



MINISTRY OF TRANSPORT
ABOUT THE R EPUBLIC OF TAJIKI
ST AN



22nd CAREC TRANSPORT SECTOR COORDINATING COMMITTEE MEETING

16–17 June 2025 (Monday, Tuesday) Bishkek | Kyrgyz Republic

THERE ARE 32 LANDLOCKED DEVELOPING COUNTRIES:

16 in Africa, 4 in Europe, 10 in Asia, and 2 in Latin America

- 16 landlocked developing countries are also classified as least developed countries;
- The population of landlocked developing countries collectively amounts to approximately 440 million people;
- Landlocked developing countries pay more than twice as much on imports and exports as their maritime neighbors.



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Tajikistan has identified priority trade and transit corridors within CAREC (No. 2, No. 3, No. 5, No. 6), Asian Highways (AN-7, AN-65, AN-66), transport corridors Europe-Caucasus-Asia TRACECA (T-23, T-34), SCO and ECO, running from East to West and from North to South.



INTERGOVERNMENTAL AGREEMENT ON THE ASIAN HIGHWAY NETWORK¹

Annex I

THE CONTRACTING PARTIES,

CONSCIOUS of the need to promote and develop international road transport in Asia and with neighbouring regions,

RECALLING the cooperation among members of the United Nations Economic and Social Commission for Asia and the Pacific in the formulation and operationalization of the Asian Highway network,

CONSIDERING that in order to strengthen relations and promote international trade and tourism among members of the United Nations Economic and Social Commission for Asia and the Pacific it is essential to develop the Asian Highway network to the requirements of international transport and the environment, keeping also in view the introduction of efficient international intermodal transport,

CONTINUING the cooperative efforts for planning, development and improvement of international road transport within Asia and between Asia and neighbouring regions,

HAVE AGREED as follows:

Article 1

Adoption of the Asian Highway network

The Contracting Parties, hereinafter referred to as the Parties, adopt the proposed highway network hereinafter referred to as the “Asian Highway network” and described in annex I to this Agreement, as a coordinated plan for the development of highway routes of international importance which they intend to undertake within the framework of their national programmes.

¹ The present document which contains the consolidated text of the Intergovernmental Agreement on Asian Highway Network was prepared by the secretariat of the United Nations Economic and Social Commission for Asia and the Pacific for information and ease of reference and

ASIAN HIGHWAY NETWORK

1. The Asian Highway network consists of highway routes of international importance within Asia, including highway routes substantially crossing more than one subregion such as: East and North-East Asia, South and South-West Asia, South-East Asia and North and Central Asia; highway routes within subregions including those connecting to neighbouring subregions; and highway routes located within member States which provide access to: (a) capitals; (b) main industrial and agricultural centres; (c) major air, sea and river ports; (d) major container terminals and depots; and (e) major tourist attractions.
2. Route numbers begin with "AH", which stands for "Asian Highway", followed by one or two or three digits.
3. Single-digit route numbers from 1 to 9 are assigned to Asian Highway routes, which substantially cross more than one subregion.
4. Sets of two- and three-digit route numbers are assigned to indicate the routes within subregions, including those connecting to a neighbouring subregion, and highway routes within member States as indicated below:

- (a) Route numbers 10-29 and 100-299 are allocated to the South-East Asia subregion including Brunei Darussalam, Cambodia, Indonesia, the Lao People's Democratic Republic, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Viet Nam;

