



**Ministry of Transport
R E P U B L I C O F T A J I K I S T A N**

23rd CAREC Transport Sector Coordination Committee (TSCC) meeting

Development of International Transport Corridors of Tajikistan

**Speaker: Ms. Saidmurodzoda Shoista,
Deputy Minister of Transport, the Republic of Tajikistan**

(June 9, 2026, Ulaanbaatar, Mongolia)

Transit potential of the Republic of Tajikistan

Tajikistan borders on Uzbekistan, Kyrgyzstan, Afghanistan and the People's Republic of China.

Roads in the Republic: 26,700 km

Public roads: 14,313 km

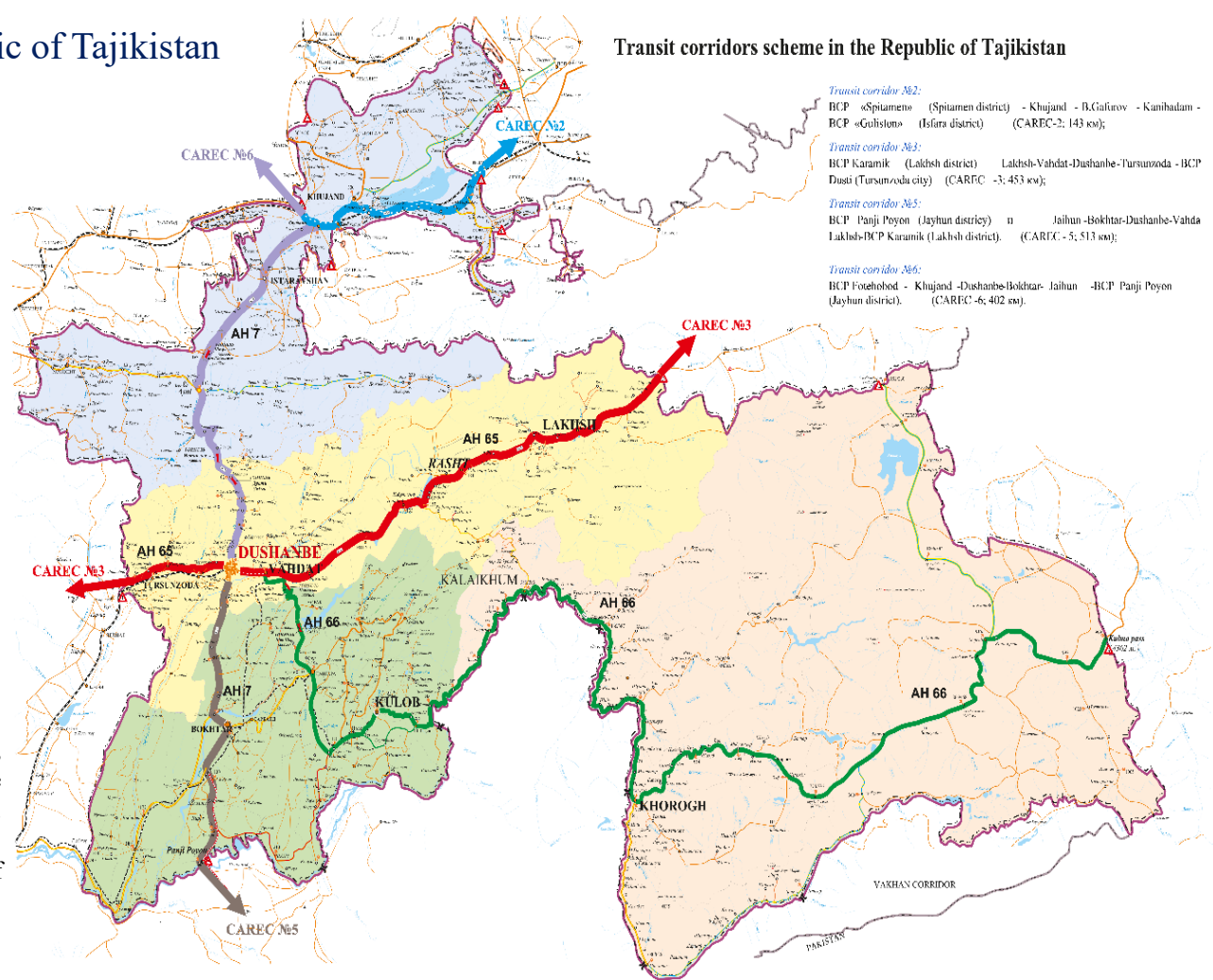
International roads: 3,383 km

Republican roads: 2,184 km

Local roads: 8,746 km

There are 34 railway stations in the country, located on three railway lines operated by the State Unitary Enterprise "Rohi Ohani Tojikiston". The total length of railway lines is 9.58 km, including 6.71 km of main lines, 2.22 km of station lines, and 6.5 km of approach lines.

