

**MAIN DIRECTIONS OF INTER-AGENCY COOPERATION IN ENSURING
ROAD TRAFFIC SAFETY AND MODERN CONDITION****Muhammadaliyev Zukhriddin Khabibullo ogli,**Independent researcher at the University of Public Safety
of the Republic of Uzbekistan

Abstract: This article analyzes the main directions and current state of interagency cooperation in ensuring road traffic safety in New Uzbekistan. Based on national legislation and international experience, the need for a comprehensive and systematic approach through the improvement of road infrastructure, the use of digital technologies, preventive measures, and the enhancement of the population's legal culture is substantiated. The concepts of "Vision Zero" and "Safe System" are also examined, and scientific proposals have been developed to improve interagency cooperation in the context of Uzbekistan.

Keywords: road traffic safety, interagency cooperation, normative legal foundations, digital technologies, Vision Zero, Safe System, legal culture, and others.

Today, ensuring road safety is a comprehensive systemic task that requires the coordinated work of not only internal affairs bodies, but also a number of state and public organizations. The growing number of cars in Uzbekistan, the expansion of road infrastructure, and the increase in traffic intensity require not only infrastructural but also institutional cooperation. Effective organization of interdepartmental cooperation is a decisive factor in reducing the number of accidents, strengthening preventive measures, and expanding educational and promotional activities.

In this regard, at the initiative of the President of the Republic of Uzbekistan Sh. Mirziyoyev, Resolution No. PP-316 was adopted on the approval of the National Program "Safe and Smooth Road", which is planned to be implemented in 2022-2026 ¹. According to available official statistical data, in 2024, the total number of road accidents in Uzbekistan decreased by 4.8% compared to 2023, the number of people injured in these accidents decreased by 3.3%, and the number of deaths decreased by 3.5% ². These indicators indicate that the state policy and reforms implemented in the field of road safety are yielding certain positive results. However, this rate of

¹ Mirziyoyev Sh.M. Resolution No. PP-316 "On approval of the national program "Safe and smooth road" for implementation in 2022 - 2026 // National database of legislation of the Republic of Uzbekistan / <https://lex.uz/uz/docs/6106551>

²<https://www.gazeta.uz/ru/2025/01/24/road-accident-2024/>

decrease is insufficient for a country with a large transport system and also indicates the existence of unresolved systemic problems.

From a scientific point of view, *qualitative and systematic approaches are important in assessing transport safety*, along with *short-term indicators*. In particular, according to the “*Vision Zero concept*”³ put forward by the UN and the World Health Organization (WHO), no human death on the roads is considered an unacceptable loss. Thus, although the 3.5% reduction in deaths is a positive indicator, the fact *that 2,203 people lost their lives*⁴ shows that reforms in this area are not fully effective. Also, the effectiveness of transport reforms is not only determined by the reduction in indicators, but also by :

- *level of social security provision,*
- *legal perfection,*
- *institutional foundations of interdepartmental cooperation,*
- *the inevitability and preventive effect of punishment,*
- *is also closely related to the legal awareness and culture of movement of citizens.*

Despite the current statistical decline, the reforms in Uzbekistan are not yet fully comprehensive, that is, there is a need to improve the physical infrastructure, widely introduce automatic detection systems for violations, strengthen educational and promotional activities, and most importantly, improve legal mechanisms that ensure the certainty of punishment. Therefore, assessing the situation at the current stage, it can be concluded that, although the reforms being implemented have an initial positive dynamic, *the main areas of interagency cooperation in ensuring road safety* have not been sufficiently implemented on the basis of comprehensive and systemic approaches.

Based on the above analytical considerations, it is of great scientific and practical importance to consider the priority areas of interagency cooperation in the field of road safety in Uzbekistan today, and to reveal the essence and institutional mechanisms of the reforms being implemented in this area.

