

RAP in Europe: Advancing Road Infrastructure Safety towards 2030

Windsor, 25th-26th September 2023



Kazakh Scientific Research Institute for Road Traffic Safety



- Implementation of IRAP in Kazakhstan. Assessment of 6200 km, financed by WB, 2020-2021.
- Strategic Risk Assessment of Strategic Road Network. Assessment of 5000 km 2022-2023. Financed by EBRD
- Road Safety Audits of 7 sections, total 400 km
- Road Safety Inspection of 2 sections, total 500 km
- Intuitional support in road safety for Road Authorities, Survey of road users and producing of 10 social videos, 2021-2022. Financed by ADB
- Conducting 3-4 social events each year, total more than 15
- Conducing conferences, worksops

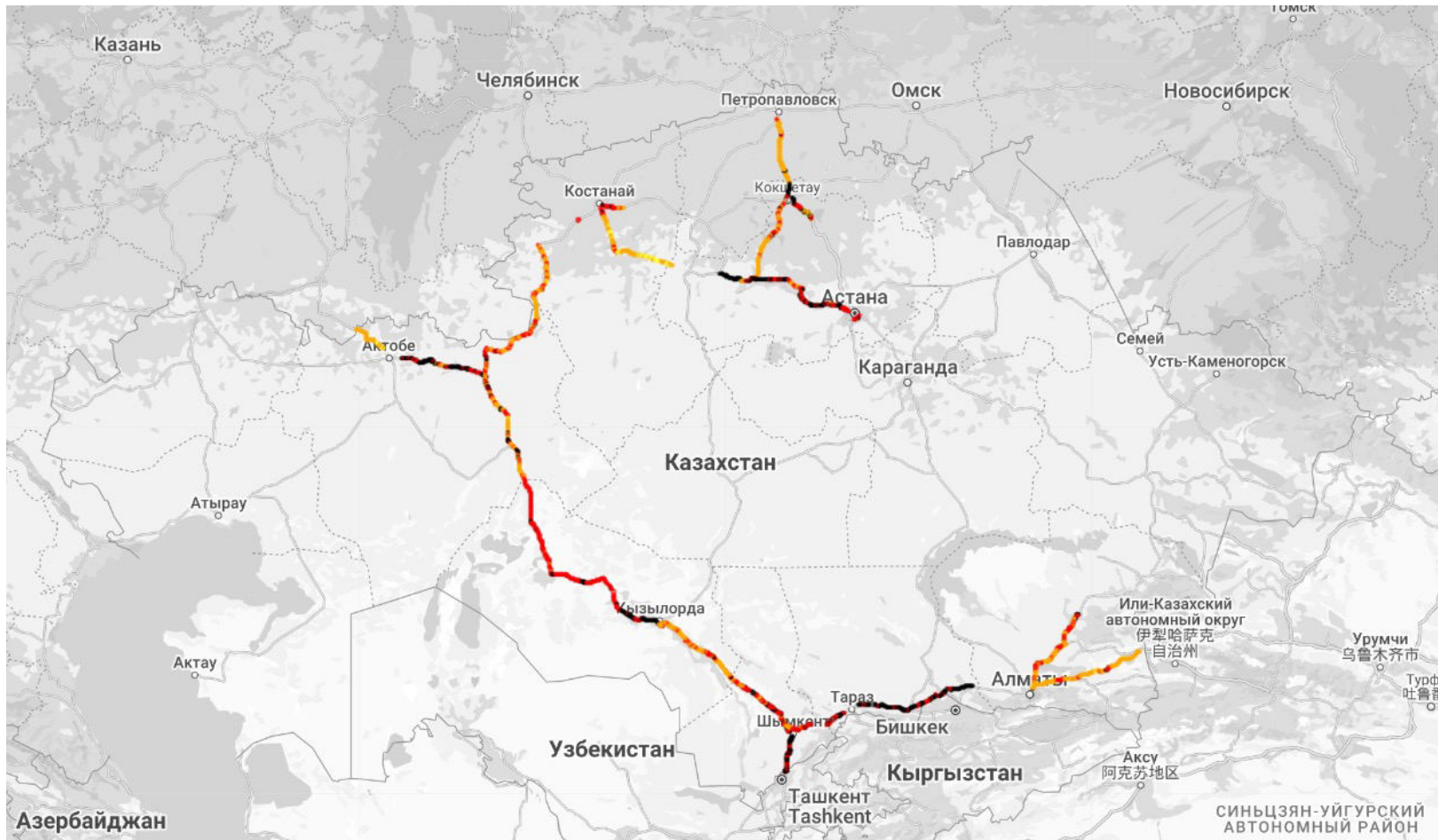




Implementation of IRAP in Kazakhstan, 2020-2021

Client: Committee for Roads Ministry of industry and infrastructural development RK

Financing: World Bank



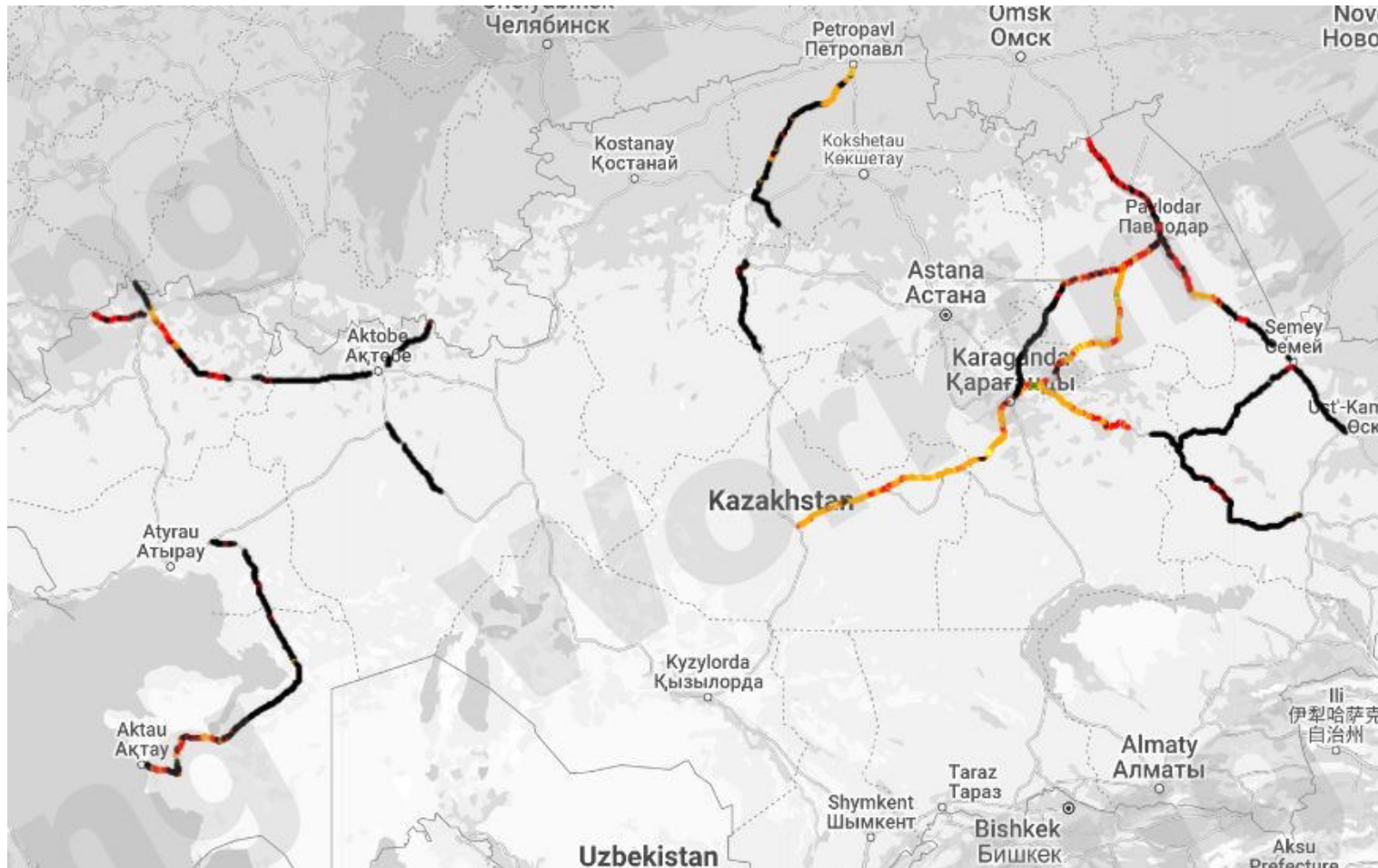
➤ 4 main results:

