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TRANSFORMING THE ROAD SAFETY SYSTEM: INTEGRATION OF INTERNATIONAL STANDARDS AND NATIONAL LEGISLATION

Captain **Zafar Komilzhonovich Kuvondikov**
, Head of the “Legal Sciences” Cycle, Tashkent Regional
Training Center, Ministry of Internal Affairs

Abstract: This article explores the transformation of the road safety management system from a traditional punitive model to modern "Safe System" and "Vision Zero" concepts. The author analyzes the prospects for implementing international standards of the UN and WHO Global Plan of Action for 2021–2030 into the national legislation of Uzbekistan.

Special attention is paid to new legal mechanisms for increasing driver accountability, such as the demerit points system, liability for "road rage" (aggressive driving), and the legal status of Intelligent Transport Systems (ITS). The study substantiates ways to digitalize law enforcement practices and minimize the "human error" factor by introducing iRAP assessment criteria and the CADaS data standard in road infrastructure design. The article concludes with scientific and practical proposals aimed at the systemic reform of offense prevention and ensuring the rule of law in this field.

Keywords: road safety, prevention of offenses, improvement of legislation, law enforcement practice, Safe System, road safety audit, CADaS, iRAP, demerit points system, road rage, speed management, intelligent transport systems.

ЙЎЛ ҲАРАКАТИ ХАВФСИЗЛИГИ ТИЗИМИНИ ТРАНСФОРМАЦИЯ ҚИЛИШ: ХАЛҚАРО СТАНДАРТЛАР ВА МИЛЛИЙ ҚОНУНЧИЛИК ИНТЕГРАЦИЯСИ

Ички ишлар вазирлиги Тошкент минтақавий
ўқув Маркази “Ҳуқуқий фанлар” цикли бошлиғи, капитан
Кувондиков Зафар Комилжонович

Аннотация: *Ушбу мақолада йўл ҳаракати хавфсизлигини таъминлаш тизимини анъанавий жазолаш моделидан замонавий “Хавфсиз тизим” (Safe System) ва “Vision Zero” (Йўлларда ўлим ҳолатини нолга тушириш) концепцияларига трансформация қилиш масалалари тадқиқ этилган. Муаллиф БМТ ва Жаҳон соғлиқни сақлаш ташкилотининг 2021–2030 йилларга мўлжалланган Глобал ҳаракатлар режаси доирасидаги халқаро*

стандартларни Ўзбекистон миллий қонунчилигига имплементация қилиш истиқболларини таҳлил қилади. Тадқиқотда ҳайдовчилар масъулиятини оширишнинг янги ҳуқуқий механизмлари — жарима баллари тизими, "йўл безорилиги" (aggressive driving) учун жавобгарлик ва интеллектуал транспорт тизимларининг (ИТТ) ҳуқуқий мақомига алоҳида эътибор қаратилган. Шунингдек, йўл инфратузилмасини лойиҳалашда iRAP баҳолаш мезонлари ва CADaS маълумотлар стандартини жорий этиш орқали ҳуқуқни қўллаш амалиётини рақамлаштириш ва "инсон хатоси" омилини камайтириш йўллари асослаб берилган. Мақола якунида соҳадаги ҳуқуқбузарликлар профилактикасини тизимли ислоҳ қилиш ва қонун устуворлигини таъминлашга қаратилган илмий-практик таклифлар илгари сурилган.

Калит сўзлар: йўл ҳаракати хавфсизлиги, ҳуқуқбузарликлар профилактикаси, қонунчиликни такомиллаштириш, ҳуқуқни қўллаш амалиёти, Safe System, йўл ҳаракати хавфсизлиги аудити, CADaS, iRAP, жарима баллари тизими, йўл безорилиги, тезликни бошқариш, интеллектуал транспорт тизимлари.

