

TAJIKISTAN:

TRANSPORT SECTOR POLICY PROFILE AND STATE OF PLAY

Insights from the Asian Transport Outlook (ATO):
Transport observatory for the
Asia – Pacific region

28 Feb. 2024



TRANSPORT AND CLIMATE CHANGE – DATA & POLICY PROFILE

Transport and Climate Change

Data profile

Transport Sector

Tajikistan

Central Asia | Lower middle income



Relevant Indicators

General

Population (2021)¹
9.75 Million

Below 18 y.o.¹
42%

Above 60 y.o.¹
6%

Urban Population and share (2020)¹
2.60 Million, 27.3%

GDP (2021)²
42 Billion USD

Land Area (2020)²
0.14 million sqkm

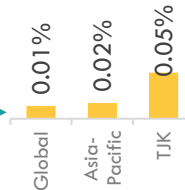
Population Density (2020)^{1,2}
68 people/ sqkm

Transport Sector Employment share in Total (2021)⁷
5.2%

Climate Change Adaptation

Share of population in low elevated coastal zones (%) (2018)¹
Insufficient Data

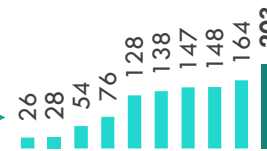
Multi-Hazard Expected Annual Damages to Roads, Rail, and Ports as Share of GDP (%)⁵



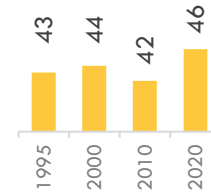
National Road Vulnerability Index (NRVI) Rank (2023)⁵

Tajikistan – 203

Comparison with peer Central and West Asian countries



ND-GAIN Index for Infrastructure Vulnerability⁶

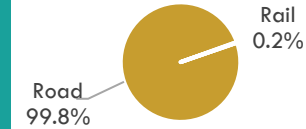


Climate Change Mitigation

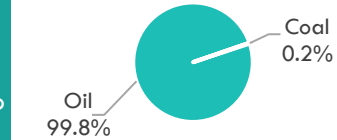
Share of Biofuels in Transport Energy Consumption (%) (2020)¹

Insufficient Data

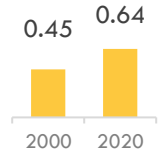
Transport Energy Consumption Share by Mode (%) (2020)¹



Transport Energy Consumption Share by Source (%) (2020)¹



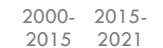
Transport Energy Intensity (MJ per USD (PPP))^{1,2}



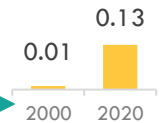
Annual growth of CO2 emissions (%) (2015 – 2021)³

Total fossil CO2 : 12

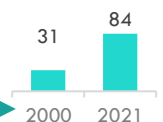
Transport fossil CO2 : (-)1



Annual Change of Transport CO2 Emissions Intensity with GDP (%)^{2,3}



Transport CO2 Emissions per Capita (Tons per capita)^{1,3}



Grid emission factors (gCO2/kWh)⁸



Transport and Climate Change

Data profile

Transport Sector

Vehicle Fleet

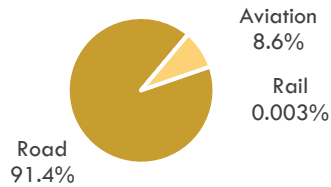
Vehicle Ownership per 1000 population
(Number of vehicles per 1,000 population) ^{1,4}
Insufficient Data

Vehicle fleet distribution⁴
Insufficient Data

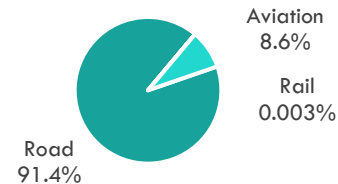
Vehicles per unit length of
road infrastructure
(number per km) ⁴
Insufficient Data

Transport Activity

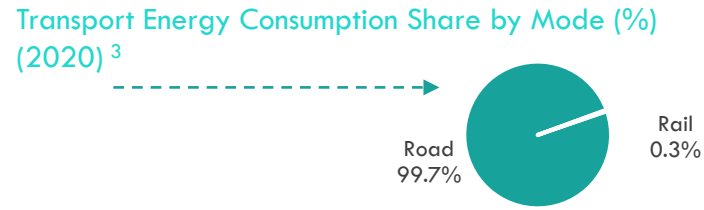
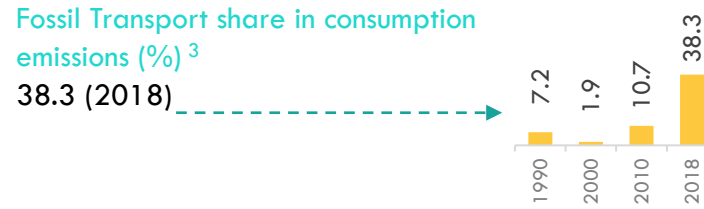
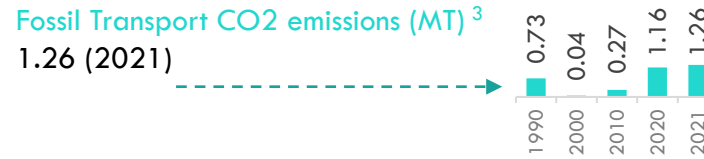
Total Passenger Kilometer
Travel Mode Share
(Domestic + International)
(2018) ¹



