road categories and pavement types (6.11, 6.12, 6.12.1, 6.12.2, 6.13, 6.14), coefficient of road marking material cohesion (6.15) and methods of control these characteristics (chapter 7), as well as newly amended road marking types (1.14.2 Designation of pedestrian passing at $P \geq 6,00$; 1.14.3 designation of pedestrian passing at regulated crossings; 1.24.1 Duplication of warning road signs; 1.24.2 Duplication of prohibiting road signs; 1.25 Designation of artificial roughness; 1.24.3 Duplication of “Invalids” road sign.*

Remark – In the Republic of Uzbekistan the references to GOST 13508-86 and GOST 23457-86 are excluded from the Traffic rules. But at the same time the elaboration of some road signs referred to in the Traffic rules was accomplished (please see table 2).

3. Having analyzed and compared the standard of the Republic of Kazakhstan ST RK1412-2005 «Technical means of traffic organisation. Operational provisions» and GOST 23457-86 “Technical means of traffic organisation. Operational provisions” operated in other states (Kyrgyzstan and Tajikistan), it can be concluded that *the basic differences of these standards from each other are related to the differences which have been examined and presented at Table 1 in the part of road signs and markings standards, as the standard establishes their application rules, namely the ones established on the basis of additional road signs and markings.*

3 Comparative investigation in terms of conformity to the requirements on road signs and signals, as well as road markings, elaborated in the Vienna Convention on road signs and signals (of 1968)

As noted in the Introductory part, all Central Asian states joined the Convention on road signs and signals (E/CONF.56/17/Rev.1), therefore to achieve a greater level of the rules unification in the sphere of road signs, marking and signals regulation, it is necessary to ensure a proper harmonisation of the related national standards with the given Convention requirements.

Such harmonisation shall be conducted taking into account last modifications and additions, elaborated by the UNECE Inland Transport Committee and the Convention on road signs and signals of 1968.

In particular, we mean two amendment codes to the Convention (please see the documents ECE/TRANS/90/Rev.2, TRANS/WP.1/2003/3/Rev.4 и Corr.1) and the European agreement (please see the documents ECE/TRANS/92/Rev.2 и TRANS/WP.1/2003/4/Rev.4), which came into force in November 1995 and March 2006 accordingly and concern the modification made to the Protocol to European agreement (please see the document ECE/TRANS/WP.1/2003/5/Rev.4) entered into effect in March 2006.

In order to identify a degree of the national rules conformity (analyzed in Chapter 2 of the given report) to the Convention on road signs and signals, it is necessary to analyze the structure and requirements containing in the Convention on road signs and signals (of 1968), as well as its related

amending documents as the European agreement amending the Convention on road signs and signals opened for signing in Vienna on 8 November 1968 (done in Geneva on 1 May 1971, including modifications entered into effect on 27 November 1995 and modifications entered into effect on 28 March 2006), it also embraces the Protocol on road markings to the European agreement amending the Convention on road signs and signals of 1968 (done in Geneva on 1 March 1973, including the modifications entered into effect on 28 March 2006), and to compare them with similar requirements of the rules entered in the CA states).

The European agreement amending the Convention on road signs and signals open for signing in Vienna on 8 November 1968 (done in Geneva on 1 May 1971) and the Protocol to the European agreement (amending the Convention on road signs and signals of 1968) on road marking (done in Geneva on 1 March 1973) have not been ratified by any CA state by 10 December 2008.

Requirement of Chapter 1, General provisions, Article 1, Definitions of the Conventions on road signs and signals establishes terminologies and concepts, which in general conform to the terminologies used in the Traffic rules and operated in the CA states. There are the differences which are in line with the semantic meaning of the terminologies in the context of the conducted investigation.

Terms like "bicycle traffic lane" and "bicycle path" are not available.

The concept like "Automobile highway" in the Convention has a deeper and more detailed explanation, than the one in the Traffic rules.

The term like "traffic direction" is not available.

1. In the system prescribed by the Convention on road signs and signals, the signal signs categories are differentiated as follows:

- a) signs warning on dangers: these signs are aimed at warning the road users about dangers existing on the roads and the nature of the danger;
- b) signs stand for mandatory prescription: these signs are aimed at informing the road users on conditions, limits and special prohibitions to be observed. They are divided onto:
 - i) signs of right to drive preference;
 - ii) prohibiting and limiting signs;
 - iii) prescribed signs;
 - iv) signs of special prescriptions;
- c) directive signs: these signs are aimed at providing the road users with necessary info and other useful instructions in the process of transport operation. They are divided into:
 - i) informative signs and signs designating sites locations as well as service signs;
 - ii) direction indicators and informative & indicative signs: preliminary direction indicators; direction signs, routing transport model; title indicators; direction signs; confirmative signs; directive signs;
 - iii) additional data plates.

Standards and rules which are being operated in the CA states (ST RK1125; ST RK1412; GOST 10807; GOST 23457; Traffic rules) establish the following road signs groupings:

- 1 Warning;
- 2 Prioritized;
- 3 Prohibiting;
- 4 Prescribing;
- 5 Informative & directive (including individual design signs);
- 6 Services;
- 7 Additional information data plates.

Road sign groups introduced by the CA standards in general conform to the requirements of the Convention on signs and signals; however the Convention provides more detailed gradation of the signs.

ARTICLE 7 of the Convention on road signs and signals establishes the following requirements regarding mandatory usage of the retro-reflective materials:

1. It's recommended to envisage mandatory application of illuminated or retro-reflecting signs (in particular warning, prescribing and directive ones, provided that they do not entail recklessness of the road users) for ensuring a better visibility and readability of the signs at night time.

2. The negotiating parties can also settle the issues related to the usage of fluorescent materials; in such case they are to identify the signs where mentioned materials can be used.

3. In the national legislations - the rules on operation of illuminated, retro-reflecting and fluorescent signs should be established. The rules should prescribe conditions, when each class of the retro-reflecting materials is to be used.

Such requirements are adequately reflected in the standard of the Republic of Kazakhstan ST RK1125 harmonised with the European standards regarding retro-reflecting materials usage. In the standards and rules operated in Uzbekistan, Kyrgyzstan, Tajikistan such requirements were not considered.

Table 2 presents comparative analyze on road signs established by the Convention on road signs and signals of 1968 (taking into account the last amendments and additions) and related road signs with national standards and rules entered into force in the CA states.

Table 2















Designation, number and title of the road sign in accordance with the UN Convention on road signs and signals of 1968	Designation, number and title of the road signs in accordance with ST RK1125-2002 "Road signs. General technical conditions» (the Republic of Kazakhstan)	Designation, number and title of the road signs in accordance with Road traffic rules of the Republic of Uzbekistan	GOST 10807-78 «Road signs. General technical conditions» (the Kyrgyz Republic and the Republic of Tajikistan)	Conformity degree and justification of the existing differences
1	2	3	4	5
<p align="center">Appendix 1, Chapter A Warning signs</p>				
 <p align="center">A, 1^a «Turn to the left»</p>	 <p align="center">1.11.2. «Dangerous turn»</p>	<p align="center">→ The same</p>	<p align="center">→ The same</p>	<p>Not significant differences in design (imitation of arrow in the sign A, 1^a)</p>
 <p align="center">A, 1^b «Turn to the right»</p>	 <p align="center">1.11.1. «Dangerous turn»</p>	<p align="center">→ The same</p>	<p align="center">→ The same</p>	<p>Not significant differences in design (imitation of arrow in the sign A, 1^b)</p>







Table 2 continuation

1	2	3	4	5
 <p>A, 1° «Dual turn or more than two turns one after another with the first turn to the left»</p>	 <p>1.12.2. «Dangerous turns»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in design (imitation of arrow in the sign A, 1°)</p>
 <p>A, 1°d «Dual turn or more than two turns one after another with the first turn to the right»</p>	 <p>1.12.1 «Dangerous turns»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in design (imitation of arrow in the sign A, 1°d)</p>
 <p>A, 2°a «Steep down»</p>	 <p>1.13. «Steep down»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>







Продолжение таблицы 2

1	2	3	4	5
 A, 2 ^с «Steep down»	-	-	-	The given option of sign A, 2 is not used in the CA states
 A, 3 ^а «Steep up»	 1.14. «Steep up»	→ The same	→ The same	Identical.
 A, 3 ^с «Steep up»	-	-	-	The given option of sign A, 3 is not used in the CA states






Продолжение таблицы 2

1	2	3	4	5
 <p>A, 4^a «Road bottleneck»</p>	 <p>1.18.1, 1.18.2. «Road bottleneck»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
 <p>A, 4^b «Road bottleneck»</p>	 <p>1.18.3. «Road bottleneck»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
 <p>A, 5 «Drawbridge»</p>	 <p>1.9. «Drawbridge»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>









Продолжение таблицы 2

1	2	3	4	5
 <p>A, 6 «Gateway to embankment or river bank»</p>	 <p>1.10. «Gateway to embankment»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
 <p>A, 7a «Rough road»</p>	 <p>1.16. «Rough road»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical.</p>
 <p>A, 7b «Rough road (thornback bridges, hillock)»</p>	 <p>1.16.1 «Artificial roughness»</p>	<p>-</p>	<p>-</p>	<p>Identical.</p>






Продолжение таблицы 2

1	2	3	4	5
 <p>A, 7c «Rough road (pot-holes)»</p>	-	-	-	The sign is not available in standards and rules of the CA states
 <p>A, 8 «Dangerous edges»</p>	 <p>7.12. «Dangerous edge»</p>	→ The same	→ The same	The CA states use the sign included in the “Signs of additional information” group.
 <p>A, 9 «Slippery road»</p>	 <p>1.15. «Slippery road»</p>	→ The same	→ The same	Some differences not significant in meaning, of a designing nature. A, 9 is preferable.







Продолжение таблицы 2

1	2	3	4	5
 <p>A, 10^a «Gravel release»</p>	 <p>1.17. «Gravel release»</p>	 <p>1.17. «Gravel release»</p>	 <p>1.17. «Gravel release»</p>	<p>Not significant differences in design</p>
 <p>A, 11^a «Stones falling»</p>	 <p>1.26. «Stones falling»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Some differences not significant in meaning of a designing nature.</p>
 <p>A, 12^a «Pedestrian passing»</p>	 <p>1.20. «Pedestrian passing»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>A, 12b «Pedestrian passing»</p>	-	-	-	The sign option (A, 12) is not available in standards and rules of the CA states
 <p>A, 13 «Children»</p>	 <p>1.21. «Children»</p>	→ The same	→ The same	Simplified design of sign 1.21
 <p>A, 14 «Running of bicyclists»</p>	 <p>1.22. «Crossing with bicycle path»</p>	→ The same	→ The same	Simplified design of sign 1.22




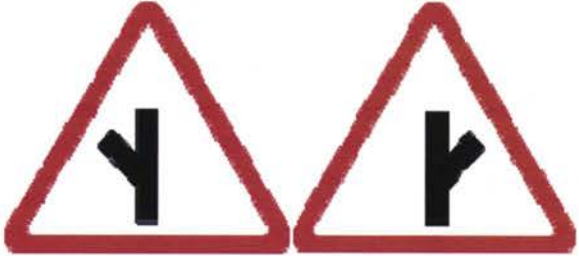
Продолжение таблицы 2

1	2	3	4	5
 A, 15 ^a «Place of cattle overlanding and emergence of other animals»	 1.24. «Cattle overlanding»	→ The same	→ The same	Simplified design of sign 1.24
 A, 15 ^b «Place of cattle overlanding and emergence of other animals»	 1.25. «Wild animals»	→ The same	→ The same	Not significant differences in design
 A, 16 «Repairing works»	 1.23. «Road maintenance works»	→ The same	→ The same	Simplified design of sign 1.23




Продолжение таблицы 2

1	2	3	4	5
 <p>A, 17^a «Color signaling»</p>	 <p>1.8. «Color regulation».</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
 <p>A, 17^b «Color signaling»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not available in standards and rules of the CA states</p>
 <p>A, 17^c «Color signaling»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>The same</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>A, 18^a «Crossing – privileged passing is defined through commonly accepted rule on privileged passing»</p>	 <p>1.6. «Crossing of equitable roads»</p>	-	-	Some differences not significant in meaning of the sign title. The design is identical.
 <p>A, 18^c «Crossing – privileged passing is defined through commonly accepted rule on privileged passing»</p>	-	-	-	This sign is not available in standards and rules of the CA states
 <p>A, 18^d «Crossing – privileged passing is defined through commonly accepted rule on</p>	-	-	-	The same






Продолжение таблицы 2

1	2	3	4	5
<p>privileged passing»</p>				
 <p>A, 18° «Crossing – privileged passing is defined through commonly accepted rule on privileged passing»</p>	-	-	-	«
 <p>A, 18^f «Crossing – privileged passing is defined through commonly accepted rule on privileged passing»</p>	-	-	-	«
 <p>A, 18^g «Crossing – privileged passing is de-</p>	-	-	-	«






Продолжение таблицы 2

1	2	3	4	5
<p>defined through commonly accepted rule on privileged passing Crossing – privileged passing is defined through commonly accepted rule on privileged passing»</p>				
 <p>A, 19^a «Crossing with the road users of which are to yield the passing way»</p>	 <p>2.3.1. «Crossing with minor road»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Non-significant differences in design (availability of imitation arrow in design of A, 19^a)</p>
 <p>A, 19^b «Crossing with the road users of which are to yield the passing way»</p>	 <p>2.3.2. 2.3.3. «Junction point to minor road»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Non-significant differences in design (availability of imitation arrow in design of A, 19^b)</p>






Продолжение таблицы 2

1	2	3	4	5
 <p>A, 19° «Crossing with the road users of which are to yield the passing way»</p>	-	-	-	This sign is not available in standards and rules of the CA states
 <p>A, 20 «Crossing with the road users of which are to be yielded the passing way »</p>	 <p>2.4. «Yield the way»</p>	→ The same	→ The same	Identical
 <p>A, 21^a «Non-stop running is prohibited»</p>	 <p>2.5. «Non-stop traffic is prohibited»</p>	→ The same	→ The same	The same



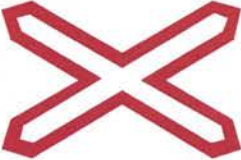
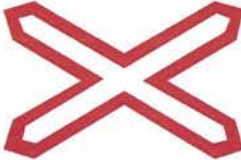


Продолжение таблицы 2

1	2	3	4	5
 <p>A, 22 «Circulate traffic crossing»</p>	 <p>1.7. «Crossing with the circulate traffic»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>A, 23 «Two-way traffic»</p>	 <p>1.19. «Two-way traffic»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>A, 24 «Traffic jams»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not available in standards and rules of the CA states</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>A, 25 «Railway crossings with bars»</p>	 <p>1.1. «Railway crossing with bar».</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Незначительные отличия в дизайне</p>
 <p>A, 26^a «Other railway crossings»</p>	 <p>1.2. «Railway crossing without bar»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
 <p>A, 26^b «Other railway crossings»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not available in standards and rules of the CA states</p>







Продолжение таблицы 2

1	2	3	4	5
 A, 27 «Crossing with tram line»	 1.5. «Crossing with tram line»	→ The same	→ The same	Незначительные отличия дизайне в
 A, 28 ^a «Signs installed right at railway crossings»	 1.3.1. «One-gauge railway»	→ The same	→ The same	Identical
 A, 28 ^b «Signs installed right at railway crossings»	 1.3.2. «Multi-gauge railway»	→ The same	→ The same	The same







Продолжение таблицы 2

1	2	3	4	5
 <p>A, 29^a «Additional signs installed right at railway crossings and drawbridges»</p>	 <p>1.4.1; 1.4.4. «Approaching the railway crossing»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>A, 29^b «Additional signs installed right at</p>	 <p>1.4.2; 1.4.5. «Approaching the railway crossing»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>




Продолжение таблицы 2

1	2	3	4	5
<p>railway crossings and drawbridges»</p>  <p>A, 29^c «Additional signs installed right at railway crossings and drawbridges»</p>	 <p>1.4.3; 1.4.6. «Approaching the railway crossing»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>A, 30 «Runway»</p>	 <p>1.28. «Low-flying planes»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Simplified design of the sign 1.28</p>
 <p>A, 31 «Side wind»</p>	 <p>1.27. «Side wind»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Non-significant differences in design</p>





Продолжение таблицы 2

1	2	3	4	5
-	 <p>1.29. «Tunnel»</p>	→ The same	→ The same	The sign is not available in the group «Warning signs» in the UN Convention on signs and signals
 <p>A, 32 «Other dangers»</p>	 <p>1.30. «Other dangers»</p>	→ The same	→ The same	Identical
-	 <p>1.31.1 «Turn direction»</p>	→ The same	→ The same	The sign is not available in the UN Convention on signs and signals
-	 <p>1.31.2. «Turn direction»</p>	→ The same	→ The same	The same
-		→ The same	→ The same	«



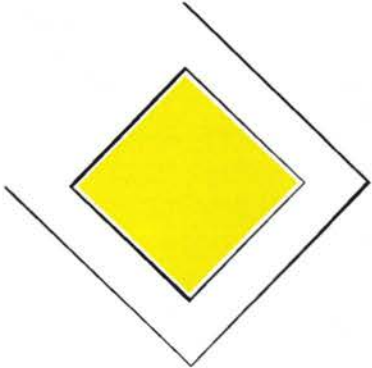
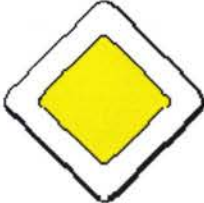


Продолжение таблицы 2

1	2	3	4	5
	1.31.3. «Turn direction»			
-	 1.31.4. «Turn direction»	-	-	«
-	 1.31.5. «Turn direction»	-	-	«
-	 1.32.1. «Obstacle by-passing»	-	-	«







Продолжение таблицы 2

1	2	3	4	5
-	 1.32.2. «Obstacle by-passing»	-	-	«
-	 1.32.3. «Obstacle by-passing»	-	-	«
Appendix 1, Chapter B, Signs of the privileged running				
 B, 1 «Crossing with the main road»	 2.4. «Yield the way»	→ The same	→ The same	Identical

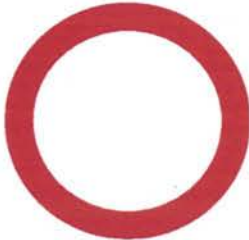





Продолжение таблицы 2

1	2	3	4	5
 <p>B, 2^a «Non-stop running is prohibited»</p>	 <p>2.5. «Non-stop traffic is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
 <p>B, 3 «Main road»</p>	 <p>2.1. «Main road»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
	 <p>2.2. «End of the main road»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the lane design. Design of sign B, 4 is preferred, as provides a better visibility of the sign</p>