ТРАНСФОРМАЦИЯ СИСТЕМЫ БЕЗОПАСНОСТИ ДОРОЖНОГО ДВИЖЕНИЯ: ИНТЕГРАЦИЯ МЕЖДУНАРОДНЫХ СТАНДАРТОВ И НАЦИОНАЛЬНОГО ЗАКОНОДАТЕЛЬСТВА

Аннотация: В данной статье исследуются вопросы трансформации системы обеспечения безопасности дорожного движения от традиционной карательной модели к современным концепциям «Безопасная система» (Safe System) и «Vision Zero» (Нулевая смертность на дорогах). Автор анализирует перспективы имплементации международных стандартов Глобального плана действий ООН и ВОЗ на 2021–2030 годы в национальное законодательство Узбекистана. Особое внимание уделено новым правовым механизмам повышения ответственности водителей — системе штрафных баллов, ответственности за «дорожное хулиганство» (aggressive driving) и правовому статусу интеллектуальных транспортных систем (ИТС). Обоснованы пути цифровизации правоприменительной практики и минимизации фактора «человеческой ошибки» через внедрение критериев оценки iRAP и стандарта данных CADaS при проектировании дорожной инфраструктуры. В завершение статьи выдвинуты научно-практические предложения, направленные на системное реформирование профилактики правонарушений и обеспечение верховенства закона в данной сфере.

Ключевые слова: безопасность дорожного движения, профилактика правонарушений, совершенствование законодательства, правоприменительная практика, Safe System, аудит безопасности дорожного движения, CADaS, iRAP, система штрафных

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баллов, дорожное хулиганство, управление скоростью, интеллектуальные транспортные системы.

Today, in the new Uzbekistan, in order to prevent road traffic accidents and save human lives, we are not limiting ourselves to only traditional national approaches, systematically integrating the most successful and positive aspects of international law into our national legislation has become an extremely urgent objective necessity. Specifically, harmonizing the world's most advanced norm-setting practices with our national legal system serves as the key to drastically reducing these demographic losses and ensuring robust legality in the field.

Indeed, it is no secret that in recent years, under the new Uzbekistan, the right to life, as well as the health and safety of the individual, have been designated as the highest priority of state policy. In recent years, our country has been implementing systematic reforms to modernize the road infrastructure, digitize the road traffic safety management system, and ensure accountability for violations. In particular, numerous regulatory and legal documents have been adopted under the nationwide “Safe Road and Safe Pedestrian” concept. However, the situation on the roads remains complex due to the rapid growth in motorization, an insufficiently developed driving culture, and outdated design standards. In 2024, the “Road Safety Performance in Uzbekistan” report was prepared with the participation of international experts from the United Nations Economic Commission for Europe (UNECE) and UNICEF.“Review of Road Safety Performance in Uzbekistan,” prepared in 2024 with the participation of international experts from the United Nations Economic Commission for Europe (UNECE) and UNICEF (Road Safety Performance Review - RSPR) results have shown the need to fundamentally review our national legislation and law enforcement practices based on international standards, particularly the “Safe System” paradigm.

The primary objective of this research is to conduct an in-depth scientific and academic analysis of the global programs, conventions, and standards adopted by the UN, WHO, and other reputable international organizations for the prevention of traffic safety violations,

The main objective of this research is to conduct an in-depth scientific and academic analysis of the global programs, conventions, and standards adopted by the UN, WHO, and other prestigious international organizations for the prevention of traffic safety violations, and to evaluate the legislative reforms implemented in the new Uzbekistan in 2024-2025 and develop scientifically grounded, concrete, and forward-looking proposals aimed at further improving the sector.

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At this point, it is no secret that ensuring road traffic safety and preventing violations in the field cannot be limited to efforts at the local level. Universally recognized norms of international law, Global Goals, and Conventions serve as the fundamental foundation for shaping national legal systems. In the last decade, the global community has recognized road traffic safety as an integral part of the Sustainable Development Goals (SDGs).