Transit corridors scheme in the Republic of Tajikistan



CENTRAL ASIAN REGIONAL ECONOMIC COOPERATION CORRIDORS

КОРИДОРЫ ЦЕНТРАЛЬНОАЗИАТСКОГО РЕГИОНАЛЬНОГО ЭКОНОМИЧЕСКОГО СОТРУДНИЧЕСТВА



CAREC 2 connects China, Central Asia, the Caucasus, and the Mediterranean region. In Tajikistan, it passes through Dushanbe and the northern regions of the country.

CAREC 3 – connects Russia, Kazakhstan, Kyrgyzstan, Tajikistan and Afghanistan, providing access to southern markets.

CAREC 5 – runs through Tajikistan towards Afghanistan and Pakistan, facilitating regional trade.

CAREC 6 – connects China with Central Asia, the Middle East, and Europe; some sections pass across Tajikistan.

Institutional development

September 13, 2023 in Dushanbe

Agreement on Strengthening Land Transport Connectivity in Central Asia

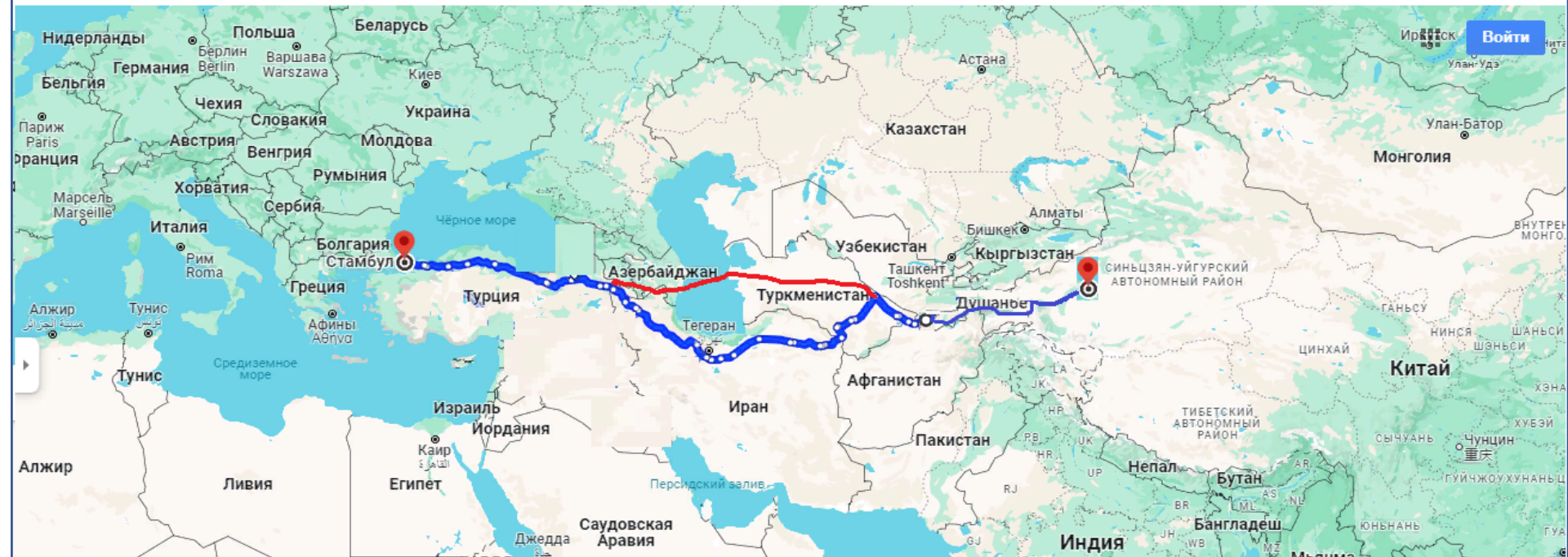
.