Продолжение таблицы 2

1	2	3	4	5
<p>B, 4 «End of the main road»</p>				
 <p>B, 5 «Priority to the oncoming traffic»</p>	 <p>2.6. «Oncoming traffic priority»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in design</p>
 <p>B, 6 «Priority over the oncoming traffic»</p>	 <p>2.7. «Priority over the oncoming traffic»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
<p>Appendix 1, Chapter C, Restrictive signs or limitative signs</p>				
 <p>C, 1a «Въезд запрещен»</p>	 <p>3.1. «Въезд запрещен»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>




Продолжение таблицы 2

1	2	3	4	5
 <p>C, 2 «Traffic in either ways is prohibited»</p>	 <p>3.2. «Traffic is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
 <p>C, 3^a «Traffic of any mechanical transport vehicles, except two-wheeled motorcycle without buddy seat, is prohibited»</p>	 <p>3.3. «Traffic of any mechanical transport vehicles is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Red crossed line is not shown in design of the sign 3.3. Design of C sign, 3a is preferred, as ensures a better intuitive perception of the requirements of the sign.</p>
 <p>C, 3^b «Motorcycle traffic is prohibited»</p>	 <p>3.5. «Motorcycle traffic is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Differences in design. A driver image is not presented in the design of 3.5 sign as well as red crossed line. Design of C sign, 3b is preferred, as ensures a better intuitive perception.</p>







Продолжение таблицы 2

1	2	3	4	5
 <p>C, 3° «Bicycle traffic is prohibited»</p>	 <p>3.9. «Bicycle traffic is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>tion of the requirements of the sign. Red crossed line is not shown in design of the sign 3.9. Design of C sign,, 3c is preferred, as ensures a better intuitive perception of the requirements of the sign.</p>
 <p>C, 3^d «Bicycle with external engine is prohibited»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not available in standards and rules of the CA states</p>
 <p>C, 3° «Truck traffic is prohibited»</p>	 <p>3.4. «Truck traffic is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in designs (simplified image of the truck in sign 3.4). Red crossed line is not shown in design of the sign 3.4. Design of</p>




Продолжение таблицы 2

1	2	3	4	5
				<p>the sign C, 3e is preferred, as ensures a better intuitive perception of the sign requirements.</p>
 <p>C, 3^f «Traffic of any mechanical transport vehicle with a trailer except semi-trailers or one-axle trailer is prohibited»</p>	 <p>3.7. «Traffic of trucks with trailers is prohibited»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in design. Title of the sign C, 3f is preferred, as it more detailed in terms of indicating of prohibited trailer types. Red crossed line is not presented in the design of 3.7 sign. Design of the sign C, 3f is preferred, as ensures a better intuitive perception of the sign requirements.</p>
 <p>C, 3^g «Traffic of mechanic transport vehicles with trailers is prohibited»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not available in standards and rules of the CA states</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>C, 3^h «Traffic of transport vehicles with dangerous freights in relation of which special directive signs are prescribed, is prohibited»</p>	 <p>3.32. «Traffic of transport vehicles with dangerous freights»</p>	-	-	Red crossed line is not presented in design of the sign 3.32.
 <p>C, 3ⁱ «Passing of pedestrians is prohibited»</p>	 <p>3.10. «Passing of pedestrians is prohibited»</p>	→ The same	→ The same	Differences in design – simplified presentation of pedestrian at the sign 3.10. Design of sign C, 3i is preferred, as ensures a better intuitive perception of the sign requirements.
 <p>C, 3^j «No cartage traffic»</p>	 <p>3.8. «No cartage traffic»</p>	→ The same	→ The same	Differences in design. The images of a cartage driver, as well as the red line are not available in the design of sign 3.8. Design of sign C, 3j is preferred, as ensures a better intuitive perception of the










Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="226 571 604 611">C, 3^k «No hand truck traffic»</p>	-	-	-	<p data-bbox="1899 292 2141 323">sign requirements.</p> <p data-bbox="1899 331 2152 472">This sign is not available in standards and rules of the CA states</p>
 <p data-bbox="120 874 712 946">C, 3^l «No self-propelled agricultural transport vehicle traffic»</p>	 <p data-bbox="792 858 1104 890">3.6. «No tractor traffic»</p>	→ The same	→ The same	<p data-bbox="1899 632 2152 1406">Differences in design. Image of tractor and red crossed line are not presented in the design of sign 3.6 Title of sign C, 3^l is preferred as not concentrated only on tractor, but implies that all types of self-propelled agricultural transport vehicles traffic is prohibited. Design of sign C, 3^l is preferred, as ensures a better intuitive perception of the sign requirements.</p>













Продолжение таблицы 2

1	2	3	4	5
 <p>C, 3^m «No traffic of transport vehicles transporting explosives and flammable materials over excepted limits»</p>	 <p>3.33 «No traffic of explosives and flammable materials»</p>	-	-	Not significant differences in design (image of the car, color and outline of the flame)
 <p>C, 3ⁿ «No traffic of transport vehicles transporting water-polluting materials over excepted limits»</p>	-	-	-	This sign is not available in standards and rules of the CA states
 <p>C, 4^a «No mechanical transport traffic»</p>	-	-	-	It is not used in the CA states









Продолжение таблицы 2

1	2	3	4	5
 <p>C, 4^b «No mechanic transport and cartage traffic»</p>	-	-	-	The same
 <p>C, 5 «No traffic of transport with gabarits of width over ...meters»</p>	 <p>3.14. «Limitation of the width»</p>	 <p>3.14. «Limitation of the width»</p>	 <p>3.14. «Limitation of the width»</p>	Non-semantic differences in the titles explained by the way of alphabet usage in various countries. Measurement unit in signs 3.14 is indicated below the figure, and in the sign C, 5 – at the right.
 <p>C, 6 «No traffic of transport with gabarits of height over ...meters»</p>	 <p>3.13. «Limitation of the height»</p>	 <p>3.13. «Limitation of the height»</p>	 <p>3.13. «Limitation of the height»</p>	Non-semantic differences in the titles explained by the way of alphabet usage in various countries. Measurement unit in signs 3.13 is indicated below the figure, in the sign C, 6 – at the right.







Продолжение таблицы 2

1	2	3	4	5
 <p>C, 7 «No traffic of transport with mass over ...tons»</p>	 <p>3.11. «Limitation of the mass»</p>	 <p>3.11. «Limitation of the mass»</p>	 <p>3.11. «Limitation of the mass»</p>	<p>Non-semantic differences in the titles explained by the way of alphabet usage in various countries.</p>
 <p>C, 8 «No traffic of transport with load on axle over ...tons »</p>	 <p>3.12. «Limitation of the load on axles»</p>	 <p>3.12. «Limitation of the load on axles»</p>	 <p>3.12. «Limitation of the on axles»</p>	<p>The same</p>
 <p>C, 9 «No traffic of transport with gabarits of length over ...meters »</p>	 <p>3.15. «Limitation of the length»</p>	 <p>3.15. «Limitation of the length»</p>	 <p>3.15. «Limitation of the length»</p>	<p>Not significant differences in design – simplified image of truck at the sign 3.15. Non-semantic differences in the titles explained by the way of alphabet usage in various countries.</p>









Продолжение таблицы 2

1	2	3	4	5
				<p>Measurement unit in signs 3.15 is indicated below the figure, in the sign C, 9 – at the right.</p>
 <p>C, 10 «Traffic distance between transport vehicles of least than ... m is prohibited»</p>	 <p>3.16. «Limitation of the minimum distance»</p>	 <p>3.16. «Limitation of the minimum distance»</p>	 <p>3.16. «Limitation of the minimum distance»</p>	<p>Not significant differences in design. Non-semantic differences in the titles explained by the way of alphabet usage in various countries.</p>
 <p>C, 11^a «No turn to the left»</p>	 <p>3.18.2. «No turn to the left»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the arrows design.</p>
	 <p>3.18.1. «No turn to the right»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>



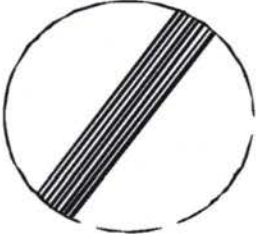



Продолжение таблицы 2

1	2	3	4	5
C, 11 ^b «No turn to the right»				
 <p>C, 12 «No turn»</p>	 <p>3.19. «No turn»</p>	→ The same	→ The same	«
 <p>C, 13^{aa} «No overtaking»</p>	 <p>3.20. «No overtaking»</p>	→ The same	→ The same	Identical
 <p>C, 13^{ba} «No truck overtaking»</p>	 <p>3.22. «No truck overtaking»</p>	→ The same	→ The same	«









Продолжение таблицы 2

1	2	3	4	5
 C, 14 «Max.speed is limited to the indicated figure»	 3.24. «Max.speed is limited to the indicated figure»	→ The same	→ The same	«
 C, 15 «No signaling»	 3.26. «No signaling»	→ The same	→ The same	Not significant differences.
 C, 16 «Non-stop traffic is prohibited»	 3.17.1. «Customs»	 3.17.1. «Customs»	 3.17. «Customs»	They are in conformity to the Convention (see point 7 a)







Продолжение таблицы 2

1	2	3	4	5
	 <p>3.17.2. «Danger»</p>	 <p>3.17.2. «Danger»</p>		<p>They are in conformity to the Convention (see point 7 b)</p>
 <p>C, 17^a «End of limitations of a local nature in relation to transport traffic»</p>	 <p>3.31. «End of limitations zone»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
 <p>C, 17^b «End of speed limitation»</p>	 <p>3.25. «End of max.speed limitations»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>






Продолжение таблицы 2

1	2	3	4	5
 <p>C, 17^c «End of overtaking zone»</p>	 <p>3.21. «End of overtaking zone»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>C, 17^d «End of truck overtaking zone»</p>	 <p>3.23. «End of truck overtaking zone»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>C, 18 «Non stop»</p>	 <p>3.28. «Non stop»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
		<p>→ The same</p>	<p>→ The same</p>	<p>Identical. The title of the sign C, 19 clarifies the ban, incl. the parking</p>





Продолжение таблицы 2

1	2	3	4	5
<p>C, 19 «Non stop and no parking»</p>  <p>C, 20^a «No parking in odd days»</p>	<p>3.27. «Non stop»</p>  <p>3.29. «No parking in odd days»</p>	→ The same	→ The same	Identical
 <p>C, 20^b «No parking in even days»</p>	 <p>3.30. «No parking in even days»</p>	→ The same	→ The same	The same
<p>Приложение 1, Раздел D Предписывающие знаки</p>				
	 <p>4.1.2. «Direction to the right»</p>	→ The same	→ The same	Not significant differences in the arrows design.





Продолжение таблицы 2

1	2	3	4	5
D, 1 ^a «Mandatory direction»	 4.1.3. «Direction to the right»	→ The same	→ The same	The same
 D, 1 ^a «Mandatory direction»	 4.1.1. «Direction straight»	→ The same	→ The same	«
D, 1 ^c «Mandatory direction»	 4.1.4. «Direction straight of to the right»	→ The same	→ The same	«
	 4.1.5. «Direction straight or to	→ The same	→ The same	«






Продолжение таблицы 2

1	2	3	4	5
	<p>the left»</p>  <p>4.1.6. «Direction either to the left or to the right»</p>	→ The same	→ The same	«
 <p>D, 2 «Mandatory by-passing of the obstacle»</p>	 <p>4.2.1. «By-passing the obstacle at the right»</p>	→ The same	→ The same	«
	 <p>4.2.2. «By-passing the obstacle at the left»</p>	→ The same	→ The same	«






Продолжение таблицы 2

1	2	3	4	5
	 <p>4.2.3. «By-passing the obstacle at the right or left»</p>	→ The same	→ The same	«
 <p>D, 3 «Mandatory circulate traffic»</p>	 <p>4.3. «Circulate traffic»</p>	→ The same	→ The same	«
-	 <p>4.4. «Car traffic»</p>	→ The same	→ The same	The sign is not included to the Convention on sign and signals


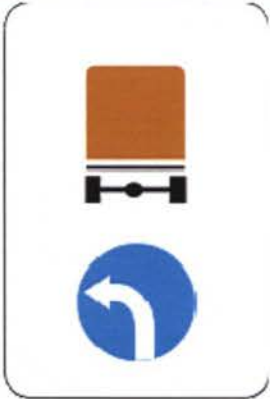
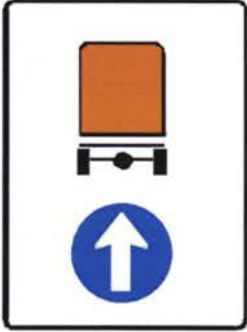
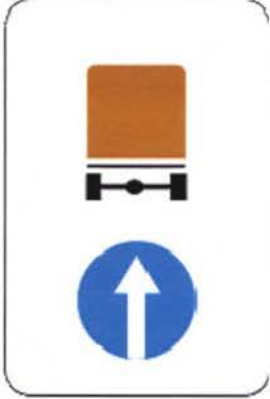
Продолжение таблицы 2

1	2	3	4	5
 <p>D, 4 «Mandatory bicycle path»</p>	 <p>4.5. «Bicycle path»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in design</p>
 <p>D, 5 «Mandatory pedestrian passing»</p>	 <p>4.6. «Pedestrian passing»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>«</p>
 <p>D, 6 «Mandatory rider passing»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not available in standards and rules of the CA states</p>

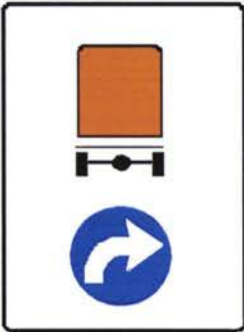
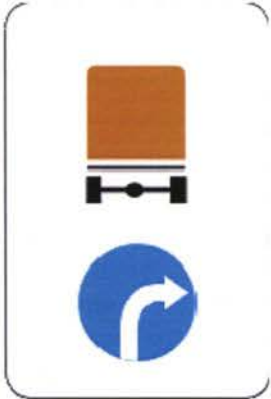


Продолжение таблицы 2

1	2	3	4	5
 D, 7 «Mandatory minimum speed»	 4.7. «Minimum speed limitation»	→ The same	→ The same	Identical
 D, 8 «End of mandatory minimum speed»	 4.8. «End of minimum speed zone»	→ The same	→ The same	The same
 D, 9 «Mandatory anti-skid chains»	-	-	-	This sign is not available in standards and rules of the CA states




Продолжение таблицы 2

1	2	3	4	5
 <p>D, 10^a «Mandatory traffic direction for transport with danger cargoes»</p>	 <p>4.9.1 «Traffic direction for transport with danger cargoes»</p>	-	-	Identical
 <p>D, 10^b «Mandatory traffic direction for transport with danger cargoes»</p>	 <p>4.9.2 «Traffic direction for transport with danger cargoes»</p>	-	-	The same




Продолжение таблицы 2

1	2	3	4	5
 <p>D, 10^e «Mandatory traffic direction for transport with danger cargoes»</p>	 <p>4.9.3 «Traffic direction for transport with danger cargoes»</p>	-	-	«
 <p>D, 11^a «Example of the signs combination D, 4 and D, 5»</p>	-	-	-	This sign is not available the CA states
	-	-	-	The same

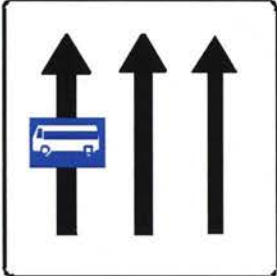






Продолжение таблицы 2

1	2	3	4	5
D, 11 ^b «Example of the signs combination D, 4 и D, 5»				
Appendix 1, Chapter E, Special prescription signs				
 <p>E, 1^a «Mandatory minimum speed in various traffic lanes»</p>	 <p>5.8.3. «Beginning of the lane» (with usage of the minimum speed sign)</p>	The same	The same	Not significant differences in design. At the sign E, 1 the dotted lines are designating lane edges
 <p>E, 1^b «Mandatory minimum speed on the lane»</p>	-	-	-	No direct analogue in standards and rules available in the CA states. However such signs are used in practice. The closest in meaning sign included to standards and rules is the sign 5.8.3.

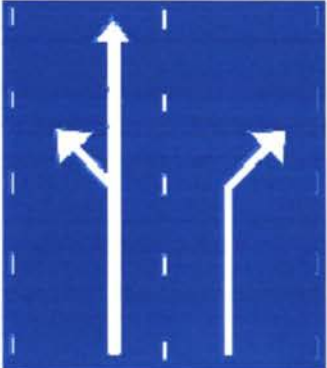


Продолжение таблицы 2

1	2	3	4	5
 <p>E, 1^c «Limitation of speed on different traffic lanes»</p>	-	-	-	<p>No direct analogue in standards and rules available in the CA states. However such signs are used in practice. The closest in meaning sign included to standards and rules is the sign 5.8.7 replacing the related restricting sign.</p>
 <p>E, 2^a «Signs indicating traffic lanes for buses»</p>	 <p>5.9. «Lane for shuttle transport vehicles»</p>	→ The same	→ The same	<p>They are not in conflict with the Convention on road signs and signals</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>E, 2^b «Signs indicating traffic lanes for buses»</p>	 <p>5.10.1. «Road with lane for shuttle transport vehicles»</p>			
 <p>E, 3^a «One-way traffic»</p>	 <p>5.5. «One-way road»</p>	→ The same	→ The same	Not significant differences in design
-	 <p>5.6. «End of one-way road»</p>	→ The same	→ The same	Such sign is not existing in the Convention on signs and signals
 <p>E, 3^b «One-way traffic»</p>		→ The same	→ The same	Identical







Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="154 778 689 813">E, 4 «Signs of preliminary lane shifting»</p>	<p data-bbox="766 300 1156 367">5.7.1.,5.7.2. «Gateway to one-way road»</p> <p data-bbox="954 405 966 421">-</p>	<p data-bbox="1378 405 1390 421">-</p>	<p data-bbox="1737 395 1748 411">-</p>	<p data-bbox="1918 387 2179 821">No direct analogue in standards and rules available in the CA states. However such signs are used in practice. The closest in meaning signs included to standards and rules are 5.8.1-5.8.6 signs.</p>
 <p data-bbox="312 1235 535 1270">E, 5^a «Highway»</p>	 <p data-bbox="857 1098 1065 1133">5.1. «Highway»</p>	<p data-bbox="1301 845 1469 880">→ The same</p>	<p data-bbox="1657 833 1825 868">→ The same</p>	<p data-bbox="1918 834 2179 1121">According UN Convention on signs and signals (Chapter G, article 1, point 3) the green colour of the sign background is allowed.</p>








Продолжение таблицы 2

1	2	3	4	5
 <p>E, 5^b «End of the highway»</p>	 <p>5.2. «End of the highway»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
 <p>E, 6^a «Automobile road»</p>	 <p>5.3. «Road for automobiles»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in design</p>