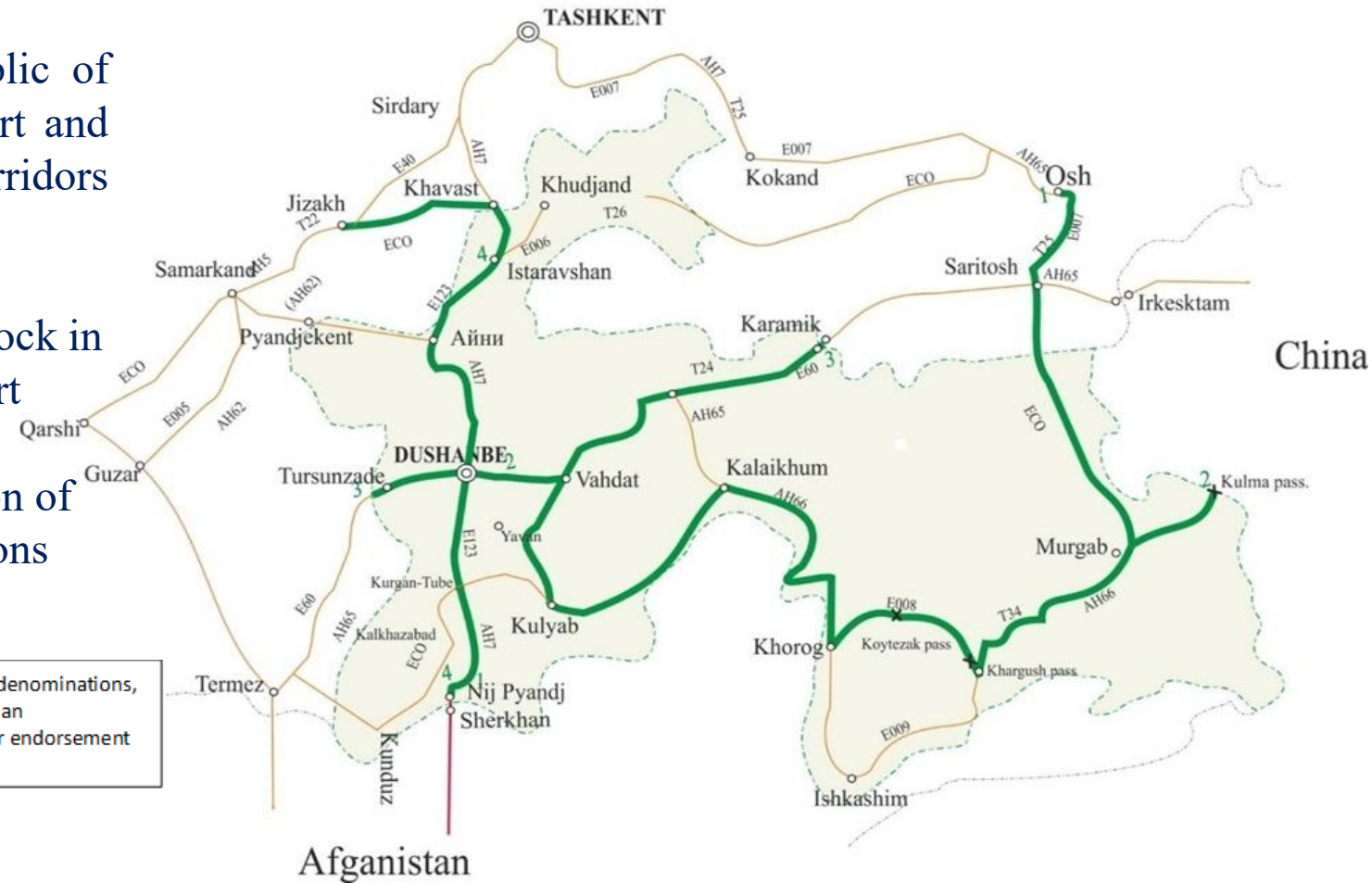
- (b) Route numbers 30-39 and 300-399 are allocated to the East and North-East

AH7	Yekaterinburg – Chelyabinsk –Troisk – Kaerak – Kostanai – Astana – Karaganda –Burubaital – Merke – Chaldovar – Kara Balta – Osh – Andijan – Tashkent – Buka – Aybek – Khujand – Dushanbe – Nizhniy Panj – Shirkhan – Polekhumri – Djbul sarcj – Kabul – Kandahar – Speenboldak – Chaman – Quetta – Kalat – Karachi	AH65	Kashi – Arkaxtam – Irkeshtam – Sary-Tash (– Osh) – Karamyk – Vakhdad – Dushanbe – Tursunzade – Sariosiyo – Termez
		AH66	Border of China – Kulma Pass – Khorugh – Kulob – Vakhdad – Dushanbe

BREAKING THE TRANSPORT AND COMMUNICATION DEADLOCK AND CREATING TRANSIT CORRIDORS

The main task of the Government of the Republic of Tajikistan is to lead Tajikistan out of the transport and communications deadlock and create transit corridors across Tajikistan.

The strategy for breaking the communication deadlock in Tajikistan includes the creation of a unified transport network in the country and its connection with the international transport corridors, as well as accession of the Republic of Tajikistan to international conventions and agreements related to transport.



CAREC corridors running across Tajikistan (#2, #3, #5, #6)

Source: State Unitary Enterprise Scientific Research Institute for the Design of Transport Facilities

FIRST MEETING OF CENTRAL ASIAN TRANSPORT MINISTERS HELD IN DUSHANBE, TAJIKISTAN, ON SEPTEMBER 14, 2023
THE MEETING TOOK PLACE WITHIN THE FRAMEWORK OF THE FIFTH CONSULTATION OF THE
CENTRAL ASIAN HEADS OF STATE



The following documents were signed during the meeting:

- **Dushanbe Communiqué of the Ministerial Meeting of Central Asian Countries**
- **Agreement on Strengthening Land Transport Connectivity in Central Asia**



Map of CAREC transit corridors in the Republic of Tajikistan

Transit Corridor No. 2:

Spitamen Border Crossing Point (Spitamen district) – Khujand – B. Gafurov – Kanibadam Guliston Border Crossing Point (Isfara district) (CAREC 2; 143 km);

Transit Corridor No. 3:

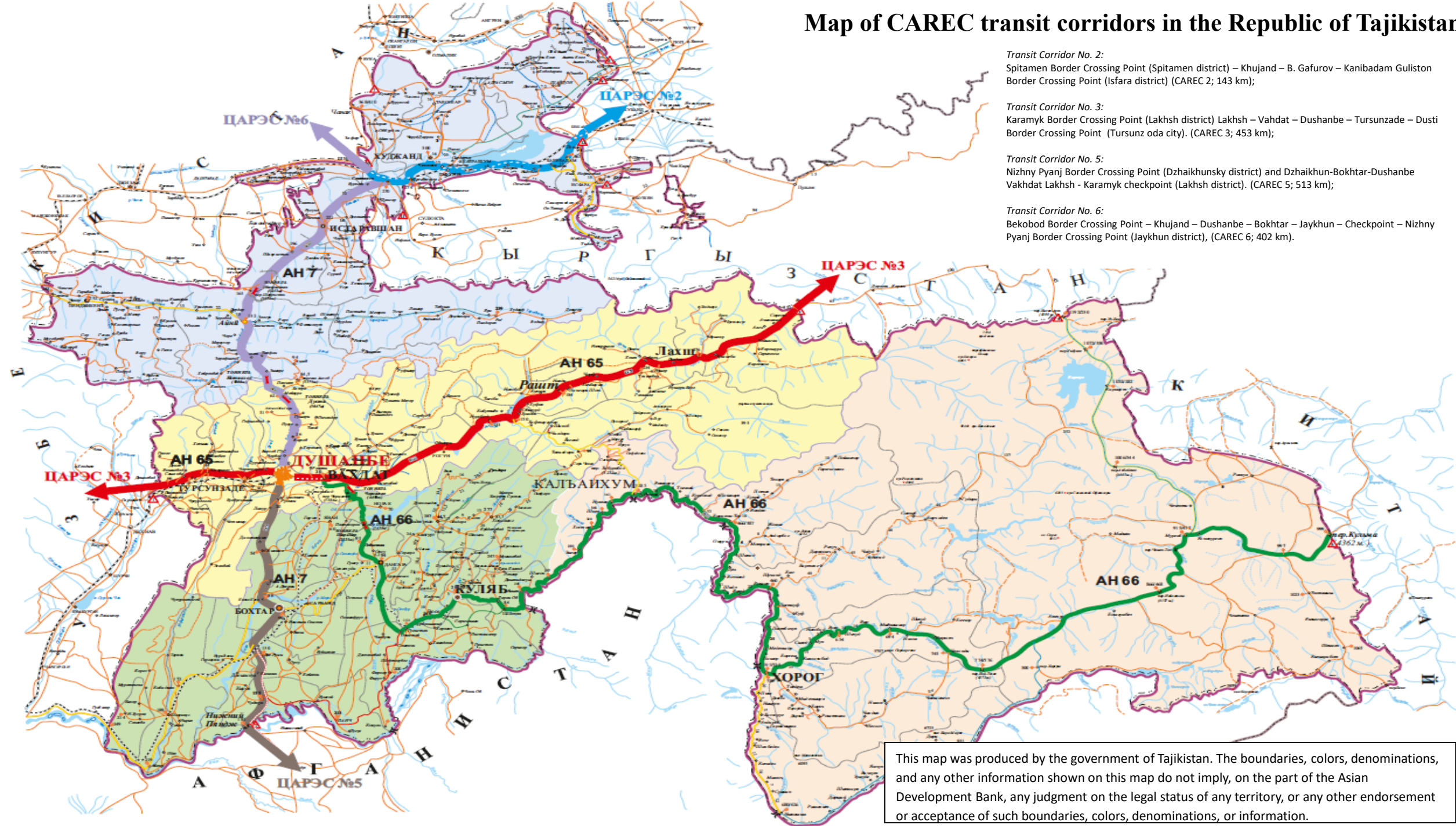
Karamyk Border Crossing Point (Lakhsh district) Lakhsh – Vahdat – Dushanbe – Tursunzade – Dusti Border Crossing Point (Tursunzoda city). (CAREC 3; 453 km);

Transit Corridor No. 5:

Nizhny Pyanj Border Crossing Point (Dzhaikhunsky district) and Dzhaikhun-Bokhtar-Dushanbe Vakhdat Lakhsh – Karamyk checkpoint (Lakhsh district). (CAREC 5; 513 km);

Transit Corridor No. 6:

Bekobod Border Crossing Point – Khujand – Dushanbe – Bokhtar – Jaykhun – Checkpoint – Nizhny Pyanj Border Crossing Point (Jaykhun district), (CAREC 6; 402 km).



State program for the development of the logistics system in the Republic of Tajikistan for 2023-2028

