

Kazakhstan

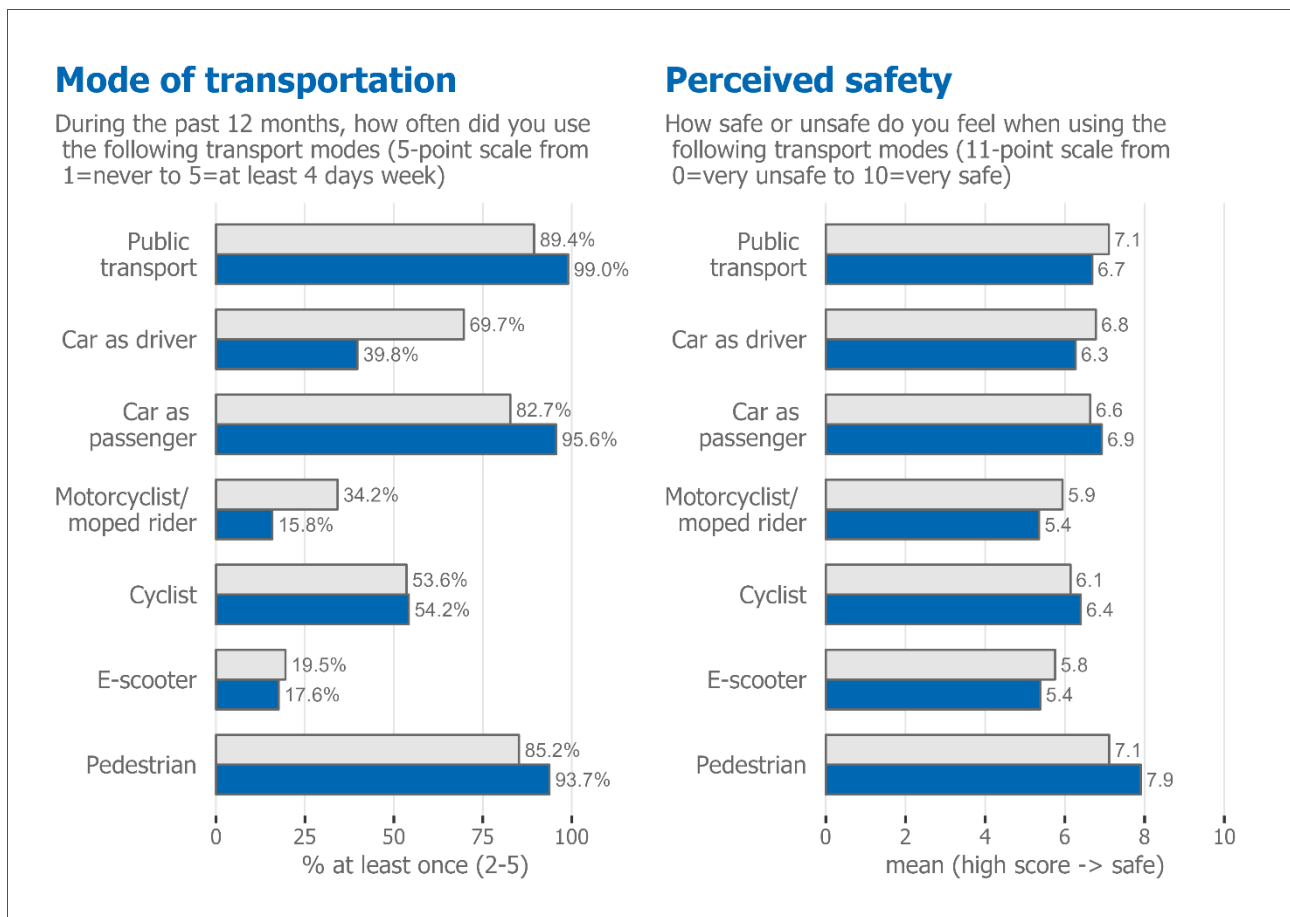
ESRA3 Country Fact Sheet

Version 2 (01/2024)

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world. The aim is to collect and analyse comparable data on road safety performance and road safety culture. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with ten steering group partners (BAST, DTU, IATSS, ITS, KfV, NTUA, PRP, SWOV, TIRF, University Gustave Eiffel). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions¹. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcyclists and moped riders, cyclists, riders of e-scooters and pedestrians.