Продолжение таблицы 2

1	2	3	4	5
 <p>E, 6^b «End of the automobile road»</p>	 <p>5.4. «End of the automobile road»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
 <p>E, 7^a «Signs indicating entrance to inhabited point»</p>	 <p>5.22. «Entrance to the inhabited point»</p>	 <p>5.22. «Entrance to the inhabited point»</p>	<p>Analogue with the title of an inhabited point in Russian</p>	<p>They are not in conflict with prescription of the Convention on signs and signals</p>
 <p>E, 7^b «Signs indicating entrance to inhabited point»</p>	<p>-</p>	<p>-</p>		<p>This sign is not available in standards and rules of the CA states</p>



Продолжение таблицы 2

1	2	3	4	5
 <p>E, 7° «Signs indicating entrance to inhabited point»</p>	-	-		The same
 <p>E, 7^d «Signs indicating entrance to inhabited point»</p>	 <p>5.24. «Entrance to the inhabited point»</p>	 <p>5.24. «Entrance to the inhabited point»</p>	Analogue with the title of an inhabited point in Russian	They are not in conflict with prescription of the Convention on signs and signals
 <p>E, 8^a «Signs indicating end of inhabited point»</p>	 <p>5.23. «End of the inhabited point»</p>	 <p>5.23. «End of the inhabited point»</p>	The same	The same

Продолжение таблицы 2

1	2	3	4	5
 <p>E, 8^b «Signs indicating end of inhabited point»</p>	-	-	-	This sign is not available in standards and rules of the CA states
 <p>E, 8^c «Signs indicating end of inhabited point»</p>	-	-	-	The same
 <p>E, 8^d «Signs indicating end of inhabited point»</p>	 <p>5.25. «End of inhabited point»</p>	 <p>5.25. «End of inhabited point»</p>	Analogue with the title of an inhabited point in Russian	They are not in conflict with prescription of the Convention on signs and signals

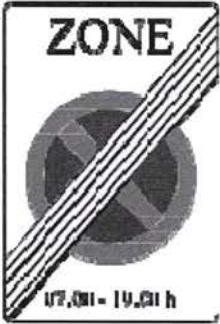

Продолжение таблицы 2

1	2	3	4	5
 <p>E, 9^a «No parking zone»</p>	-	-	-	<p>There is no direct analogue in standards and rules in force in the CA states. However some relative combination of prohibiting signs with additional info to designate the coverage zone is applied.</p>
 <p>E, 9^b «No parking within some hours»</p>	-	-	-	The same




Продолжение таблицы 2

1	2	3	4	5
 <p>E, 9^c «Parking zone»</p>	-	-	-	«
 <p>E, 9^d «Zone of maximum speed limitation»</p>	-	-	-	«
	-	-	-	«





Продолжение таблицы 2

1	2	3	4	5
E, 10 ^a «End of no parking zone»				
 E, 10 ^b «End of zone where parking is prohibited within some hours»	-	-	-	«
 E, 10 ^c «End of parking zone»	-	-	-	«






Продолжение таблицы 2

1	2	3	4	5
 <p>E, 10^d «End of maximum speed limitation zone»</p>	-	-	-	«
 <p>E, 11^a «Tunnel»</p>	-	-	-	There is no direct analogue in standards and rules in force in the CA states. However warning sign 1.29 «Tunnel» is included in the group of warning signs.
 <p>E, 11^b «End of tunnel»</p>	-	-	-	There is no direct analogue in standards and rules in force in the CA states.





Продолжение таблицы 2

1	2	3	4	5
 <p>E, 12^a «Pedestrian passing»</p>	 <p>5.16.1, 5.16.2. «Pedestrian passing»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Differences in signs design. Simplified image of the pedestrian in signs 5.16.1, 5.16.2</p>
 <p>E, 12^c «Pedestrian passing»</p>	<p>The same</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>
 <p>E, 13^a «Hospital»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>The hospital image option is not available in standards and rules in force in the CA states.</p>







Продолжение таблицы 2

1	2	3	4	5
 <p>E, 13^b «Hospital»</p>	 <p>6.2. «Hospital»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Significant differences in design – simplified image in 6.2 sign, continuous background in sign E, 13. The signs are included in different groups, i.e. E, 13b is in “special prescription”, and 6.2. – in “service”.</p>
 <p>E, 14^a «Parking place»</p>	 <p>5.15. «Parking place»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
<p>-</p>	 <p>5.14. «Parking place for taxi»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The sign is not included in the UN Convention on signs and signals</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>E, 14^b «Parking place where the preference is given to transport vehicles drivers shifting to using public transport»</p>	-	-	-	There is no direct analogue in standards and rules in force in the CA states.
 <p>E, 14^b «Parking place where the preference is given to transport vehicles drivers shifting to using public transport»</p>	-	-	-	the same
 <p>E, 15 «Bus stop»</p>	 <p>5.12. «Bus and/or trolleybus stop»</p>	→ The same	→ The same	Not significant differences in the signs design. Simplified image of the bus in sign 5.12.






Продолжение таблицы 2

1	2	3	4	5
 <p>E, 16 «Tramway stop»</p>	 <p>5.13. «Tramway stop»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the signs design. Simplified image of the tram in sign 5.13.</p>
 <p>E, 17^a «Residential zone»</p>	 <p>.38. «Residential zone»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the signs design</p>
 <p>E, 17^b «End of the residential zone»</p>	 <p>5.39. «End of the residential zone»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>The same</p>





Продолжение таблицы 2

1	2	3	4	5
 <p>E, 18^a «Place of emergency stop»</p>	-	-	-	This sign is not available in standards and rules of the CA states
 <p>E, 18^b «Place of emergency stop»</p>	-	-	-	The same
<p>Appendix 1, Chapter F – Informative signs and signs of sites and services designation</p>				
 <p>F, 1^a «Medical care point»</p>	 <p>6.1. «Medical care point»</p>	→ The same	→ The same	Not significant differences in the signs design





Продолжение таблицы 2

1	2	3	4	5
 F, 2 «Technical maintenance point»	 6.4. «Automobile technical maintenance»	→ The same	→ The same	The same
-	 6.5. «Transport vehicle washing»	→ The same	→ The same	This sign is not available in the UN Convention on signs and signals
	 6.6. «Telephone»	→ The same	→ The same	Not significant differences in the signs design






Продолжение таблицы 2

1	2	3	4	5
F, 3 «Телефон»				
 F, 4 «Gas station»	 6.3. «Gas station»	→ The same	→ The same	The same
 F, 5 «Hotel or motel»	 6.9. «Hotel»	→ The same	→ The same	Not significant differences in the signs design – simplified design of 6.9 sign



Продолжение таблицы 2

1	2	3	4	5
 <p>F, 6 «Restraint»</p>	 <p>6.7. «Catering point»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the signs design. The old title of sign 6.7 is used, which typical for planning economic environment existed in the former USSR.</p>
<p>-</p>	 <p>6.8. «Drinking water»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>This sign is not available in the UN Convention on signs and signals</p>
 <p>F, 7 «Buffet or café shop»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>The sign is not available in standards and rules in force in the CA states.</p>




Продолжение таблицы 2

1	2	3	4	5
 <p>F, 8 «Picnic site»</p>	 <p>6.11. «Place for rest»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the signs design.</p>
<p>-</p>	 <p>6.12. «Road police station»</p>	 <p>6.12. «GAI station»</p>	 <p>6.12. «GAI station»</p>	<p>This sign is not available in the UN Convention on signs and signals</p>



Продолжение таблицы 2

1	2	3	4	5
-	 <p data-bbox="752 715 1151 746">6.13 «Transport control point»</p>	-	-	This sign is not available in the UN Convention on signs and signals
 <p data-bbox="125 1145 707 1214">F, 9 «Site at the starting points for pedestrian itineraries»</p>	-	-	-	This sign is not available in standards and rules of the CA states




Продолжение таблицы 2

1	2	3	4	5
 <p>F, 10 «Automobile tourists camping »</p>	 <p>6.10. «Camping»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not significant differences in the signs design.</p>
 <p>F, 11 «Parking place for camping trailers»</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>The sign is not available in standards and rules in force in the CA states.</p>



Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="136 671 701 743">F, 12 «Camping site for automobile tourists and parking place for camping trailers»</p>	-	-	-	The same
 <p data-bbox="163 1144 678 1181">F, 13 «Tourist centre for young people»</p>	-	-	-	«





Продолжение таблицы 2

1	2	3	4	5
 <p>F, 14 «Радиостанции, передающие информацию о дорожном движении»</p>	-	-	-	«
 <p>F, 15 «Public toilet»</p>	-	-	-	«
 <p>F, 16 «Beach or swimming pool»</p>	-	-	-	«




Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="309 667 537 703">F, 17 «SOS line»</p>	-	-	-	«
 <p data-bbox="255 1102 586 1139">F, 18 «Fire extinguisher»</p>	-	-	-	«

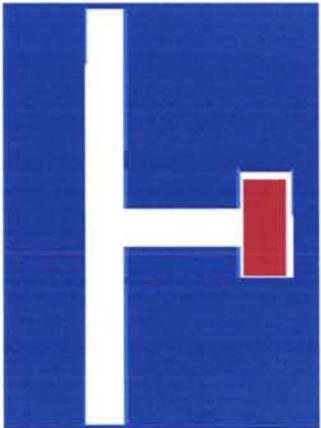


Продолжение таблицы 2

1	2	3	4	5
<p>Appendix 1, Chapter G – Direction signs and informative-directive signs</p>				
<p><i>Preliminary directive signs</i></p>				
 <p>G, 1^a «Preliminary directive signs»</p>			<p>Similar signs with inhabited areas titles and streets in Russian</p>	<p>Not in conflict with requirements of the UN Convention on signs and signals</p>
 <p>G, 1^b «Preliminary directive signs»</p>				

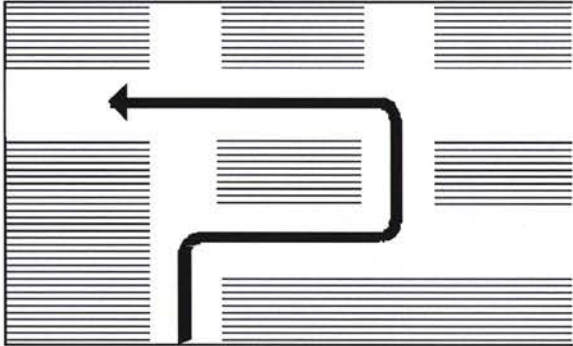








Продолжение таблицы 2

1	2	3	4	5
 <p>G, 1° «Preliminary directive signs»</p>	 <p>5.20.1, 5.20.2. «Preliminary directive sign»</p>	 <p>5.20.1, 5.20.2. «Preliminary directive sign»</p>		


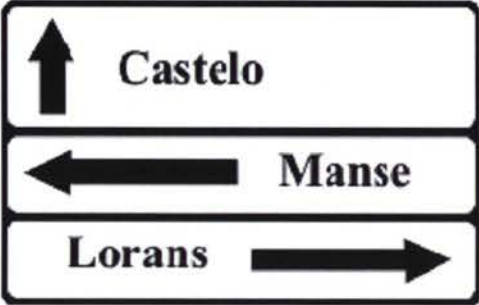




Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="276 746 585 778">G, 2a «Dead end road»</p>	 <p data-bbox="796 735 1140 767">5.19.2, 5.19.3 «Dead-end»</p>	<p data-bbox="1310 309 1476 341">→ The same</p>	<p data-bbox="1664 296 1839 328">→ The same</p>	<p data-bbox="1930 296 2043 328">Identical</p>
 <p data-bbox="285 1246 576 1278">G, 2^b «Dead end road»</p>	<p data-bbox="961 820 977 836">-</p>	<p data-bbox="1385 820 1401 836">-</p>	<p data-bbox="1741 807 1757 823">-</p>	<p data-bbox="1930 799 2179 943">This sign option is not available in standards and rules of the CA states</p>






Продолжение таблицы 2

1	2	3	4	5
 <p>G, 3 «Example of preliminary direction or route sign to follow if the turn left at the next crossing is prohibited»</p>	 <p>5.20.3. «Traffic diagram»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Not in conflict with UN Convention provisions</p>
<p><i>Direction sign</i></p>				
 <p>G, 4^a «Directive sign to inhabited area»</p>			<p>→ The same</p>	<p>Not in conflict with UN Convention prescriptions on signs and signals</p>
 <p>G, 4^b «Directive sign to inhabited area»</p>	 	 <p>5.21.1, 5.21.2. «Direction indicator(s)»</p>		

Продолжение таблицы 2

1	2	3	4	5
	 <p>5.21.1, 5.21.2. «Direction indicator»</p>			
 <p>G, 5 «Directive sign to inhabited areas»</p>	 <p>5.32.1-5.32.3. «Direction to by-pass»</p>	 <p>5.32.1-5.32.3. «Direction to by-pass»</p>	→ The same	The same
 <p>G, 6^a «Sign example to indicate the direction to airport»</p>	 <p>5.21.1. «Direction indicator»</p>	-	→ The same	«

Продолжение таблицы 2

1	2	3	4	5
 G, 6 ^b «Sign example to indicate the direction to airport»				
 G, 7 «Sign to indicate the direction to automobile tourist camping»	-	-	-	This sign is not available in the CA states
 G, 8 «Sign to indicate the direction to tourist centre for young people»	-	-	-	The same
 G, 9 ^a «Sign example to indicate the direction to parking places, intended first of all for transport vehicle drivers which are willing to use public transport»	-	-	-	«
 G, 9 ^b «Sign example to indicate the direction	-	-	-	«

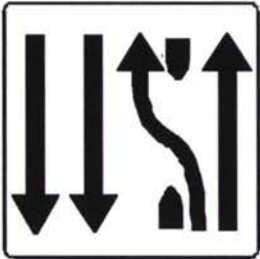



Продолжение таблицы 2

1	2	3	4	5
<p>to parking places, intended first of all for transport vehicle drivers which are willing to use public transport»</p>				
<p><i>Подтверждающие знаки</i></p>				
<div data-bbox="293 496 548 630" data-label="Image"> </div> <p>G, 10 «Example of confirmative sign»</p>	<div data-bbox="779 496 1151 794" data-label="Image"> </div> <p>5.27. «Indicator of distances»</p>	<div data-bbox="1196 496 1556 660" data-label="Image"> </div> <p>5.27. «Indicator of distances»</p>	<p>→ The same</p>	<p>Not in conflict with the UN Convention on signs and signals</p>
<p><i>Directive signs</i></p>				
<div data-bbox="293 943 548 1201" data-label="Image"> </div> <p>G, 11^a «Signs indication quantities and directions of traffic lanes»</p>	<div data-bbox="779 943 1137 1125" data-label="Image"> </div> <p>5.8.1. «Directions of the traffic lanes»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Significant differences in designs and coloring of the signs. The background of the sign G, 11 – is white, in signs 5.8.1, 5.8.2 – blue. Arrows color in signs G, 11 – is black, in signs 5.8.1, 5.8.2 – is white. In signs of G, 11 there is no dotted lines indicating traffic lane</p>


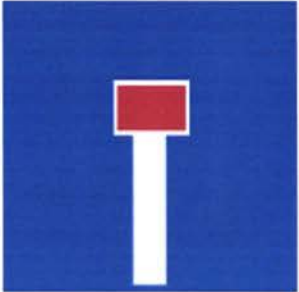

Продолжение таблицы 2

1	2	3	4	5
<div data-bbox="292 336 551 595" data-label="Image"> </div> <p data-bbox="127 608 716 679">G, 11^b «Signs indication quantities and directions of traffic lanes»</p>	<div data-bbox="859 336 1065 1177" data-label="Image"> </div> <p data-bbox="762 1193 1170 1262">5.8.2. «Directions of the traffic lanes»</p>	<p data-bbox="1301 341 1474 371">→ The same</p>	<p data-bbox="1657 328 1830 359">→ The same</p>	<p data-bbox="1923 292 2009 322">edges.</p> <p data-bbox="1923 328 2179 507">Not in conflict with requirements of the UN Convention on signs and signals</p>


Продолжение таблицы 2

1	2	3	4	5
 <p>G, 11^c «Signs indication quantities and directions of traffic lanes»</p>	-	-	-	Not used in the CA states
 <p>G, 12^a «Signs indicating to the end of the traffic lane»</p>	 <p>5.8.5. «End of the traffic lane»</p>	→ The same	→ The same	Significant differences in designs. In signs of G, 12 the dotted lines indicating traffic lane edges are not available.
	 <p>5.8.6. «End of the traffic lane»</p>	→ The same	→ The same	The same


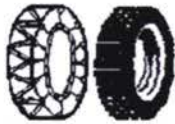
Продолжение таблицы 2

1	2	3	4	5
 <p>G, 12^b « Signs indicating to the end of the traffic lane»</p>	-	-	-	Not used in the CA states
 <p>G, 13 «Dead-end road»</p>	 <p>5.19.1. «Dead-end»</p>	→ The same	→ The same	Identical






Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="203 948 640 979">G, 14 «General speed limitations»</p>	-	-	-	Not used in the CA states




Продолжение таблицы 2

1	2	3	4	5
 <p>G, 15 sign «Option for the road operation», example – FURKA passage (1-3 – are removable tables with titles on red background in the meaning of »CLOSED«, on the green»OPEN« or the sign D, 9 and G, 16 operated due to the road condition)</p>	-	-	-	The same
 <p>G, 16 «Usage of anti-skidding chains or winter tires is recommended»</p>	-	-	-	«






Продолжение таблицы 2

1	2	3	4	5
 G, 17 «Recommended speed»	 5.18. «Recommended speed»	→ The same	→ The same	Identical
 G, 18 «Recommended speed for heavy transport vehicles»	-	-	-	This sign is not used in the CA states
-	 5.34.1. «Preliminary sign of another lane shifting»	→ The same	 5.34 «Preliminary sign of another lane shifting»	This sign is not available in the UN Convention on signs and signals





Продолжение таблицы 2

1	2	3	4	5
	 <p>5.34.2. «Preliminary sign of another lane shifting»</p>	<p>→ The same</p>	<p>-</p>	<p>This sign is not available in the UN Convention on signs and signals as well in GOST 10807</p>
<p>-</p>	 <p>5.35. «Reversible traffic»</p>	<p>→ The same</p>	<p>-</p>	<p>The same</p>
<p>-</p>	 <p>5.36. «End of reversible traffic»</p>	<p>→ The same</p>	<p>-</p>	<p>«</p>




Продолжение таблицы 2

1	2	3	4	5
-	 <p>5.37. «Gateway to the reversible traffic road»</p>	→ The same		«
 <p>G, 19 «Emergency stop lane»</p>	-	 <p>5.40. «Road for emergency stop»</p>	-	Difference in design and coloring of the sign element (emergency stop designation)
 <p>G, 20 Sign designating land or underground pedestrian passing</p>	 <p>5.17.1, 5.17.2 «Underground pedestrian passing»</p>	→ The same	→ The same	Identical