As part of the Republic of Tajikistan's chairmanship of the CIS in 2025

Strategies for digitalization of the key multimodal transport corridors of the CIS member states.

At the 82nd session of the UN ESCAP, 20–24 April 2026, Bangkok, a resolution was adopted on the initiative of the Republic of Tajikistan aimed at strengthening cooperation in the field of transport connectivity and logistics for sustainable development in the Asia-Pacific region.

Multimodal corridor “PRC-Tajikistan-Uzbekistan-Turkmenistan-Iran-Turkiye-Europe”

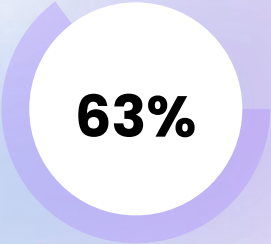


Note: total length from China to Turkiye via Tajikistan = 5,471km;

- Kulma border – Khoshadi (Tajikistan) = 1,119 km;
- Amuzang – Boldir (Uzbekistan) = 131 km;
- crossing point 161 – Akailya (Turkmenistan) = 1,483 km;
- Incheburun – Razi (Iran) = 1,700 km;
- Capikoi – Mersi (Turkiye) = 1,038 km.

Review of ongoing ADB-financed projects and their status within the guarantee period

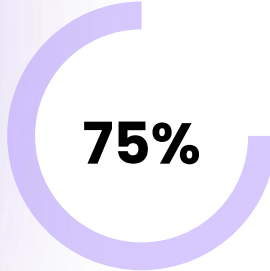
Road Network Sustainability Project – Additional Financing



63%

Project name

"Road Network Sustainability - Additional Financing"