Total Freight Kilometer
Travel Mode Share
(Domestic + International)
(2018) ¹



Road transport



Urban Transport

Travel time to cities by Population (%) (2015) ¹⁰
30min - 59%
120min - 81%

Rapid Transit to Resident Ratio (km per millions) (2021) ⁹
Insufficient Data

Sustainable Mobility Rating - Urban Access (Country
Groups (From A-best to D-worst)) (2020) ¹¹
D

Rail transport

Vehicle Ownership per 1000 population
(Number of vehicles per 1,000 population) ^{1,4}
Insufficient Data

Vehicle fleet distribution⁴
Insufficient Data

Vehicles per unit length of
road infrastructure
(number per km) ⁴
Insufficient Data

Domestic Navigation

Domestic Navigation
Energy Consumption (TJ) ¹
Insufficient Data

Shipping/Inland Waterways
Transport CO2 Emissions
(Thousand tonnes) ³
Insufficient Data

Domestic Aviation

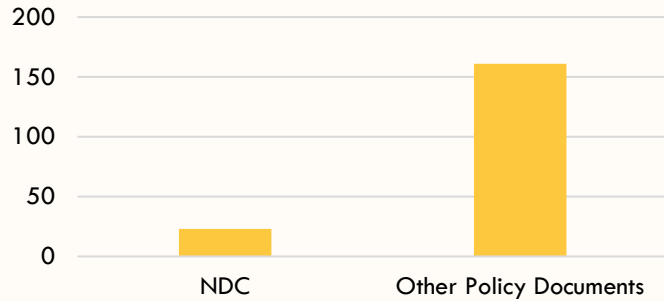
Domestic Aviation
Energy Consumption (TJ) ¹
Insufficient Data

Shipping/Inland Waterways
Transport CO2 Emissions
(Thousand tonnes) ³
Insufficient Data

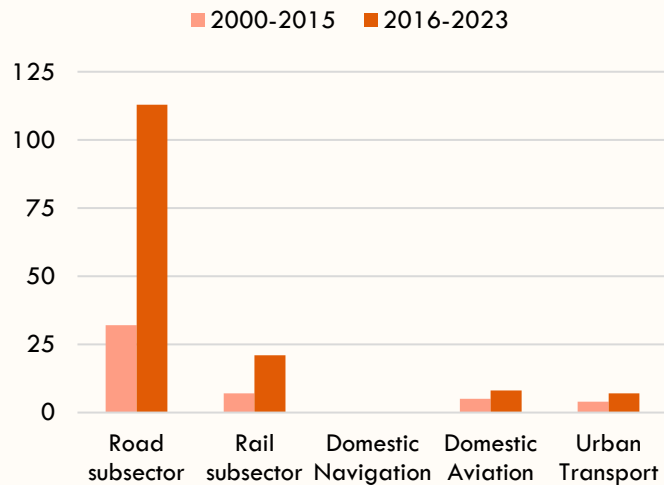
Transport and Climate Change Policy profile