Продолжение таблицы 2

1	2	3	4	5
	  5.17.1, 5.17.2 «Underground pedestrian passing»   5.17.3, 5.17.4. «Land pedestrian passing»			





Продолжение таблицы 2

1	2	3	4	5
 <p>G, 21 Sign for designating of land or underground passing without steps</p>	-	-	-	This sign is not used in the CA states
 <p>G, 22^a Signs of highway ramping</p>	-	-	-	The same
 <p>G, 22^b «Signs of highway ramping»</p>	-	-	-	«

Продолжение таблицы 2

1	2	3	4	5
 <p data-bbox="192 612 651 647">G, 22^c «Signs of highway ramping»</p>	-	-	-	«
 <p data-bbox="199 938 645 973">G, 23^a «Signs of emergency exits»</p>	-	-	-	«
 <p data-bbox="199 1260 645 1295">G, 23^b «Signs of emergency exits»</p>	-	-	-	«



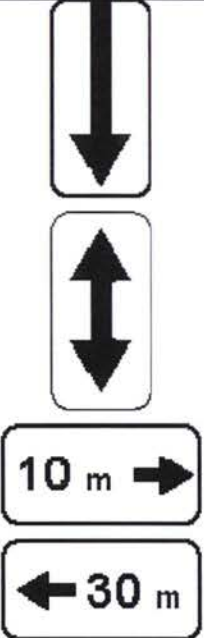
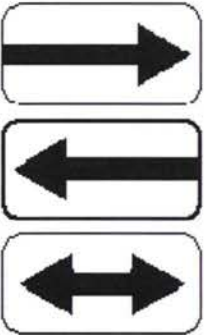
Продолжение таблицы 2

1	2	3	4	5
 <p>G, 24^a Sign examples used for designating «direction and distance to the closest emergency exits»</p>	-	-	-	«
 <p>G, 24^b Sign examples used for designating «direction and distance to the closest emergency exits»</p>	-	-	-	«
 <p>G, 24^c Sign examples used for designating «direction and distance to the closest emergency exits»</p>	-	-	-	«
<p>Appendix 1, Chapter H – Additional data plates</p> <p>H, 1 Additional data plates indicating the distance between the sign and the starting point of dangerous site or zone of such rules application</p>		→ The same	→ The same	Not in conflict with the prescriptions of the UN Convention on road signs and signals

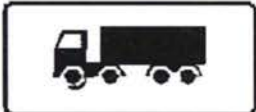
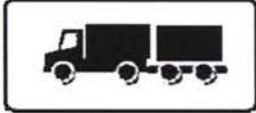







Продолжение таблицы 2

1	2	3	4	5
<p style="text-align: center;">↑..... Km ↑</p> <p>H, 2 Additional data plates indicating the length of the dangerous site or zone where the prescription is to be applied</p>	<p style="text-align: center;">STOP 250 m</p>			
<p style="text-align: center;">← 10 m</p> <p>H, 3^a Additional data plates concerning parking limitation of prohibition</p>	<p>7.1.1. «Distance to the site» 7.1.2. «Distance to the site»</p> <p style="text-align: center;">100 m →</p>			
<p style="text-align: center;">← 5 m 5 m →</p> <p>H, 3^b Additional data plates concerning parking limitation of prohibition</p>	<p>7.1.3. 7.1.4. «Distance to the site»</p> <p style="text-align: center;">← 300 m</p>			
<p style="text-align: center;">→ 10 m</p> <p>H, 3^c Additional data plates concerning parking limitation of prohibition</p>	<p style="text-align: center;">↑ 100 m ↑</p> <p>7.2.1. «Application zone»</p>			
<p style="text-align: center;">↓</p> <p>H, 4^a Additional data plates concerning parking limitation of prohibition</p>	<p style="text-align: center;">↑ 10 m</p>			







Продолжение таблицы 2

1	2	3	4	5
 <p>H, 4b Additional data plates concerning parking limitation of prohibition</p>				
 <p>H, 4c Additional data plates concerning parking limitation of prohibition</p>	 <p>7.2.2-7.2.6. «Application zone»</p>  <p>7.3.1-7.3.3. «Action directions»</p>			




Продолжение таблицы 2

1	2	3	4	5
 <p>H, 5^a Additional data plates limiting the prescribed signs observation by some road users categories</p>				
 <p>H, 5^b Additional data plates limiting the prescribed signs observation by some road users categories</p>	       <p>7.4.1-7.4.7. «Transport vehicle</p>	<p>→ The same</p>	<p>→ The same</p>	<p>In conformity with the prescriptions of the UN Convention on road signs and signals</p>

Продолжение таблицы 2

1	2	3	4	5
	type»			
-	 7.5.1. «Week-end days (Saturdays, Sundays) and holidays».	→ The same	→ The same	Is not envisaged in UN Convention on signs and signals
-	 7.5.2. «Working days»	→ The same	→ The same	The same
 H, 6 Additional data tables intended for cases when a prescribed sign should be taken as the sign not related to any definite road user category	-	-	-	This sign is not used in the CA states
 H, 7 Additional data tables to the signs of C, 18 or E, 14 to designate parking places for invalids' transport vehicles	 7.17. «Invalids»  7.18. «Except invalids»	→ The same	-	Not in conflict with the UN Convention on road signs and signals

Продолжение таблицы 2

1	2	3	4	5
 <p>Additional data table H, 8 contains lay-out view of the crossing where wide dotted lines means main roads, and thin – the roads where signs B1 or B 2 are installed</p>	 <p>7.13. «Main road direction»</p>	<p>→ The same</p>	<p>→ The same</p>	<p>Identical</p>
 <p>H, 9 Additional data table to indicate a slippery road section ahead covered with ice or snow</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>This sign is not used in the CA states</p>

Detailed examination aimed at exposing the conformity of the road marking requirements established and operated in the CA states to the requirements of the UN Convention on road signs and signals, as well as of the Road Marking Protocol, was a complicated challenge in terms of differentiating between the approaches applied to their visualization in relation to presentation, size and types of the road markings.

The UN Convention on road signs and signals and the Protocol on road marking uses preferentially a diagram method to present the road signs (pictures of concrete options of different markings along roadways and crossings), whereas the requirements to their sizes are interpreted in the relevant text references. In the road marking norms applied in the Central Asia states sizes of some separate line types and signs are shown in details. The diagrams are included in the standards of the Traffic organisation technical accessories rules. Summarized analyses on road marking requirements applied in the CA states shows their conformity to the requirements of the UN Convention on signs and signals and the Protocol on road marking in general, taking into account the fact that the given requirements were elaborated on the basis of the UN Convention on signs and signals of 1968.

Scale of lines and directive arrows is adjusted within the limits established by the UN Convention requirements, where the principle of road marking visibility in terms of their geometry road parameters lay-out and transport vehicle speeds was used.

However it should be noted, that the UN Convention and especially the Protocol are elaborated in more details in terms of the geographical approach of the mentioned requirements, than such standards as ST RK1124-2003, ST RK1412-2005, GOST 13508-74 and GOST 23457-86.

In-depth optional descriptions and sketches of the different types of road markings depending on roadway parameters and crossings are given for a due outlining of the road markings (visibility of the road markings).

Also there are dissimilarities in parameters of separate road markings types and their application way (stop-lines, bicycle and pedestrian passing, etc.)

There are differences in classification of the road markings. The road marking classification used in the UN Convention on road signs and signals and in the Protocol on road markings is elaborated more methodically.

The UN Convention requirements in point 1, chapter 1, appendix 2 -“Road marking” in the part of the materials to be used to avoid skidding and to install retro-reflecting property are fully implemented in the national ST RK1124-2003 standard of the Republic of Kazakhstan. Harmonisation with European standards in terms of the used photometric and colorimetric properties of the retro-reflecting materials has been reached and undertaken per each road category and road pavement type, as well as cohesion coefficient of the road marking materials and control methods to ensure availability of these properties.

Analysis of the requirements of the Convention on road signs and signals in terms of road light signals and appropriate requirements established in the Traffic rules and in the Rules of traffic organisation technical accessories (ST RK1412-2005, GOST 23457-86) used in the CA states shows that general principles of color signal diagrams, sequence order of putting them into operation, working regimes, as well as traffic actors rules have been elaborated in conformity with the relevant signals. Principle unconformities have not been identified.

Based on the comparative analysis showed in table 2 and summarized analysis on the road markings and light signals conformity to the UN Convention the following outcomes have been presented:

1. Classification of the road signs per groups and used in the CA states in general conforms to the UN Convention on road signs and signals however is not detailed sufficiently.

2. The prevailing part of the road signs at 90% used in the CA states is based and highly conformed to the established UN Convention patterns (they are identical and are not in conflict, have some non-semantic and not significant differences in design, or simplified design in accordance with the accepted evaluation system presented in table 2).

3. Based on accomplished elaboration of the national standards enabled in the Republic of Kazakhstan and in the Traffic rules of the Republic Uzbekistan, nomenclature of the road signs and signals was amended with new patterns which are corresponded to the Convention on road signs and signals.

4. In spite of the elaboration mentioned above documents in Kazakhstan and Uzbekistan, the greater part of the road signs and signals was kept at the same archaic or primitive design comparing with the established signs of the UN Convention, which ensure intuitive perception of the sign requirement target concept.

5. In the standards of the CA states many types of the road signs set in the UN Convention are missing, as well as there are some particular non-conformities revealed while correlation of some signs towards the specific groups.

6. The Convention on road signs and signals requirements in terms of mandatory application of retro-reflecting materials in the manufacturing of the road signs was fully reflected in the elaborated standards of the Republic of Kazakhstan. Harmonisation of the national standards with appropriate progressive European standards covering retro-reflecting materials to be used for production of road signs and markings has been implemented.

7. Road markings and light signals established in the national regulative norms of the CA states in general are not in conflict with those set in the UN Convention on road signs and signals. However it should be noted that the explanation of the requirements to the road marking and operational rules is not detailed enough from geographic point of view.

Four draft proposals for each CA state were focused on enhancing the national standards in order to adjust them in full conformity with the Vienna Convention on road signs and signals.

Based on the results of the conducted study on assessment the conformity degree of the national standards with the standards of the UN Convention on road signs and signals regarding to the road signs, signals and marking, the CA member-states are recommended:

- 1. *All member-states* should launch organizational preparation to join the European agreement amending the UN Convention on road signs and signals opened to signing in Vienna on 8 November 1968 (done in Geneva on 1 May 1971) and the Proto-**

col on road marking amending the Convention on road signs and signals of 1968 (done in Geneva on 1 March 1973);

2. to bring the existing national standards (traffic rules and standards) to conformity with the requirements of the Convention on road signs and signals, as well as with the amending it documents . In the process of upgrading a special attention should be stressed on the following:
 - required correction of technical facilities classification intended for traffic organisation and split into relevant groups for elimination of the revealed unconformities regarding to some sign types, taking into account appropriate requirements of the Convention on road signs and signals;
 - missing road signs amending;
 - unconformity of the signs to archaic and simplified design as the UN Convention prescribes. To examine opportunity for upgrading the national norms design to ensure a better intuitive perception of the road sign target concepts by the road users.
3. ***The Republic of Uzbekistan, Kyrgyz Republic, Republic of Tajikistan and Turkmenistan*** should finalize the elaboration of the standards, taking into account retro-reflecting materials usage in the process of road signs and markings manufacturing. To achieve that, it's recommended to analyze the experience of the Republic of Kazakhstan in terms of application the relevant norms and European standards which the national standards were harmonised with to provide conformity to the UN Convention on road signs and signals.
4. ***All the project states*** should complete the work on upgrading their national norms in the field of road marking taking into account the following:
 - It is necessary to harmonize classification of the road markings as per the Convention on road signs and signals and the Protocol on road marking;
 - There is a need for more detailed elaboration of the graphic part of the requirements which should be supported with detailed and optional figures and sketches on application of different road marking types depending on parameters of the roadways and crossings;
 - There is a need for parameter correction of some particular road marking types and their application (stop-lines, bicycle and pedestrian passing, etc), taking into account the requirements of the UN Convention on road signs and signals, as well as the Protocol on road markings.



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

Report
on ECMT and visa issues



REFERENCE: EUROPEAID/122076/C/SER/MULTI



DEVELOPMENT OF CO-ORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

REPORT

**DONE BY MARINA GULYAMOVA,
THE REGIONAL PROJECT EXPERT
ON INSTITUTIONAL ASPECTS**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

Currently, one percent of all trade between Asia and Europe transit is estimated undertaken by road through the Central Asia countries. The TRACECA and ADB's strategies assume that due to the shorter potential East-West trip time, the transport industry will use the CA route instead of by passing the region, if it finds better infrastructure, harmonized and improved border crossing procedures and coordinated transport policies among the 5 countries concerned. From an intraregional perspective, the EU anticipates that increased trade among CA countries will enhance stability, economic growth and Rule of Law in the region.

Based on the mentioned above, the Expert on institutional aspects is assigned to attain the following objectives:

(1) Demonstration of the added value to join the International Transport Forum (former ECMT)

Presentation of the Procedures to join and to participate in the ITF for interested countries;

(2) Meetings with MFA of Uzbekistan and Tajikistan

Preparation of written proposals of derogatory regimes (alternatives) facilitation allowing smooth transit visa regime at the borders.

As for the *(1) demonstration of the added value to join the International Transport Forum (established within the framework of ECMT)* is concerned, during the meetings of relevant EWG-2 and 4 held on 27 November 2008 in Almaty, the Expert provided in-depth information on the Forum organigram, its scope of activities, multilateral quota system, membership endorsement procedures, as well as justifications (or value-added benefits) for joining and participating in it.

The materials and information presented were clarified in the form of direct contact with the ITF Secretariat adjusted by the Expert. Herewith the Expert addressed her official request on the related aspects to be clarified to the ITF Director General (Mr. Jack Short) followed by his considerate and helpful reply with description on the existing opportunities to join the Forum by the concerned CA republics as states-observers.

The letter informs that earlier in 2007 the Republic of Kazakhstan expressed its interest to get endorsement for the ITF state-observer membership. Based on that, Kazakhstan submitted its official application, which unfortunately was rejected by the member-states due to fragmentary reforming nature occurring in the country within that period of time.

At the current moment, the final decision on re-launching ITF entering of the Republic of Kazakhstan depends on readiness of the Ministry of Transport of Kazakhstan to re-submit its application anew. As clarified by the ITF, the Governmental authorities of Kazakhstan and representatives of the ITF held a number of meetings aimed at discussing all questionable issues related to the ITF observer status obtaining. It was also stressed that the ITF and ECMT differ from each other institutionally, which implies that the ECMT membership can be endorsed exceptionally for the European states, whereas the IFT is open for major of states, especially those, the economy of which undergoes its transition stage. However to be granted with the status of observer it is necessary to get a unanimity of all member states.

The EWG experts expressed their interest in terms of the materials presented and concluded to study the proposed value added statements and benefits from the point of possible joining of their respected states to the IFT as observers.

(2) Meetings with MFA of Uzbekistan and Tajikistan

Background:

Diplomatic affairs between the Republic of Uzbekistan and the Republic of Tajikistan were established on 20 October, 1992.

Bilateral trade and economic relationships between these two states are based on the Agreement on Free Trade, signed by the Government of the Republic of Tajikistan and the Republic of Uzbekistan on 10 January 1996 in Tashkent.

Beneath the dynamic of trade turnover within 2000-2007 between Uzbekistan and Tajikistan presented as follows:

in M USD

	2000	2001	2002	2003	2004	2005	2006	2007
Trade turnover	120,1	106,3	116,9	145,8	184,7	155,2	185,9	207,8
Export	100,9	85,8	101,1	121,5	147,1	136,7	169,9	191,8
Import	19,2	20,05	15,8	24,2	37,6	18,5	16,0	16,1

Source: MoFA of the Republic of Uzbekistan

In the Republic of Uzbekistan 19 enterprises with Tajik funds have been set up, 17 of which are in the form of Joint ventures, and 2 are based on 100% Tajikistani investments. The Ministry for External Economic Affairs, Investments and Trade of the Republic of Uzbekistan accredited 7 Representative focal offices of Tajikistani firms and companies.

Aiming at achievement of follow-up bilateral relations development the Joint Uzbek-Tajik Commission on trade and economic collaboration has been set up. Within the framework of annual bilateral consultation forums held at the Governmental level the parties discuss and sort out issues addressed in order to fasten achieved rapprochements in the field of bilateral cooperation, as well as to discuss further collaboration action plans for the forthcoming period.

At the time being the basic document regulating relations between these two states is the Agreement on Perpetual Friendship, signed on June 15, 2000 in Dushanbe.

Since 1991 till the present moment the Republic of Uzbekistan and the Republic of Tajikistan have maintained 155 bilateral documents to be signed.

Unfortunately, in spite of impressive indicators of the current trade turnover achieved between the two states and potential opportunity to increase the mentioned indicators, development of good-neighborhood is being impact by instable situation in Afghanistan. This factor resulted to visa regime introducing. Consequently at the current moment Embassies of these two states face a huge number of professional drivers involved into international trans-border and regional transport losing in vain their time in order to get visa support. This negatively impacts on development of transport flows.

Within the framework of numerous multilateral institutions where the Republic of Uzbekistan and the Republic of Tajikistan are member-states, such as ECO, SCO, etc. the problem of facilitation of visa obtaining procedures, as well as ways of solving of this problem is being discussed for many times.

Particularly, within the 5-th summit of ECO in May 1998 held in Almaty the frame agreement on transit transport was signed. The given agreement was endorsed at the 3-rd ministerial meeting on transport and communications in April 2000 (Islamabad). All ECO member-states, namely Afghanistan, Azerbaijan, Iran, Kyrgyzstan, Kazakhstan, Pakistan and Tajikistan, excluding Uzbekistan, have ratified this agreement in their respective countries. It came into force on 19 May 2006. In accordance with its Article 12 "Multiple entrance and transit visa" the provisions of visa support for professional drivers were stipulated. It says "(1) The Contracting Parties shall grant visas to the drivers of the vehicles and the persons engaged in international transit traffic operations, who are subject to visa requirements, multiple entry and transit visas valid for a period of one year

with a right of staying on the territory of each Contracting Party for 15 days in transit for each trip and for up to 5 more days in place of loading and discharge; (2) In case of illness or injury of persons, accident or damage to vehicles, the period of stay shall be extended correspondingly; (3) Procedures for granting of visas mentioned in paragraphs 1 & 2 above shall be in accordance with domestic legislation of the Contracting Parties.

Also this frame agreement envisages a mechanism of monitoring aimed at proper implementation and coordination undertaken activities to sort out issues on transit transport between the signatory states. Its called "Coordination Counsel on Transit Transport". Its 1 and 2 meetings held in Baku in September 2006 and 2007 accordingly, established five Technical Committees on Legal Basis Aspects, Insurance, Road, Railway Transport and Transit Trade.