This fact sheet contains the key results of the ESRA3 survey, which was conducted simultaneously in 39 countries in 2023. In total this online panel survey collected data from more than 37,000 road users (845 in Kazakhstan, aged 18-74). The ESRA3 survey in Kazakhstan was supported by WHO Regional Office for Europe, as part of the 5th Regional Status Report on Road Safety. An overview of the initiative and more results are available on www.esranet.eu.

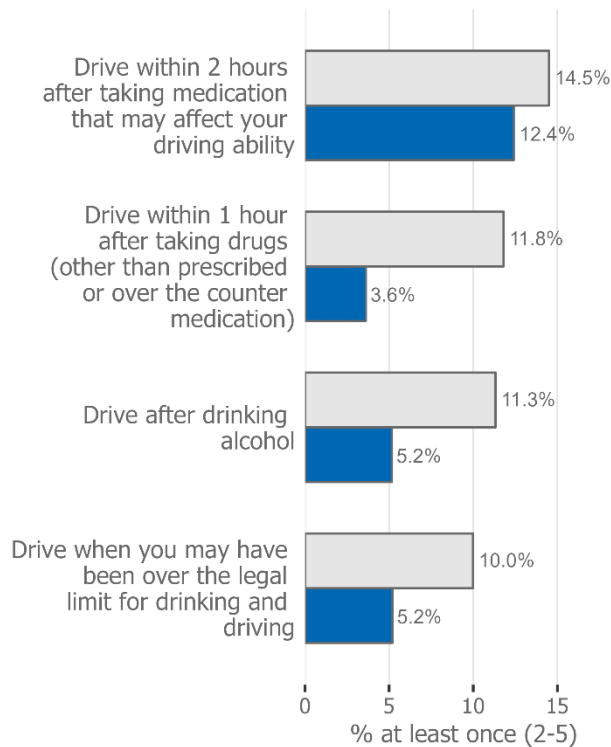
The following figures show a core set of variables in which Kazakhstan (blue bar) is compared with the AsiaOceania6 ESRA3 mean² (grey bar).



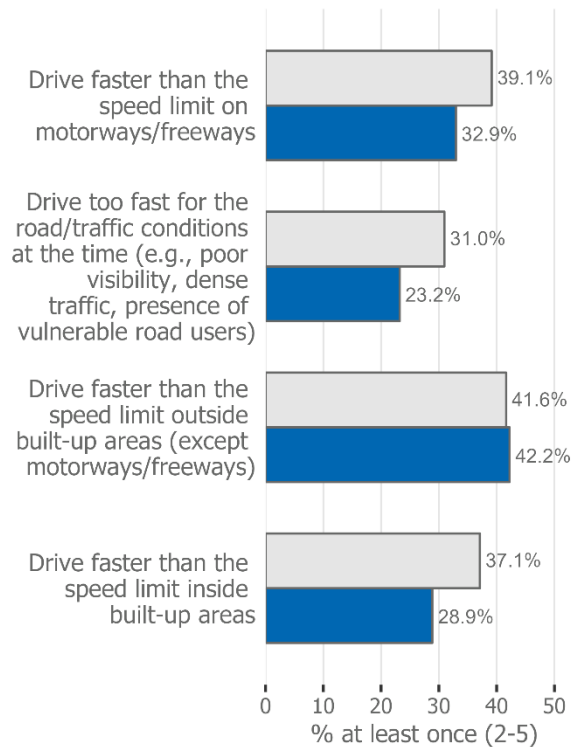
Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

