

# Uzbekistan

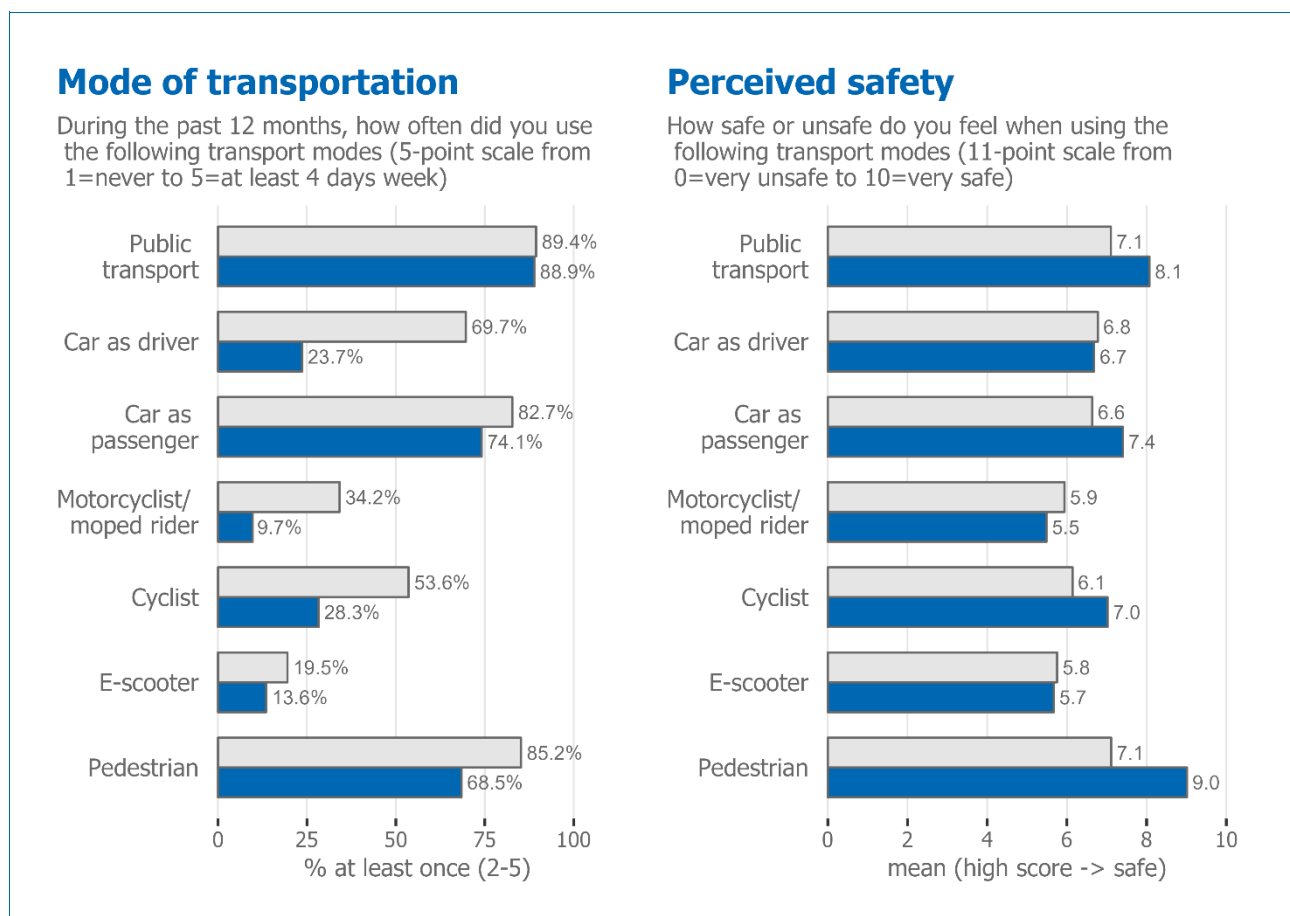
## ESRA3 Country Fact Sheet

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 versions<sup>1</sup>. 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 (433 in Uzbekistan, aged 18-44). In Uzbekistan the study design differed from other countries (face-to-face recruitment and interviews instead of online panel survey). The ESRA3 survey in Uzbekistan 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](http://www.esranet.eu).

