

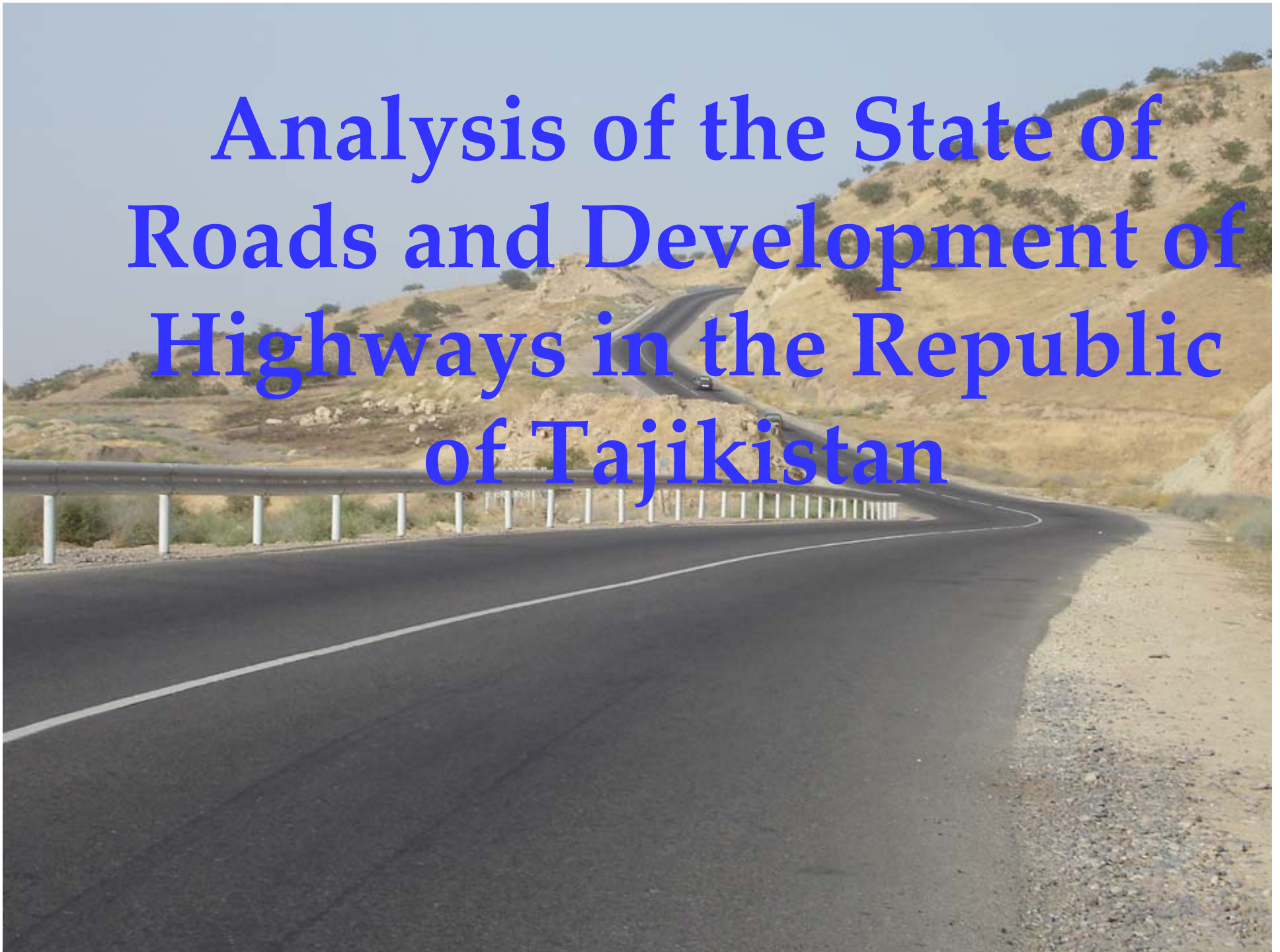


# Ministry of Transport and Communications of the Republic of Tajikistan

A. Anoyatshoev –Head of the  
Department on Construction and  
Road the Public Road System



# Analysis of the State of Roads and Development of Highways in the Republic of Tajikistan



Реабилитация существующих дорог	ст-сь стр-ва млн долл США
Душанбе - Айни - Худжанд - Бустон - Чанак	187,1
Душанбе - Вахдат - Дангара	7,5
Суляб - Шагон	43,6
Айни - Пенджикент	28,9
Сурган-Тюбе - Дусти-Нижний Пяндж	9,4