In order to reduce the losses resulting from road traffic accidents, the United Nations General Assembly adopted Resolution 74/299 in September 2020. adopted a resolution, "Improving Global Road Safety." With this historic document, the years 2021–2030 were declared the "Second Decade of Action for Global Road Safety." The resolution's primary and most ambitious goal is to reduce the number of global road traffic fatalities and serious injuries by at least 50 percent by 2030. This goal aligns with Sustainable Development Goal 3.6.

Within this resolution, the Global Plan for the Decade of Action for Road Safety 2021-2030 was developed and officially launched in October 2021 by the World Health Organization (WHO) and the UN Regional Commissions. (Global Plan for the Decade of Action for Road Safety 2021-2030) was developed and officially launched in October 2021. The Global Plan incorporates the principles of the Stockholm Declaration and promotes a holistic approach to road safety. It covers the systematic improvement of road and vehicle design, the enhancement of legislation and law enforcement practices, as well as the timely provision of emergency medical assistance to victims.

Furthermore, the Global Plan calls for promoting walking, cycling, and the use of public transport as environmentally friendly and healthy modes of transportation.

Within the Global Plan, 12 voluntary global target indicators (Global Road Safety Performance Targets) to be achieved by member states have been established, grouped around five main pillars. These indicators serve as benchmarks for national documents.

Table

Target number and timeframe	Brief summary of the global indicator (based on WHO documents)	Relevance pillar
Goal 1 (2020)	Develop a multi-sectoral national action plan with clear, time-bound objectives in all countries.	Traffic Safety Management

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Goal 2 (2030)	Accession of all countries to the UN's core conventions on road traffic safety.	Traffic Safety Management
Goal 3 (2030)	All newly constructed roads must meet safety standards or at least the 3-star rating criteria. .	Safe roads and transportation
Goal 4 (2030)	More than 75 percent of traffic on existing roads is carried out on roads that meet technical safety standards.	Safe roads and transportation
Goal 5 (2030)	All new and used vehicles manufactured, sold, or imported must comply with high-quality safety standards.	Safe vehicles
Goal 6 (2030)	Reduce the share of vehicles exceeding the posted speed limit by half.	Safe road traffic participants
Goal 7 (2030)	Bringing the rate of proper use of standard helmets by motorcyclists to nearly 100 percent.	Safe road traffic participants
Goal 8 (2030)	Reaching 100 percent usage of seat belts and child restraint systems for all vehicle occupants.	Safe road traffic participants
Goal 9 (2030)	Reduce traffic accidents resulting from driving under the influence of	Safe road traffic participants

	alcohol and psychotropic substances by half.	
Goal 10 (2030)	The existence of national legislation in all countries prohibiting the use of a phone while driving.	Safe road traffic participants
Goal 11 (2030)	Implement rules regulating the working and rest schedules of professional drivers.	Safe road traffic participants
Goal 12 (2030)	Minimize the time interval between the occurrence of an accident and the provision of initial professional medical assistance. .	Post-accident measures

Also, under the administration of the United Nations Economic Commission for Europe (UNECE), a total of

There are 59 international legal instruments, of which seven are considered the most priority (core conventions) for ensuring road traffic safety systems and preventing violations. States' ratification of these conventions and their full implementation into national legislation ensures their integration into the global safety system. These include:

1. The 1968 Convention on Road Traffic: It is a fundamental document that unifies traffic rules internationally, defines the duties of drivers and pedestrians, and establishes procedures for the mutual recognition of driver's licenses. This convention serves as the basis for the qualification of offenses.

2. 1968 Convention on Road Signs and Signals: Ensures the uniformity of road signs, traffic lights, and road markings. This ensures that drivers quickly and correctly perceive road conditions, preventing violations that arise from confusion.

2. 1958 Agreement on the Certification of Vehicles: Provides for the adoption and mutual recognition of harmonized technical requirements (UN Regulations) for wheeled vehicles, their

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equipment, and parts. Ensures the active and passive safety of vehicles (e.g., ABS, ESC systems, airbags).