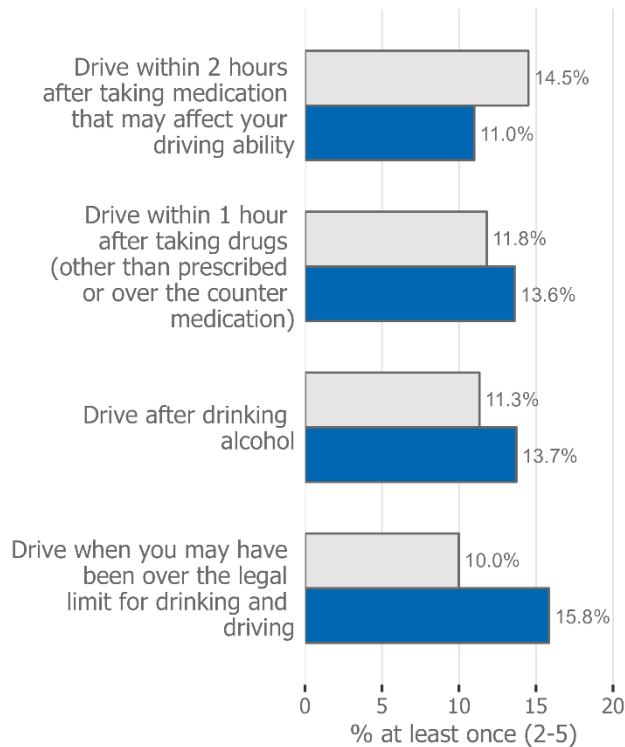
The following figures show a core set of variables in which Uzbekistan (blue bar) is compared with the AsiaOceania6 ESRA3 mean<sup>2</sup> (grey bar).



