



TAJKISTAN





Ministry of Transport Republic of Tajikistan

Analysis of the current state and development of highways in the Republic of Tajikistan

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First Deputy Minister of Transport
Republic of Tajikistan







Kazakhstan

Kyrgyzstan

Uzbekistan

Turkmenistan

Afghanistan

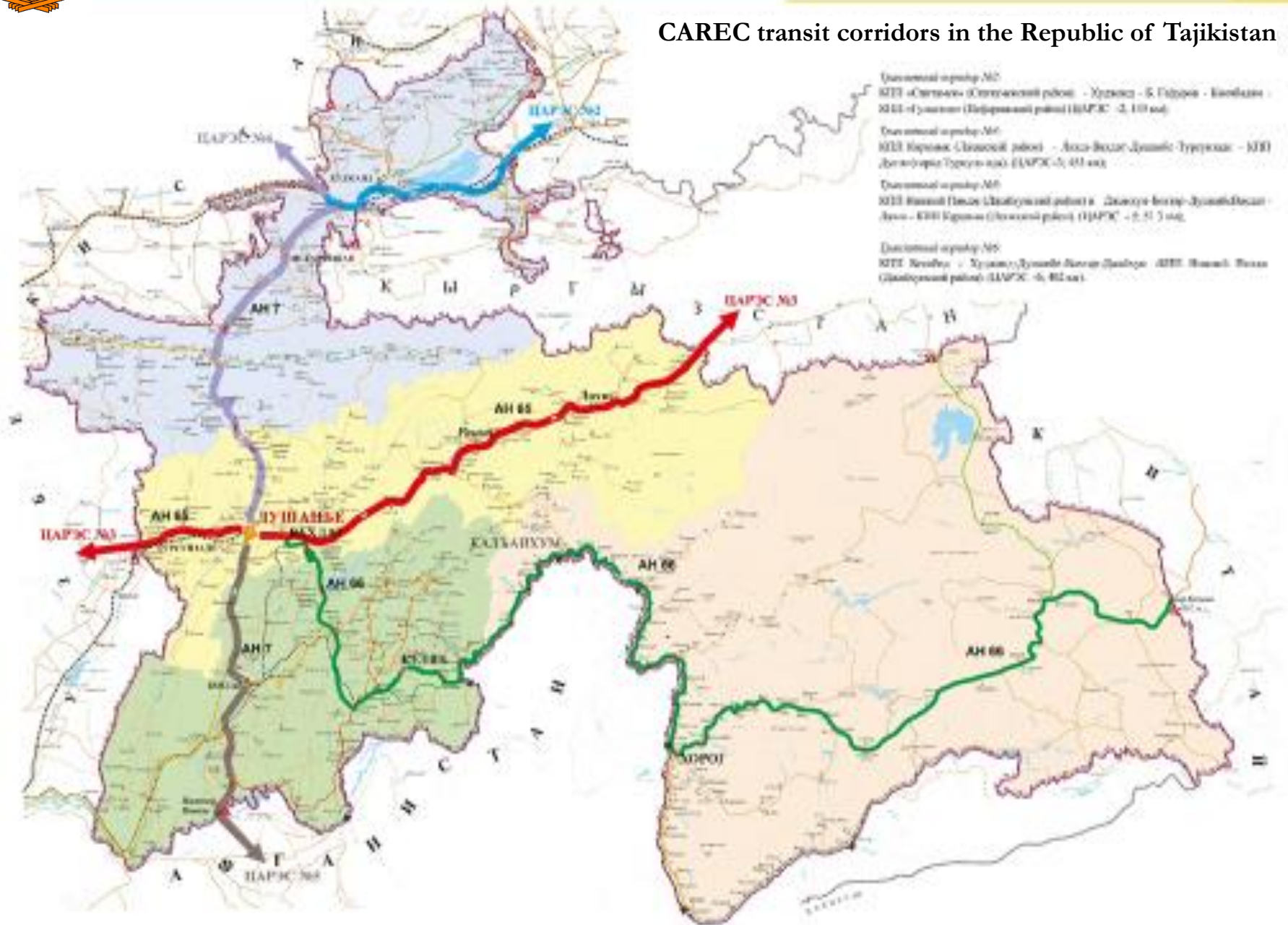
Pakistan

Iran

China



CAREC transit corridors in the Republic of Tajikistan





MAIN TRANSPORT CORRIDORS REPUBLIC OF TAJIKISTAN

Министерство транспорта и коммуникаций
Информационно-коммуникационный сайт

Реабилитация существующих дорог	ст-сть стр-ва млн.долл.США
1. Душанбе - Айни - Худжанд - Бустон - Чанка	187,1
2. Душанбе - Вахдат - Дангара	7,5
3. Кудоб - Шагон	43,6
4. Айни - Пенджикент	28,9
5. Курган-Тюбе - Дусти-Нижний Падж	9,4

№ обозначения	Наименование основных коридоров	Протяженность, всего по РТ км
A	Ташкент - Худжанд - Истарашан - Айни - Душанбе - Дангара-Кудоб - Кашхум - Хорос - Мургаб - пер.Кульма - Каракорумское шоссе	1588 1419
B	Ташкент - Коват - Истарашан - Айни - Душанбе - Курган-Тюбе - Дусти-Нижний-Падж - Кундуз - Кабул	1111 525
C	Терmez - Душанбе - Вахдат - Гарм - Джиргаталь - гр.Кургузиан - Сары-Таш	795 464
D	Айни - Пенджикент - Самарканд	149 113
E	Душанбе - Хаваст - Бесабд - Худжанд - Капибодан - Коканд	306 139
F	Душанбе - Худжанд-Исфара-Ош-Сары-Таш	612 120
G	Терmez - Айвадж - Кабодлен - Казал - Душанбе	305 249
H	Сары-Таш-Мургаб-Хорос-Нипкашим-Файзабд	789 604

Uzbekistan

China

K I T A I



- Условные обозначения:
- Существующие автодороги
 - Автодороги финансируемые международными финансовыми институтами