Also the Agreement on long-term good-neighborhood, friendship and collaboration between SCO member-states (Kazakhstan, China, Kyrgyzstan, Russia, Tajikistan and Uzbekistan), Article 13 states that "Contracting parties shall foster their economic collaboration on the basis of parity and mutual benefits, shall establish trade development and investment stimulation enabling environment, as well advanced technologies exchange. The contracting parties shall render relevant assistance to economic developments, including governmental support aimed at legalised business-oriented activities expansion to be built up by physical and juridical persons, as well as shall ensure due protection of legal rights and concerns of the mentioned persons".

The given political will implied as well being a good platform to regulate further enhanced visa support provision to be granted to the professional drivers of the engaged member-states.

Current situation:

Based on the opinion of the First Secretary of the Republic of Tajikistan stated during the meeting organised by the Expert at the Embassy of the Republic of Tajikistan in the Republic of Uzbekistan in Tashkent, in order to implement the initiative on enhanced multiple one-year visa support for professional drivers involved into international transit transport, it would be considered reasonable to sign appropriate agreement on bilateral basis, taking into account the experience gained within the mentioned above multilateral organisations, whereto the Republic of Uzbekistan and the Republic of Tajikistan are the member-states.

In its turn, opinion of the MoFA of the Republic of Uzbekistan is to some extent different. The ministry considers relevant to stress and apply the provisions of the existing Agreement signed on 16 May, 2000 between the Republic of Uzbekistan and the Republic of Tajikistan. Article 10 of the Agreement states for the provisions and procedures of privileged multiple visa support obtaining to

be granted to the professional driver, involved into international transport for the period up to 12 months.

As a value-added component aimed at reinforcing import/export of prohibited goods, drugs smuggling control, the project team would recommend the Governments of the two states to investigate existing possibilities of the most advanced surveillance systems to be installed at the border crossing points produced by the «BroadBridgeWraith» company (UK). The company at the current stage is ready to present its preferential offers to the both states, as well as to undertake necessary equipment assembling, training and technical assistance required.

Recommendations:

1. It is of high importance to raise awareness of the professional drivers involved into the international transport of the Republic of Uzbekistan and the Republic of Tajikistan on the existing Agreement that regulates related multiple visa support procedures for the period of up to 1 year;
2. To identify an authorized state body to be responsible for certification of professional qualification of drivers involved into trans-border transport in their respective states, as well as for the permanent monitoring aimed at proper implementation of the above mentioned Agreement.



**The European Union's TACIS Action Programme 2004 – Central Asia
Promotion of Networks: TRACECA**

Republic of Kazakhstan, Kyrgyz Republic, Republic of Tajikistan,
Republic of Turkmenistan, Republic of Uzbekistan

Development of Co-ordinated National Transport Policies

Republic of Kazakhstan, Kyrgyz Republic,
Republic of Tajikistan, Republic of Turkmenistan,
Republic of Uzbekistan

Reference: EuropeAid/122076/C/SER/Multi

*Annexes to the Completion Report – Volume II
(Period: 07/05/07-06/01/09)*

Annex 3: Questionnaires



This project is funded by
the European Union



A project implemented by
GOPA - TRADEMCO Consortium

Annexes to the Completion Report – Volume II

Development of Co-ordinated National Transport Policies

**The European Union's TACIS Action Programme 2004 – Central Asia
Promotion of Networks: TRACECA**

Republic of Kazakhstan, Kyrgyz Republic, Republic of Tajikistan
Republic of Turkmenistan, Republic of Uzbekistan

Submitted by the Consortium
GOPA – TRADEMCO

(Period: 07/05/07-06/01/09)

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Annex 3: Questionnaires

Self assessment form PPP readiness Kazakhstan

Self assessment form PPP readiness Kyrgyzstan

Self assessment form PPP readiness Tajikistan

Self assessment form PPP readiness Uzbekistan

Management systems, qualifications and personnel prerequisite Kyrgyzstan



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Self assessment form
PPP readiness Kazakhstan**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

PPP-Readiness Self-Assessment

Public Private Partnership Readiness – Self Assessment Form

Version 1.0 (26 September 2007)

Fill in Sheets "Part A" and "Part B". Please only write in the green cells!

For scaling guidelines read the comments indicated with red symbols, or refer to the separate PDF document entitled "Guidelines"!

For more information, please contact:

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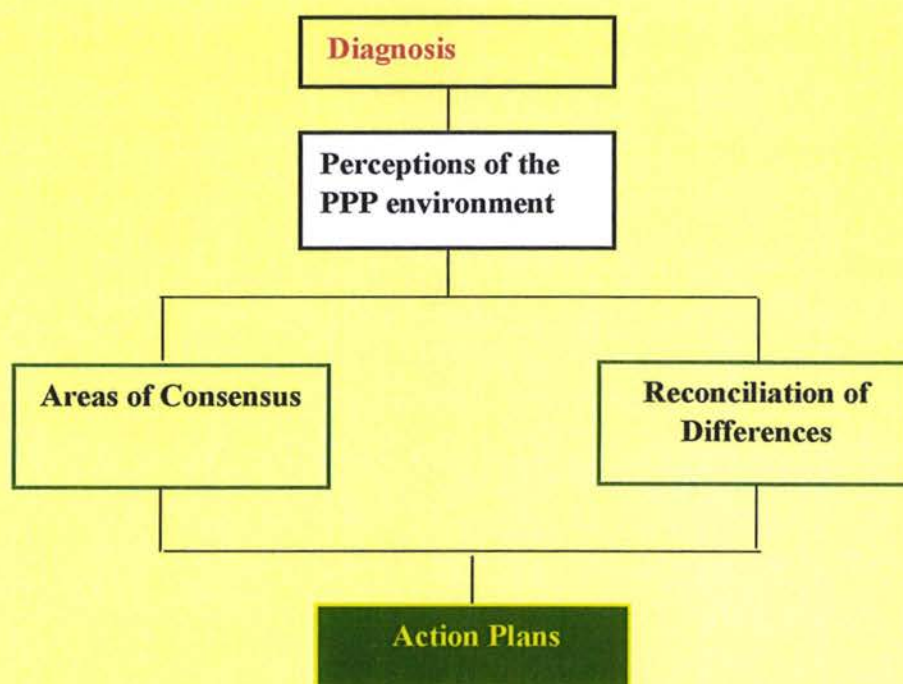
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<http://www.unescap.org/ttdw/ppp/>

The aim of this PPP-Readiness Self-Assessment is to provide a diagnostic tool for identifying the key areas that governments need to address in order to involve the private sector more actively in the infrastructure development process.

The key function of the Assessment is that it is to be used to diagnose problems in attracting private investment for infrastructure development as distinct from using it to develop benchmarks against which different sectors or countries could be compared.

The intention of the Assessment is that it is a questionnaire in which all the questions could be answered by small informed groups that have understanding of the investment environment in a country in half a day. Ideally, the groups should comprise of stakeholders with common interests. For example, a public sector group and a private sector group. Having filled out the questionnaire, the groups can discuss the commonality and difference in their perceptions of the PPP environment. Based on their assessment, action plans can be prepared afterwards. The whole assessment process is summarized in the diagram below.



The questionnaire is separated into two parts. Part A with questions 1 to 40 focuses on issues relating to the general investment climate in country. The areas of focus include:

- Macroeconomic environment
- Business climate
- Financial environment
- Legal and governance environment

Some of the questions are quantitative in nature, the data for which can be collected and distributed prior to filling out the questionnaire. Most of the questions, however, are qualitative in nature and will require respondents' value judgment on the performance level of the concerned indicator in the question.

Part B with questions 41 to 98 focuses on questions specifically related to PPPs and are qualitative in nature. The areas to which these question focus include:

- Legal and regulatory provision
- Policy framework
- Capacity
- Project selection and contracting process
- Post-selection process
- Social dimension

In filling out the questionnaires, respondents or groups are required to rate the country's performance against each of the 98 questions on a scale of 0-4 with 4 being the highest score.

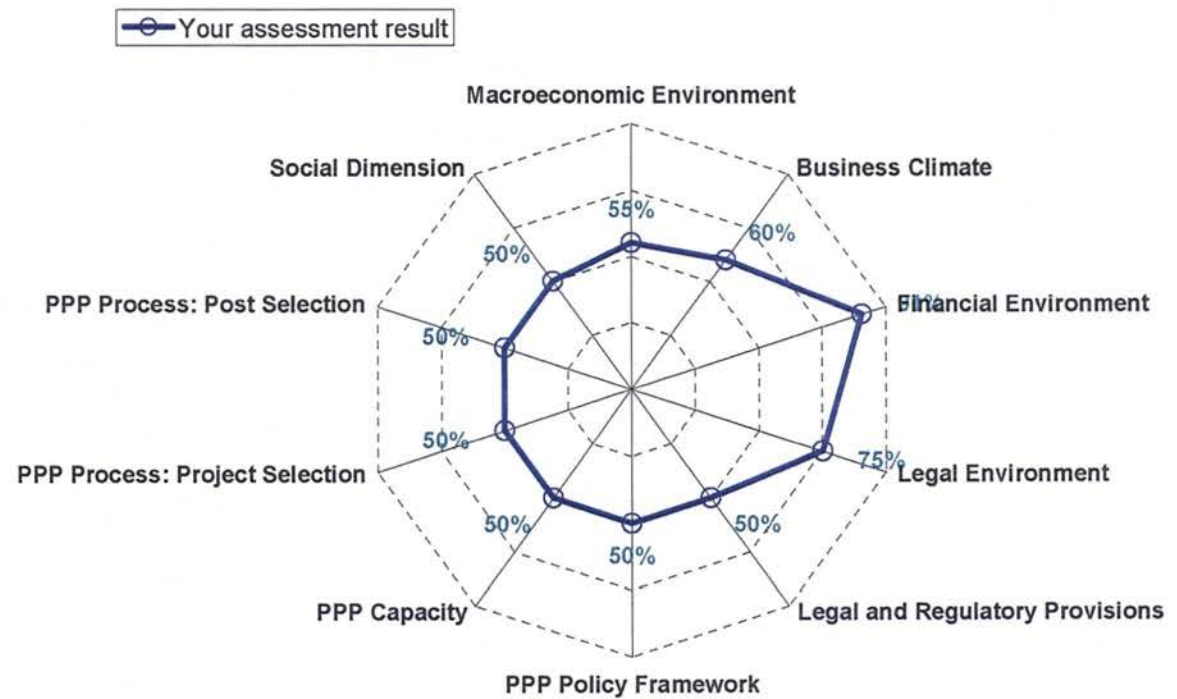
In order to assist in the evaluation process, the section on Guidelines in this document provides suggestive definitions for each of the 5 points of the scale.

Public Private Partnership Readiness Self Assessment Form

Macroeconomic Environment	22 out of 40	or	55%
Business Climate	24 out of 40	or	60%
Financial Environment	29 out of 32	or	91%
Legal Environment	36 out of 48	or	75%
Legal and Regulatory Provisions	20 out of 40	or	50%
PPP Policy Framework	22 out of 44	or	50%
PPP Capacity	20 out of 40	or	50%
PPP Process: Project Selection	20 out of 40	or	50%
PPP Process: Post Selection	18 out of 36	or	50%
Social Dimension	16 out of 32	or	50%
<i>Add to get</i>			
Public Private Partnership Readiness	227 out of 392	or	58%

Country

Contact address:



Part A: Indicators on general background

Macroeconomic Environment							Result	
Economic growth	1	GDP growing at an acceptable rate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	2	Satisfactory growth rates in key sectors	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	3	Business confidence high	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor	1
Domestic economic stability	4	Price stability	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	5	Fiscal budget balance	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	6	Low unemployment rate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	7	Stable and reasonable real interest rates	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
External balance and stability	8	Stable exchange rate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	9	Satisfactory balance of payments position	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	10	Acceptable debt service ratio	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
		Macroeconomic Environment	Total:		22 out of 40			

Business Climate							
Registration and taxation policy	11	Rational, equitable and predictable taxation policies	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	12	Reasonable tax levels for corporations	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	13	Possible to register and get permission to start up a new business quickly and easily	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Access to factors of production	14	Education produces sufficient quantity of sufficiently skilled graduates	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	15	Fields of specialized education appropriate for country needs	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	16	Physical infrastructure adequate	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Government's responsiveness to business concerns	17	Precedents shows government to be responsive to PPP business concerns	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	18	Commitment to maintain policy continuity	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Repatriation of profits	19	Few restrictions on repatriation of profits	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	20	Convertibility of foreign exchange	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Business Climate			Total:		24 out of 40		

Result

2

4

4

1

2

2

3

2

2

2

Financial Environment

Basic development of the financial system	21	Developed banking system services corporate needs	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	22	Developed pension and insurance market	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	23	Bond market exists and is open to private participation	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	24	Developed equity markets	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Other important components of a developed financial system	25	Effective financial regulatory regime in place	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	26	Clear and effective provision for bankruptcy and limited shareholder liability	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	27	Credit rating agency(s) exist and offer ratings on individual businesses	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	28	Financial sector experienced in assessing long-term lending decisions	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result

4

4

4

3

4

3

4

3

Financial Environment

Total:

29 out of 32

Legal and Governance Environment

IP rights and competence of judiciary	29	Property rights effectively enforced, and compensation for expropriation is fair	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	30	Effective protection for intellectual property, including business models	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	31	Judiciary demonstrates competence, independence and efficiency	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Government commitment to transparency	32	Government procurement is fair and transparent in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	33	Effective political commitment to eradicate public sector corruption	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	34	Political commitment to public and private financial transparency	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	35	Government addressing problems of corrupt corporate practices	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
General government openness and transparency	36	Community and stakeholder participation in government policy making	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	37	Press is free, formally and in practice	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Capacity in labor and environmental law	38	Labour legislation effective in protecting workers' wages and safety	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	39	Environmental protection adequate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	40	Environmental laws are clear and transparent and are all available from a single source	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result

3

4

3

3

1

3

2

1

4

4

4

4

Legal Environment

Total:

36 out of 48

Part B: Indicators focusing on PPP issues

Legal and Regulatory Provision for PPP							Result	
Establishment of clear legal basis for PPP process	41	Legal basis for private sector participation in PPP is clearly defined	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	42	Limited restriction on participation of foreign investors in PPP projects	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	43	Judiciary understands and accepts PPP policy framework	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Legal provision for property acquisition	44	Authority and procedures are clear for acquiring rights of way	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Adequacy of structures providing for economic regulation of PPP projects	45	Regulatory authority is clear for all PPP types expected	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	46	Price and quality of PPP monopolies regulated to protect consumers and others	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	47	Price regulation sufficiently flexible to adjust to major cost changes	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Implementation of economic regulation (including quality and fairness issues)	48	Powers and resources are adequate to regulate PPP	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	49	Accounts of PPP projects available to regulators and subject to effective query	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	50	Regulators demonstrate competence, independence and efficiency	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
Regulatory Environment			Total:		20 out of 40			



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Self assessment form
PPP readiness Kyrgyzstan**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

PPP-Readiness Self-Assessment

Public Private Partnership Readiness – Self Assessment Form

Version 1.0 (26 September 2007)

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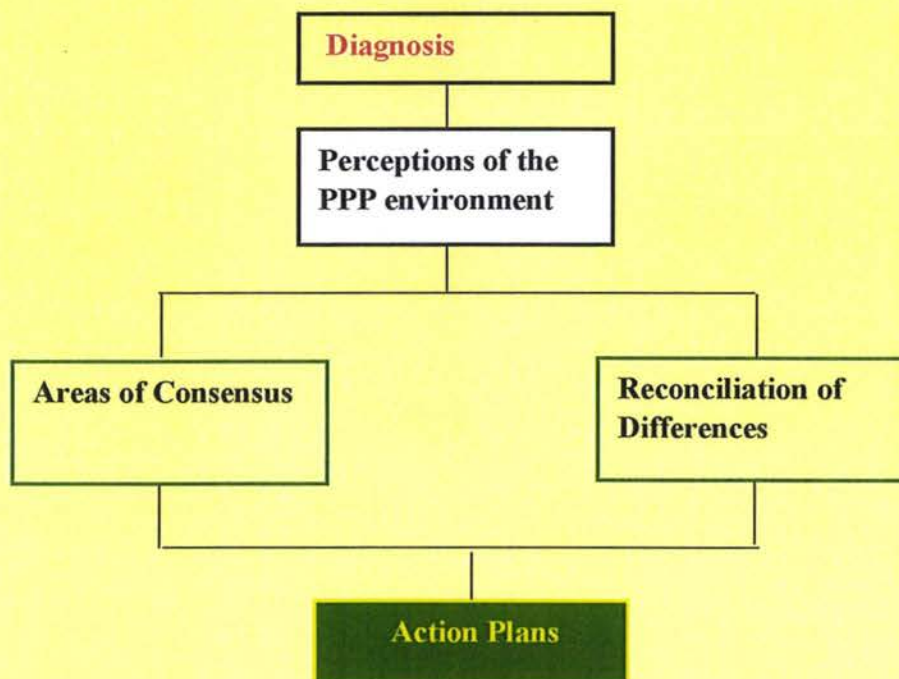
email: moon.unescap@un.org, escap-ttd@un.org, Tel.: +66-2-2881378

<http://www.unescap.org/ttdw/ppp/>

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The questionnaire is separated into two parts. Part A with questions 1 to 40 focuses on issues relating to the general investment climate in country. The areas of focus include:

- Macroeconomic environment
- Business climate
- Financial environment
- Legal and governance environment

Some of the questions are quantitative in nature, the data for which can be collected and distributed prior to filling out the questionnaire. Most of the questions, however, are qualitative in nature and will require respondents' value judgment on the performance level of the concerned indicator in the question.

Part B with questions 41 to 98 focuses on questions specifically related to PPPs and are qualitative in nature. The areas to which these question focus include:

- Legal and regulatory provision
- Policy framework
- Capacity
- Project selection and contracting process
- Post-selection process
- Social dimension

In filling out the questionnaires, respondents or groups are required to rate the country's performance against each of the 98 questions on a scale of 0-4 with 4 being the highest score.

In order to assist in the evaluation process, the section on Guidelines in this document provides suggestive definitions for each of the 5 points of the scale.