3. 1997 Agreement on the Periodic Technical Inspection of Vehicles: Establishes uniform conditions for the regular technical inspection of in-service vehicles. It is crucial for the victimological prevention of accidents caused by technical failures.

4. 1998 Agreement on the Establishment of Global Technical Regulations: A document aimed at establishing global technical regulations for vehicles worldwide.

5. 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR): It prevents industrial accidents by establishing strict standards for driver training, vehicle design, and operation in the transport of dangerous (chemical, explosive, flammable) cargo.

6. European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) of 1970: It strictly regulates the working and rest hours of professional drivers and makes the installation of tachographs (special recording devices) mandatory. It is the primary legal mechanism for preventing serious road accidents caused by driver fatigue and drowsiness.

Although the Republic of Uzbekistan has joined most of these conventions, ensuring their full implementation in national legislation, especially improving technical regulations and the control mechanisms under the AETR agreement, is one of today's most pressing tasks.

It is also important to note that modern scientific approaches and international practices in the field of road traffic safety have abandoned the traditional reactive (punitive) model and adopted a new-generation concept: the “Safe System” (Safe System Approach) has been adopted. This concept has been recognized by the WHO, the UN, as well as the US Department of Transportation (US DOT) and European Union directives as the most appropriate and effective methodology.

This traditional approach was primarily aimed at blaming the human (the driver or the pedestrian), imposing punishment after a violation occurred, and ensuring the unimpeded, rapid movement of traffic. However, the “Safe System” paradigm is based on entirely different philosophical, legal, and engineering principles 14. These include:

1. Death and Serious Injuries are Unacceptable: Regardless of the transportation system, its operation must not result in human death. The primacy of human life is absolute.

2. Humans Make Mistakes: Any disciplined driver or pedestrian can lose concentration, become fatigued, or make a poor decision. Road infrastructure must be designed to be forgiving, meaning the consequences of such errors should not be fatal.

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3. Physical Vulnerability of the Human Body (Humans Are Vulnerable): Human biomechanics can only withstand a certain amount of kinetic energy. If a car hits a pedestrian at 30 km/h, the probability of survival is 90 percent, but at 60 km/h, this figure drops to 10 percent. Therefore, the system must manage kinetic energy, taking into account this vulnerability of the human body.

2. Shared Responsibility: A road accident is not the fault of only one party. Responsibility is shared equally among the engineers who designed the road, the automakers, the legislators who set the speed limits, the medical personnel, and the police.

3. Proactive Safety: Instead of waiting for violations and accidents to occur, it is necessary to identify and eliminate risks in the system in advance. This is achieved through road safety audits and impact assessments.

4. Redundancy is Crucial: If one element of the system fails or makes an error, another must be able to take its place. For example, even if a driver speeds, the seat belt (second layer) and roadside energy-absorbing barriers (third layer) must save their life.

The legal significance of this concept is that it urges lawmakers not to limit themselves to merely increasing fines in the Code of Administrative Offenses, but also to develop regulatory documents that govern infrastructure, regulate speed limits, and set standards. (state standards, construction norms) to be fundamentally reformed.

In recent years, the Republic of Uzbekistan has paid serious attention at the state level to problems in the field of road traffic safety, and has implemented wide-ranging legislative reforms aimed at strengthening the prevention of violations and ensuring discipline on the roads. In this regard, the normative legal documents adopted in 2024–2025 in particular embody conceptual innovations that fundamentally transform the practice of law application in the sector.