Transport Sector

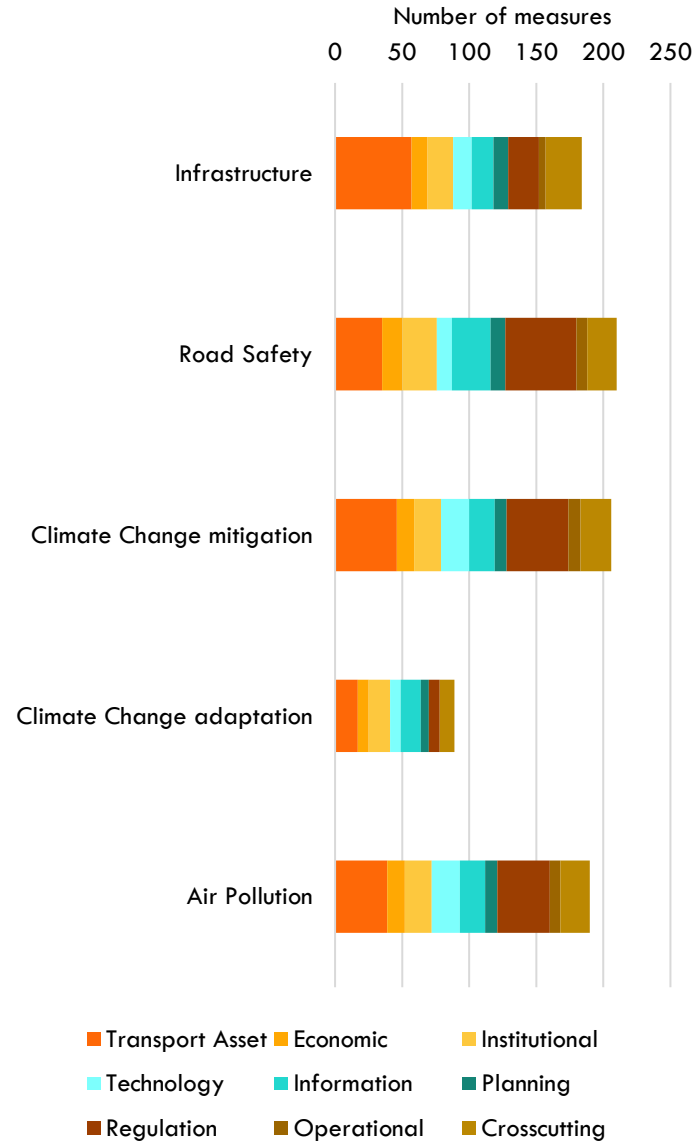
Number of measures by Source



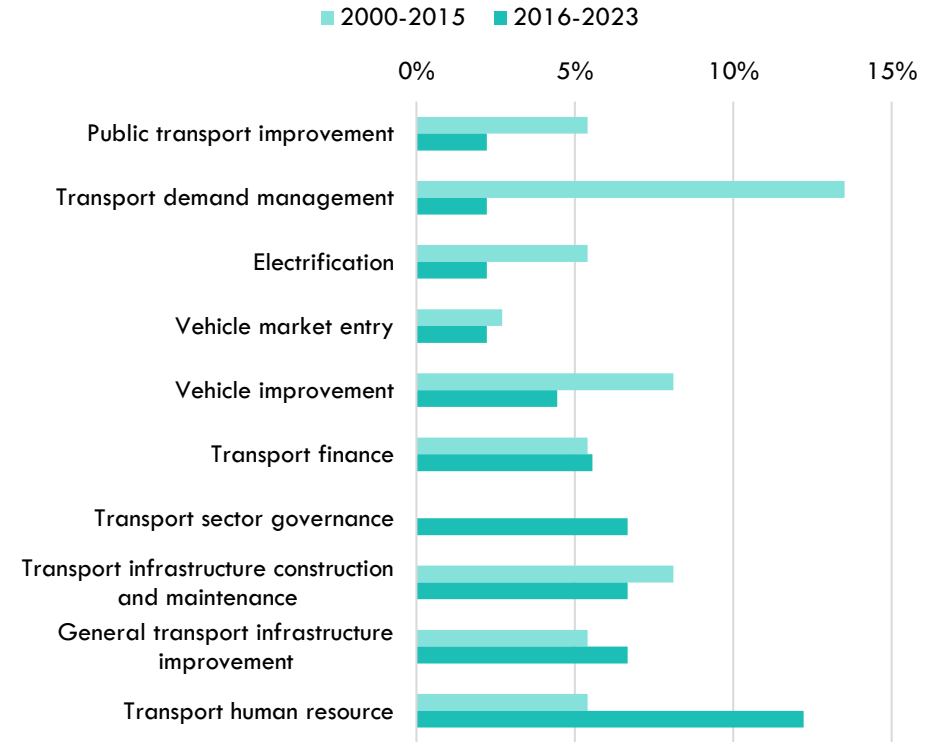
Number of measures by Subsectors



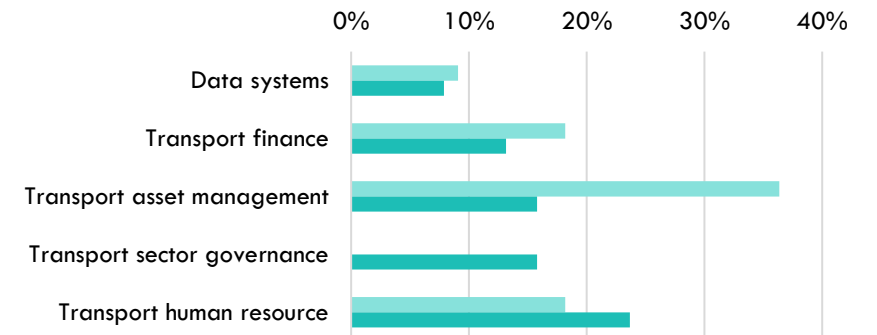
Transport measures by dimension and toolbox