Tajikistan in the Logistics Performance Index 2025

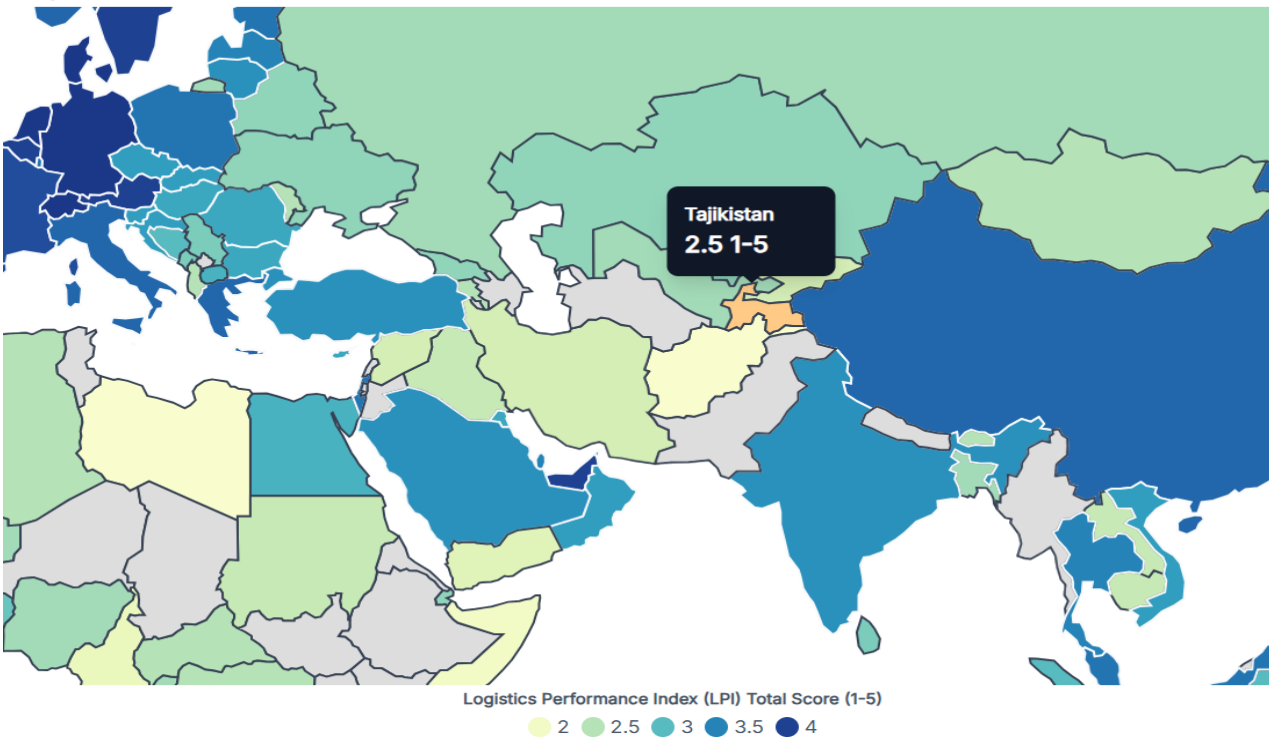
Almost all components of the index showed improvements, with the exception of the tracking and tracing score, which fell from 2.33 in 2018 to 2.0 in 2023, before increasing to 2.5 in 2025.

Global Ranking 2023

2023 2018 2016 2014 2012 2010 2007



Logistics Performance Index by Country 2025



Source: <https://lpi.worldbank.org/international/global>

Components	2014	2016	2018	2023
Logistics Performance Index score	2.53	2.06	2.34	2.50
Customs score	2.35	1.93	1.92	2.20
Infrastructure score	2.36	2.13	2.17	2.50
International shipment score	2.73	2.12	2.31	2.50
Logistics competence score	2.47	2.12	2.33	2.80
Timeliness score	2.74	2.04	2.95	2.90
Tracking and tracing score	2.47	2.04	2.33	2.00
Logistics Performance Index rank	114	153	134	97
Customs rank	115	150	150	110
Infrastructure rank	108	130	127	80
International shipments rank	92	151	133	102
Logistics competence rank	113	143	116	76
Timeliness Rank	133	159	104	93
Tracking and tracing rank	119	144	131	134

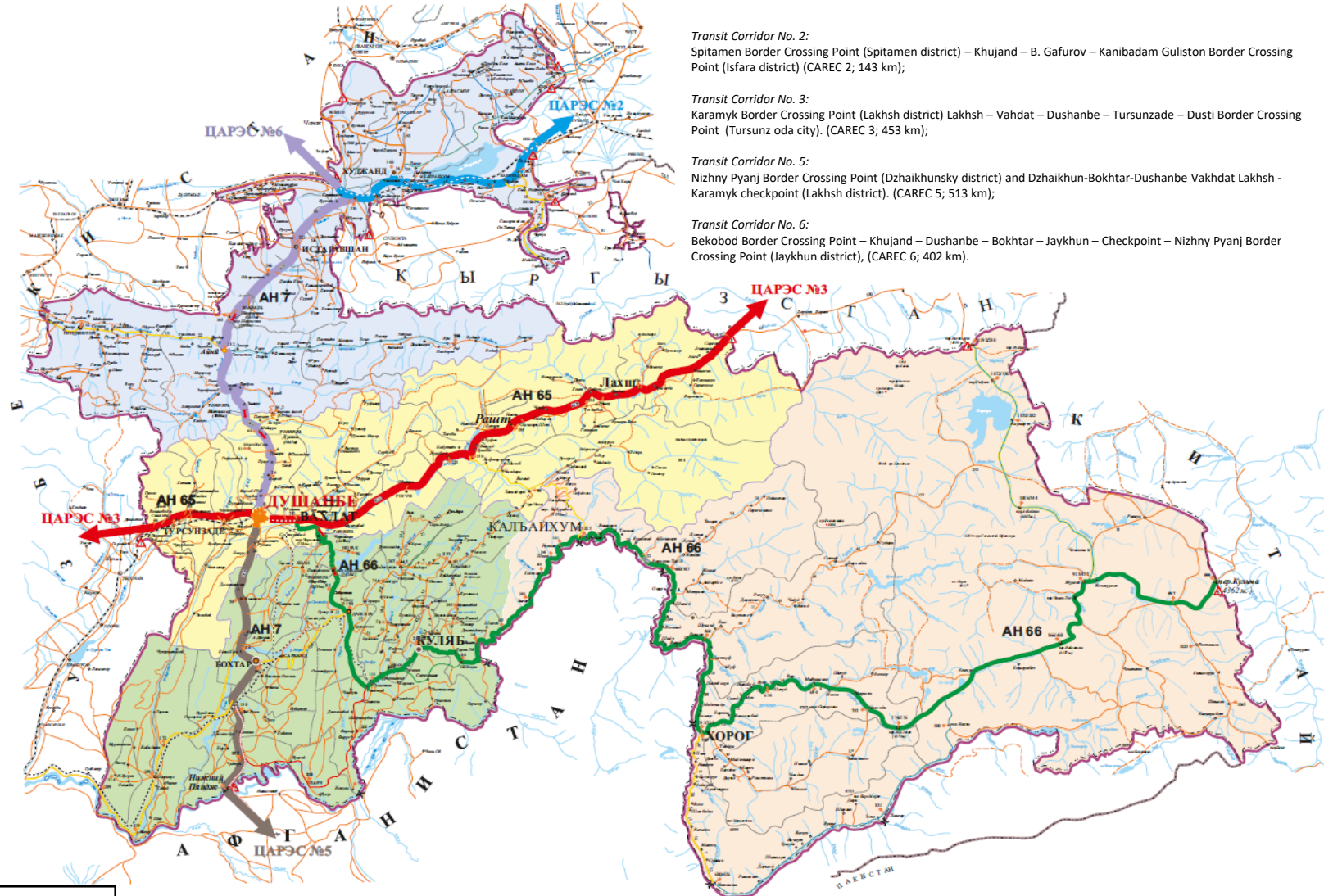
Source: <https://lpi.worldbank.org/international/global>