 - Автодороги предлагаемые для финансирования донором
 - Существующие железные дороги
 - Железные дороги намечаемые к строительству и реконструкции
 - Мостовые переходы через реку Пиндж
 - Терминалы по обслуживанию иностранных перевозчиков
 - Железнодорожная станция

▲ - пограничные переходы

1. Дусти-Нижний Падж	9. Чиналзорский Падж	17. Ошкандария Зайла
2. Айвадж - Айвадж	10. Падж - Айвадж	18. Нижний Падж Шарван
3. Сары-Таш	11. Рудак	19. Нипкашим - Нипкашим
4. Душанбе - Душанбе	12. Душанбе - Душанбе	20. Кульма - Кульма
5. Душанбе - Душанбе	13. Душанбе - Душанбе	21. Худжанд - Худжанд
6. Дангара - Дангара	14. Мургаб - Мургаб	22. Сары-Таш - Сары-Таш
7. Айвадж - Айвадж	15. Вазир - Вазир	23. Капибодан - Капибодан
8. Курган-Тюбе - Курган-Тюбе	16. Махдуми - Махдуми	24. Курган-Тюбе - Курган-Тюбе
	17. Пунган - Пунган	25. Улеи - Улеи

Pakistan

ПАКИСТАН

Картина - 2567 км.



Highways listed in the asset register of the Ministry of Transport of the Republic of Tajikistan

#	Road classification	km
1	International	3,342.64
2	National	2,109.9
3	Local	8,861.89
5	Total	14,314

Achievements to date

58 investment projects totaling more than 2 billion US dollars :

- more than **2,877** km of roads commissioned;
- **237** large and small bridges;
- **219** km of railway tracks;
- more than **31** km of tunnels;
- **22** avalanche sheds with a total length of **3.5** km

Mudflow is a form of mass displacement in which there is a very rapid and extremely rapid increase in the flow of rock fragments that have been partially or completely liquefied by the addition of significant volumes of water to the original substance.