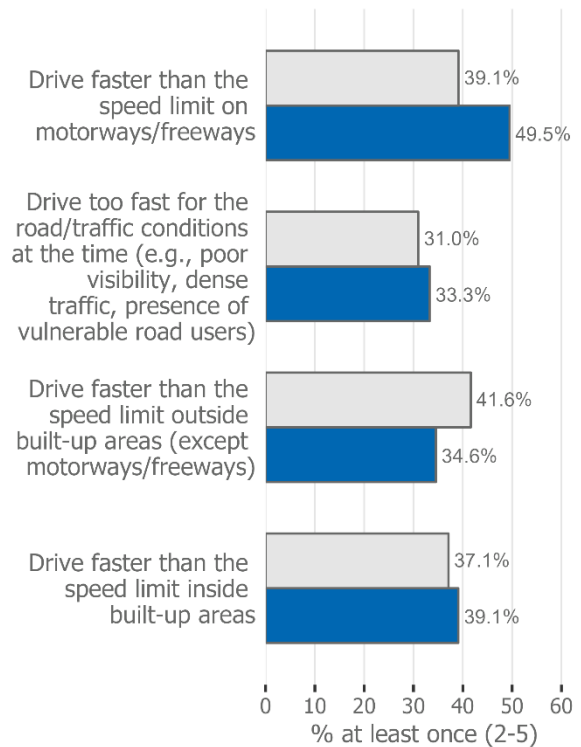
## Self-declared behaviour

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

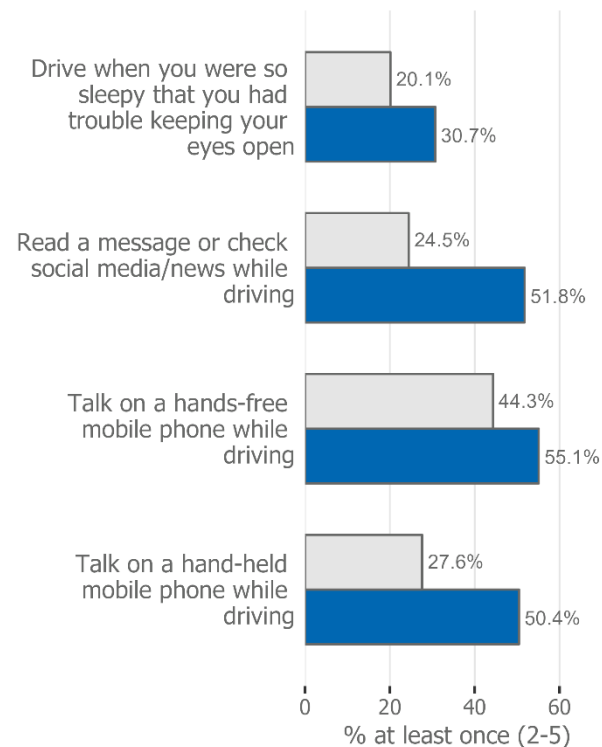
### DUI as a car driver



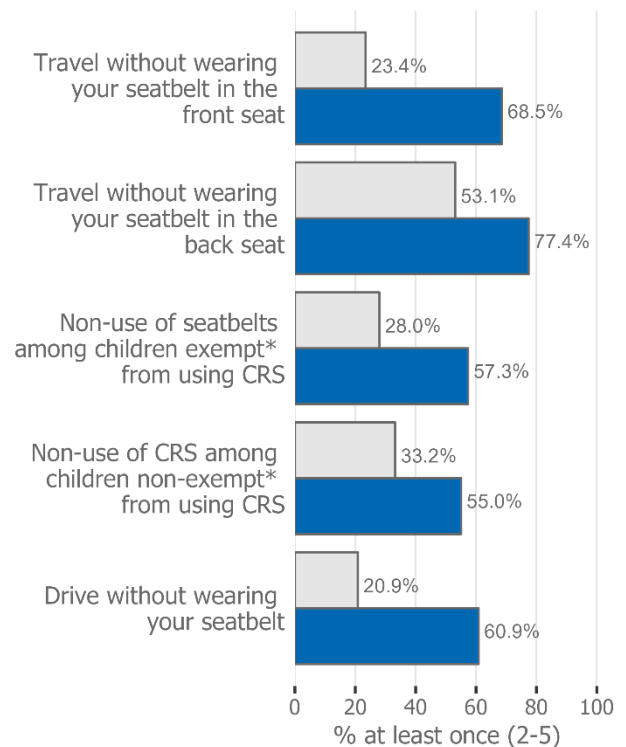
### Speeding as a car driver



### Distraction & fatigue as a car driver



### Seat belt use in a passenger car

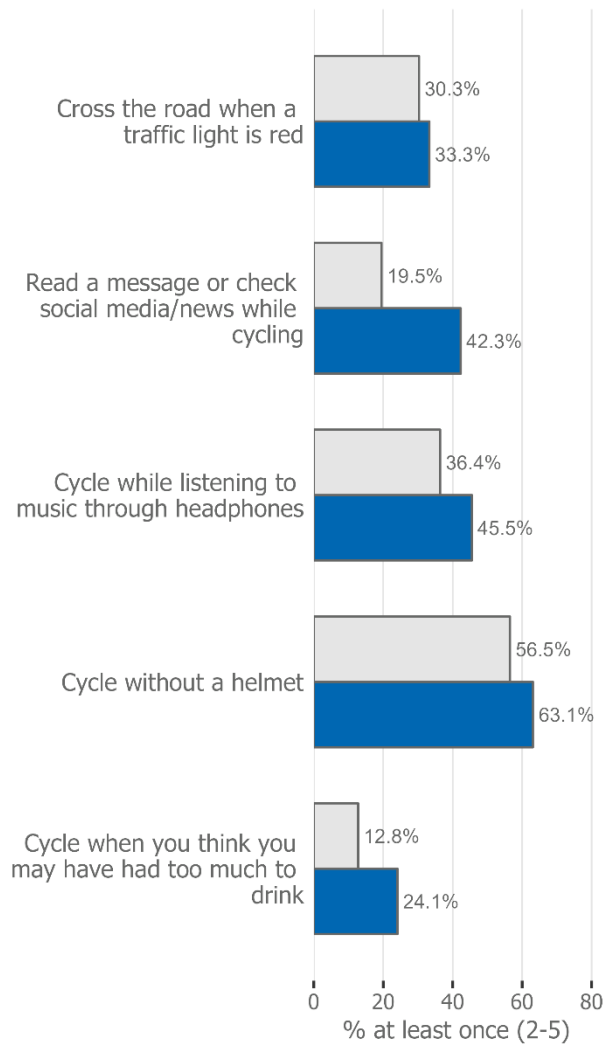


\* specified based on national regulation; CRS = Child Restraint System

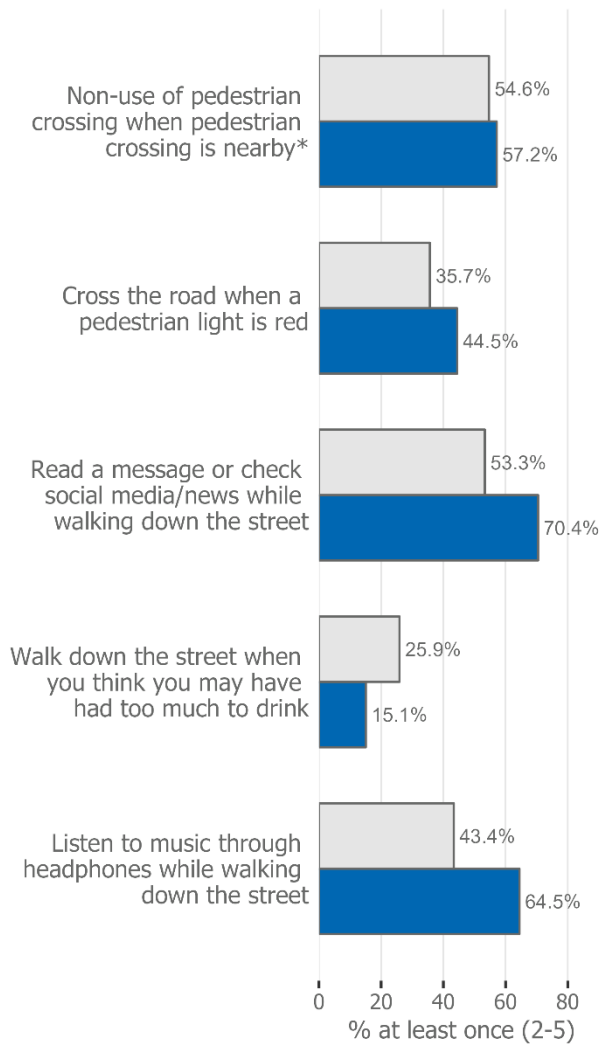
## Self-declared behaviour

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

### Cyclists



### Pedestrians



\* specified based on national regulation