75%

Implementation period

2022-2025, active construction and rehabilitation



87%

Financing

A grant of \$45.95 million

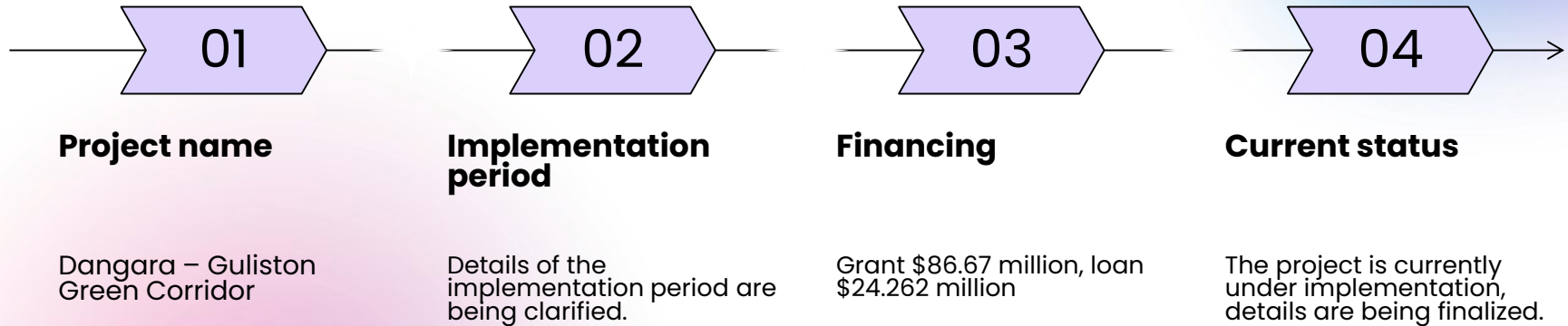


100%

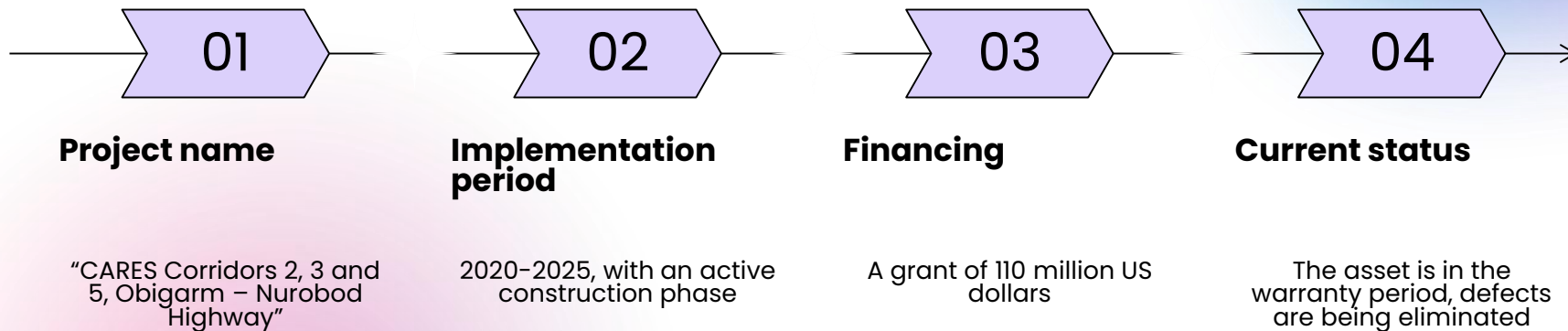
Current status

The asset is in the warranty period, after preliminary acceptance

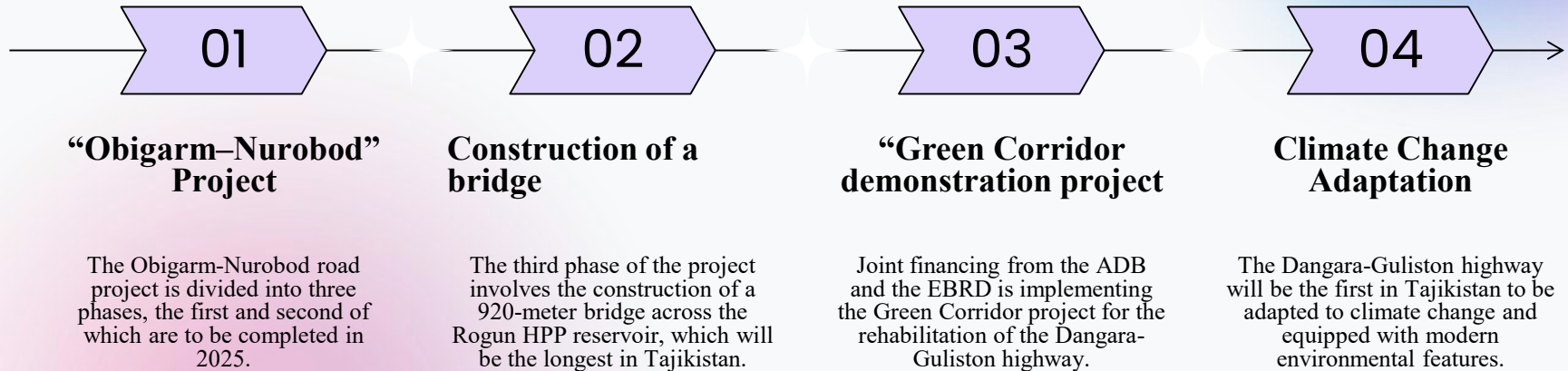
Dangara-Guliston Green Corridor Project







“CARES Corridors 2, 3 and 5: Obigarm – Nurobod Highway” Project



Infrastructure projects and their phases



Socio-economic features of projects

-  **Expansion of road infrastructure**
The highway is expected to be widened to four lanes, with bicycle paths and pedestrian sidewalks added.
-  **Improved security and lighting**
The project aims to improve lighting and enhance road safety for all road users.
-  **Charging stations for electric vehicles**
The project will build two charging stations for electric vehicles, stimulating private investment in the sector.
-  **Entrepreneurship training for women**
Local women will be provided with entrepreneurship training and grants to help them start their own businesses.

Tajikistan actively participates in the CAREC program developing railway corridors and attracting investment.

Development of transport infrastructure in Tajikistan



63%

ADB Road Rehabilitation

With financial assistance from ADB, key roads of domestic and regional importance within CAREC have been rehabilitated.



75%

Dushanbe-Kyrgyzstan Border Road Project

The ADB initiative to rehabilitate the Dushanbe-Kyrgyz border road has significantly improved connectivity in Tajikistan.