Debris flows contain a significant proportion of clay, making them more liquid than normal debris flows; thus, they can travel longer distances at smaller slope angles. Mudflows can occur as a result of intense and prolonged precipitation, rapid melting of glaciers or seasonal snowpack, or high groundwater levels seeping through fractured bedrock. The point at which mud material begins to flow depends on its particle size distribution, water content and slope topography. Fine-grained material can be captured by shallower flows, as opposed to coarse-grained sediment or rock fragments. Higher water content (more intense precipitation/runoff) also increases the likelihood of a mudflow. Areas where vegetation has been destroyed by fires or human activity are at increased risk of mudflows. The mudflow risk assessment sheet takes into account slope properties, the presence of past landslides, the percentage of the watershed area occupied by vegetation, and apparent lines of structural weakness on the slopes. The area of the watershed has also been taken into account.



Vahdat – Rasht – Lyakhsh highway, 250 km, 06/06/2016

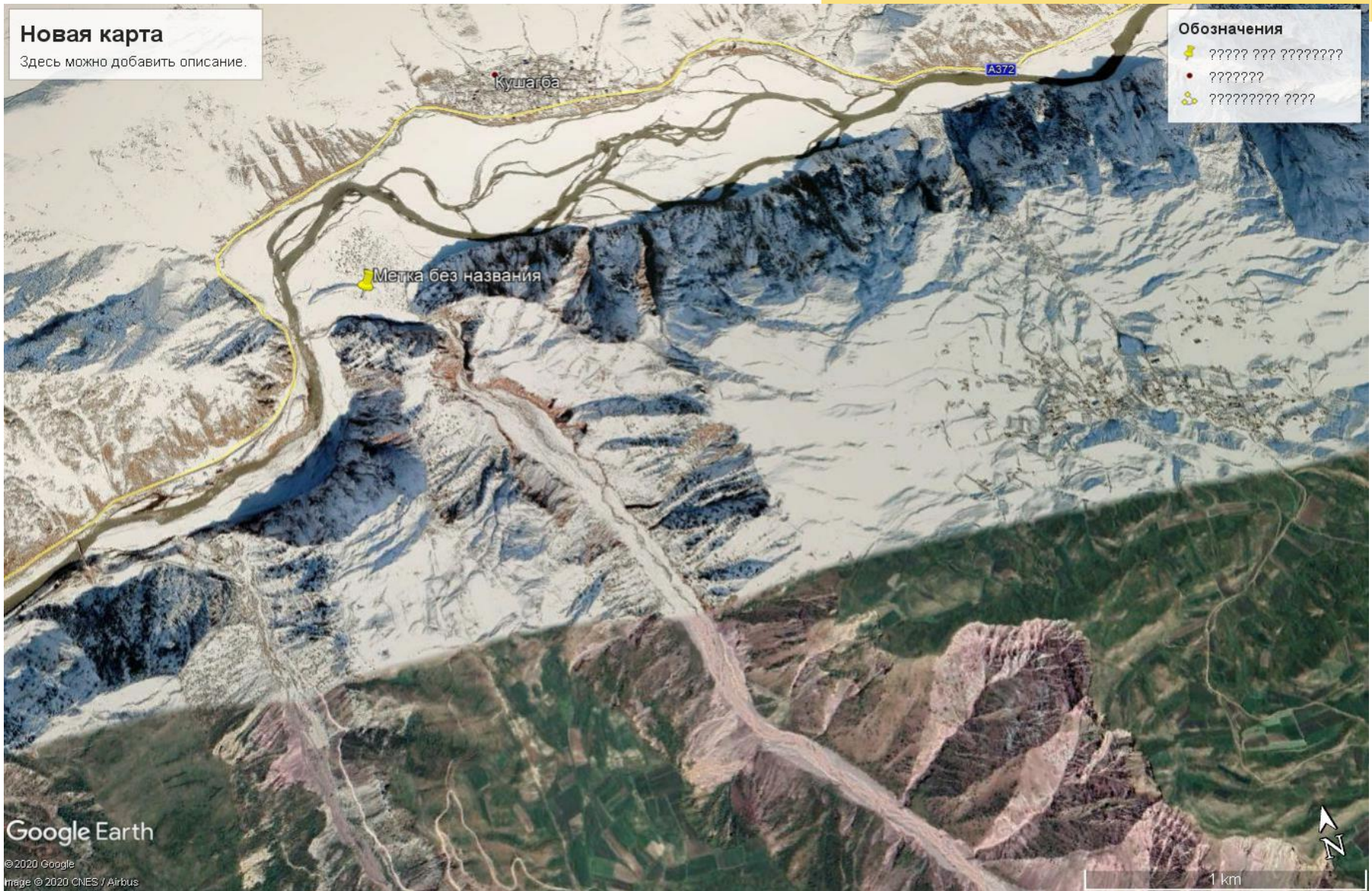
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Новая карта