- Base documents for EuroRAP Centre of Excellence;
- Training of at least 20 national experts;
- **An Assessment of road infrastructure safety (100 + 100 + 5000 + 1000 km, SR4D);**
- Implementation of EuroRAP into National legislation



Strategic risk assessment across the strategic road network, 2022-2023

Client: European Bank for Reconstruction and Development RK



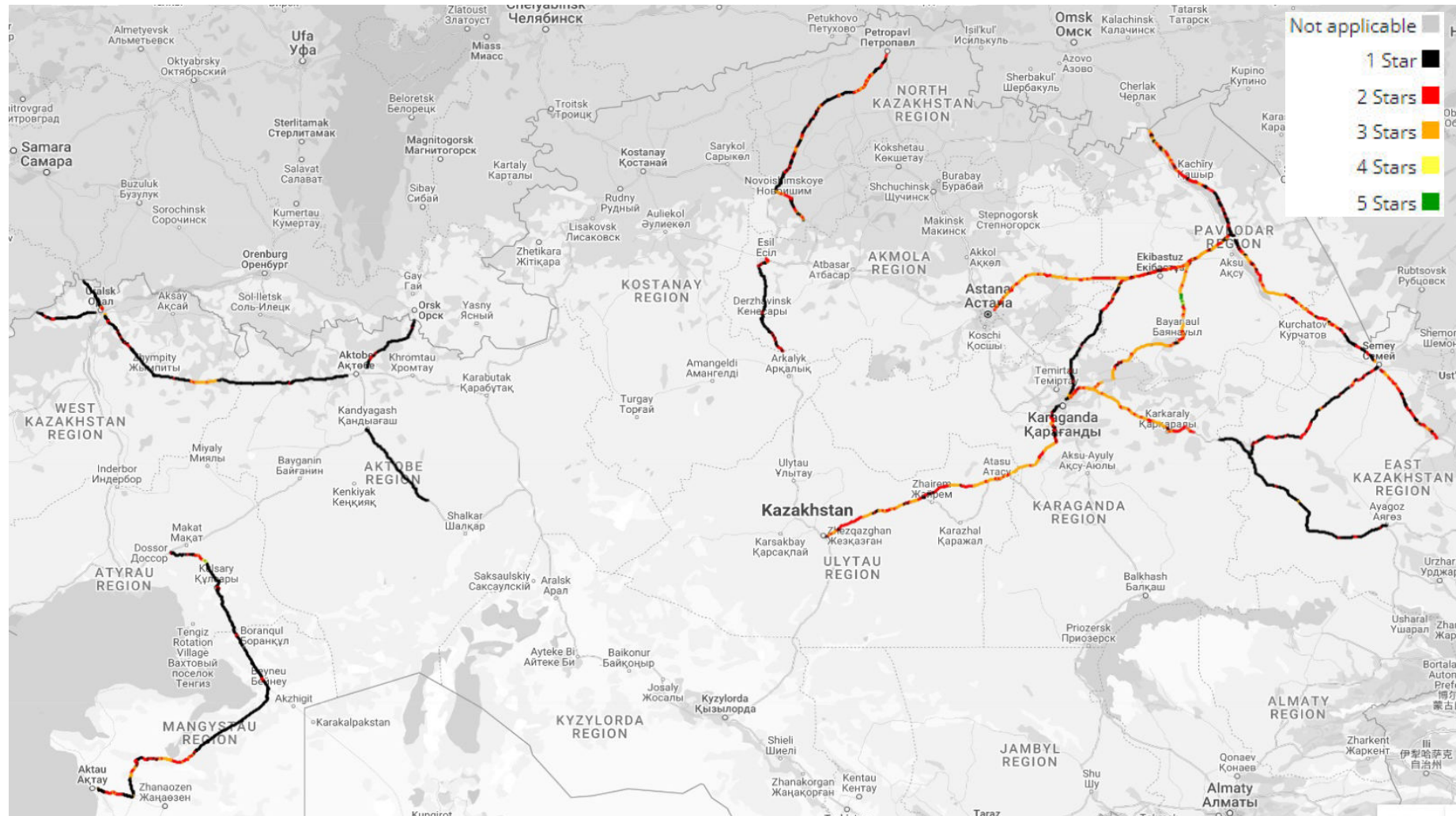
Main results:

- IRAP assessment for 5000 km Republican roads
- Improvement in road accidents data collection and analysis system of the road safety data within KazAvtoZhol including the data on road accidents, accident hotspots and enabling disaggregation by gender and, where relevant, other vulnerable groups (e.g the elderly people, people with disabilities)
- Training of at least 20 national experts



Strategic risk assessment across the strategic road network, 2022-2023

Client: European Bank for Reconstruction and Development RK



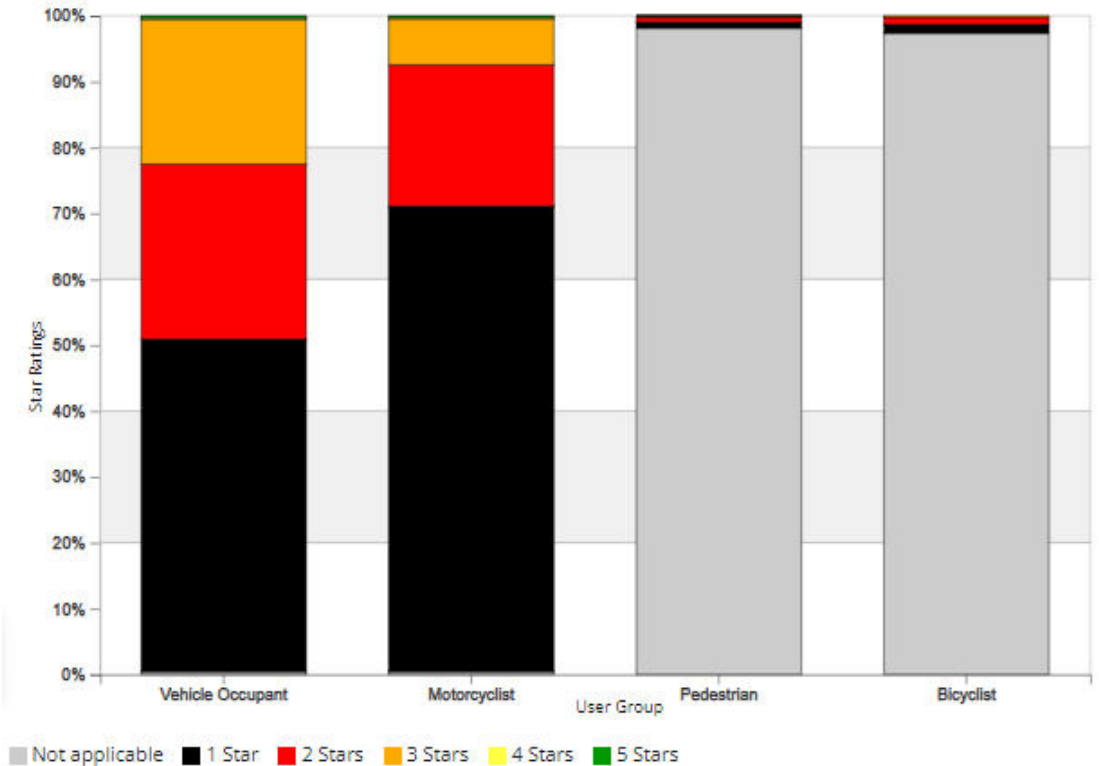
Only 22.5 % complies with 3 stars or better standard for Vehicle Occupants