87%

CAREC Corridors Road Project

The Obigarm-Nurobod project divided into three phases includes the construction of the longest bridge in Tajikistan.



100%

"Green Corridor" Demonstration Project

Co-financing by ADB and EBRD for the climate-resilient reconstruction of the Dangara-Guliston highway.

New Railway Project

Approval of the Route Selection Act

The Decree of the Government of the Republic of Tajikistan No. 109r of December 29, 2018 approved the Act for Selection of the Optimal Route.

Development of an investment project

The State Unitary Enterprise "Institute for Design of Transport Structures" has developed an investment project to attract investment.

Name of the railway line

The project of the new railway line "Jaloliddin Balkhi-Jaykhun-Nizhny Pyanj".

Project goal

To attract investments for project implementation and development of the feasibility study.

Financing Attraction and the Feasibility Study



Signing of the Memorandum of Understanding

On July 30, 2024, a Memorandum was signed between the Ministry of Transport and the KOICA on financing for the Feasibility Study.



Official launch of the feasibility study

On January 12, 2025, the Korean company “YOOSHIN” officially began developing the Feasibility Study.



Winner of the tender

YOOSHIN was selected as the winner of the tender to develop the Feasibility Study for the project.



The feasibility study deadline

The deadline for completion of the Feasibility Study is the second half of 2026.