Здесь можно добавить описание.

Обозначения

- ????? ??? ????????
- ???????
- ?????????? ?????



Vahdat – Rasht – Lyakhsh highway, 250 km



Vakhdat – Rasht – Lyakhsh highway, 250 km, 08/08/2023

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The purpose of establishing the “Center for Digitalization of the Transport Industry” State Unitary Enterprise:

provision of industry services in electronic form

reduction of corruption factors

accurate and transparent collection of statistical indicators

elimination of the shadow economy



The purpose of establishing the “Center for Digitalization of the Transport Industry” State Unitary Enterprise:

The primary objective of the RAMS Division is to determine the optimal level of funding to minimize the overall cost of road transport, and thereby demonstrate how available funding can best be allocated to specific roads or sections of roads, and to undertake specific types of maintenance and repair.

Currently, RAMS Division is at the initial stage of its development and with the support of international development partners, including WB, ADB, EBRD and JICA, together with international consultants, are implementing the RAMS at the Ministry.

RAMS Division is directly involved in the implementation of the Program for Introduction of the Road Asset Management System in the Republic of Tajikistan for the period of 2021-2024.

INTERNATIONAL FINANCIAL INSTITUTIONS



Asian Development Bank



European Bank for
Reconstruction and
Development



Abu Dhabi Foundation for
International Development



Islamic Development Bank



Kuwait Fund for
Arab Economic Development



World Bank



OPEC Fund



Saudi Development Fund



Лоиҳаи бехтар намудани ҳолати роҳи минтақаи аз ҳайкали А.Сино то дарвозаи ғарбии ш.Душанбе. Тасвири перспективии қисми хиббони Б.Гафуров

Dushanbe to Uzbek Border Road Improvement Project. The Road within Dushanbe City from the Avicenna Monument to the West Gate. Visualization of B. Gafurov Avenue (82nd Micro Circle Interchange)

