

## Country Presentation

# Smart Mobility in Uzbekistan

From Public Transport Reform to Data-Driven Planning,  
Digital Management and Sustainable Mobility

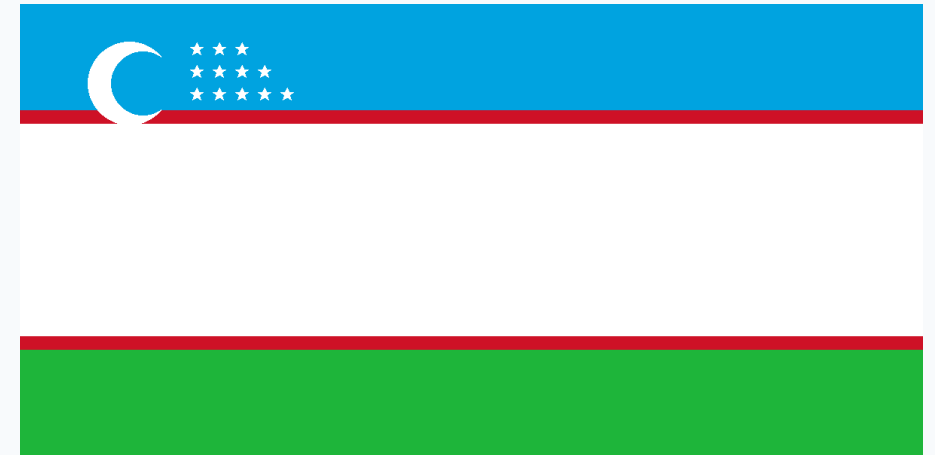
## Republic of Uzbekistan

### Speaker:

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**Uzbekistan**

## Smart Mobility in Uzbekistan

From Public Transport Reform to Evidence-Based Planning, Digital Management and Sustainable Mobility

### Core message

Uzbekistan is moving toward a national smart mobility framework: routes, infrastructure, fleets and investments are planned based on data, models, KPIs and long-term master plans through 2030–2040.



### Current situation

Urban growth, motorization and rising road pressure require a new mobility management model.

### Reforms and results

Master plans, gross-cost contracts, electronic payment, fleet renewal and transparent service monitoring.

### Next stage

Scaling reforms to agglomerations, developing ITS/traffic management centers, the sector AI tool and further transition to e-buses.

## Current situation: why a new model is needed

Transport challenges have become systemic: data, ITS, transparent contracts and public transport priority are needed

### Growing transport demand

Cities and agglomerations are growing, increasing commuter trips and pressure on the road network.

### Need for transparency

Without an integrated digital database and real-time monitoring, it is difficult to track ridership, service quality and route efficiency.

### Environmental pressure

Transport consumes fuel resources and affects air quality, especially in large cities.

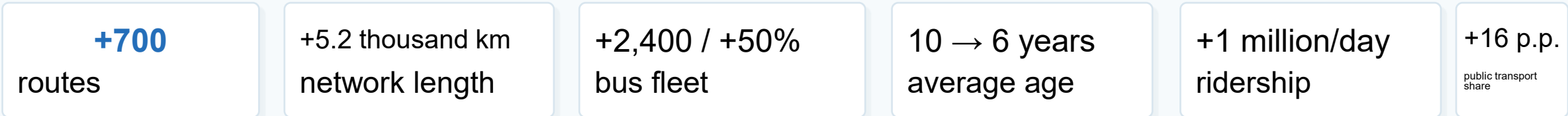


## Reform response

- 1 city and agglomeration master plans
- 2 new route networks and public transport priority
- 3 gross-cost contracts and service quality control
- 4 electronic payment and social fare policies
- 5 digital monitoring, ITS, data and transport models

Reforms are already delivering measurable results

The first three years show network growth, fleet renewal and stronger public confidence in public transport

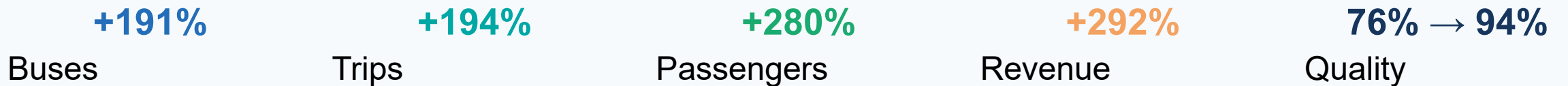


Gross-cost contracts

A national network of 418 gross-cost routes has been designed, with 282 already operating. The reform is moving from pilot implementation to nationwide scaling.

Tashkent effect

Tashkent operates 169 routes, including 33 agglomeration routes. They serve about 1.4 million passengers daily, including 221 thousand on agglomeration routes.



## Andijan agglomeration: an example of evidence-based planning

A digital transport database and model make it possible to compare the existing and proposed route networks

### Ridership

+140.6 thousand passengers per day, or about +38%.

### Coverage and network

+212.7 km of routes and +11 km<sup>2</sup> of 300-meter accessibility coverage.

### Capacity

+27.75 thousand passenger spaces — more than four times higher.

## Expected project effects

**-567 thousand km/day**

reduction in total vehicle-km

**-26.6 thousand m<sup>3</sup>/day**

methane savings

**-UZS 1.16 billion/day**

reduced household transport costs

**-46.2 tons/day**

reduction in harmful emissions

**156.6 thousand residents**

access to preferential social fares

Next stage: scaling reforms, ITS and the sector AI tool

Goal: make public transport the backbone of urban and agglomeration mobility, with decisions driven by data

Scaling

Transition all urban routes to gross-cost contracts: from 282 to 418 routes. Launch 90 new agglomeration routes.

Service quality

Cashless payment, regular service, transparent revenue, KPI control and clear social fare policies for passengers.

Green mobility

Procurement of 1,800 new buses, expansion of e-buses and charging infrastructure planning to reduce fuel use, emissions and resource pressure.

AI tool for the transport sector  
A unified analytics platform for data-driven decision-making

Data

routes, payments, GPS, ridership, speed, crashes, ITS

Model

scenario, accessibility, road load and demand assessment

Decisions

routes, bus lanes, smart corridors, e-buses, investments

KPI

transparency, quality, costs, emissions and social impact

## Expected effects for the country

Public transport reforms generate transport, economic, social and environmental results

### Transport effect

reduced unnecessary mileage, less road congestion, higher regularity and speed of public transport

### Economic effect

fuel savings, lower household transport costs and more efficient use of public resources

### Social effect

accessibility for all groups, including peripheral residents, elderly people and persons with reduced mobility, preferential fares and better daily trips

### Environmental effect

lower emissions, e-bus development and improved urban environment

Key message: smart mobility for Uzbekistan is a manageable, transparent, inclusive and low-carbon transport system based on data and focused on passengers.

Thank you!