Today, the following modern trends of interagency cooperation in ensuring road traffic safety can be observed in the country⁵. These include :

³https://ru.wikipedia.org/wiki/Vision_Zero

⁴https://www.youtube.com/watch?v=Wz97g2Na_Rs

⁵Official website of the President of the Republic of Uzbekistan: president.uz; Official website of the Cabinet of Ministers of the Republic of Uzbekistan: gov.uz; Official website of the Ministry of Internal Affairs of the Republic of Uzbekistan: mvd.uz

a) the direction of coordination of legislation and regulatory and legal framework - according to this priority direction, the activities of agencies and organizations involved in ensuring road safety in the country are guided by the Law of the Republic of Uzbekistan “On Road Traffic”⁶, Decree of the President of the Republic of Uzbekistan “On approval of the Concept of Public Safety of the Republic of Uzbekistan and measures for its implementation” No. PF-27⁷, The Code of the Republic of Uzbekistan on Administrative Responsibility⁸ specifically regulates the grounds for liability for violation of traffic rules and other regulatory documents;

b) *information exchange and use of digital technologies direction* - today, the effective use of digital technologies is becoming increasingly important in ensuring road safety. In particular, special systems are being introduced to automate the exchange of information between government organizations, analyze incidents and promptly determine preventive measures. In particular:

- ❖ Online data exchange systems between agencies are actively operating. For example, information on traffic accidents, injuries, and violations is sent electronically between the Internal Affairs agencies, the Ministry of Health, and the Ministry of Emergency Situations;

- ❖ "Smart City" project⁹, geo-information systems (GIS) and **Using** artificial intelligence (AI) technologies, incidents are analyzed to identify areas at high risk. This practice is also recommended by international organizations, including the World Health Organization (WHO) ;

- ❖ manage transport routes and flows , *government information systems (for example, the “Single Interactive State Services Portal”)*¹⁰ and “Avtovokzal.uz¹¹”). This makes it possible to obtain timely information about vehicle traffic, traffic jams and dangerous areas;

c) *direction of cooperation on improving road infrastructure* - according to this direction, the correct organization of infrastructure is of great importance in ensuring road safety in the country. In particular, when roads, road signs, pedestrian crossings and other engineering solutions are properly designed, the possibility of preventing road accidents increases. Now, the cooperation

⁶ Law of the Republic of Uzbekistan "On Road Traffic" // <https://www.lex.uz/docs/6764454>

⁷of the President of the Republic of Uzbekistan “ On approval of the Concept of Public Security of the Republic of Uzbekistan and measures for its implementation ” No. PF-27 // <https://lex.uz/docs/5749291>

⁸ Code of Administrative Responsibility of the Republic of Uzbekistan // <https://lex.uz/docs/97664>

⁹About the "Smart City Concept" of the Ministry of Development of Information Technologies and Communications of the Republic of Uzbekistan // official.website.mitc.uz

¹⁰"Single interactive public services portal" - <https://my.gov.uz>

¹¹"Avtovokzal.uz" is a database of transport routes and timetables.

between "Uzavtoyul" and the Urban Planning Committee includes :

- *safe road crossings;*
- *e install new ones instead of old road signs;*
- *Safe crossings for pedestrians are being created .*

The country is also taking inspiration from international experiences in the process of redesigning roads, including approaches based on the Swedish Vision Zero program. The main goal of this program is to completely eliminate road deaths . It is worth noting that in Tashkent alone, in 2023-2024, "Smart Crosswalk"¹² On the basis of the (*smart pedestrian crossing*) project, the introduction of light signals and sensor systems at pedestrian crossings is defined;

d) the direction of interdepartmental cooperation in organizing information and educational work - according to this direction, ensuring road safety is not limited to technical means or legal penalties. Another important direction is the formation of a traffic culture among citizens, especially the younger generation , instilling in them a sense of lawfulness and responsibility. Information and educational activities play an important role in this regard and are carried out on the basis of cooperation between various departments;

d) direction of coordination of control and responsibility measures - according to this direction, ***the practice of detecting*** offenses through automated photo and video recording tools has been established .

Above, the modern directions of inter-agency cooperation in ensuring road safety in the country were analyzed based on the content of the priority tasks defined in the current regulatory legal documents. Now, it is appropriate to deepen the theoretical and legal foundations of this cooperative relationship, including by analyzing the scientific views put forward by legal scholars, to strengthen the theoretical foundations of this field. Because ensuring road safety is not only a practical issue, it requires a comprehensive approach, covering a complex system of social, legal and institutional relations . *The legal nature of interdepartmental cooperation, its functions, the system of inter-organizational relations and the criteria of efficiency are considered* by legal scholars to be an important theoretical source for the improvement of legal policy in this field.