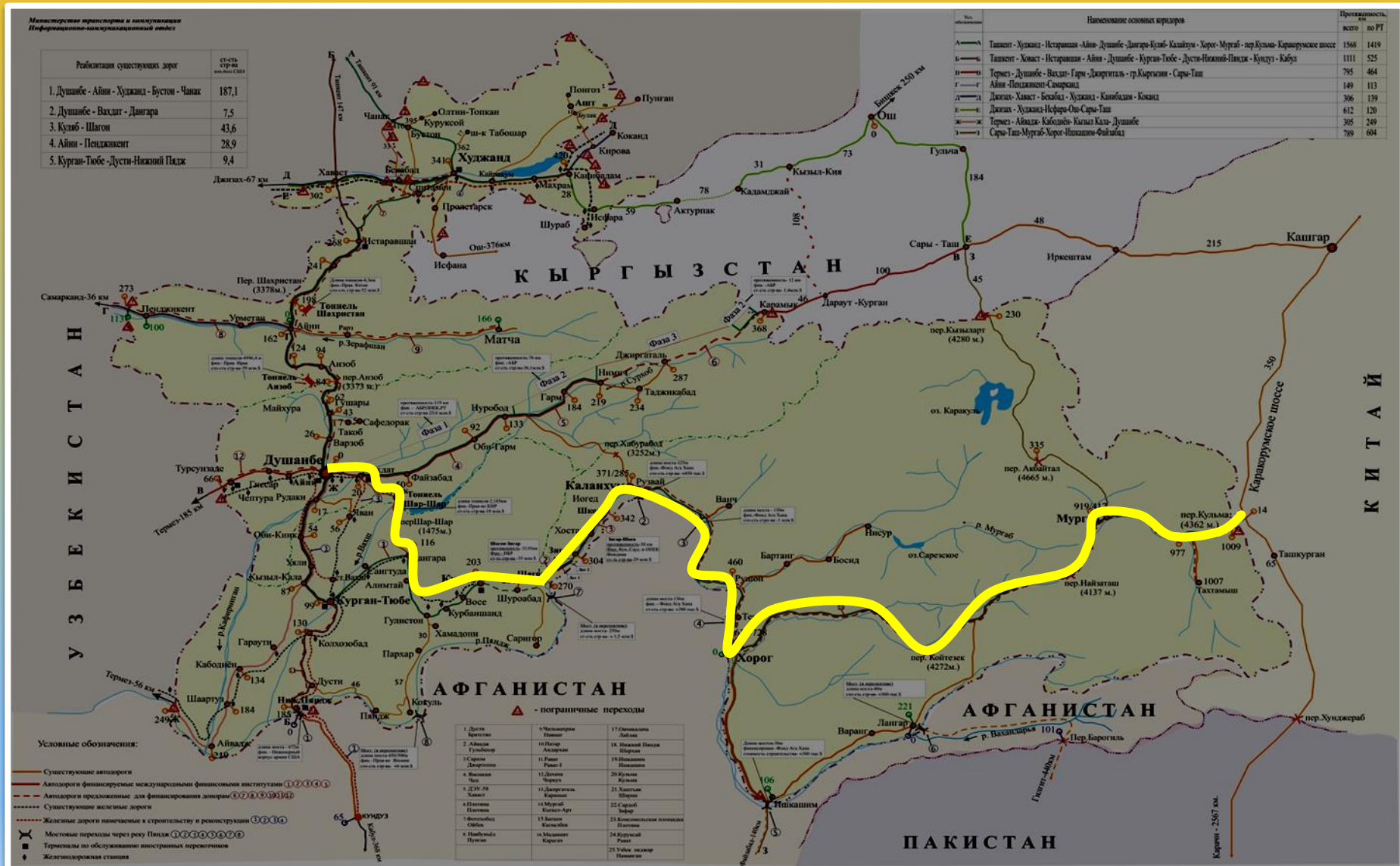


Лоиҳаи бехтар намудани ҳолати роҳи минтақаи Душанбе – сарҳади Ӯзбекистон аз ҳайкали А.Сино то дарвозаи ғарбии ш.Душанбе. Тасвири перспективии қисми хиббони Б.Гафуров
Dushanbe to Uzbek Border Road Improvement Project. The Road within Dushanbe City from the Avicenna Monument to the West Gate. Visualization of B. Gafurov Avenue (82nd Micro Circle Interchange)



1,008 km long route:

Dushanbe – Kulob - Kalai Khumb - Khorog - Murgab - Kulma pass - border with China with access to the Karakum highway (PRC)