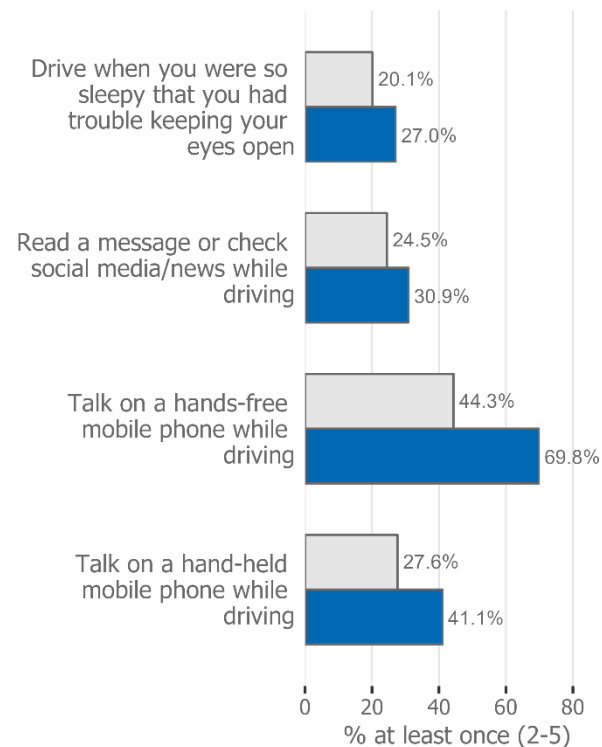
DUI as a car driver



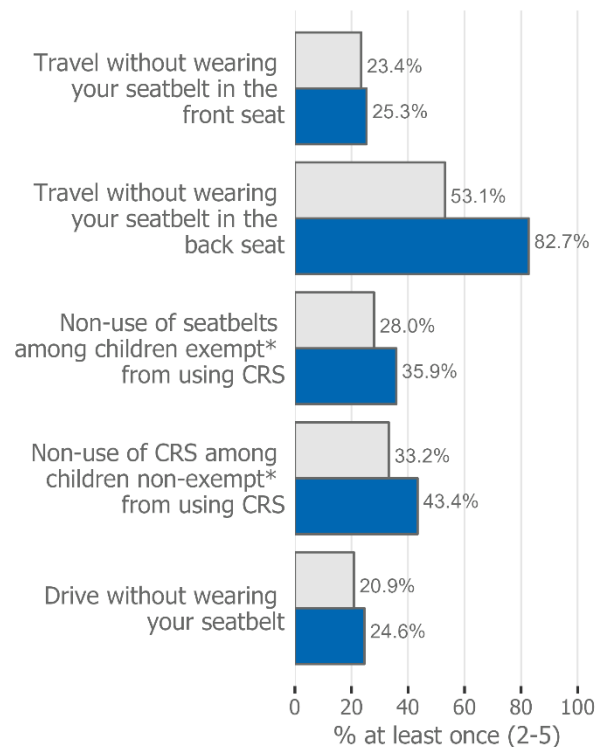
Speeding as a car driver



Distraction & fatigue as a car driver



Seat belt use in a passenger car

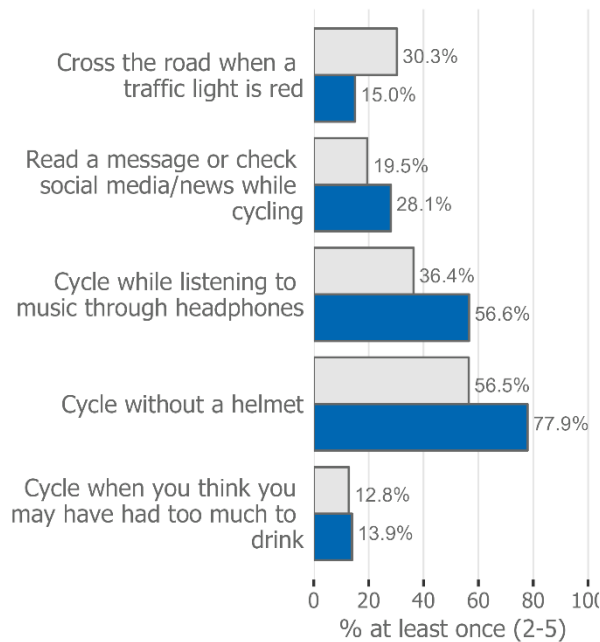


* specified based on national regulation; CRS = Child Restraint System

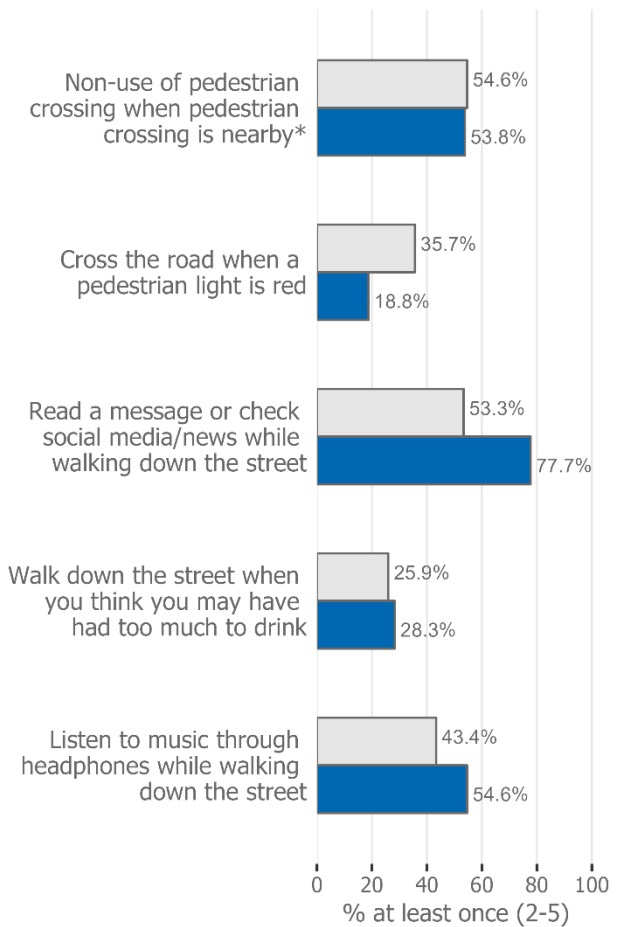
Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

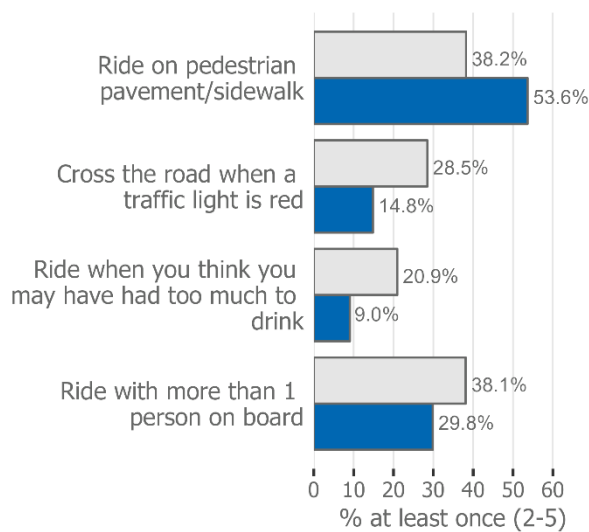
Cyclists



Pedestrians



E-scooter riders



* specified based on national regulation

Sample size**

Road users who use each transport mode at least a few days per month.

Mode of transportation	Kazakhstan	AsiaOceania6
Car drivers	250	3,931
Car drivers who transported children (<18y) exempt* from using CRS	133	1,608
Car drivers who transported children (<18y) non-exempt* from using CRS	139	1,608
Car passengers	695	4,053
Cyclists	245	2,524
E-scooter riders	71	796
Pedestrians	707	4,705