### Sample size\*\*

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

Mode of transportation	Uzbekistan	AsiaOceania6
Car drivers	82	3,931
Car drivers who transported children (<18y) exempt* from using CRS	41	1,608
Car drivers who transported children (<18y) non-exempt* from using CRS	30	1,608
Car passengers	317	4,053
Cyclists	86	2,524
Pedestrians	287	4,705

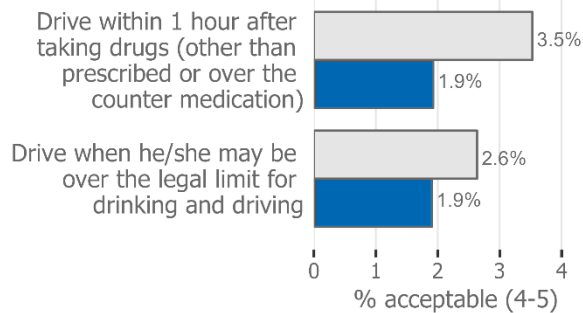
\*\*weighted sample for self-declared behaviours. CRS = Child Restraint System

## Personal acceptability

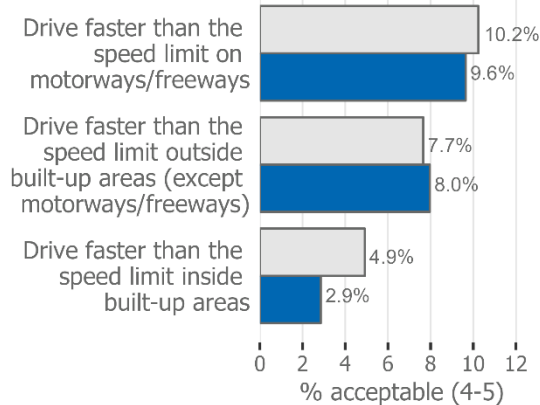
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