INFRASTRUCTURE INVESTMENT

Map of CAREC transit corridors in the Republic of Tajikistan

To implement Tajikistan's strategy to “break the communications deadlock and turn the country into a transit hub,” 62 state investment projects in the motor transport sector have been implemented over the 30 years of independence, totaling USD 2 billion.

Currently, 12 state investment projects worth a total of USD 1.1 billion are being implemented in the sector.



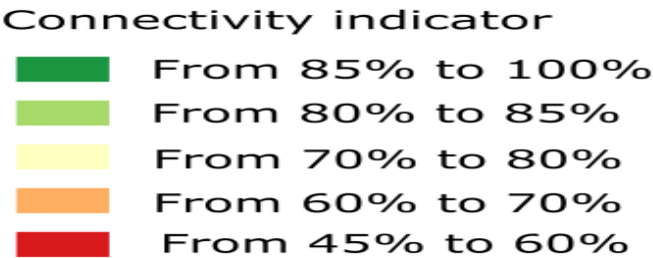
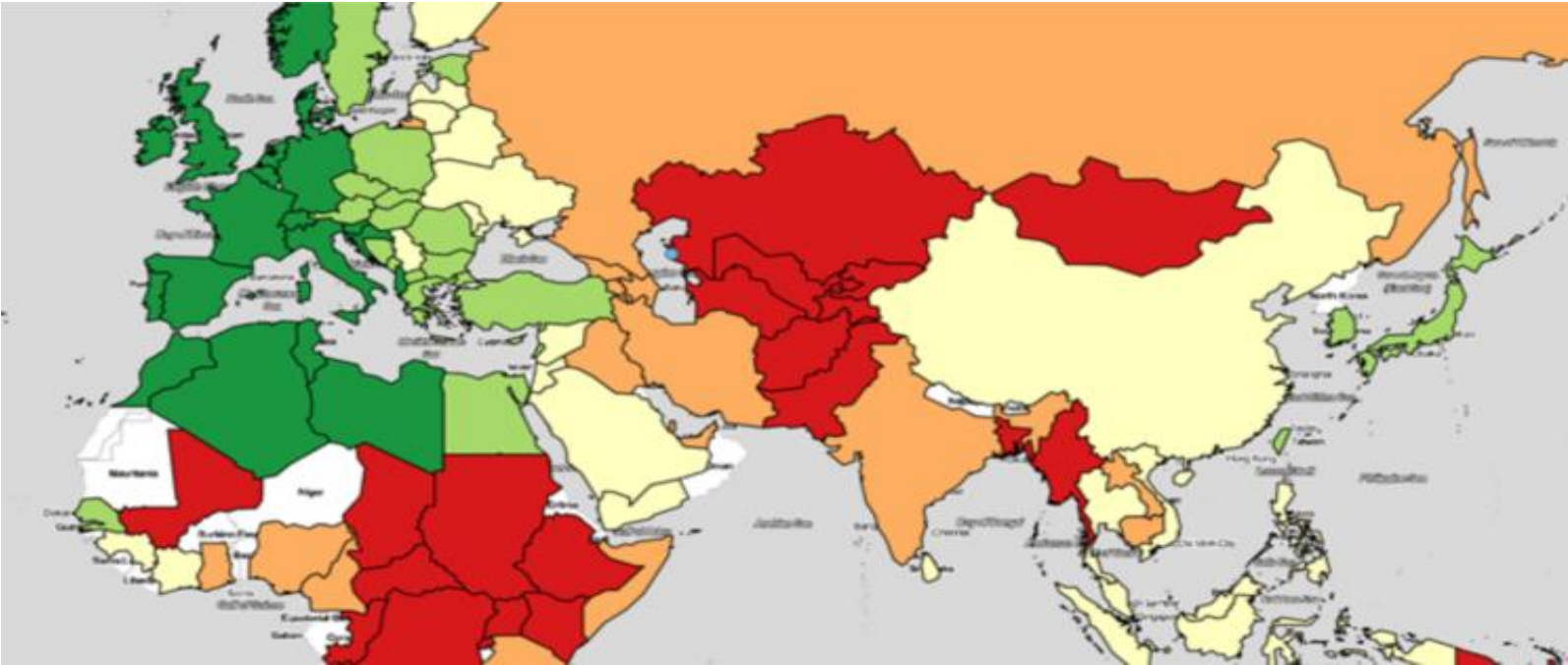
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Source: State Unitary Enterprise Scientific Research Institute for the Design of Transport Facilities

DIGITAL INFRASTRUCTURE INVESTMENT CAN BRIDGE THE CONNECTIVITY GAP

The High Cost of Being Landlocked

Being a landlocked country, like other Central Asian countries that do not have access to sea ports, Tajikistan definitely faces the problem of high freight costs.