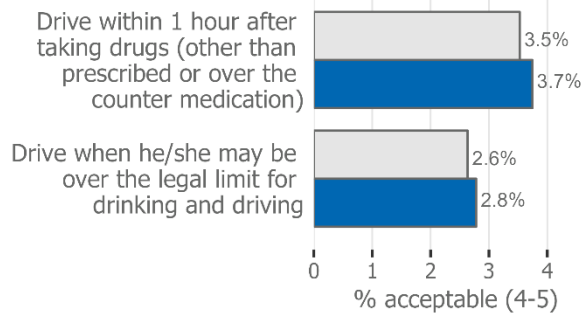
**weighted sample for self-declared behaviours. CRS = Child Restraint System

Personal acceptability

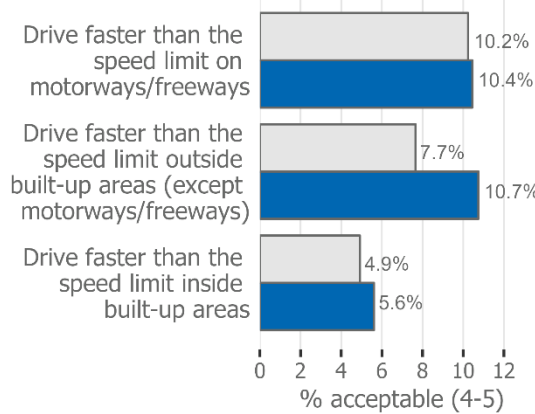
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

