

<b>Sub-program (Target Priority Area)</b>	<b>2. Strengthening Policy Making Capacity for Economic Development</b>
<b>Component (CP) (Development Issues)</b>	<b>2-3. Transport Policy (Incl. Transportation/ Logistics/ Disaster Prevention and Mitigation)</b>
<b>Expected Research Areas</b>	Transport Policy (Road Administration, Aviation Administration), Urban Development Policy, Infrastructure Management, Border Management, Customs Policy, Disaster Prevention and Mitigation Policy
<b>Accepting University</b>	<p><b>Hiroshima University (2)</b></p> <p>GS of Humanities and Social Sciences International Economic Development Program</p> <ul style="list-style-type: none"> <li>- Master of Philosophy</li> <li>- Master of International Cooperation Studies</li> <li>- Master of Economics</li> <li>- Master of Business Administration</li> </ul> <p>GS of Advanced Science and Engineering Transdisciplinary Science and Engineering Program</p> <ul style="list-style-type: none"> <li>- Master of Philosophy</li> <li>- Master of Engineering</li> <li>- Master of International Cooperation Studies</li> </ul> <p><i>If applicants do not fulfill a regular period of school education (16 years from primary school to university), the eligibility will be assessed.</i></p>

**Purpose of the Study:**

The importance of trade with its neighboring nations such as Russia, Kazakhstan, and China, which are all huge markets, means that international and national trunk roads are vital for the Kyrgyz Republic, a small nation located inland with a relatively small market of population about six million. In addition, with more than 90% of its land dominated by mountains, air freight transport also plays an important role. However, the development of the necessary new infrastructure and its maintenance are not being carried out due to the budgetary limitations. Priorities need to be established through creating public investment plans, as well as new policies of ensuring resources through toll roads and weight taxes, etc. In addition, with the mass retirement of Soviet-era technicians, training young technicians has also become an issue. Furthermore, the logistic flows are changing due to the customs union signed between Russia, Belarus, and Kazakhstan in 2010. This union transformed as Eurasian Economic Union (EEU) and Kyrgyz Republic also joined EEU in 2015. Kyrgyz republic engaged in a set of measures to ensure the freedom of movement of goods and services to and from EEU countries. From above, new custom policies and promotion of streamlining of new tax systems are needed to tackle those challenges.

Additionally, in 2016 the Government of KR has adopted the “Main directions for development of the road sector for 2016-2025”. This strategy paper prioritizes the phased reforming of the sector with further commercialization of road works, development of public-private partnership mechanisms; the introduction of the regulated system of quality control for road maintenance and repair; enhancing the road safety; development of roadside services.

In the DEVELOPMENT PROGRAM OF KYRGYZ REPUBLIC FOR the period 2018-2022 “UNITY, TRUST, CREATION” which was announced in April 2018, Transport and road sector was noted as one of the development of strategic branches of economy. In this policy, the government will focus on developing the country’s transport potential, where the measures will be focused on the construction and expansion of the internal network of highways and international transport corridors.