

Kyrgyzstan

Population: 5 955 734 | Income group: Middle | Gross national income per capita: US\$ 1 100



INSTITUTIONAL FRAMEWORK

Lead agency	Commission for Road Safety, under leadership of the Prime Minister
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Decrease mortality by 156 (2007-2016)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	993 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—

Vehicle standards applied (UNECE WP.29)

Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	812 ^a (74% M, 26% F)
Reported rate per 100 000 population (2016)	14.8 ^a
WHO estimated road traffic fatalities (2016)	916 ^b
WHO estimated rate per 100 000 population (2016)	15.4 ^b

^a National Statistical Committee. Died within a year of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Predominant type of enforcement	Manual and automated

National drink-driving law

BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—

National motorcycle helmet law

Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—

National seat-belt law

Applies to front and rear seat occupants	No ^d
Self-reported enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	—

National child restraint law

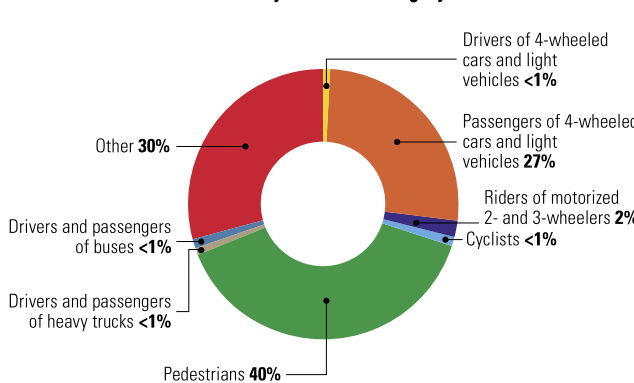
Children seated in front seat	Allowed in a child restraint ^e
Child restraint required	— ^f
Child restraint standard referred to and/or specified	—
Self-reported enforcement	—
% children using child restraints	—

National law on mobile phone use while driving

Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c Not based on BAC
^d The obligation to use seat belt does not apply in residential areas nor for children under 12 years
^e Children under 12 years travelling in the front of a car must be placed in a child restraint
^f Legislation only refers to the use of child restraints for children under 12 years travelling in the front

Deaths by road user category



Source: 2016, National Statistical Committee

Trends in reported road traffic deaths



Source: National Statistical Committee