Car drivers

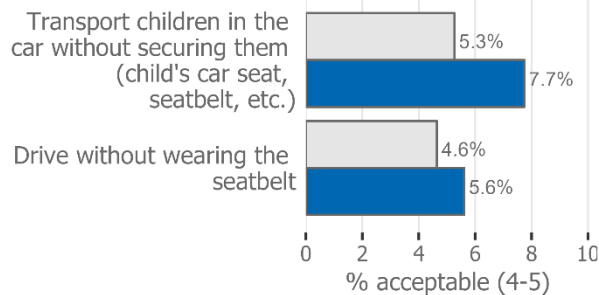
DUI



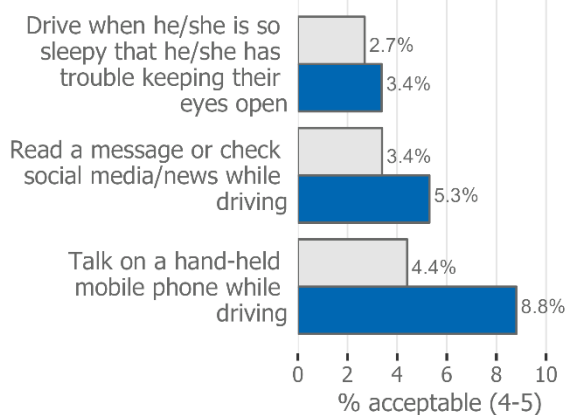
Speeding



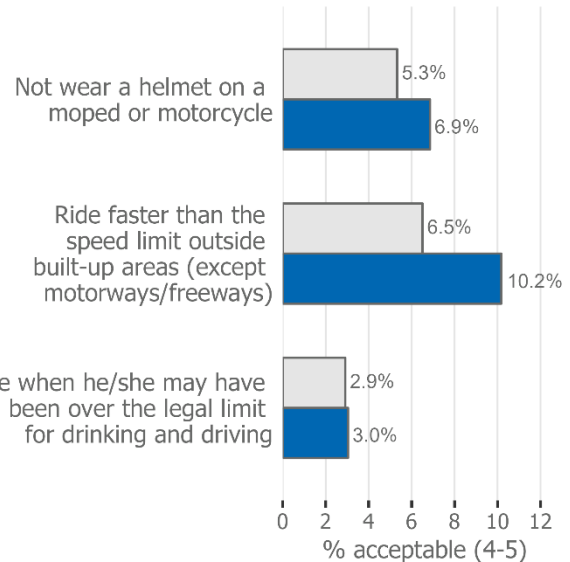
Seat belt



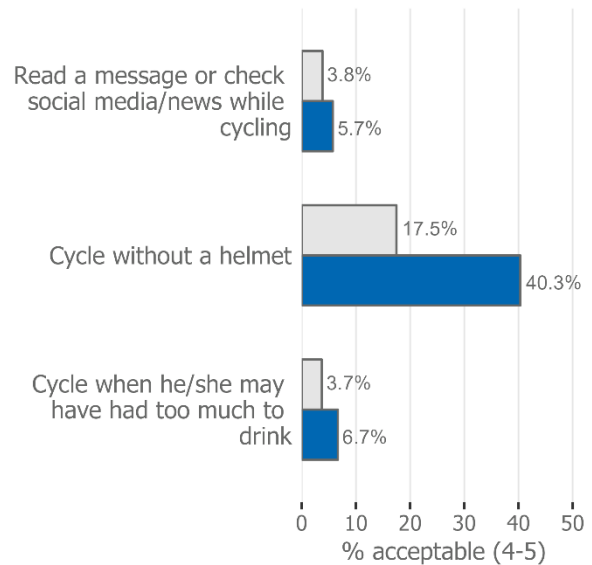
Distraction & fatigue



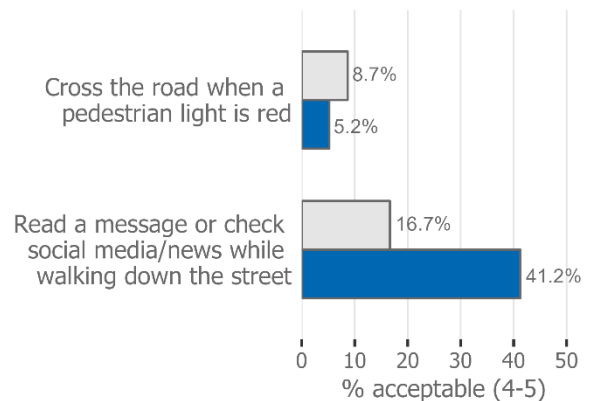
Motorcyclists & moped riders



Cyclists

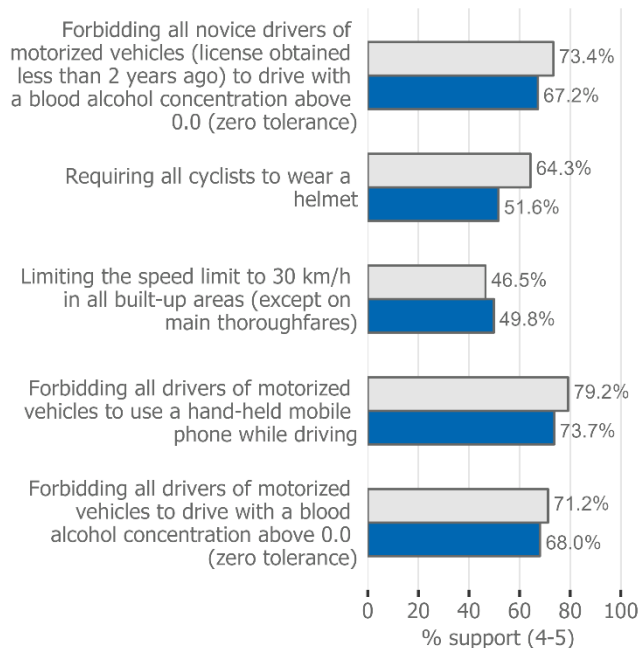


Pedestrians



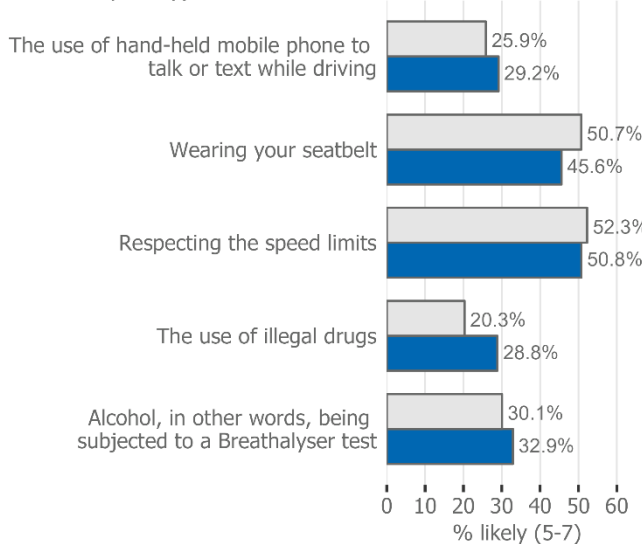
Support of policy measure

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)