А	Ташкент - Худжанд - Истаравшан - Айни - Душанбе - Дангара-Куляб - Калайхуми - Хорог - Мургаб - пер.Кульма - Каракурумское шоссе	1568	141
Б	Ташкент - Ховаст - Истаравшан - Айни - Душанбе - Курган-Тюбе - Дусти-Нижний-Пяндж - Кундуз - Кабул	1111	525
В	Термез - Душанбе - Вахдат - Гарм - Джиргаталь - гр.Кыргызи - Сары-Таш	795	464
Г	Айни - Пенджикент - Самарканд	149	113
Д	Джизгах - Хаваст - Бекабад - Худжанд - Канибадам - Коканд	306	139
Е	Джизгах - Худжанд - Исфара - Ош - Сары-Таш	612	120
Ж	Термез - Айвадж - Кабодиён - Кызыл-Кала - Душанбе	305	249
З	Сары-Таш - Мургаб - Хорог - Никшахим - Файзабад	789	604



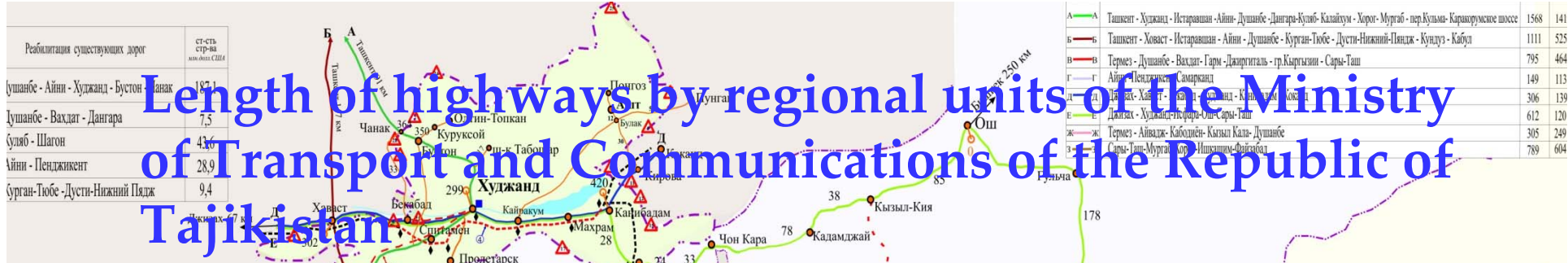
УЗБЕКИСТАН

КИТАЙ

ные обозначения:  
 ствующие автодороги  
 ороги финансируемые международными финансовыми институтами ①②③④⑤  
 ороги предлагаемые для финансирования донором ⑥⑦⑧⑨⑩⑪⑫  
 ствующие железные дороги  
 ные дороги намечаемые к строительству и реконструкции ⑬⑭⑮⑯

▲ - пограничные переходы

1. Дусти	9. Чынымхара	17. Ошкыкача
2. Айвадж	10. Папур	18. Инакши Пяндж
3. Сарам	11. Рават	19. Никшахим
4. Янкия	12. Дехана	20. Кульма
5. ДУ-58	13. Джиргаталь	21. Калайхуми
6. Плотина	14. Мургаб	22. Сарыаб
7. Фотехобод	15. Баткен	23. Комсомольская близость



№	The Length of the Roads, km			
	International roads	National roads	Local roads	Total
1	302	372	1202	1876
2	267	394	1668	2329
3	375	374	1999	2748
4	622,5	450,5	2333	3406
5	1291,5	383,5	1015	2690
6	319	147	453	919
<b>Total</b>	<b>61</b>	<b>3177</b>	<b>8670</b>	<b>13968</b>

дороги финансируемые международными финансовыми институтами ①②③④⑤  
 дороги предложенные для финансирования донором ⑥⑦⑧⑨⑩⑪⑫  
 существующие железные дороги  
 новые дороги намечаемые к строительству и реконструкции ①②③④

## Public Road Categories of the Ministry of Transport and Communications of the Republic of Tajikistan

Road Categories	RRS	Khatlon Oblast	Sogd Oblast	GBAO	Total
International Roads, km					
I	16,9	-	-	-	16,9
II	-	-	104	-	104
III	208	564,8	396	322	1490,9
IV	396	148	176	863	1583
V	-	-	69	107	176
<b>Total</b>	<b>621</b>	<b>712,8</b>	<b>745</b>	<b>1292</b>	<b>3370,8</b>
National Roads, km					
I	-	-	-	-	-
II	-	-	21	-	21
III	137	279,2	243	17	676,2
IV	258	308	85	28	115
V	124	110	-	251	485
<b>Total</b>	<b>519</b>	<b>697,2</b>	<b>328</b>	<b>383</b>	<b>1927,2</b>