The theoretical and legal foundations of interagency cooperation in ensuring road safety have been studied by many well-known legal scholars from various perspectives. In particular, S.A. Komarov, in his research, assesses interagency cooperation as "*one of the decisive factors in the legal mechanism of state administration*" and emphasizes the need to strengthen it through

¹²Tashkent city administration information service, about the "Smart Crosswalk" project (2023) - <https://tashkent.uz>

normative management, the division of powers and the definition of responsibility ¹³. L.M. Entin sees interagency relations as a constitutional and functional factor ensuring the effectiveness of state administration. According to him, if coordination between bodies in lawmaking and management is not ensured by legal norms, the system will be ineffective ¹⁴. V.N. Khropanyuk, in his opinion, emphasizes that in a “legal state” relations between bodies must be determined by clear legal boundaries. According to him, interagency cooperation must be organized on the basis of the primacy of law, responsibility and clear functions ¹⁵. M.I. According to Baytin 's scientific vision, interdepartmental cooperation implies "functional specialization and institutional coordination" . He said that no body can act alone in any security system . In this case, a comprehensive approach is required ¹⁶. A.A. According to Mishin , interdepartmental cooperation should be organized through information and communication systems. It shows that integrated information exchange between agencies for traffic safety, traffic control and emergency situations will improve efficiency ¹⁷. Yu.M. According to Kozlov's theory, within the framework of administrative law, interdepartmental relations are viewed as a legal category and evaluated as an equalizing mechanism in state administration. He emphasizes the importance of determining the limits of authority between state bodies and determining the mechanisms of mutual responsibility ¹⁸.

Also, N.M. Chernogor conducted his scientific research on the issue of improving interagency cooperation in ensuring road safety. In his opinion, the effectiveness of public administration in the field of transport and road traffic largely depends on regulatory agreements and coordinating legal mechanisms between agencies. He points to “organizational-legal and information exchange channels” as the most important factor in interagency cooperation ¹⁹.

In addition, local legal scholars D.R. Makhmudov in his research sheds light on the legal foundations of cooperation between internal affairs bodies, local authorities, educational institutions and civil society institutions in Uzbekistan. In his opinion, interdepartmental

¹³Komarov S.A. *Obshchaya teoriya gosudarstva i prava* . — M.: Yurayt, 2020. — S. 314–320 .

¹⁴ Entin L.M. *Konstitutsionnoe pravo i gosudarstvennoe upravlenie*. — M.: Norma, 2019. — S. 200–208.

¹⁵Khropanyuk V.N. *Teoriya gosudarstva i prava* . — M.: Yurayt, 2019. — S. 281–289.

¹⁶Baytin M.I. *Organy pravoporyadka i ix vzaimodeystvie: theory and practice* . — M.: Norma, 2017. — S. 145–153.

¹⁷Machine A.A. *Informatsionnoe vzaimodeystvie organov publichnoy vlasti* — Ekaterinburg: UrGYuU, 2017. — S. 67–74.

¹⁸Kozlov Yu.M. *Administrativnoe pravo Rossii* . — M.: Prospect, 2020. — S. 301–308.

¹⁹Montenegro N.M. *Fundamental principles of transport safety in the Russian Federation* . — SPb.: Yuridichesky center, 2018. — S. 91–98.

coordination is of crucial importance in ensuring²⁰ systematic preventive activities and road safety, while J.A. Aripov In his monograph, he states that ensuring regulatory and functional compatibility between bodies, information exchange, division of responsibilities, and clarity of legal frameworks are the main conditions of cooperation²¹.

Among foreign scientists, David A. Sleet (USA) is a well-known scientist in the field of road safety and injury prevention. His work is aimed at strengthening cooperation between government agencies and public health organizations. In particular, in his *scientific work "Handbook of Injury and Violence Prevention"*, he explains the theoretical and practical foundations of programs and policies for the prevention of injuries and violence²². D. Wegman (USA) points to the cooperation of police, urban planning and public organizations as a crucial mechanism²³ for ensuring road safety within the framework of the *"Vision Zero" strategy*. Norwegian scientist R. Elvik in his work *"Road Safety Management: Systemic Approach"* evaluates interagency cooperation in road safety as an *"inter - sectoral governance system"*. He emphasizes the need for transport, police, doctors and local authorities to work together²⁴. Also, Japanese legal scholar Y. Hayashi in his work It places particular emphasis on cooperation with civil society institutions, in particular, it recommends encouraging the participation of volunteers and the private sector²⁵.