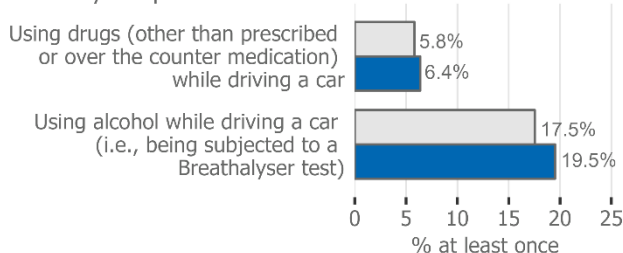


Enforcement

On a typical journey, how likely is it that you (as a car driver) will be checked by the police (including camera's or radars) for ...? (7-point scale from 1=very unlikely to 7=very likely)



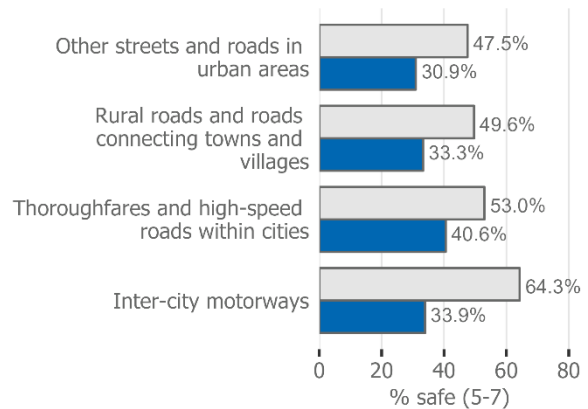
In the past 12 months, how many times have you been checked by the police for ...?



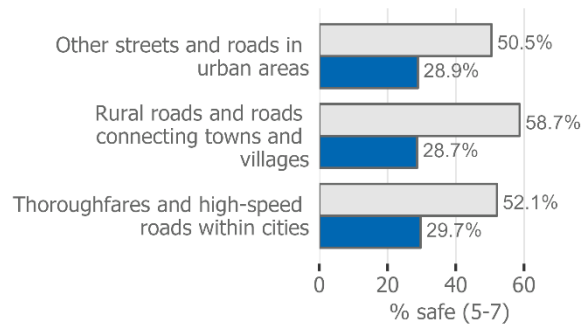
Infrastructure

How would you rate the roads that you regularly use in terms of safety ...? (7-point scale from 1=very unsafe to 7=very safe)

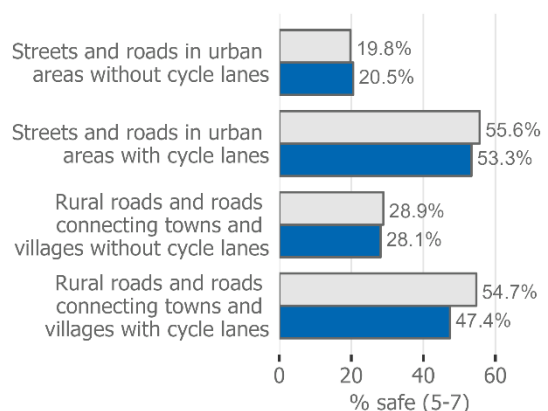
Car drivers



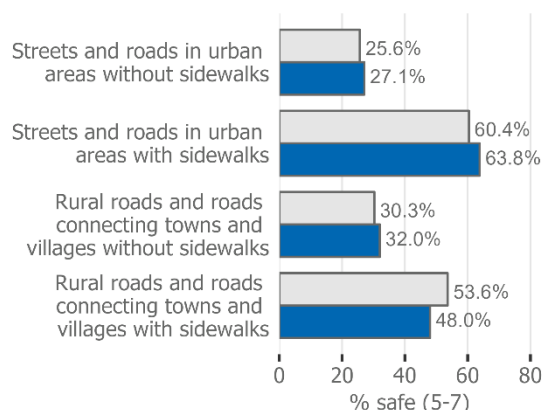
Motorcyclists & moped riders



Cyclists



Pedestrians



Background Data

Basic data of Kazakhstan in relation to the AsiaOceania6³ mean.