D-3 Star Rating and SRIP Report More than half of the network in the worst – 1-star category

Overall ,smoothed' results of Star Rating

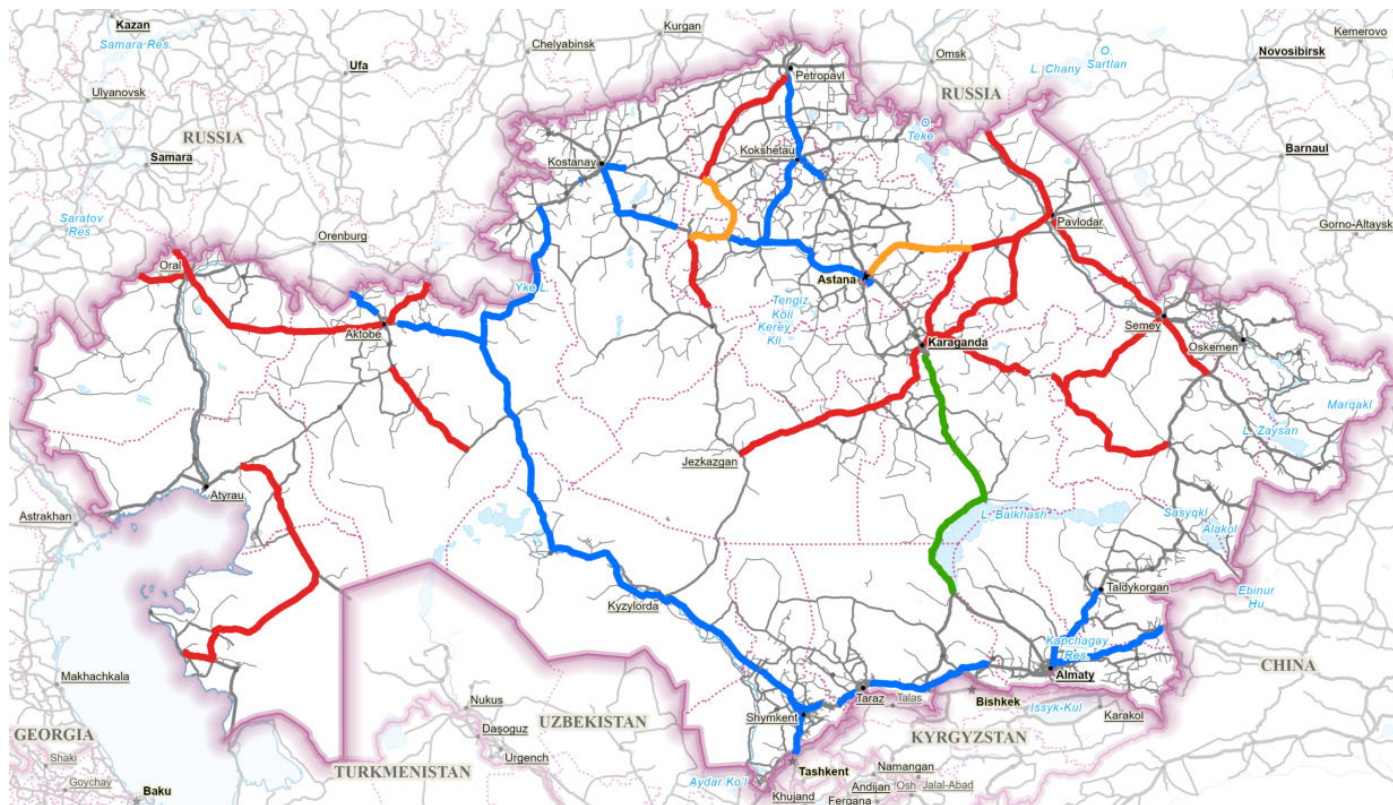
Pedestrians & Bicyclists evaluated only where they are expected