In particular, it was discussed at the 55th plenary session of the Senate of the Oliy Majlis on August 16, 2024, The Law, which was historically significant, was revised by the conciliation commission due to shortcomings and finally approved by the Senate on January 24, 2025. As the logical culmination of these processes, on April 10, 2025, by the President of the Republic of Uzbekistan, Law No. URK-1055 The Law “On Amendments and Additions to the Code of the Republic of Uzbekistan on Administrative Liability, Aimed at Ensuring Road Traffic Safety and Increasing the Efficiency of Public Transport Use” was signed. Through these documents, the following important criminological and administrative-legal institutions were introduced into our national legislation:

a) Establishment of criminal liability for operating a vehicle while intoxicated. That is, one of the greatest threats to ensuring road traffic safety is operating a vehicle under the influence of

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alcohol, narcotic drugs, or psychotropic substances. Previously, this offense was subject to administrative penalties (fines and driver's license suspension), which did not have a sufficient deterrent effect on repeat offenses. According to amendments to the Criminal Code in its new edition, strict criminal liability has been established for individuals who repeatedly commit the offense of operating a vehicle while intoxicated. Now, for this crime, the offender is subject to deprivation of certain rights (the right to operate a vehicle) for up to 3 years, and is additionally punished with 2 to 3 years of community service or 2 to 3 years of imprisonment. This strict provision serves as the strongest deterrent in the victimological prevention of drunk driving. Furthermore, a person who has been deprived of the right to operate a vehicle and nevertheless gets behind the wheel (repeat unlicensed driving) has also been criminalized.

b) The concept of “road hooliganism” and the fight against aggressive driving. In other words, in global practice, “aggressive driving” is considered one of the main determinants of road traffic accidents. Among young people in Uzbekistan, incidents of excessive speeding, aimlessly changing lanes repeatedly (zigzagging), sliding car control (drifting), and intentionally cutting off other drivers had increased. With Law No. URK-1055 and related legislation, a new concept called “Road Hooliganism” and a separate article were introduced into the Code on Administrative Liability. These actions are classified not only as traffic violations but also as open disrespect for society and the deliberate endangerment of others' lives, and are subject to enhanced administrative sanctions. This provision has a strong preventive effect in disciplining drivers with low legal awareness.

c) Introduction of the Penalty Points System. For the first time in the history of new Uzbek legislation, a points-based system for assessing traffic violations committed by drivers has been introduced. The essence of this system, which has proven effective in international practice (Europe, the USA, Japan), is that for each traffic violation committed, a certain number of points is assigned based on its level of social danger. If a driver accumulates more points than the established limit within a twelve-month period, they are automatically disqualified from operating a vehicle for at least six months. The preventive nature of the penalty point system is far greater than that of monetary fines. This is because monetary fines had ceased to act as a deterrent for offenders with comfortable financial situations. The points system, however, puts everyone on an equal footing and forces the driver to be disciplined at all times, “not to lose points.”

g) Public oversight and “Digital Justice” guarantees in the application of law. That is, another significant innovation in legislation is aimed at regulating the relationship between internal affairs agency personnel and citizens. According to the new Article 1952 of the Code on Administrative

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Liability, the right of citizens to photograph and video state officials (in particular, traffic police inspectors) while they are performing their official duties has been enshrined in law. However, it is stipulated that distorting or editing materials to defame an officer will result in administrative liability. Additionally, time limits have been established for reviewing violations detected through digital technologies. It was specified that if information about an offense recorded by specialized automated photo and video recording devices is not sent to the competent authority (or individual) authorized to issue a decision within 48 hours, an administrative case cannot be initiated. 23 This provision prevents citizens from having to wait for months for a fine notice due to technical system failures and ensures the prevention of violations of their rights.

d) Renewal of institutional structures and financial support. That is, legislative changes are being carried out in tandem with institutional reforms. In particular, The “Safe Road and Safe Pedestrian” republican fund was placed under direct government control.7 In 2024, 400 billion soms (approximately US$31.5 million) were allocated to this fund. These funds are primarily intended to be spent on reconstructing the most dangerous road sections (blackspots)—23 critical stretches totaling 175 kilometers nationwide—installing traffic lights and digitizing pedestrian crossings. These efforts are an important step aimed specifically at strengthening the infrastructural protection of the “Safe System.”