Public Private Partnership Readiness Self Assessment Form

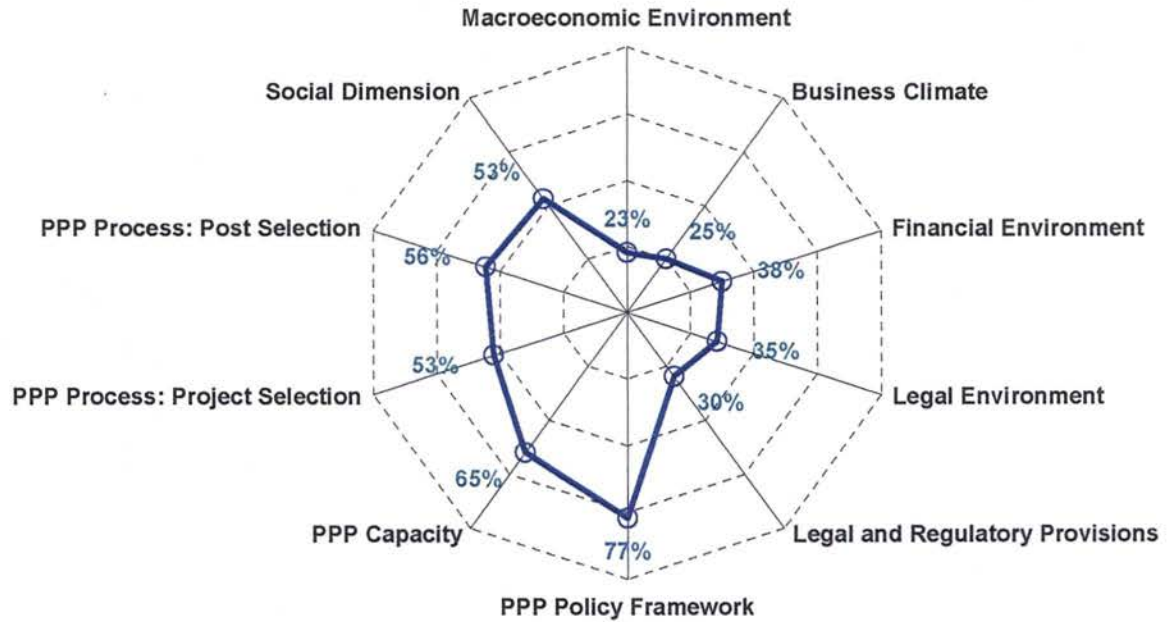
<i>Macroeconomic Environment</i>	9 out of 40	or	23%
<i>Business Climate</i>	10 out of 40	or	25%
<i>Financial Environment</i>	12 out of 32	or	38%
<i>Legal Environment</i>	17 out of 48	or	35%
<i>Legal and Regulatory Provisions</i>	12 out of 40	or	30%
<i>PPP Policy Framework</i>	34 out of 44	or	77%
<i>PPP Capacity</i>	26 out of 40	or	65%
<i>PPP Process: Project Selection</i>	21 out of 40	or	53%
<i>PPP Process: Post Selection</i>	20 out of 36	or	56%
<i>Social Dimension</i>	17 out of 32	or	53%
<i>Add to get</i>			
<i>Public Private Partnership Readiness</i>	178 out of 392	or	45%

Country

Kyrgyzstan

Contact address:

—○— Your assessment result



Part A: Indicators on general background

Macroeconomic Environment							Result	
Economic growth	1	GDP growing at an acceptable rate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	2	Satisfactory growth rates in key sectors	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	3	Business confidence high	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
Domestic economic stability	4	Price stability	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	5	Fiscal budget balance	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	6	Low unemployment rate	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	7	Stable and reasonable real interest rates	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
External balance and stability	8	Stable exchange rate	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	9	Satisfactory balance of payments position	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
	10	Acceptable debt service ratio	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor	0
Macroeconomic Environment			Total:		9 out of 40			

Business Climate

Registration and taxation policy	11	Rational, equitable and predictable taxation policies	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	12	Reasonable tax levels for corporations	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	13	Possible to register and get permission to start up a new business quickly and easily	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Access to factors of production	14	Education produces sufficient quantity of sufficiently skilled graduates	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	15	Fields of specialized education appropriate for country needs	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	16	Physical infrastructure adequate	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Government's responsiveness to business concerns	17	Precedents shows government to be responsive to PPP business concerns	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	18	Commitment to maintain policy continuity	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Repatriation of profits	19	Few restrictions on repatriation of profits	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	20	Convertibility of foreign exchange	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor

Result

1

1

1

1

1

1

1

1

1

1

Business Climate

Total:

10 out of 40

Financial Environment							
Basic development of the financial system	21	Developed banking system services corporate needs	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	22	Developed pension and insurance market	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	23	Bond market exists and is open to private participation	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	24	Developed equity markets	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Other important components of a developed financial system	25	Effective financial regulatory regime in place	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	26	Clear and effective provision for bankruptcy and limited shareholder liability	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	27	Credit rating agency(s) exist and offer ratings on individual businesses	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	28	Financial sector experienced in assessing long-term lending decisions	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Financial Environment			Total:		12 out of 32		

Result
4
1
1
1
1
1
1
2
1

Legal and Governance Environment							
IP rights and competence of judiciary	29	Property rights effectively enforced, and compensation for expropriation is fair	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	30	Effective protection for intellectual property, including business models	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	31	Judiciary demonstrates competence, independence and efficiency	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Government commitment to transparency	32	Government procurement is fair and transparent in practice	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	33	Effective political commitment to eradicate public sector corruption	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	34	Political commitment to public and private financial transparency	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	35	Government addressing problems of corrupt corporate practices	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
General government openness and transparency	36	Community and stakeholder participation in government policy making	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	37	Press is free, formally and in practice	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Capacity in labor and environmental law	38	Labour legislation effective in protecting workers' wages and safety	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	39	Environmental protection adequate	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	40	Environmental laws are clear and transparent and are all available from a single source	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Legal Environment			Total:			17 out of 48	

Result

1

4

3

1

1

1

1

1

1

1

1

1

Part B: Indicators focusing on PPP issues

Legal and Regulatory Provision for PPP							
Establishment of clear legal basis for PPP process	41	Legal basis for private sector participation in PPP is clearly defined	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	42	Limited restriction on participation of foreign investors in PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
	43	Judiciary understands and accepts PPP policy framework	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Legal provision for property acquisition	44	Authority and procedures are clear for acquiring rights of way	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Adequacy of structures providing for economic regulation of PPP projects	45	Regulatory authority is clear for all PPP types expected	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	46	Price and quality of PPP monopolies regulated to protect consumers and others	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	47	Price regulation sufficiently flexible to adjust to major cost changes	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Implementation of economic regulation (including quality and fairness issues)	48	Powers and resources are adequate to regulate PPP	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	49	Accounts of PPP projects available to regulators and subject to effective query	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
	50	Regulators demonstrate competence, independence and efficiency	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
Regulatory Environment			Total:				12 out of 40

Result
1
0
2
2
2
2
1
0
0

PPP Policy Framework							Result	
Clarity of a policy framework and division of responsibilities	51	Private participation in PPP projects has clear basis in policy, with broad government support	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	52	PPP policy has clearly allocated authority and responsibility within the parts of government	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Ability of the policy framework to generate projects for PPP	53	Effective process defined for proposing, identifying and structuring projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	54	Distinct process for unsolicited PPP proposals in policy framework	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	55	Policy framework generates commercially viable project proposals	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	56	Sectoral competition and regulatory regime chosen to limit market power	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
Ability of the PPP policy framework to work effectively with broader governmental requirements	57	Projects are integrated with the national and local planning process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	58	Criteria for project support by government are clearly defined	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	59	Project support requirements are integrated with government budget process	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Responsiveness of the PPP policy framework to broader input	60	Stakeholders can participate in project planning and implementation	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	61	PPP policy undergoes evaluation and revision in response to experience	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
PPP Policy Framework			Total:		34 out of 44			

PPP Capacity							
Political support and institutional structure	62	PPP process has sufficient political support, due to positive record or political "champion"	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	63	Defined government mechanisms in place to coordinate PPP needs	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Technical expertise and related resources available for the various aspects of PPP management	64	Staff of relevant government agencies have resources/information for managing PPP process	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	65	Staff aware of legal, financial and basic technical issues in PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	66	Staff capable of routine operations in PPP project development	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	67	Technical capacity sufficient to ensure construction and service standards	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	68	Staff can assess outside work, including feasibility studies and risk mitigation strategies	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Capacity for training	69	PPP documentation/best practices available in public domain	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	70	Adequate resources/facilities and expertise to train in PPP	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	71	Provision for assisting line agencies and local government in undertaking PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
PPP Capacity			Total:		26 out of 40		

Result
4
3
3
2
2
2
2
4
2
2

PPP Process: Project selection and contracting

Predictability and transparency of the overall process	72	Predictable staging of project identification, selection and contracting	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	73	Transparent procedures specified for all stages of the PPP process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Proper project assessment procedures before committing to a project	74	Project feasibility studies undertaken for larger proposals	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	75	Environmental and social impact assessment required	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	76	Customer safety assessment fully incorporated	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
Management of the process of bidding by potential project sponsors	77	Bidders given proper information, including requirements for submitting proposals	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	78	Verification of business information used in sponsor selection	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	79	Conflict of interest results in exclusion from contracting	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	80	Competitive tendering process is transparent in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	81	Objective criteria for project sponsor selection are known and applied	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result
4
2
2
1
0
1
2
3
3
3

PPP Process **Total:** *21 out of 40*

PPP Process: Post-Selection

Performance monitoring of on-going projects	82	Defined performance requirements available prior to bidding	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	83	Performance monitoring effective and transparent	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Management of contingencies which arise during the project implementation	84	Arrangements for risk sharing are sensible and manageable	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	85	Contracts for PPP are irrevocable except through due process	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	86	Penalties enforced for failure to meet contractual obligations	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	87	Conflict resolution process clear, including alternatives to judicial resolution	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	88	International arbitration recognized and effective for dispute resolution	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Post-contract regulation applied in practice	89	Technical regulation is appropriate to project requirements	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	90	Rulings by technical and economic regulators can be appealed	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result

4
1
1
1
3
2
3
3
2

PPP Process

Total:

20 out of 36

Social Dimension of PPP Policy

Government's ability to promote the PPP concept	91	Civil society views PPPs as viable means of providing infrastructure and basic services	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	92	Programme to educate the public concerning the need for user-pays principle	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Are PPP policies pro-poor?	93	Planning system addresses the needs of the poor and marginalized	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
	94	Pricing policies reflect the needs of the poor in basic services	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Specialized finance for projects with pro-poor and/or social priorities	95	Funds available for projects with added social welfare purpose	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
	96	Community instruments (such as cooperatives) for equity participation in PPP available	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Is the community taken into in PPP?	97	Mechanism for undertaking community-based infrastructure projects using PPP	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	98	Resettlement and rehabilitation provided for communities disrupted by PPP projects	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result

1

4

0

4

0

3

2

3

Social Environment

Total:

17 out of 32



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Self assessment form
PPP readiness Tajikistan**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

PPP-Readiness Self-Assessment

Public Private Partnership Readiness – Self Assessment Form

Version 1.0 (26 September 2007)

Fill in Sheets "Part A" and "Part B". Please only write in the green cells!

For scaling guidelines read the comments indicated with red symbols, or refer to the separate PDF document entitled "Guidelines"!

For more information, please contact:

Mr. John Moon, Chief, Transport Policy and Tourism Section, Transport and Tourism Division,
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

Rajdamnern Nok Avenue, Bangkok 10200, Thailand

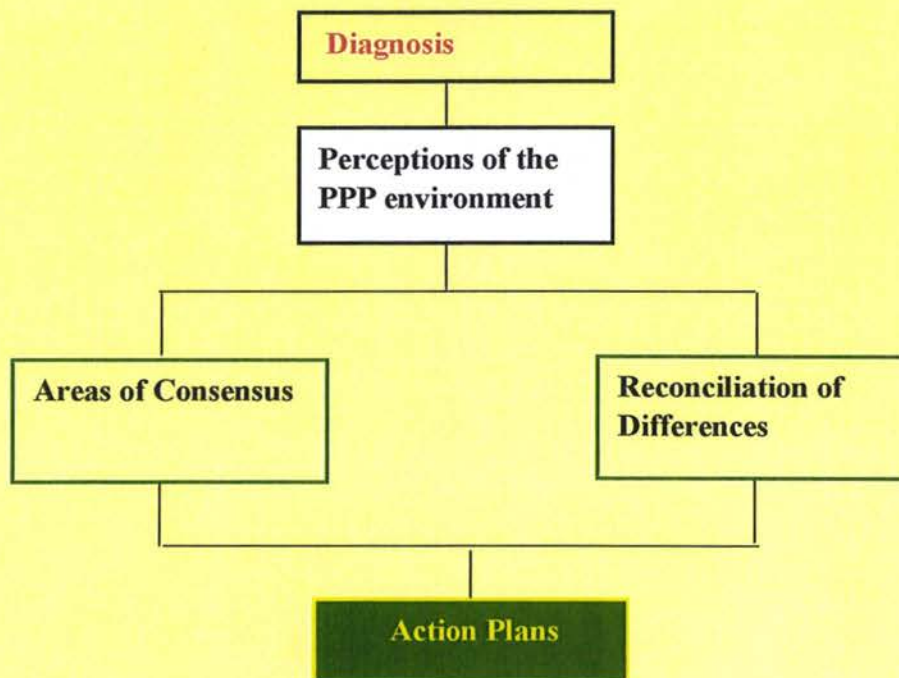
email: moon.unescap@un.org, escap-ttd@un.org, Tel.: +66-2-2881378

<http://www.unescap.org/ttdw/ppp/>

The aim of this PPP-Readiness Self-Assessment is to provide a diagnostic tool for identifying the key areas that governments need to address in order to involve the private sector more actively in the infrastructure development process.

The key function of the Assessment is that it is to be used to diagnose problems in attracting private investment for infrastructure development as distinct from using it to develop benchmarks against which different sectors or countries could be compared.

The intention of the Assessment is that it is a questionnaire in which all the questions could be answered by small informed groups that have understanding of the investment environment in a country in half a day. Ideally, the groups should comprise of stakeholders with common interests. For example, a public sector group and a private sector group. Having filled out the questionnaire, the groups can discuss the commonality and difference in their perceptions of the PPP environment. Based on their assessment, action plans can be prepared afterwards. The whole assessment process is summarized in the diagram below.



The questionnaire is separated into two parts. Part A with questions 1 to 40 focuses on issues relating to the general investment climate in country. The areas of focus include:

- Macroeconomic environment
- Business climate
- Financial environment
- Legal and governance environment

Some of the questions are quantitative in nature, the data for which can be collected and distributed prior to filling out the questionnaire. Most of the questions, however, are qualitative in nature and will require respondents' value judgment on the performance level of the concerned indicator in the question.

Part B with questions 41 to 98 focuses on questions specifically related to PPPs and are qualitative in nature. The areas to which these question focus include:

- Legal and regulatory provision
- Policy framework
- Capacity
- Project selection and contracting process
- Post-selection process
- Social dimension

In filling out the questionnaires, respondents or groups are required to rate the country's performance against each of the 98 questions on a scale of 0-4 with 4 being the highest score.

In order to assist in the evaluation process, the section on Guidelines in this document provides suggestive definitions for each of the 5 points of the scale.

Public Private Partnership Readiness Self Assessment Form

<i>Macroeconomic Environment</i>	26 out of 40	or	65%
<i>Business Climate</i>	25 out of 40	or	63%
<i>Financial Environment</i>	17 out of 32	or	53%
<i>Legal Environment</i>	26 out of 48	or	54%
<i>Legal and Regulatory Provisions</i>	19 out of 40	or	48%
<i>PPP Policy Framework</i>	26 out of 44	or	59%
<i>PPP Capacity</i>	14 out of 40	or	35%
<i>PPP Process: Project Selection</i>	23 out of 40	or	58%
<i>PPP Process: Post Selection</i>	18 out of 36	or	50%
<i>Social Dimension</i>	11 out of 32	or	34%
<i>Add to get</i>			
<i>Public Private Partnership Readiness</i>	205 out of 392	or	52%

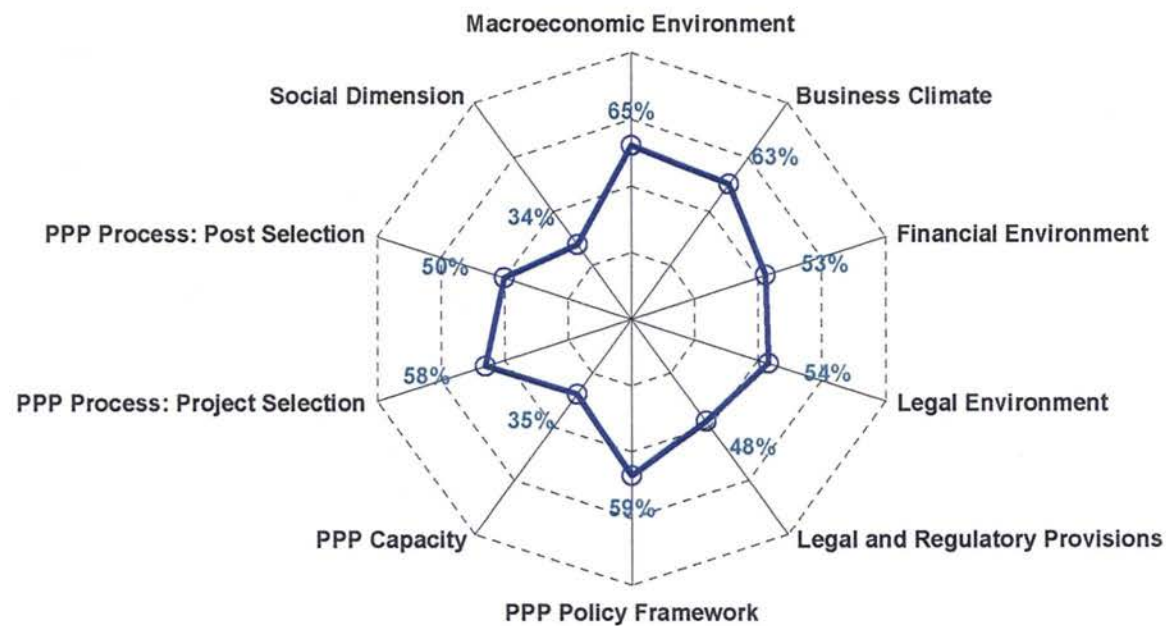
Country

Tajikistan

Kakharov St., 592, Dushanbe, Tajikistan

Contact address:

—●— Your assessment result



Part A: Indicators on general background

Macroeconomic Environment							Result	
Economic growth	1	GDP growing at an acceptable rate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	2	Satisfactory growth rates in key sectors	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	3	Business confidence high	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Domestic economic stability	4	Price stability	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	5	Fiscal budget balance	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	6	Low unemployment rate	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	7	Stable and reasonable real interest rates	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
External balance and stability	8	Stable exchange rate	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	9	Satisfactory balance of payments position	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	10	Acceptable debt service ratio	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor	1
Macroeconomic Environment			Total:		26 out of 40			