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Source: ITF_SIPA_March_2024_Engagement_-_TJK

TAJIKISTAN AND THE UN LEGAL INSTRUMENTS ON INLAND TRANSPORT

TAJIKISTAN IS A CONTRACTING PARTY TO 10 UN LEGAL INSTRUMENTS ON INLAND TRANSPORT:

1. Additional Protocol to the CMR concerning the electronic consignment note (e-CMR);
2. Agreement on the International Carriage of Dangerous Goods by Road (ADR) dated 30 September 1957;
3. Agreement on Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles, dated 25 June 1998;
4. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) dated 1 July 1970 (Consolidated Text dated 20 September 2010);
5. Agreement concerning the International Carriage of Perishable Foodstuffs and Special Vehicles Intended for Such Carriage (SPS) dated 1 September 1970;
6. International Convention on the Harmonization of Frontier Controls of Goods, dated 21 October 1982;
7. Convention on the Contract for the International Carriage of Goods by Road (CMR), dated 19 May 1956;
8. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), dated 14 November 1975;
9. Convention on Road Signs and Signals, dated 8 November 1968; and
10. Convention on Road Traffic, dated 8 November 1968.

STATE OF DIGITALIZATION OF THE TRANSPORT SECTOR IN TAJIKISTAN

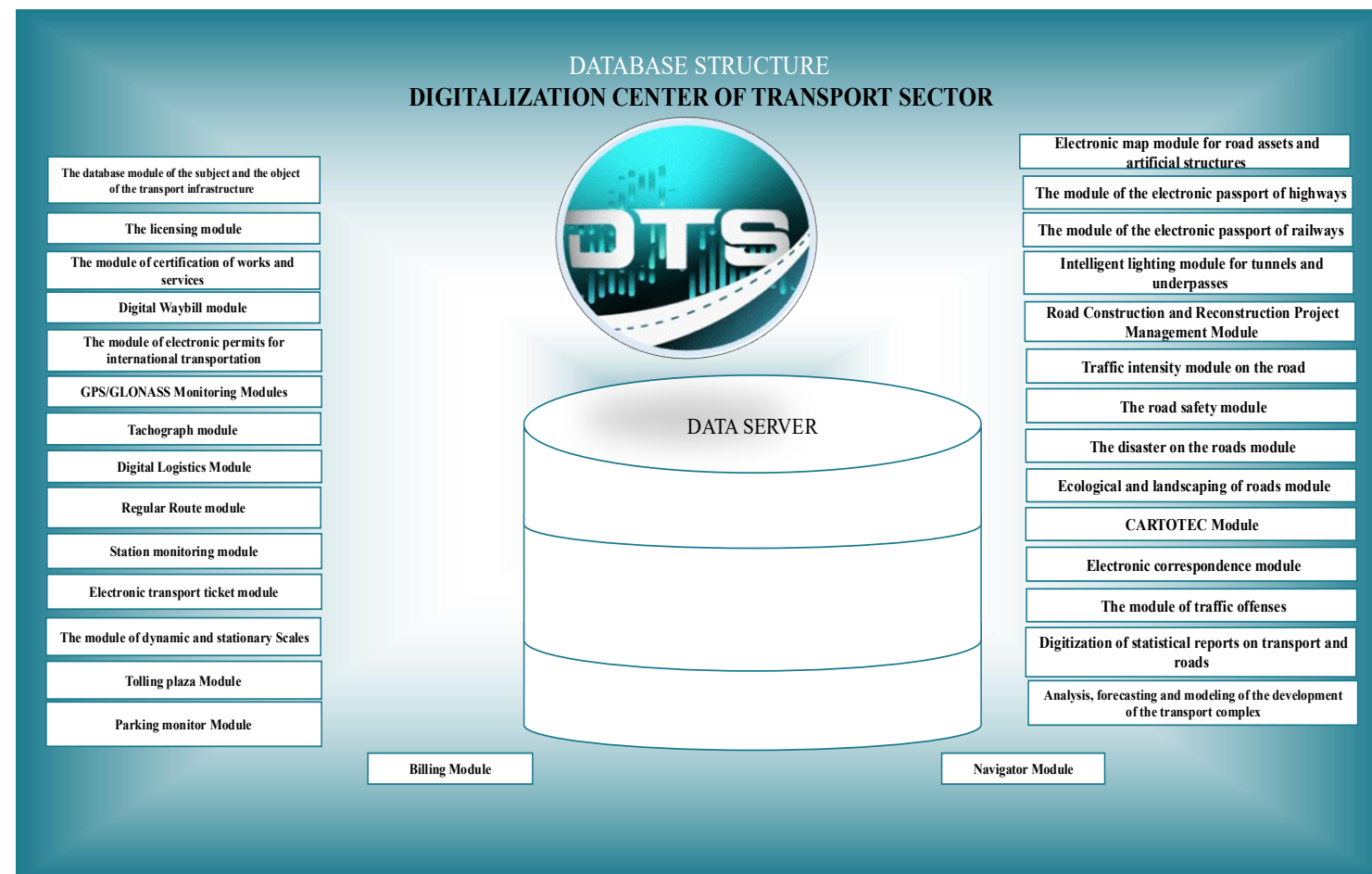
In 2022, the Ministry of Transport of Tajikistan established the “Center for Digitalization of Road Facilities and Transport” State Unitary Enterprise as a specialized agency for digitalization in the country.