### Car drivers

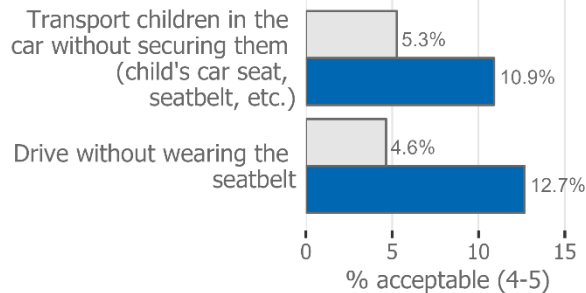
#### DUI



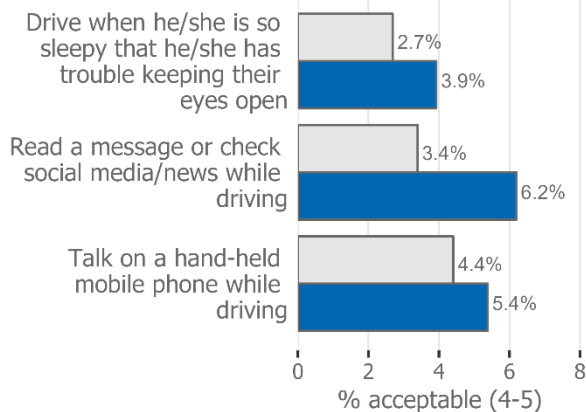
#### Speeding



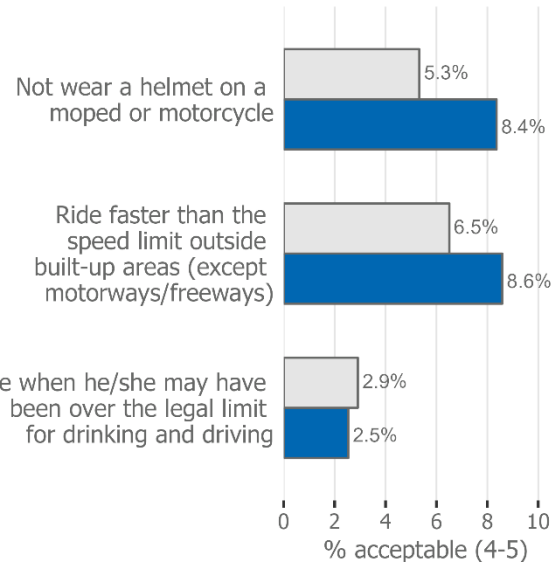
#### Seat belt



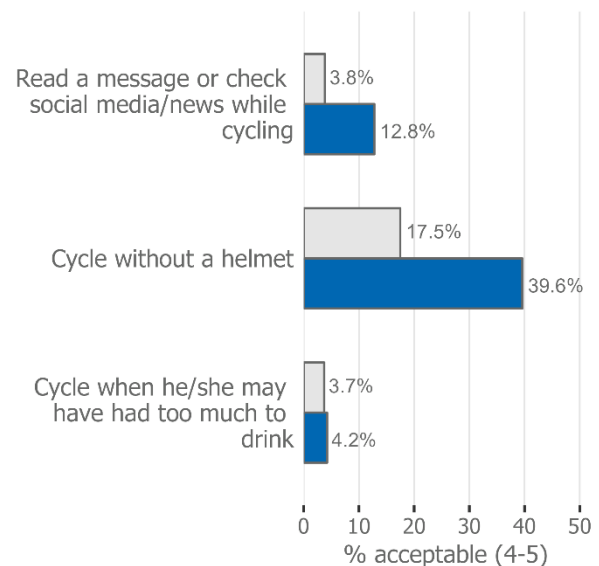