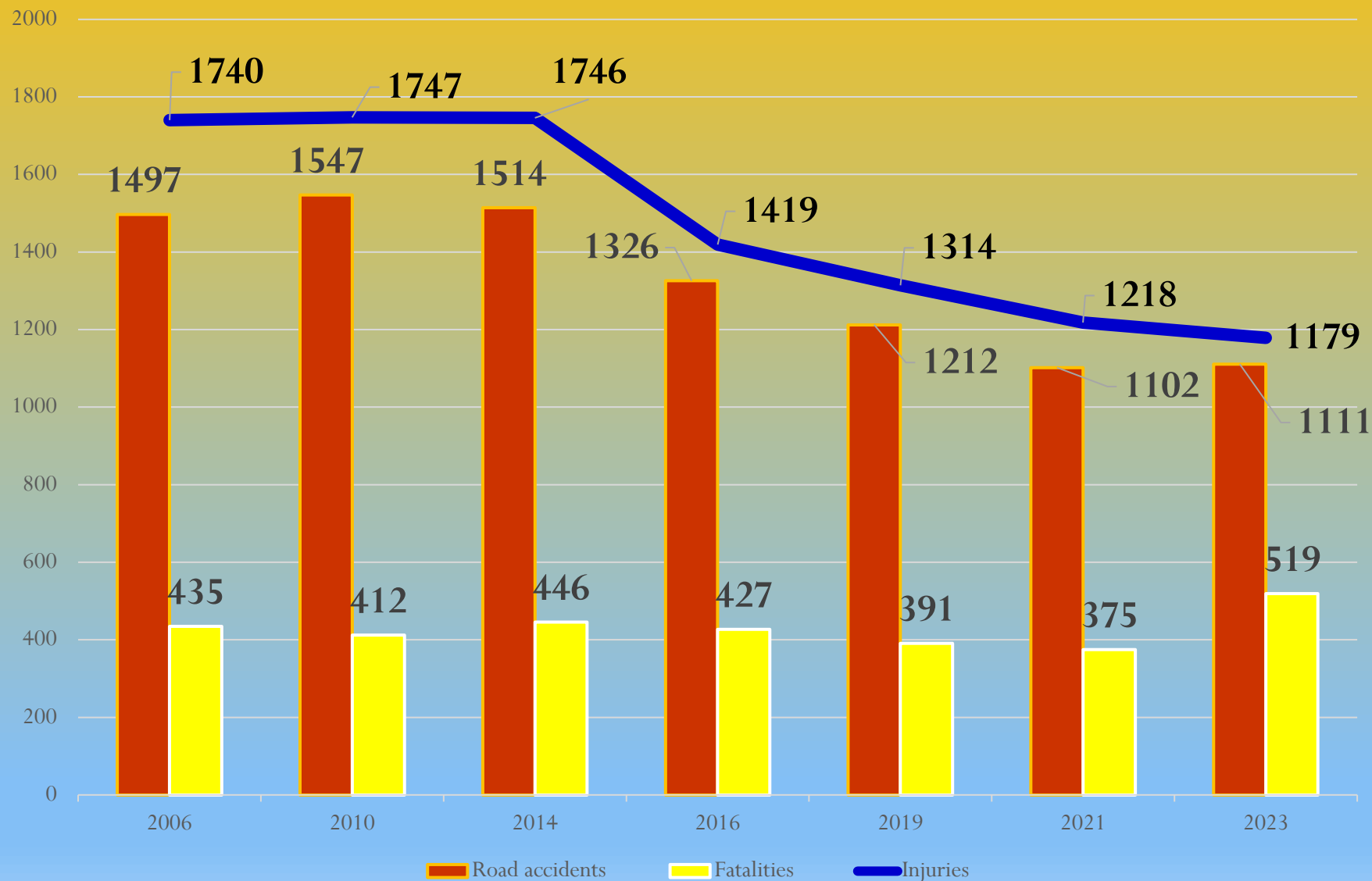


National trends in road accidents, fatalities and severe injuries



	2006	2010	2014	2016	2018	2020	2023
Road accidents	1497	1547	1514	1326	1295	1109	1111
Falalties	435	412	446	427	395	376	519
Severe injuries	1740	1747	1746	1419	1357	1263	1179

Diagram of road accidents in the Republic of Tajikistan over a 16-year period



A number of international conventions and agreements have been ratified



International Convention on Road Traffic - 1968

Chicago Convention on International Civil Aviation - 1944

Agreement of the Organization for Cooperation of Railways - 1957

UN Convention on Railway and Road Transport - 1949

Customs Convention on the International Transport of Goods - 1959

European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) - 1957

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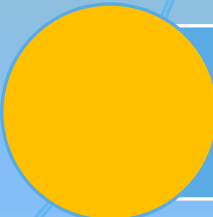
International Convention on the Harmonization of Frontier Controls of Goods - 1982



Agreement concerning the establishing global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles - 1998