Above, we have thoroughly analyzed the national legal frameworks regulating the priorities of inter-agency cooperation in ensuring road safety in the country, as well as the scientific and theoretical views of legal scholars. Now, in order to increase the effectiveness of this cooperation, the study of the experience of developed countries and a comparative analysis will serve to further increase the scientific value of this paragraph. Including:

Swedish concept of "Vision Zero": theory, practical mechanisms and results²⁶ – in this country **In 1997, the government introduced "Vision Zero"** as a radical innovation in the field

²⁰Makhmudov D.R. The effectiveness of preventive activities in ensuring road safety. — Tashkent: Academy of the Ministry of Internal Affairs, 2023. — P. 47–55.

²¹Aripov J.A. *Mechanisms of cooperation in the activities of law enforcement agencies*. — Tashkent: Jurist Publishing House, 2021. — P. 62–69.

²²David A. Sleet // <https://archive.org/details/injuryviolencepr0000unse>

²³Naumann, RB, et al. (2021). Case studies of US Vision Zero cities: Collaborations and challenges in developing Vision Zero plans. *Traffic Injury Prevention*, 22(3), 205–210. // file:///C:/Users/User/Downloads/cdc_106090_DS1.pdf

²⁴Elwick, R. (2008). "Road safety management by objectives: A critical analysis of the Norwegian approach." *Accident Analysis & Prevention*, 40(3), 1115–1122 // <https://pubmed.ncbi.nlm.nih.gov/18460380/>

²⁵Kingston, J. (2012). Japan's Civil Society from Kobe to Tohoku: Impact of Policy Changes on Government-NGO Relationship and Effectiveness of Post-Disaster Relief. *Journal of Civil Society*, 8(1), 63–77 // https://www.researchgate.net/publication/341312296_Japan%27s_Civil_Society_from_Kobe_to_Tohoku_Impact_of_Policy_Changes_on_Government_NGO_Relationship_and_Effectiveness_of_Post-Disaster_Relief

²⁶Smart City Sweden. "Vision Zero: the road safety project where no one shall be killed or seriously injured." Retrieved from: <https://smartcitysweden.com>

of road safety. (in Uzbek: “Zero Deaths” or “Zero Road Victims”) concept was adopted. The initial theoretical foundations of this concept are based on the consideration of human life as the highest value in the transport environment. According to it, every citizen can make mistakes while driving, but the road system must take such mistakes into account and prevent serious consequences for human life and health.

this “Vision Zero” concept are as follows:

- Road infrastructure, vehicles, and legislation should be designed to accommodate human error;
- Responsibility is shared between road users (pedestrians, drivers) and system designers. For example, if a driver violates a traffic rule, the system seeks to ensure that this mistake does not lead to serious consequences;
- state bodies, city planners, engineers and representatives of the health system work together to ensure road safety;
- the causes of road accidents are determined and systematic changes are introduced based on the analysis of each case.

The Norwegian “Safe System” approach to systemic security and its effectiveness ²⁷– in this country “ Safe System” in the field of road safety The so-called approach has been widely adopted, which considers human life as the central value of road traffic. The main goal of this model is to organize the transport system in such a way that even if road users make a mistake, they do not suffer serious injuries or lose their lives.

The key elements of this “Safe System” approach include:

1. a systemic and comprehensive approach - road infrastructure, vehicles, legislation, police control, education, and public relations are closely interconnected;
2. cooperation between stakeholders - ensuring road safety involves not only the police, but also urban planners, engineers, the healthcare system, and civil society institutions;
3. management based on open data and analysis - every traffic accident is analyzed, and the results are used to develop risk reduction measures;
4. Propaganda and legal education - information and propaganda work aimed at involving the public in road safety and increasing personal responsibility is carried out systematically.

²⁷Norwegian Public Roads Administration (Statens vegvesen) – National Plan for Road Safety 2022–2025 – <https://www.vegvesen.no>

Norway also implemented the “Safe System ” approach, which involves a systematic and comprehensive approach to ensuring road safety. Collaboration between all stakeholders, including the police, urban planning and community organisations, is essential in this approach. Studies show that this approach has been effective in reducing the number of deaths and injuries in road traffic accidents in Norway .