Currently, the “Center for Digitalization of Road Facilities and Transport” has defined the main areas of digitalization of the transport sector, including automobile transport, rail transport and road construction, which are reflected in more than 30 modules.

Implementation of electronic consignment notes has started both at the national and international levels, as well as issuance of electronic permits for international road transport and many other activities are in progress.

Efforts are also ongoing to implement a road asset management system (online collection, storage of data, analysis of the state of road infrastructure).

The Unified Portal of Electronic Transport Services has been created; currently, it consists of 6 modules, and will be gradually supplemented with new ones. In addition, the Center is currently developing a Single Entry module for all participants in the transport market with a unique QR code, and its further development is underway.

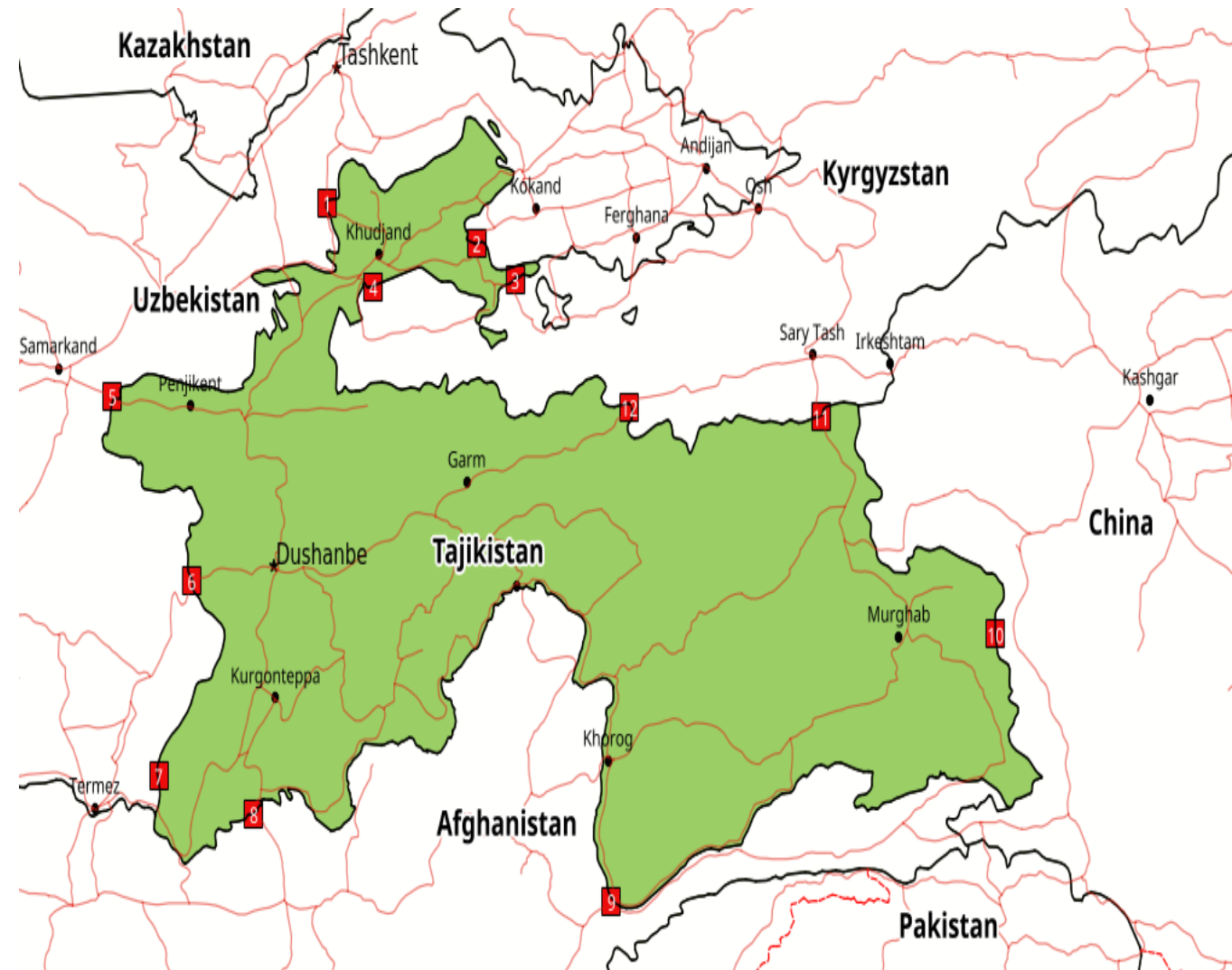


Source: [“Center for Digitalization of Road Facilities and Transport” State Unitary Enterprise](#)