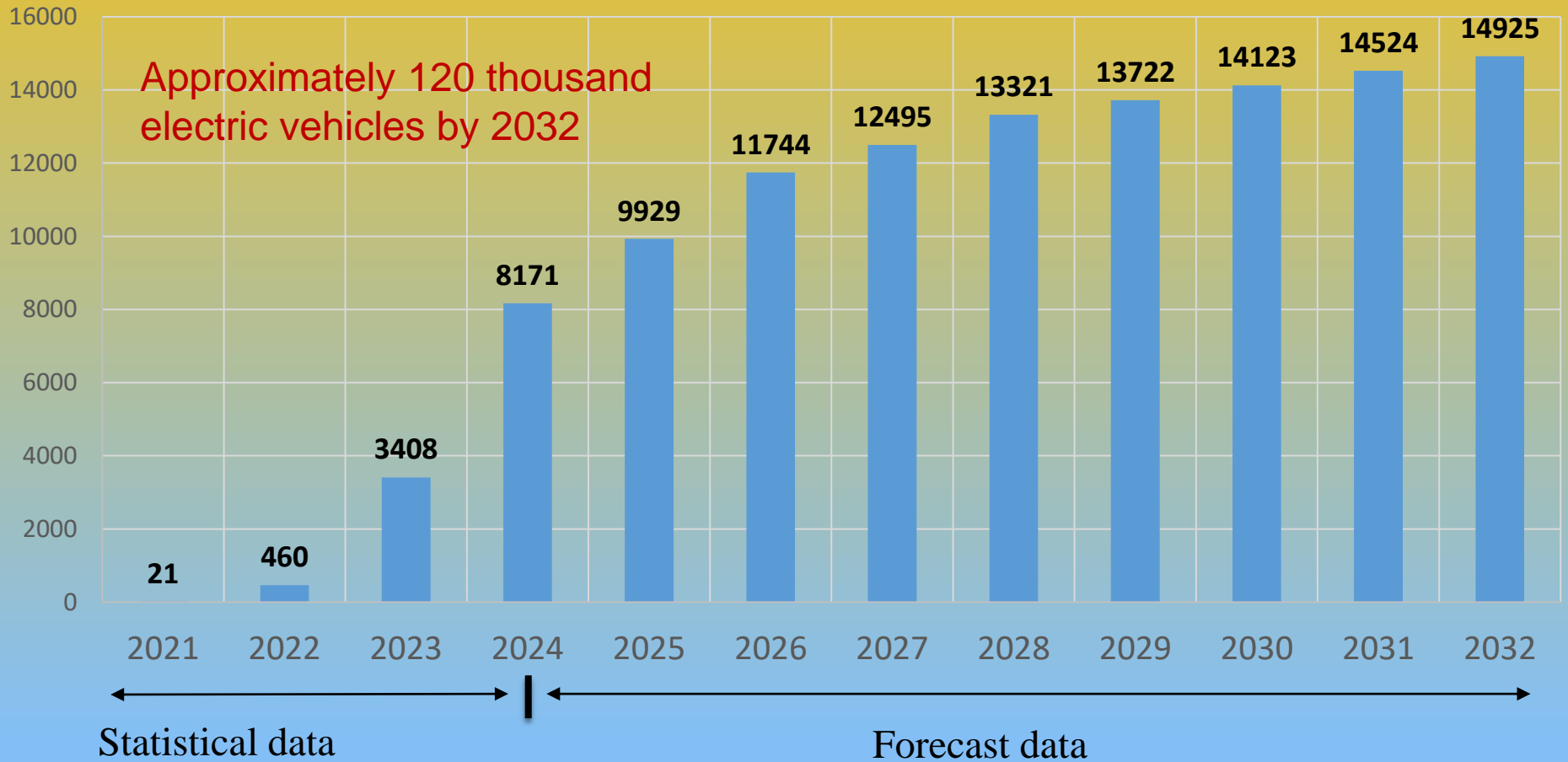


Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) - 1970



European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) - 1970

Dynamics of the increase in the number of electric vehicles





THANK YOU!