Despite the series of positive reforms mentioned above, serious institutional, normative, and infrastructural problems still persist in the new Uzbekistan's road traffic safety management system and in the prevention of violations. The “Review of Road Safety Performance in Uzbekistan,” published in May 2024 in cooperation with the United Nations Economic Commission for Europe (UNECE), UNICEF, and the Ministry of Internal Affairs, (Road Safety Performance Review - RSPR) report highlighted these shortcomings from the perspective of international standards. Based on an analysis of this report and other sources, the main problems in the system can be classified as follows:

First, the incompatibility of inter-agency data and the absence of the CADaS standard. In other words, the criminological prevention of these offenses must be based on clear, transparent, and detailed statistical data. However, there are serious gaps in the collection and analysis of road traffic incident data in Uzbekistan. As noted by the Asia Transport Observatory (ATO), while the WHO estimated that nearly 3,000 people died in road accidents in Uzbekistan in 2021, The Global Burden of Disease (GBD/IHME) reports indicate this figure is around 4,000.28 Such a stark discrepancy demonstrates the lack of integration of the national data repository. The Ministry of Internal Affairs, the Ministry of Health, and insurance organizations each maintain their own

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separate records, and these data are not synchronized with one another. Worst of all, data collected at the scene of a road traffic accident does not fully capture the root cause of the accident and the impact of the road infrastructure, because the Common Accident Data Set (CADaS) recommended by the European Union and the United Nations has not been fully implemented. (Common Accident Data Set) standard has not yet been fully implemented. The poor quality of the data is directly hindering the development of effective preventive strategies.

Secondly, the obsolescence of design standards (SNK and GOST). In other words, the primary regulatory documents used in the design of roadways and urban planning in Uzbekistan (the Roadway SNKs and the former GOSTs) are conceptually outdated. These standards are primarily aimed at ensuring the fast and uninterrupted movement (mobility) of vehicles and do not prioritize the safety of vulnerable road users such as pedestrians, cyclists, and children. 14 According to international experts, the current standards result in infrastructure that is unforgiving of human errors. For example, the lack of mandatory hard shoulders or physical barriers separating opposing traffic on high-speed highways passing through rural areas is causing fatal road traffic accidents.

Third, shortcomings in speed management. Namely, speeding is the main cause of fatal accidents in Uzbekistan, with nearly 30 percent of all road traffic accidents being linked to this factor. Nevertheless, the maximum permitted speed in populated areas and cities is still set at 60 km/h under nationwide regulations (with the exception of local variations in some areas). However, the recommendations of the WHO and UNECE require that the speed limit in residential and pedestrian-heavy areas be set at 50 km/h or lower. Furthermore, the current legislation does not grant local authorities (provincial or district administrations) sufficient legal authority to promptly reduce the speed limit on specific road sections based on the level of risk.

Fourth, a low level of passive safety and occupant protection. In other words, if it is impossible to prevent an accident from occurring, the primary means of saving human life is the vehicle's passive safety features (seat belts, child car seats). Although Uzbek legislation makes wearing a seatbelt in the front seats mandatory, the lack of this requirement or its strict enforcement for rear-seat passengers is leading to significant losses. Furthermore, one of the most pressing issues is the lack of comprehensive legislation mandating the use of child restraint systems appropriate for a child's height and weight when transporting children under the age of 12 in a vehicle. This gap directly contributes to children becoming victims in road traffic accidents.

Fifth, the lack of institutionalization of urban planning and road traffic safety audits. That is, at present the mechanism for conducting a specialized, independent “Road Safety Audit” during

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the planning, construction, repair, and acceptance into service of roads is not fully established in legislation. Although road projects undergo technical review, their specific road safety—especially for pedestrians and cyclists—is not evaluated by independent auditors. In European Union countries, this practice helps save millions of dollars and human lives by correcting mistakes at the design stage.

Based on the international standards analyzed above, the UN Global Plan, and existing criminological issues, In the New Uzbekistan, the following scientific-practical and prospective proposals are put forward to further improve the prevention of road traffic safety violations:

First proposal! A fundamental overhaul of national design standards (SNK and GOST) based on the “iRAP” and “Safe System” criteria has become a necessity of the times.