Exposure	year	Kazakhstan
	total length of roads (km)	2020
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	2020	101,836
motorisation rate (motor vehicles/1000 inhab.)	2016	230.7

Source: IRF, Geneva, Switzerland; WHO (2018)

Persons killed in road crashes by age, gender and transport mode					
	Kazakhstan		AsiaOceania6*		
	absolute number	%	absolute number	%	
0-14	NA	NA	109	2.3	
15-17	NA	NA	100	2.1	
18-24	NA	NA	435	9.3	
25-49	NA	NA	986	21.0	
50-64	NA	NA	801	17.1	
≥65	NA	NA	2,245	47.9	
unknown age	NA	NA	9	0.2	
male	1,943	74.0	28,106	77.3	
female	683	26.0	8,245	22.7	
unknown gender	0	0.0	4	0.0	
car (including taxi)	NA	NA	825	21.7	
moped	NA	NA	860	22.6	
motorcycle	NA	NA	549	14.4	
bicycle	NA	NA	1,233	32.4	
pedestrian	NA	NA	339	8.9	
other	NA	NA			
TOTAL	2,625	100.0		100.0	
fatalities per 1,000,000 inhab.	147.5		108.2		

Data of Kazakhstan from 2016. AsiaOceania6* based on the most recent data available by country. Due to missing data not included in mean for age and transport modes: Kazakhstan, Thailand, Türkiye. The mean for gender and 'fatalities per 1,000,000 inhab.' includes all countries. Source: [OECD](#); [WHO \(2018\)](#)

Population			
	year	Kazakhstan	AsiaOceania6
population	2021	19,000,988	336,111,167
density (inhab./km ²)	2021	7.0	27.9
males (% of total)	2021	48.1	49.1
females (% of total)	2021	51.9	50.9
urban (% of total)	2021	57.8	77.2
internet users (per 100 people)	2021	90.9	84.7

Source: [World Bank](#)

Traffic legislation in Kazakhstan	
Speed limits for passenger cars:	(km/h)
motorways	140
rural roads	110
urban roads	60
Drink-driving:	BAC limits (g/l)
max. BAC for drivers	0.50
max. BAC for young/novice drivers	0.50
max. BAC for professional drivers	0.50
Existence of drug-driving law	Yes
Protective systems:	
obligation to use seatbelt in front seat	Yes
obligation to use seatbelt in rear seat	Yes
obligation to use child restraint systems for transport of children	Yes
obligation to use a helmet as a motorcyclist	Yes
Prohibition to use mobile phone while driving (hand-held)	Yes

Source: [WHO \(2018\)](#)

¹ Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA3 survey.

² The AsiaOceania6 ESRA3 mean is based on the results of the six Asian and Oceanian countries participating in the ESRA3 survey with data collected through online panel: Australia, Israel, Japan, Kazakhstan, Thailand, Türkiye. Armenia, Kyrgyzstan, and Uzbekistan were not included in the mean due to different methodology in data collection – face-to-face CAPI.

³ The AsiaOceania6 mean used in the background data is based on the national data of the nine Asian and Oceanian countries participating in the ESRA3 survey (for countries see footnote 2 above).

The ESRA3 survey in Kazakhstan was supported by WHO Regional Office for Europe, as part of the 5th Regional Status Report on Road Safety.

Please refer to this document as: Vias institute. (2023). *Kazakhstan – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes)*. Version 2 (01/2024). [Fact sheet]. <https://www.esranet.eu/storage/minisites/esra2023countryfactsheetkazakhstan.pdf>

For more information: www.esranet.eu or email esra@vias.be