Категории дорог	РРП	Хатлонская область	Согдийская область	ГБАО	Всего
Local Roads, km					
I	-	-	-	-	-
II	-	-	-	-	-
III	42	82	163	-	287
IV	251	411	381	-	1043
V	1362	3174	1789	1015	7340
Total	1655	3667	2333	1015	8670
All Roads by Categories, km					
I	16,9	-	-	-	16,9
II	-	-	104	-	104
III	387,1	926	802	339	2454.1
IV	905	867	642	978	3392
V	1486	3284	1858	1373	8001
Total	2795	5077	3406	2690	13968

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# International roads

- International roads are officially referred to the categories II and IV. Of these roads, 4% represents the category II, 14% - the category III; 50% - the category IV, and 32% - the category V of the total length comprising 3370,8 km.

## National Roads

- In addition, there are 1927,2 km of national roads, of which about 46% are referred to the category V, and 40% - to the category IV.
  - By type of topping: 54% - asphalt, 33% - gravel with bitumen, remaining 13% - gravel with no bitumen.
  - Among other national roads, 42% have the length below 10 km, and 92% = below 50 km. of these roads 96.5% are internal district roads (starting and ending within the same district), other 3,5% - interdistrict roads used by several districts. According to technical characteristics, these roads are related to the categories II-V (Table 12), of which more than 46% are related to the category III lengthwise, 41% - to the category IV, and about 13% - to the category V. Of these roads 1385,4 km of roads are of real social-economic importance, and the highest traffic density is recorded on these roads.
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## Local Roads, and their Length

- In addition, there are 1261 local roads with the total length of 8670 km. The majority of these roads are of minor importance. More than 85% of these roads are related to the category V and link rural settlements, and connect to main roads. The length of these roads (about 60%) is less than 5 km, and the length of 80% of roads is less than 10 km.
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# Departmental Roads

- The length of departmental roads makes 12791 km. These are mainly industrial, technological, and access expressways on various facilities and agricultural areas. These roads are not for public use and are recorded in the balance sheet and are financially supported by several ministries and departments, committees and local authorities.
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Indicators	Regions				Total
	Khatlon Oblast	Sogd Oblast	GBAO	Dushanbe and RRS	
<b>Length:</b>					
<b>B KM</b>	<b>5185,8</b>	<b>5225, 0</b>	<b>908,4</b>	<b>1472,0</b>	<b>12791</b>
<b>B %</b>	<b>40,4</b>	<b>42,6</b>	<b>7,1</b>	<b>9,9</b>	<b>100,0</b>

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## Trend of Accident Proneness of the Road Transport in 1998- 2008 (units)

- Unsatisfactory status of roads is one of the reasons causing accidents. During 1998-2008, 15986 accidents happened on the country's roads, at that, 4682 persons died, 18 948 persons were injured.

Indicators	Years										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Road Accidents	1078	1474	1330	1368	1388	1378	1402	1724	1495	1674	1675
Mortality, persons	389	420	406	396	414	421	415	483	435	497	406
Injured persons	1610	1727	1498	1556	1625	1620	1556	2036	1737	2048	1935

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- Overall, the analysis of the status of roads showed that:
  - the width of the drive way varies from 3 to 9 meters in rural areas;
  - drainage systems (ditches) along the roads were either absent, or unsatisfactory;
  - in dangerous areas, such protection means as checkpoints, emergency barriers, and blocking walls, however these didn't comply with the safety requirements;
  - in some areas there were horizontal turns that have to be reconstructed;
  - road signs were not available only on new structures;
  - road shoulders are mainly soft (ground), in some parts – gravel, but unsatisfactory state, some parts didn't have shoulders;
  - along all roads, there were longitudinal and cross fractures, very deep in some parts. Roads are partially or fully destroyed and require urgent reconstruction;
  - some parts of the Dusti-Nijny Pyanj, Kulyab-Kalaikhum-Khorog-Murgab, Kalaikhum-Labijar, Garm-Jirgatal-Kyrgyzstan border, Anzob Pass, Shahrstan pass were fully destroyed and require reconstruction.
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