The essence of this problem is that current design standards focus solely on throughput and create an infrastructure that does not forgive human error. UN Global Goals 3 and

4th item, as well as the International Road Assessment Program (iRAP), require that roads be at least a “Three-star” rating for all users. Conceptual amendments must be introduced to the existing SNK (City Planning Norms and Rules) through relevant decisions of the Ministry of Construction and Housing and Utilities and the Ministry of Transport. Accordingly, it must be legally enshrined that all new and reconstructed roads are required to meet at least a “3-star” standard according to the iRAP methodology. This standard requires the design of mandatory pedestrian sidewalks and physical barriers separating opposing traffic directions (speed bumps, rumble strips), makes the design of mandatory sidewalks and physical barriers separating opposing traffic directions an imperative (strictly mandatory) requirement.)

Second proposal! It is necessary to codify the “Road Traffic Safety Audit” institute at the legislative level and ensure its mandatory implementation.

The essence of this problem is that after roads are completed, it is expensive to fix their defects, and this leads to many road traffic accidents. The European Union's Directive 2008/96/EC and its amending Directive 2019/1936 Directives have made a Safety Impact Assessment (RSIA) and a Safety Audit (RSA) mandatory for every road construction project. It is proposed to introduce the concept of an independent “Traffic Safety Audit” (TSA) into the Republic of Uzbekistan's laws “On Automobile Roads” and “On Road Traffic Safety.” The legislation should establish the obligation to conduct this audit in four stages: 1) at the feasibility study and preliminary design stage; 2) at the project completion stage; 3) During construction (monitoring of temporary traffic signs); 4) 6 months after the road is opened to traffic. It is necessary to legally secure that this audit is conducted by independent experts, accredited by the Ministry of Internal

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Affairs and the Ministry of Transport, who have no ties to the contractor, and that the road cannot be accepted for service without their conclusion.)

Third proposal! Aligning the legal framework for Speed Management with European standards and decentralizing authority.

The essence of this problem is that maintaining a speed limit of 60 km/h in residential areas is extremely dangerous for pedestrians. The WHO Global Plan and the recommendations of the UN 1968 Convention on Road Traffic require setting the default speed limit in populated areas at 50 km/h. Approved by a decision of the Government of the Republic of Uzbekistan The "Rules of the Road" must be amended to strictly set the maximum speed limit for vehicles in all settlements and cities at 50 km/h (30 km/h in front of schools and kindergartens). In addition, amendments should be made to the "Law on Local State Government" and other relevant documents by the Council of Ministers of the Republic of Karakalpakstan, It is advisable to grant the regional governors and the Tashkent city administration direct legal authority to lower the speed limit even further below the general standard on specific streets, residential neighborhoods, and hazardous sections. This would allow for the operational management of speed at a local level).

Fourth proposal! Create a single, inter-agency GIS digital database based on the "CADaS" standard.

The essence of this problem is that the fragmented nature and lack of conformity with international standards of data from the Ministry of Internal Affairs, the Ministry of Health, and insurance organizations on road accidents make analyses difficult. CADaS (Common Accident Data Set) is a widely used in Europe, collected from the scene of a road accident

is a system that allows for the collection of over 70 parameters (road conditions, weather, vehicle model, human condition). A special Cabinet of Ministers decision is needed to approve a single national procedure for registering road accidents and to develop it based on the CADaS standard. A legal requirement must be established for the mandatory integration of the databases of the Ministry of Internal Affairs, the Ministry of Health, and insurance companies into a single blockchain or GIS (Geographic Information System) platform. This system will allow for the automatic identification of specific accident hotspots (blackspots) and the creation of a precise criminological map to direct infrastructural resources to those areas.

Fifth proposal! Strengthen legislation on passive safety for children and passengers.