Star Ratings	Vehicle Occupant		Motorcyclist		Pedestrian		Bicyclist	
	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent
3 star or better ▾	1,287.60	22.52%	425.70	7.44%	13.60	0.23%	13.10	0.23%
5 Stars	18.00	0.31%	15.00	0.26%	0.10	0.00%	0.00	0.00%
4 Stars	15.00	0.26%	12.00	0.21%	1.30	0.02%	0.00	0.00%
3 Stars	1,254.60	21.95%	398.70	6.97%	12.20	0.21%	13.10	0.23%
2 Stars	1,519.50	26.58%	1,226.60	21.46%	41.70	0.73%	63.30	1.11%
1 Star	2,885.80	50.48%	4,040.60	70.68%	52.00	0.91%	76.10	1.33%
Not applicable	24.00	0.42%	24.00	0.42%	5,609.60	98.12%	5,564.40	97.33%
Totals	5,716.90	100.00%	5,716.90	100.00%	5,716.90	100.00%	5,716.90	100.00%



ТЕКУЩИЙ ХОД РАБОТ

Marked by and orange are EBRD sections, blue-World Bank, green-World Bank

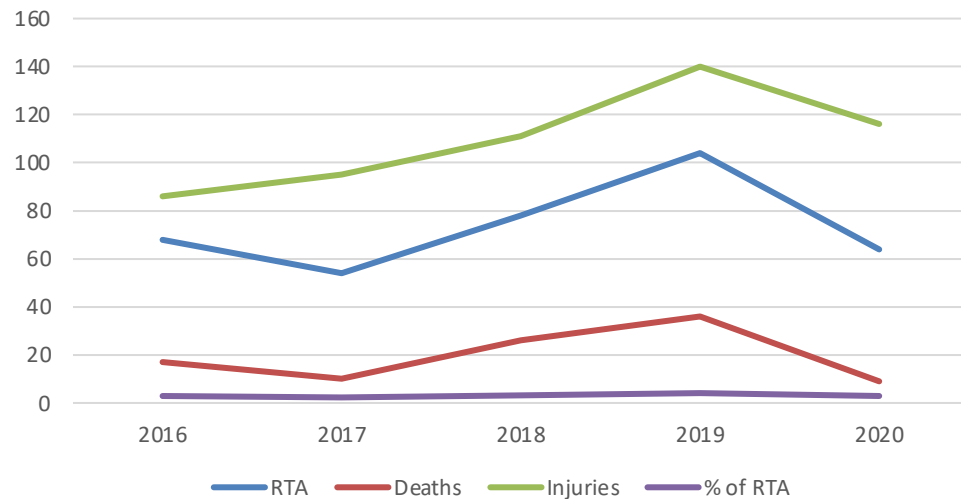


Suggestions to improve iRAP methodology

- Crash risks with cattle and wild animals

	RTA	Deaths	Injuries	% of RTA
2016	68	17	86	2,8
2017	54	10	95	2,3
2018	78	26	111	3,2
2019	104	36	140	4,1
2020	64	9	116	3
2021	109	32	139	4,3
2022	111	39	143	4,3
Total	588	169	830	3,4 average

RTA involving animals on Republican roads for 2016-2020



Possible countermeasures

Physical barriers

Electric fencing

Ecoducs for wild animals

Cattle underpasses





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Thank you for your attention!



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