#### Distraction & fatigue



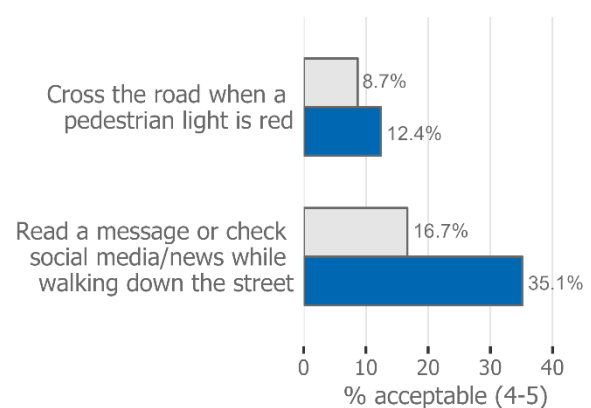
### Motorcyclists & moped riders



### Cyclists

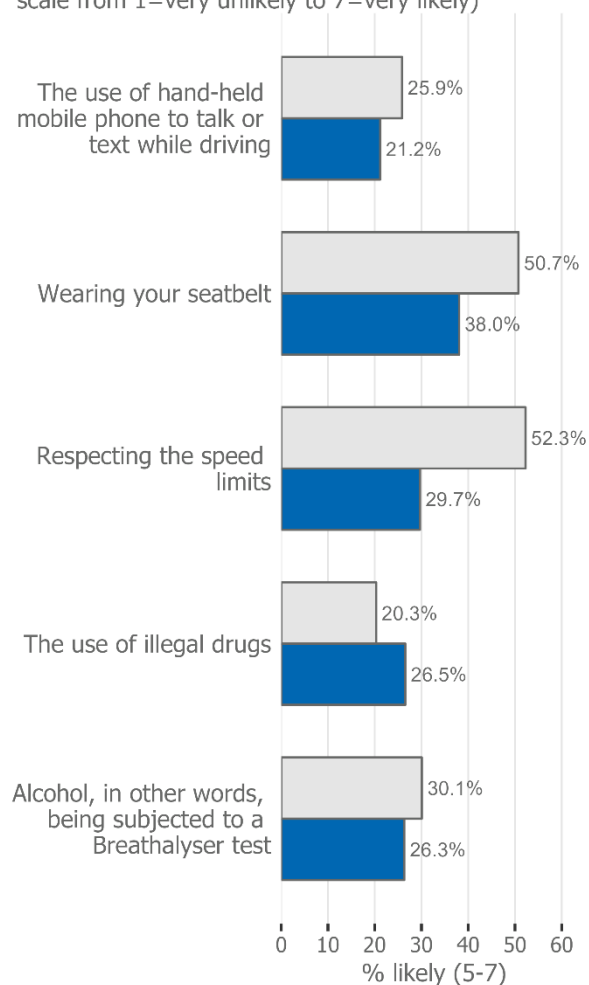


### Pedestrians

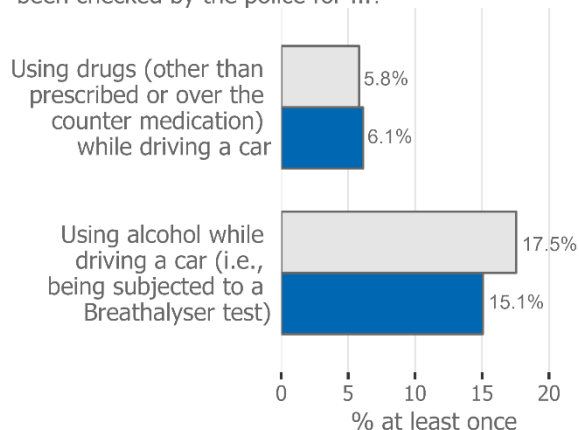


## Enforcement

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)