DEVELOPMENT OF MULTIMODAL TRANSPORT CHAINS BETWEEN TAJIKISTAN AND THE REST OF CAREC COUNTRIES

In order to identify the most suitable pilot project site(s), a comprehensive study of the use of various border crossing points and road infrastructure is required:

- Dushanbe - Tursunzoda (TAJ-UZB);
- Dushanbe - Fotekhobod (TAJ-UZB);
- Dushanbe - Panji - Poyon (TAJ-AFG);
- Dushanbe - Kulma (TAJ-PRC);
- Dushanbe - Karamyk (TAJ-KGZ);



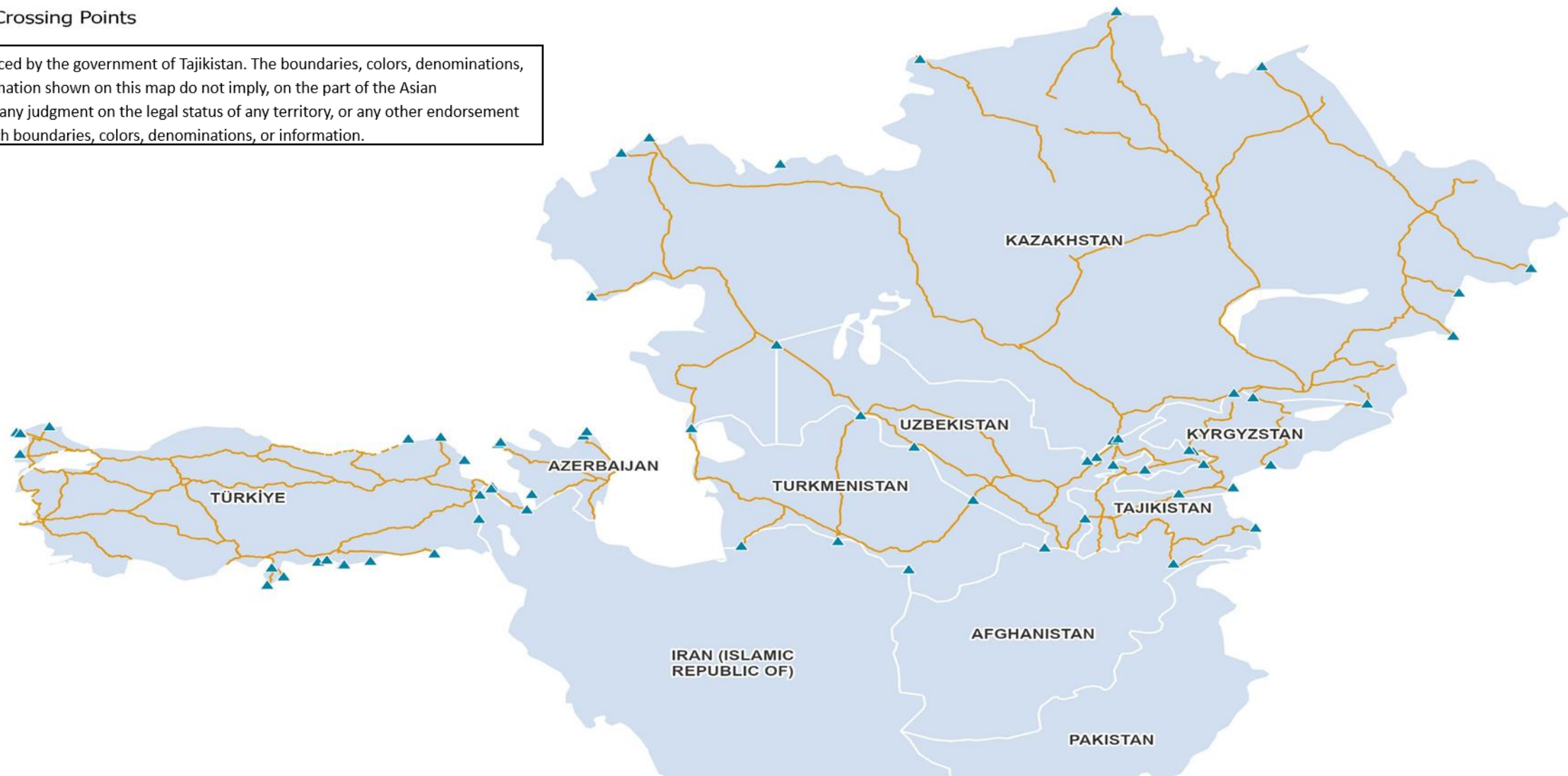
Source: State Unitary Enterprise Scientific Research Institute for the Design of Transport Facilities

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— International E-road network (as defined in Annex I of AGR)

▲ Border Crossing Points

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CAREC transport corridors represent a fundamentally new trade and logistics route that has the potential to transform the transport architecture of Eurasia. With priorities in digitalization, infrastructure modernization, and regulatory harmonization, this corridor has the potential to become a highly efficient, economically viable, and secure link between Asia and Europe.



MINISTRY OF TRANSPORT
ABOUT THE REPUBLIC OF TAJIKI
STAN



**THANK YOU FOR YOUR
ATTENTION!**

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