Technical indicators of the project

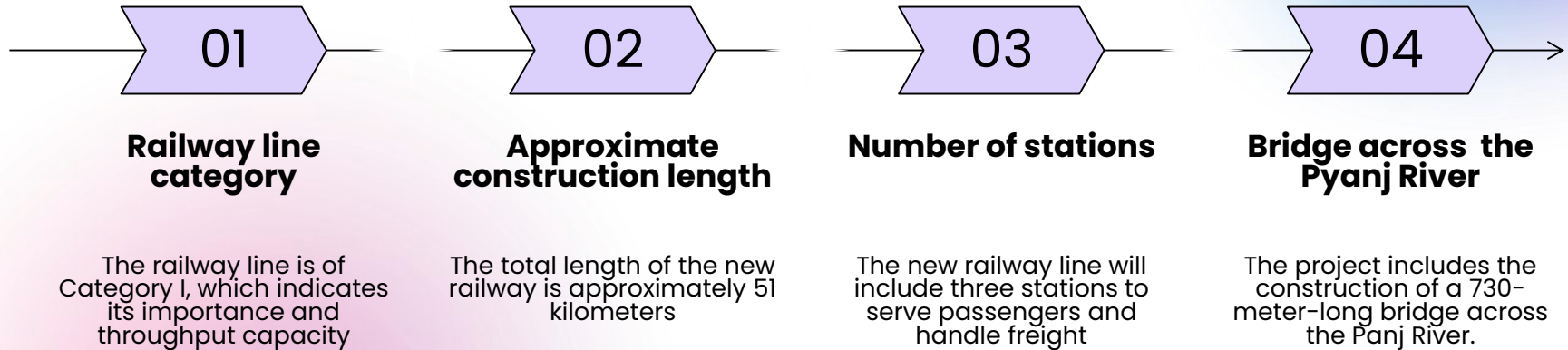


Схема строительства новой железной дороги «Джалолиддини Балхи-Джайхун-Нижний Пяндж»



Основные технико - экономические показатели

№	Наименование показателей	Един. измер	Показатели
1	Техническая категория новой ж/д линии		4
2	Строительная длина	км	121
3	Руководящий уклон	%	0,9
4	Минимальные радиусы кривых в плане	м	600
5	Ориентировочные объемы работ	тыс.м ³	3751
6	Ориентировочная стоимость строительства	млн.долл США	119
7	Ориентировочная стоимость ПИР	млн.долл США	3,57

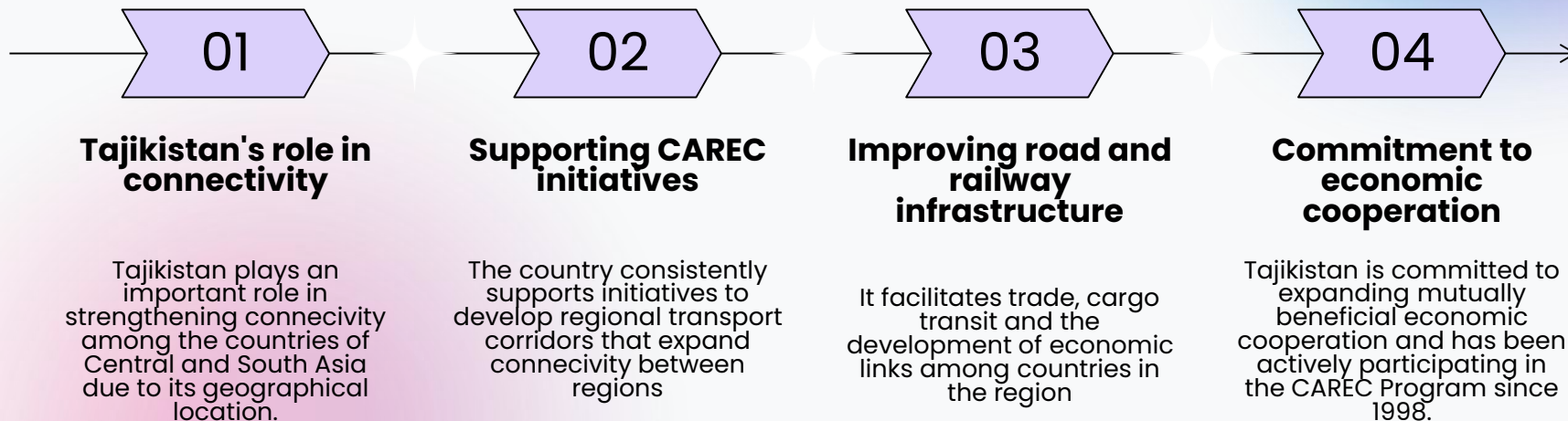
Условные обозначения:

- - Автомобильная дорога
- - - - Существующая железная дорога
- - - - - - Предполагаемая железнодорожная линия