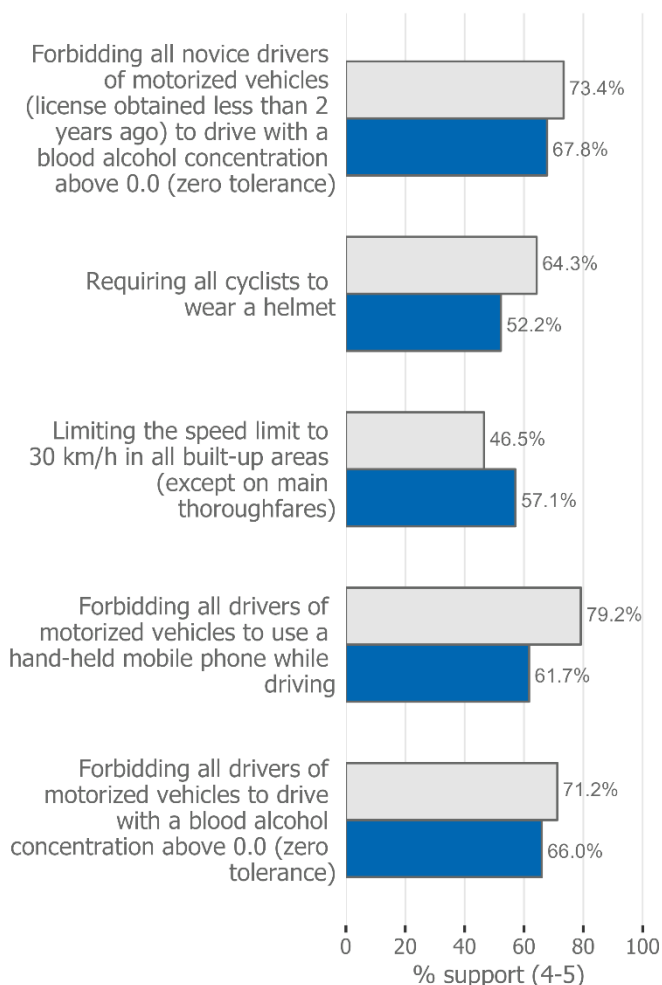


In the past 12 months, how many times have you been checked by the police for ...?



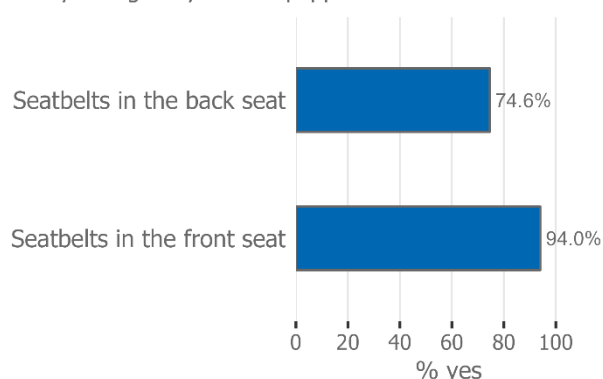
## Support of policy measure

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



## Seatbelts in the cars

Is the car you regularly drive equipped with...?



NOTES: questions only for LMIC; no regional mean.

## Background Data

Basic data of Uzbekistan in relation to the AsiaOceania6<sup>3</sup> mean.

<b>Exposure</b>	year	Uzbekistan
total length of roads (km)	2020	42,867
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	NA	NA
motorisation rate (motor vehicles/1000 inhab.)	NA	NA
Source: IRF, Geneva, Switzerland		

<b>Persons killed in road crashes by age, gender and transport mode</b>					
	Uzbekistan		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	NA	NA	28,106	77.3	
female	NA	NA	8,245	22.7	
unknown gender	NA	NA	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	2,496	100.0		100.0	
fatalities per 1,000,000 inhab.	78.4		108.2		
Data of Uzbekistan 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: <a href="#">OECD</a> ; <a href="#">WHO (2018)</a>					

<b>Population</b>			
	year	Uzbekistan	AsiaOceania6
population	2021	34,915,100	336,111,167
density (inhab./km <sup>2</sup> )	2021	79.2	27.9
males (% of total)	2021	50.0	49.1
females (% of total)	2021	50.0	50.9
urban (% of total)	2021	50.4	77.2
internet users (per 100 people)	2021	76.6	84.7

Source: [World Bank](#)

<b>Traffic legislation in Uzbekistan</b>	
Speed limits for passenger cars:	(km/h)
motorways	No limit
rural roads	100
urban roads	70
Drink-driving:	BAC limits (g/l)
max. BAC for drivers	NA
max. BAC for young/novice drivers	NA
max. BAC for professional drivers	NA
Existence of drug-driving law	Yes
Protective systems:	
obligation to use seatbelt in front seat	Yes
obligation to use seatbelt in rear seat	No
obligation to use child restraint systems for transport of children	No
obligation to use a helmet as a motorcyclist	Yes
Prohibition to use mobile phone while driving (hand-held)	Yes

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

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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 Uzbekistan 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). *Uzbekistan – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes)*. Version 2 (01/2024). [Fact sheet]. <https://www.esranet.eu/storage/minisites/esra2023countryfactsheetuzbekistan.pdf>

For more information: [www.esranet.eu](http://www.esranet.eu) or email [esra@vias.be](mailto:esra@vias.be)