In Japan, road safety is ensured on the basis of cooperation between civil society and state authorities. This country has developed an effective model that combines a high level of institutional framework and public participation in ensuring road safety. One of the most important features of this system is the constant cooperation between civil society institutions, NGOs (non-profit organizations), local authorities and central government bodies. This cooperation is not limited to official control, but is also aimed at protecting the interests of the population, in particular children, the elderly and persons with disabilities ²⁸.

The main areas of cooperation are :

1. civil society and volunteer efforts: There are many NGOs specializing in road safety in Japan. They organize educational projects in schools, various seminars and flash mobs in the neighborhood, forming road culture among children and young people.
2. Cooperation with local authorities: Each local government will establish special programs and groups to ensure road safety in its territory. They, in turn, will work with civil society to improve road structures, signs, and pedestrian crossings.
3. d public-private sector cooperation: Major automobile companies (e.g. Toyota, Honda) provide safety technologies and simulators to citizens free of charge. In addition, public awareness campaigns are regularly carried out through the media.
4. *Emergency preparedness*: As a country prone to natural disasters, Japan has developed a fully operational traffic safety system that is not only effective in times of peace but also in emergencies. To this end, citizens are constantly informed about evacuation routes, safe driving procedures, and the activities of emergency response teams. above and advanced international experience, it is appropriate to put forward the following scientific proposals aimed at improving interdepartmental cooperation in ensuring road safety in the new Uzbekistan on a systematic and comprehensive basis. In particular:

first of all, Strengthening *institutional and legal coherence* . **In this regard, taking into account the theoretical views of legal scholars S.A. Komarov and Y.M. Kozlov on the regulation**

²⁸National Police Agency of Japan. *White Paper on Traffic Safety in Japan, 2022* // <https://www.npa.go.jp>

of interdepartmental relations in the legal and administrative system, it is necessary to establish clear coordination between the activities of all agencies involved in ensuring road safety **in the country. legal boundaries , distribution of powers and system of responsible institutions** need to be formed;

second, to create a national model from international concepts such as "Vision Zero" and "Safe System". In this case, Based on the international experience of Sweden and Norway, **"Road Safety Concept" integrated into national road safety standards of Uzbekistan** It is advisable to develop and adopt a new concept. This concept should establish the priority of human life, interagency coordination, prevention and analysis-based management. This reform should be based on the strict approach of the "Vision Zero" concept, which states that "one human death is an unacceptable loss" and make it one of the priorities of Uzbekistan's legal policy;

Third, to bring information exchange and digitization to the institutional level . This includes the Ministry of Internal Affairs, the Ministry of Health, local governments, the Emergency Situations Service, Uzavtoyul, and other departments. **integrated information exchange platform** Also, the use of "Smart City", "GIS", "AI" technologies should be introduced not only in a test form, but also on a mandatory **legal and regulatory basis ;**

fourth, to encourage the participation of civil society and the private sector . In this As a positive experience of the Japanese state, the participation of civil society institutions in the fields of education, promotion, monitoring, and public control should be encouraged through **government programs and grants . Also, customized technology solutions for public safety** with the participation of car manufacturers and technology companies should be introduced;

fifthly, Centralization of education and promotion activities . In this, the culture of traffic in textbooks and school programs and introduction of "active pedestrian" concepts. Also, constant interdepartmental cooperation through mass media **social advertising and educational videos** campaign should be launched;

sixth, to strengthen accountability and responsibility . In this, on the activities of various participating agencies require transparent reports , make them available to the public and implement public control. Also, indexes on the efficiency of inter-agency cooperation and KPI system should be introduced (*for example, "Regional Road Safety Index"*).

Based on the above considerations, in conclusion, it should be noted that increasing the effectiveness of interagency cooperation in ensuring road safety is not only a task of law enforcement activities, but also a task that encompasses a wide social, political and technological system. The reforms and state programs being implemented in the new Uzbekistan (*including*

“*Safe and Smooth Road*”) are yielding significant results. However, for these efforts to be sustainable and systematic , institutional coordination , legal support , smart technologies , civic participation , education and promotion , ***Factors such as*** accountability and efficiency criteria should be implemented in a coherent manner within a single system. Also, by analyzing the best practices of developed countries such as Sweden, Norway, and Japan and adapting their effective models to national practice, it will be possible to reach a new level in the field of road safety in Uzbekistan.