The essence of this problem is that not wearing seat belts in the back seat and not using car seats is increasing death rates. According to Goal 8 of the UN Global Goals, 100% of all vehicle occupants must be secured by seat belts and children must be in child restraint devices. Amendments should be made to the relevant articles of the Code of Administrative Liability

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(violation of seat belt usage rules), and liability should be applied not only to front-seat occupants, but also when the obligation to wear a seat belt for rear-seat passengers is not fulfilled. Additionally, amendments should be made to the Road Traffic Rules for children up to 12 years of age or a height of

a provision mandating the strict use of certified child restraint systems (car seats) appropriate for the child's weight and height when transporting children under 150 cm, and establishing a separate, separate, enhanced administrative fines are required.

Sixth proposal! Development of Intelligent Transportation Systems (ITS) and the automation of penalty points.

The essence of this issue is that if the penalty point system and the concept of “road hooliganism,” introduced in 2025, become dependent on the human factor (the traffic police officer), it could give rise to corruption risks. The inevitability of punishment is ensured through the widespread use of Intelligent Transportation Systems (ITS) and artificial intelligence. It is necessary to accelerate the deployment of modern ITS systems and traffic management centers in all major cities and on all highways of the republic. The cameras and radars must be configured to detect not only speeding but also “road hooliganism” (aggressive driving, weaving, drifting), failure to wear a seat belt, and phone use. It is advisable to introduce a procedural mechanism for the automatic calculation of penalty points directly to the driver's personal electronic profile for violations detected by specialized automated cameras, identifying the individual through facial recognition (Face ID) technologies, It is advisable to introduce a procedural mechanism for automatically calculating penalty points directly into the driver's personal electronic profile using facial recognition (Face ID) technologies for violations detected by specialized automated cameras.

Seventh proposal! Implement international Conventions (AETR, ADR) regulating safety and working hours in commercial transport.

The essence of this problem is that accidents involving commercial freight and passenger transport vehicles are leading to serious consequences due to driver fatigue. However, the sanctions in the Administrative Code are insufficient. The UN's 1970 AETR and 1957 ADR conventions strictly mandate the use of tachographs and set standards for transporting dangerous goods. The liability provided for in Article 125 of the Code on Administrative Offenses for the failure to install or tampering with tachographs (devices that monitor a driver's working and rest hours) must be significantly increased. Most importantly, the liability for this offense must be (currently a fine of approximately 80 US dollars) must be drastically increased. Most importantly, liability for this offense should not be limited to the hired driver alone, but also to the legal entity

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(the head of the company or garage) that forced the violation of working hours or failed to install a tachograph, with liability to be applied jointly and severally. This will enhance safety culture in commercial transport operations.

In conclusion, it is important to specifically emphasize that, In the New Uzbekistan, the prevention of traffic safety violations should not be limited to fragmented measures such as increasing fines or physically intensifying control. historic legislative acts adopted in 2024-2025, including the introduction of a demerit point system, the toughening of criminal liability for drunk driving, and the introduction of the “road rage” concept into legislation, were important and bold steps in the national legal system. However, analyses by experts from the UN, WHO, and UNECE clearly show that to achieve the highest results and reach the goal of reducing road deaths by 50 percent by 2030 set by the UN Global Plan, a systematic, a full and unequivocal transition to the systematic, science-based, and holistic “Safe System” paradigm is required to achieve the highest results and meet the 2030 goal of a 50 percent reduction in road deaths set forth in the UN Global Plan.

The future prospects for legislation and law enforcement practice include adapting design standards (SNK and GOST) to iRAP's international “three-star” criteria, It requires the legalization of European-standard road traffic safety audits, the reduction of the speed limit in populated areas to a scientifically justified 50 km/h, and the introduction of a single CADaS standard for analyzing violations. The implementation and application of these scientific and practical proposals into our national legislation and practice will contribute to the creation of a modern, transparent, digitized, and most importantly, a humane legal mechanism. This, in turn, will achieve the noble goal of saving the lives and health of thousands of our citizens, especially young people and children, and will make Uzbekistan's aspirations in this area a model for global safety integration.