Business Climate							
Registration and taxation policy	11	Rational, equitable and predictable taxation policies	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	12	Reasonable tax levels for corporations	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	13	Possible to register and get permission to start up a new business quickly and easily	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Access to factors of production	14	Education produces sufficient quantity of sufficiently skilled graduates	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	15	Fields of specialized education appropriate for country needs	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	16	Physical infrastructure adequate	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Government's responsiveness to business concerns	17	Precedents shows government to be responsive to PPP business concerns	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	18	Commitment to maintain policy continuity	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Repatriation of profits	19	Few restrictions on repatriation of profits	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	20	Convertibility of foreign exchange	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Business Climate			Total:		25 out of 40		

Result
2
2
3
2
2
1
3
4
3
3

Financial Environment

Basic development of the financial system	21	Developed banking system services corporate needs	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	22	Developed pension and insurance market	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	23	Bond market exists and is open to private participation	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	24	Developed equity markets	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Other important components of a developed financial system	25	Effective financial regulatory regime in place	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	26	Clear and effective provision for bankruptcy and limited shareholder liability	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	27	Credit rating agency(s) exist and offer ratings on individual businesses	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	28	Financial sector experienced in assessing long-term lending decisions	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result

3

1

2

2

3

2

2

2

Financial Environment

Total:

17 out of 32

Legal and Governance Environment							
IP rights and competence of judiciary	29	Property rights effectively enforced, and compensation for expropriation is fair	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	30	Effective protection for intellectual property, including business models	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	31	Judiciary demonstrates competence, independence and efficiency	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Government commitment to transparency	32	Government procurement is fair and transparent in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	33	Effective political commitment to eradicate public sector corruption	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	34	Political commitment to public and private financial transparency	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	35	Government addressing problems of corrupt corporate practices	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
General government openness and transparency	36	Community and stakeholder participation in government policy making	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	37	Press is free, formally and in practice	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Capacity in labor and environmental law	38	Labour legislation effective in protecting workers' wages and safety	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	39	Environmental protection adequate	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	40	Environmental laws are clear and transparent and are all available from a single source	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Legal Environment		Total:	26 out of 48				

Result
1
3
3
3
2
2
1
1
2
2
2
4

Part B: Indicators focusing on PPP issues

Legal and Regulatory Provision for PPP							
Establishment of clear legal basis for PPP process	41	Legal basis for private sector participation in PPP is clearly defined	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	42	Limited restriction on participation of foreign investors in PPP projects	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	43	Judiciary understands and accepts PPP policy framework	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Legal provision for property acquisition	44	Authority and procedures are clear for acquiring rights of way	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Adequacy of structures providing for economic regulation of PPP projects	45	Regulatory authority is clear for all PPP types expected	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	46	Price and quality of PPP monopolies regulated to protect consumers and others	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	47	Price regulation sufficiently flexible to adjust to major cost changes	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Implementation of economic regulation (including quality and fairness issues)	48	Powers and resources are adequate to regulate PPP	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	49	Accounts of PPP projects available to regulators and subject to effective query	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	50	Regulators demonstrate competence, independence and efficiency	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
Regulatory Environment			Total:		19 out of 40		

Result
2
4
3
2
1
2
2
1
2
0

PPP Policy Framework							Result	
Clarity of a policy framework and division of responsibilities	51	Private participation in PPP projects has clear basis in policy, with broad government support	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	52	PPP policy has clearly allocated authority and responsibility within the parts of government	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
Ability of the policy framework to generate projects for PPP	53	Effective process defined for proposing, identifying and structuring projects	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	54	Distinct process for unsolicited PPP proposals in policy framework	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	55	Policy framework generates commercially viable project proposals	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor	1
	56	Sectoral competition and regulatory regime chosen to limit market power	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Ability of the PPP policy framework to work effectively with broader governmental requirements	57	Projects are integrated with the national and local planning process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	58	Criteria for project support by government are clearly defined	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	59	Project support requirements are integrated with government budget process	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Responsiveness of the PPP policy framework to broader input	60	Stakeholders can participate in project planning and implementation	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	61	PPP policy undergoes evaluation and revision in response to experience	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
PPP Policy Framework			Total:			26 out of 44		

PPP Capacity							
Political support and institutional structure	62	PPP process has sufficient political support, due to positive record or political "champion"	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	63	Defined government mechanisms in place to coordinate PPP needs	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Technical expertise and related resources available for the various aspects of PPP management	64	Staff of relevant government agencies have resources/information for managing PPP process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	65	Staff aware of legal, financial and basic technical issues in PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	66	Staff capable of routine operations in PPP project development	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	67	Technical capacity sufficient to ensure construction and service standards	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
	68	Staff can assess outside work, including feasibility studies and risk mitigation strategies	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Capacity for training	69	PPP documentation/best practices available in public domain	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	70	Adequate resources/facilities and expertise to train in PPP	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	71	Provision for assisting line agencies and local government in undertaking PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
PPP Capacity			Total: 14 out of 40				

Result
2
1
2
1
2
0
2
1
1
2

PPP Process: Project selection and contracting							
Predictability and transparency of the overall process	72	Predictable staging of project identification, selection and contracting	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	73	Transparent procedures specified for all stages of the PPP process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Proper project assessment procedures before committing to a project	74	Project feasibility studies undertaken for larger proposals	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	75	Environmental and social impact assessment required	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	76	Customer safety assessment fully incorporated	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Management of the process of bidding by potential project sponsors	77	Bidders given proper information, including requirements for submitting proposals	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	78	Verification of business information used in sponsor selection	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	79	Conflict of interest results in exclusion from contracting	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	80	Competitive tendering process is transparent in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	81	Objective criteria for project sponsor selection are known and applied	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
PPP Process		Total:	23 out of 40				

Result
3
2
2
2
2
3
2
1
3
3

PPP Process: Post-Selection							
Performance monitoring of on-going projects	82	Defined performance requirements available prior to bidding	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	83	Performance monitoring effective and transparent	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Management of contingencies which arise during the project implementation	84	Arrangements for risk sharing are sensible and manageable	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	85	Contracts for PPP are irrevocable except through due process	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	86	Penalties enforced for failure to meet contractual obligations	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	87	Conflict resolution process clear, including alternatives to judicial resolution	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	88	International arbitration recognized and effective for dispute resolution	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Post-contract regulation applied in practice	89	Technical regulation is appropriate to project requirements	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	90	Rulings by technical and economic regulators can be appealed	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
PPP Process			Total:		18 out of 36		

Result
3
1
1
1
2
2
3
2
3

Social Dimension of PPP Policy							
Government's ability to promote the PPP concept	91	Civil society views PPPs as viable means of providing infrastructure and basic services	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	92	Programme to educate the public concerning the need for user-pays principle	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Are PPP policies pro-poor?	93	Planning system addresses the needs of the poor and marginalized	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input checked="" type="radio"/> poor
	94	Pricing policies reflect the needs of the poor in basic services	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
Specialized finance for projects with pro-poor and/or social priorities	95	Funds available for projects with added social welfare purpose	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	96	Community instruments (such as cooperatives) for equity participation in PPP available	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Is the community taken into in PPP?	97	Mechanism for undertaking community-based infrastructure projects using PPP	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	98	Resettlement and rehabilitation provided for communities disrupted by PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Social Environment			Total:				11 out of 32

Result
1
2
0
1
1
2
2
2



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Self assessment form
PPP readiness Uzbekistan**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

PPP-Readiness Self-Assessment

Public Private Partnership Readiness – Self Assessment Form

Version 1.0 (26 September 2007)

Fill in Sheets "Part A" and "Part B". Please only write in the green cells!

For scaling guidelines read the comments indicated with red symbols, or refer to the separate PDF document entitled "Guidelines"!

For more information, please contact:

Mr. John Moon, Chief, Transport Policy and Tourism Section, Transport and Tourism Division,
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

Rajdamnern Nok Avenue, Bangkok 10200, Thailand

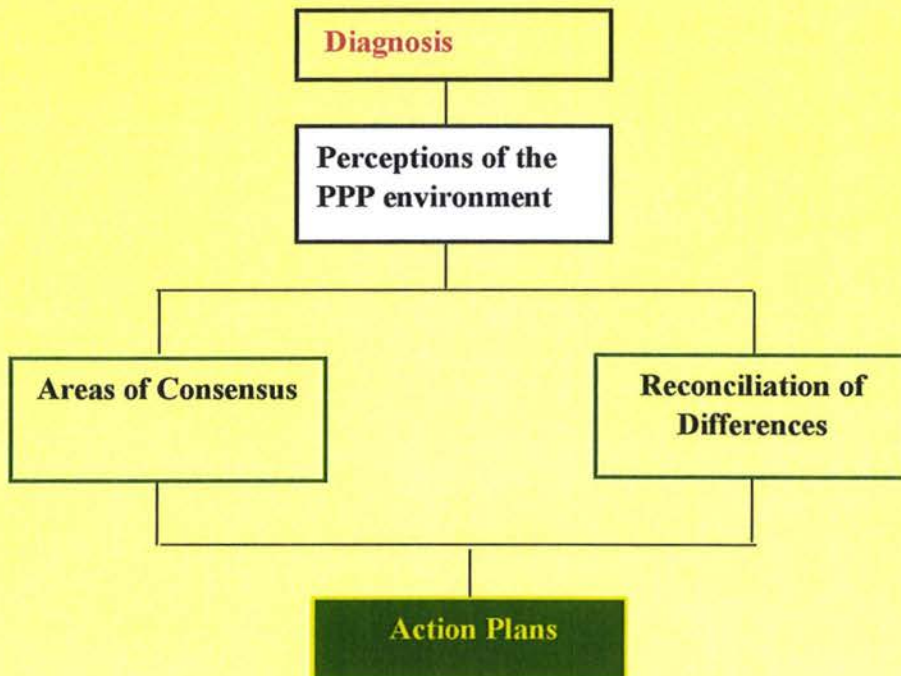
email: moon.unescap@un.org, escap-ttd@un.org, Tel.: +66-2-2881378

<http://www.unescap.org/ttdw/ppp/>

The aim of this PPP-Readiness Self-Assessment is to provide a diagnostic tool for identifying the key areas that governments need to address in order to involve the private sector more actively in the infrastructure development process.

The key function of the Assessment is that it is to be used to diagnose problems in attracting private investment for infrastructure development as distinct from using it to develop benchmarks against which different sectors or countries could be compared.

The intention of the Assessment is that it is a questionnaire in which all the questions could be answered by small informed groups that have understanding of the investment environment in a country in half a day. Ideally, the groups should comprise of stakeholders with common interests. For example, a public sector group and a private sector group. Having filled out the questionnaire, the groups can discuss the commonality and difference in their perceptions of the PPP environment. Based on their assessment, action plans can be prepared afterwards. The whole assessment process is summarized in the diagram below.



The questionnaire is separated into two parts. Part A with questions 1 to 40 focuses on issues relating to the general investment climate in country. The areas of focus include:

- Macroeconomic environment
- Business climate
- Financial environment
- Legal and governance environment

prior to filling out the questionnaire. Most of the questions, however, are qualitative in nature and will require respondents' value judgment on the performance level of the concerned indicator in the question.

Part B with questions 41 to 98 focuses on questions specifically related to PPPs and are qualitative in nature. The areas to which these question focus include:

- Legal and regulatory provision
- Policy framework
- Capacity
- Project selection and contracting process
- Post-selection process
- Social dimension

In filling out the questionnaires, respondents or groups are required to rate the country's performance against each of the 98 questions on a scale of 0-4 with 4 being the highest score.

In order to assist in the evaluation process, the section on Guidelines in this document provides suggestive definitions for each of the 5 points of the scale.

Public Private Partnership Readiness Self Assessment Form

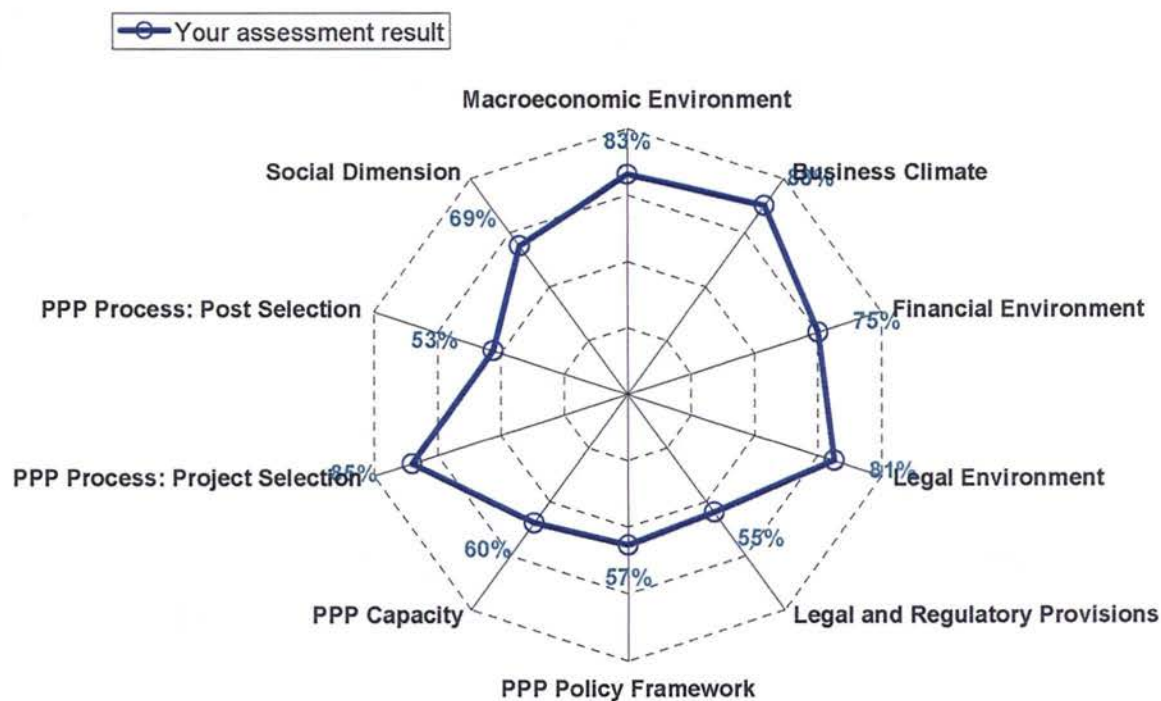
<i>Macroeconomic Environment</i>	33 out of 40	or	83%
<i>Business Climate</i>	35 out of 40	or	88%
<i>Financial Environment</i>	24 out of 32	or	75%
<i>Legal Environment</i>	39 out of 48	or	81%
<i>Legal and Regulatory Provisions</i>	22 out of 40	or	55%
<i>PPP Policy Framework</i>	25 out of 44	or	57%
<i>PPP Capacity</i>	24 out of 40	or	60%
<i>PPP Process: Project Selection</i>	34 out of 40	or	85%
<i>PPP Process: Post Selection</i>	19 out of 36	or	53%
<i>Social Dimension</i>	22 out of 32	or	69%
<i>Add to get</i>			
<i>Public Private Partnership Readiness</i>	277 out of 392	or	71%

Country

Republic of Uzbekistan

Contact address:

ssalfnazarov@mineconomy.uz



Part A: Indicators on general background

Macroeconomic Environment							Result	
Economic growth	1	GDP growing at an acceptable rate	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	2	Satisfactory growth rates in key sectors	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	3	Business confidence high	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Domestic economic stability	4	Price stability	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	5	Fiscal budget balance	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	6	Low unemployment rate	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	7	Stable and reasonable real interest rates	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
External balance and stability	8	Stable exchange rate	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	9	Satisfactory balance of payments position	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	10	Acceptable debt service ratio	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Macroeconomic Environment			Total:		33 out of 40			

Business Climate							
Registration and taxation policy	11	Rational, equitable and predictable taxation policies	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	12	Reasonable tax levels for corporations	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	13	Possible to register and get permission to start up a new business quickly and easily	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Access to factors of production	14	Education produces sufficient quantity of sufficiently skilled graduates	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	15	Fields of specialized education appropriate for country needs	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	16	Physical infrastructure adequate	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Government's responsiveness to business concerns	17	Precedents shows government to be responsive to PPP business concerns	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	18	Commitment to maintain policy continuity	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Repatriation of profits	19	Few restrictions on repatriation of profits	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	20	Convertibility of foreign exchange	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Business Climate			Total:				35 out of 40

Result

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Financial Environment							
Basic development of the financial system	21	Developed banking system services corporate needs	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	22	Developed pension and insurance market	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	23	Bond market exists and is open to private participation	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	24	Developed equity markets	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Other important components of a developed financial system	25	Effective financial regulatory regime in place	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	26	Clear and effective provision for bankruptcy and limited shareholder liability	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	27	Credit rating agency(s) exist and offer ratings on individual businesses	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	28	Financial sector experienced in assessing long-term lending decisions	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Financial Environment			Total:		24 out of 32		

Result

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Legal and Governance Environment							Result	
IP rights and competence of judiciary	29	Property rights effectively enforced, and compensation for expropriation is fair	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	30	Effective protection for intellectual property, including business models	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	31	Judiciary demonstrates competence, independence and efficiency	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
Government commitment to transparency	32	Government procurement is fair and transparent in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	33	Effective political commitment to eradicate public sector corruption	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
	34	Political commitment to public and private financial transparency	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	35	Government addressing problems of corrupt corporate practices	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	4
General government openness and transparency	36	Community and stakeholder participation in government policy making	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	37	Press is free, formally and in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Capacity in labor and environmental law	38	Labour legislation effective in protecting workers' wages and safety	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	39	Environmental protection adequate	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	40	Environmental laws are clear and transparent and are all available from a single source	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Legal Environment			Total:			39 out of 48		

Part B: Indicators focusing on PPP issues

Legal and Regulatory Provision for PPP							Result	
Establishment of clear legal basis for PPP process	41	Legal basis for private sector participation in PPP is clearly defined	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	42	Limited restriction on participation of foreign investors in PPP projects	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	43	Judiciary understands and accepts PPP policy framework	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Legal provision for property acquisition	44	Authority and procedures are clear for acquiring rights of way	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Adequacy of structures providing for economic regulation of PPP projects	45	Regulatory authority is clear for all PPP types expected	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	46	Price and quality of PPP monopolies regulated to protect consumers and others	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	47	Price regulation sufficiently flexible to adjust to major cost changes	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Implementation of economic regulation (including quality and fairness issues)	48	Powers and resources are adequate to regulate PPP	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	49	Accounts of PPP projects available to regulators and subject to effective query	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	50	Regulators demonstrate competence, independence and efficiency	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Regulatory Environment			Total:		22 out of 40			