Electrification of the Bekabad-Spitemen-Istiklol railway section

- ✓ The **Bekabad-Spitemen-Istiklol** railway line, with a total length of 110 km, is currently operated by diesel locomotives. This results in high operating costs, significant diesel fuel consumption, and increased emissions.
- ✓ Electrification will allow the section to be integrated into a unified energy-efficient railway system and improve the reliability of passenger and freight transport operations.
- ✓ The key objective goal of the project is to electrify the **Bekabad-Spitemen-Istiklol** railway section, as well as to acquire 10 modern electric locomotives to ensure sustainable and cost-effective transport services.
- ✓ The goal is also to improve the environmental situation, reduce costs, increase the speed of movement and attract additional freight flows.
- ✓ The project will help create a modern, safe, and efficient transport system along a strategically important route.

Regional Cooperation and Connectivity



Digital Transformation of Transport in the Republic of Tajikistan

Digital transformation is becoming a key factor in sustainable economic development and increasing national competitiveness. Modern approaches involve moving from the digitalization of individual processes to the creation of a **unified digital ecosystem for the transport industry**. In the Republic of Tajikistan, digital transformation measures are being implemented in the transport sector aimed at increasing governance efficiency, developing international transportation, and improving the quality of services provided.

Key pillars



E-Permit systems

Transformation of permits and shipping documents into electronic format reducing paperwork and speeding up registration procedures.



Intelligent Transport Systems (ITS)

Implementation of intelligent traffic management systems, automatic control and coordination of traffic flows.



Process automation

Automation of government and industry processes to reduce administrative burdens and accelerate decision-making.



Analytics and decision-making support

Data analytics systems to support management decisions based on up-to-date information on the status of the transport industry.



Internet of Things (IoT)

Real-time vehicle monitoring using IoT sensors, GPS tracking, and telematics systems.



Digital services

Developing digital services for carriers and passengers, ensuring convenient and transparent interaction with transport infrastructure.

Expected outcomes

✓ Management efficiency

Improving the efficiency of transport management through digital tools and process automation.

✓ Reducing barriers

Reducing administrative barriers for carriers, simplifying licensing and permit procedures.

✓ Security and transparency

Improving transport safety and transparency through digital monitoring and control.

✓ International corridors

Development of international transport corridors and integration with regional transport systems.

✓ Quality of services

Improving the quality of transport services for the population and businesses, increasing the level of user satisfaction.

Transport Systems Integration: Unified Management Platform

One of the key areas of digitalization is the creation of **unified software**—a modern mechanism that enables the integration of government information systems (modules), digital services, and transport participants within a single digital space. The Ministry of Transport of the Republic of Tajikistan is currently working on the development and implementation of a **Unified Platform for Transport System Management**.

Key objectives of the platform

01	02	03
Integration of information systems Consolidation of standalone transport information systems and services into a single digital space to ensure seamless data exchange.	Centralized data exchange Organization of centralized data exchange among government agencies, carriers and participants in the transport process.	Digital Single window Creating a digital single window for users—carriers, passengers, passengers, and government employees—to receive all transport services in one place.
04	05	06
Real-time monitoring Real-time monitoring of transport processes using modern tracking and analytics technologies.	Information security Ensuring a high level of information security, data protection, and platform resilience to external shocks.	Analytics and management decisions Data analytics systems to support management decisions at all levels of the transport industry.
07		
Scalability Ensuring platform scalability and the ability to develop new digital services as industry needs grow.		

Expected results of platform implementation

A unified digital space The creation of a unified digital space for the transport industry uniting all participants in the process.	Transparency of processes Increasing the transparency of transport processes and reducing corruption risks through digital control.	Reducing paperwork Significant reduction of paper document flow and transition to fully electronic interaction.
Governance efficiency Improving the efficiency of public administration and control in the transport sector.	International integration Expanding digital connectivity internationally and integrating with regional transport platforms.	
The unified platform will become the basis for further digital integration of Tajikistan's transport systems with international and regional transport platforms , ensuring the country's participation in global transport corridors and digital ecosystems.		

Thank you for your attention!