PPP Policy Framework							Result	
Clarity of a policy framework and division of responsibilities	51	Private participation in PPP projects has clear basis in policy, with broad government support	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	52	PPP policy has clearly allocated authority and responsibility within the parts of government	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Ability of the policy framework to generate projects for PPP	53	Effective process defined for proposing, identifying and structuring projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	54	Distinct process for unsolicited PPP proposals in policy framework	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	55	Policy framework generates commercially viable project proposals	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	56	Sectoral competition and regulatory regime chosen to limit market power	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
Ability of the PPP policy framework to work effectively with broader governmental requirements	57	Projects are integrated with the national and local planning process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	58	Criteria for project support by government are clearly defined	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	59	Project support requirements are integrated with government budget process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Responsiveness of the PPP policy framework to broader input	60	Stakeholders can participate in project planning and implementation	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	61	PPP policy undergoes evaluation and revision in response to experience	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
PPP Policy Framework			Total:			25 out of 44		

PPP Capacity							Result	
Political support and institutional structure	62	PPP process has sufficient political support, due to positive record or political "champion"	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	63	Defined government mechanisms in place to coordinate PPP needs	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Technical expertise and related resources available for the various aspects of PPP management	64	Staff of relevant government agencies have resources/information for managing PPP process	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	65	Staff aware of legal, financial and basic technical issues in PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	66	Staff capable of routine operations in PPP project development	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
	67	Technical capacity sufficient to ensure construction and service standards	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	68	Staff can assess outside work, including feasibility studies and risk mitigation strategies	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	2
Capacity for training	69	PPP documentation/best practices available in public domain	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	70	Adequate resources/facilities and expertise to train in PPP	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
	71	Provision for assisting line agencies and local government in undertaking PPP projects	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor	3
PPP Capacity			Total:			24 out of 40		

Result
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3

PPP Process: Project selection and contracting

Predictability and transparency of the overall process	72	Predictable staging of project identification, selection and contracting	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	73	Transparent procedures specified for all stages of the PPP process	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Proper project assessment procedures before committing to a project	74	Project feasibility studies undertaken for larger proposals	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	75	Environmental and social impact assessment required	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	76	Customer safety assessment fully incorporated	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Management of the process of bidding by potential project sponsors	77	Bidders given proper information, including requirements for submitting proposals	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	78	Verification of business information used in sponsor selection	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	79	Conflict of interest results in exclusion from contracting	<input checked="" type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	80	Competitive tendering process is transparent in practice	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	81	Objective criteria for project sponsor selection are known and applied	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor

Result
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3

PPP Process **Total:** **34 out of 40**

PPP Process: Post-Selection							
Performance monitoring of on-going projects	82	Defined performance requirements available prior to bidding	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	83	Performance monitoring effective and transparent	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Management of contingencies which arise during the project implementation	84	Arrangements for risk sharing are sensible and manageable	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	85	Contracts for PPP are irrevocable except through due process	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	86	Penalties enforced for failure to meet contractual obligations	<input type="radio"/> very good	<input type="radio"/> good	<input type="radio"/> moderate	<input checked="" type="radio"/> fair	<input type="radio"/> poor
	87	Conflict resolution process clear, including alternatives to judicial resolution	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	88	International arbitration recognized and effective for dispute resolution	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Post-contract regulation applied in practice	89	Technical regulation is appropriate to project requirements	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	90	Rulings by technical and economic regulators can be appealed	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
PPP Process			Total:		19 out of 36		

Result
3
2
2
1
1
2
3
3
2

Social Dimension of PPP Policy							
Government's ability to promote the PPP concept	91	Civil society views PPPs as viable means of providing infrastructure and basic services	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	92	Programme to educate the public concerning the need for user-pays principle	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Are PPP policies pro-poor?	93	Planning system addresses the needs of the poor and marginalized	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	94	Pricing policies reflect the needs of the poor in basic services	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Specialized finance for projects with pro-poor and/or social priorities	95	Funds available for projects with added social welfare purpose	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	96	Community instruments (such as cooperatives) for equity participation in PPP available	<input type="radio"/> very good	<input checked="" type="radio"/> good	<input type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Is the community taken into in PPP?	97	Mechanism for undertaking community-based infrastructure projects using PPP	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
	98	Resettlement and rehabilitation provided for communities disrupted by PPP projects	<input type="radio"/> very good	<input type="radio"/> good	<input checked="" type="radio"/> moderate	<input type="radio"/> fair	<input type="radio"/> poor
Social Environment			Total:		22 out of 32		

Result
3
3
3
3
3
3
2
2



DEVELOPMENT OF THE COORDINATED NATIONAL TRANSPORT POLICIES

**REPUBLIC OF KAZAKHSTAN, THE KYRGYZ REPUBLIC,
REPUBLIC OF TAJIKISTAN, REPUBLIC OF TURKMENISTAN,
REPUBLIC OF UZBEKISTAN**

**Management systems, qualifications and personnel
prerequisite Kyrgyzstan**



REFERENCE: EUROPEAID/122076/C/SER/MULTI

**Data on motor transport vehicle fleet availability in units by regions in
2007, the Kyrgyz Republic**

№	Description of transport facilities	Private transport vehicles									
		Bishkek	Chui region	Osh region	Osh	Djala-Abad	Issyk-Kul	Naryn	Talas	Batken	Total for the country
1	trucks	4137	5320	2117	609	1560	2897	770	935	717	19062
2	buses	6668	2126	921	746	580	421	127	177	310	12076
3	trailers and semitrailers	3141	3963	237	117	302	1370	133	365	78	9706
										Total:	40844

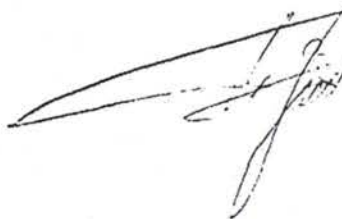
№	Description of transport facilities	Transport vehicles of legal persons									
		Bishkek	Chui region	Osh region	Osh	Djala-Abad	Issyk-Kul	Naryn	Talas	Batken	Total in the country
1	trucks	5765	5355	1704	2030	3067	2249	1634	901	1214	23919
2	buses	1762	1101	364	552	613	574	234	196	299	5695
3	trailers and semitrailers	1015	1059	195	439	214	559	186	40	110	3733
4	fleets	2441	985	550	304	599	508	504	238	271	
	vehicles in them	13703	8735	2931	3546	4874	4447	2550	1572	2234	
										Total:	33347

age of vehicles	
New	5%
5-10 years	40%
10-20 years	55%

I N F O R M A T I O N
ON MOTOR TRANSPORT AVAILABILITY IN THE KYRGYZ REPUBLIC
WITHIN THE PERIOD OF 2001 TO 2007

№	Description of transport features	Physical person ownership						Legal person ownership						Total					
		2002	2003	2004	2005	2006	2007	2002	2003	2004	2005	2006	2007	2002	2003	2004	2005	2006	2007
1	Motor transport, total	206373	206752	217836	223848	243180	253023	257068	253856	262428	266653	283892	39499	257068	253856	262428	266653	283892	292522
	- cars	178529	178544	186280	191121	208587	217422	189648	189430	197569	202520	220359	12222	189648	189430	197569	202520	220359	229644
	- trucks	18522	18326	19062	19801	20385	21646	47227	44138	42981	42679	41566	20070	47227	44138	42981	42679	41566	41716
	- special	235	313	418	477	445	3102	4446	4479	4107	3874	3486	2918	4446	4479	4107	3874	3486	6020
	- bus transport	9087	9569	12076	12449	13763	13492	15747	15809	17771	17580	18481	4289	15747	15809	17771	17580	18481	17781
2	Motorcycles	12544	11221	10275	10057	10029	9157	13009	11668	10740	10485	10307	260	13009	11668	10740	10485	10307	9417
3	Trailers and semitrailers	10437	9590	9706	10136	11144	13059	15007	13757	13439	13885	14900	3583	15007	13757	13439	13885	14900	16642
4	Grand total	229354	227563	237817	244041	264353	275239	285084	279281	286607	291023	309099	43342	285084	279281	286607	291023	309099	318581

Senior state traffic inspector
 State motor licensing and
 inspection department under the
 Ministry of Internal Affairs
 of the Kyrgyz Republic
 Lieutenant colonel of militia

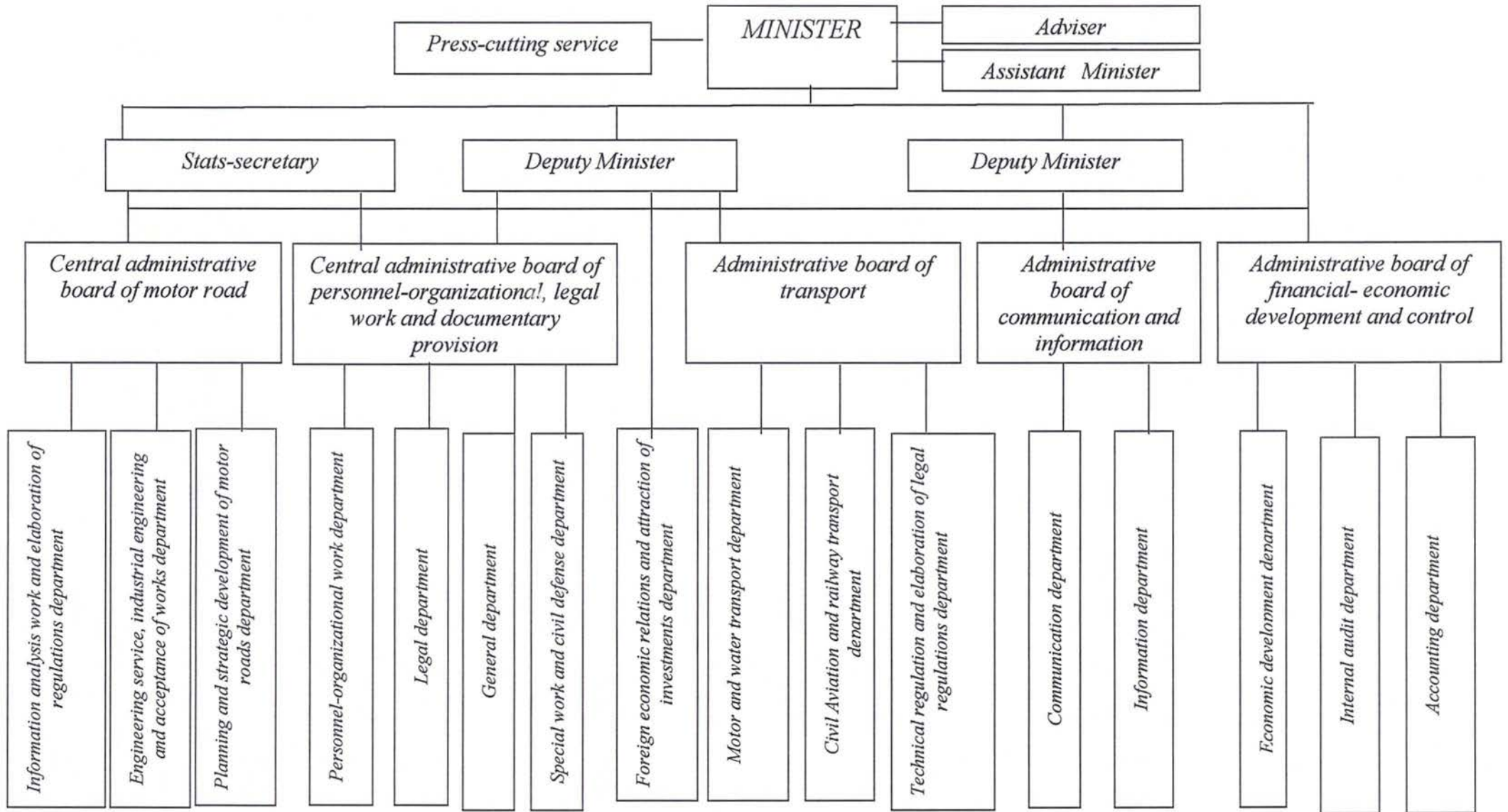


A. Torobekov

**INFORMATION ON RAILWAY STATIONS CAPABILITIES
OF THE KYRGYZ REPUBLIC**

The name of station	20foot 40foot 3-tn 5-tn	THE SQ.AREA OF THE CONTAINER PLATFORM	Daily handling output for containers	Loading and unloading (wagon)	Quantity of approaching ways	Total length	Availability of gantry cranes	load capacity of cranes
“Alamedin” (in Bishkek)	20 foot, 40 foot	32-862 sq.m. 38-977,2 sq.m. 33-699 sq.m. 34-699 sq.m.	110 110 55 55	32-9 38-10 33-13 34-13	2-for loading and for unloading, 2-only for loading	32-321m 38-249 m 33-476m 34-477m	2 Fantuzzi, 2 spread, 2 ropes Total:6	45 ton 20 ton 10 ton
“Bishkek-1” (in Bishkek)	3-tn, 5-tn	15640sq.m. 15640sq.m.	36 load 30unload	15 17	2	408m 408m	2 gantry cranes	6 ton 6 ton
“Kyzyl-Kiya” (Osh region)	3-tn	2100 sq.m.	11	1	1	25m	1 gantry crane	3 ton
“Rybachy” (Issyk-Kul region)	3-tn, 5-tn	2000 sq.m.	100	10	1	450m	2 gantry cranes	5,5 5,5
“Osh-1” (Osh region)	3-tn, 5-tn, 20-foot	14000 sq.m.	70	9w-4 10w-5	3 3	45m 65m	2 gantry cranes	5 ton 20 ton
“Osh-2” (Osh region)	20-foot, 40foot	30000 sq.m.	75	2	3	975m	1 gantry crane, 1 restoration crane	10 ton 60 ton
Kara-Balta (Chui region)	3-tn,5- tn	1210 sq.m.	64	8	1	110m	1козловой	5 ton
Dzhalal-Abad (Dzhalal-Abad region)	3-tn,5- tn 20-foot	6325 sq.m.	20	8	1	285m	2 gantry cranes	5 ton 12.5 ton

ORGANOGRAM
*The Central Personnel Structure of the Ministry of Transport and Communications
of the Kyrgyz Republic*



ANALYSIS OF PERISHABLE GOODS VOLUMES TRANSPORTED IN THE KYRGYZ REPUBLIC.

The analysis of the current situation in the field of perishable goods traffic can be characterized as follows:

1. The total number of cargo vehicles available (all over the country) - 41566 units (data of GAI);
2. Among them, involved into international transport - 1050 units (data of Kyrgyz ASMAP);
3. Including:
 - Refrigerators - 725;
 - Tent-covered trucks - 150;
 - Truck tractors - 175.
4. Total amount of "Operators" (freight forwarders) involved into international transport - 40;
5. 90% of trucks involved into international transport are manufactured abroad.
6. The percentage on model year looks in the following way:
 - 1998 – 20 %;
 - 1999 – 16 %;
 - 1996 – 14 %;
 - 2000 – 12 %;
 - 1997 – 10 %;
 - 1995 – 8 %;
 - 2001 – 6 %;
 - 1991 – 5 %;
 - 1992 – 4 %;
 - 2002-2003 – 2 %;
 - 1989,1993,1994 – 1 %;
 - 1990 – 1 %;
 - 1986 – 0.8 %;
 - 1978,1984 – 0.2%.
7. The vehicles and trailers are in a normal working condition in spite of considerable operational age as it is connected with a liability for breakage for quality of a delivered cargo.

The necessary working condition is reached by duly passage of maintenance service and repair of the equipment, units and elements.

There are some private organizations available in the country's territory which having manufacturing capabilities and experts which carry out servicing and repair of refrigerating units on refrigerators, and also repair of vehicles, and one of them is the representative of company THERMO KING in KG (www.thermoking.com.kg).
8. As we already noticed one of the basic problems of carriers - penalty charges for overloading; illegal exaction of GAI, GCI; return loading.

Using permission in/from the third countries carriers can be loaded in other countries (Uzbekistan, Tajikistan etc.) But from the beginning of 2007 loading of trucks from Kyrgyzstan to Uzbekistan is carried out through agricultural firms if there is no such arrangement trucks from KG not admitted on Uzbekistan territory.
9. The drivers which carrying out of trucking perishable goods should have on hands alongside with other accompanying documents the Certificate on the equipment (FRC) which for lack of KG basically receive in Russia, and also in Lithuania (drivers information).
10. The mainstream of routes are - Russia (Omsk, Novosibirsk, Krasnoyarsk, Moscow, St.-Petersburg, Ekaterinburg, Surgut) - 90 % of all trucking and Kazakhstan (Almaty, Astana) -10 %.
11. The basic cargo traffics - from the middle of April up to the end of October.

On the average 1 truck carries out 2 trips in a month at loading 20 -25 tons, up to 50% of loading are carried out in KG; 50% - 85% in Uzbekistan through agricultural firms.

Cargo - agricultural products: in the spring-summer-autumnal period (pepper, grapes, apples, plums, a sweet cherry, apricots, tomatoes, eggplants, peaches); in the winter period (carrot, onions, garlic, apples, pears), and also ready dairy production.

12. A condition of highways on routes Kyrgyzstan - Kazakhstan - Russia is satisfactory.

The highways of the international significance in Kyrgyzstan territory are in a satisfactory condition, with the exception of Bishkek-Osh highway which connecting the south of republic with the north and which satisfy to the international level.

13. The trucking of perishable goods inside of republic has chaotic character because licensing of internal freight transport is not licensed and the state in principle does not supervise this process.

Because of comparative insignificance of distance between regions and capital of republic carriers basically are not use a large-sized vehicles of foreign production, basically use an awning trucks or boxes on the basis of KAMAZ.

The trucking of meat and dairy products from regions in capital can be carried out during cold time of day (night-time) because the routes run across high-mountainous passes where the temperature of air even during the summer period remains low and consequently there is no big need for use of refrigerators.

14. Outside of Kyrgyzstan freight transport are carried out by carriers within the limits of effective international and intergovernmental agreements, basically through operators (freight forwarders).

Having on hands - TIR carnets and being a member of association Kyrgyz ASMAP, operators (freight forwarders) involves a physical persons (cars owners) to work through them and receiving for it a defined payment.

Using the TIR carnets carriers quickly pass the customs control and reducing a downtime.

1) Responsibility of the Ministry?

The Ministry of Transport and Communications of the Kyrgyz Republic is subordinated to Government of KR. The ministry is structural division of Government of KR. The minister is a member of the government. All regulations and legal regulations concerning the Ministry are subject to strict execution.

2) Level of recruitment (diplomas)?

Under recruitment takes person who has diploma about higher education. Following institutes of higher education are accepted: Technical University having a transport direction, University having economic and international direction. Further applicants pass the governmental certification (IQ test, essay, test for knowledge of legal regulations base of Kyrgyz Republic)

3) Career?

First of all person who satisfying to all requirements takes on a post of the expert, then in a year - leading expert, further chief expert, and then after the merited works already the chief of department and etc. In general, career growth is possible.

4) You must assess if the current system is appropriate to define and implement a transport policy?

After the analysis of current system of the Ministry, I have come to conclusion that Ministry has enough Administrative boards, departments and QSE to define and implement a transport policy.