Climate change mitigation measures by top 10 typology



Climate change adaptation measures by top 5 typology



Transport and Climate Change Policy profile

Road Transport Subsector



The Updated NDC of The Republic of Tajikistan, 2021

[Weblink](#)

Latest NDC Overview:

Are Road transport relevant policy measures mentioned? Yes

Are Road transport relevant targets mentioned? No

Are there any transport relevant mitigation targets mentioned? No

Are there any transport relevant adaptation targets mentioned? No

Are there any transport relevant mitigation measures mentioned? Yes

Are there any transport relevant adaptation measures mentioned? Yes

Transport related policy documents/ legislations

Document Name	Year Published	Document Type	Road transport subsector
THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000	Transport Laws/ Regulations	x
The First National Communication of the Republic of Tajikistan under the United Nations Framework Convention on Climate Change	2003	National Report to International/ Regional Processes	x
National Transport Development Program of the Republic of Tajikistan up to 2025	2011	National Transport Policy	x
First Nationally Determined Contribution	2015	Nationally Determined Contributions	x
LAW OF THE REPUBLIC OF TAJIKISTAN About highways and road activities	2016	Transport Laws/ Regulations	x
Medium terms development program of the Republic of Tajikistan	2016	National Development Policy	x
National Development Strategy of the Republic of Tajikistan up to 2030	2016	National Development Policy	x
Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020	Transport Laws/ Regulations	x
Tajikistan's National Action Plan for Climate Change Mitigation	2003	Other Transport-related Policy	x
Energy Efficiency Master Plan for Tajikistan	2013	Other Transport-related Policy	
Updated Nationally Determined Contribution	2021	Nationally Determined Contributions	x
International Energy Charter	2015	Secondary Source	x
CAREC Transport Strategy 2030	2020	Secondary Source	x
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Secondary Source	x
Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017	Secondary Source	

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Access restriction by corridor/ road	removal of transit highways and roads with freight traffic from residential areas	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Climate-resilient design standards	Adoption codes and standards for resilience improving the protection and long-term maintenance of transport infrastructure	Updated Nationally Determined Contribution	2020
Energy efficient vehicle purchase incentives	promoting the introduction of incentives and regulations for fuel-efficient vehicles	Updated Nationally Determined Contribution	2020
General active mobility	encouraging the transition to urban transport: urban public transport, non-motorized (bicycles, transport skateboards, scooters, etc.) creating condition for pedestrians creation of a highway information system	Updated Nationally Determined Contribution	2020
General data repositories and data collection	creation and maintenance of an industry information resource on the state functioning of the transport complex, necessary for making strategic government decisions in the field of the transport complex	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General e-mobility	conversion of vehicles to cleaner and environmentally friendly fuels hybrid vehicles powered by gasoline and electricity	Updated Nationally Determined Contribution	2020
General freight and logistics improvements	efficient transport and logistics infrastructure will be created	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General infrastructure improvements	Construct and reconstruct transport infrastructure Create transit transport corridors	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General infrastructure improvements	integration of cross-border and national transport formation and development of transit transport corridors and reducing transport costs by rebuilding bridges, providing access to seaports	Medium terms development program of the Republic of Tajikistan	2016
General land use	integration of transport and urban planning multi-purpose land use, pedestrian communities, mixed and combined transportation	Updated Nationally Determined Contribution	2020
General public transport	encouraging the transition to urban transport: urban public transport, non-motorized (bicycles, transport skateboards, scooters, etc.)	Updated Nationally Determined Contribution	2020
General public transport	Passenger has right: - provezti together free of charge the children at the age of till 5 years old, without the right of granting of to him separate place on aerial, railway and inner aqueous transport, on inter-town buses, as well as on urban and suburban transport, except taxi; - to acquire tickets on children at the age of from 5 till 12 years old with the payment 50 per cent of the value of ticket	THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000
General public transport	development of a package of actions and requirements for the formation of a barrier-free living environment within the framework of urban planning projects and the development of public transport	Medium terms development program of the Republic of Tajikistan	2016

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
General transport asset management	Work will continue to replace sleepers and rail tracks, taking into account the renovation 10 bridges will be reconstructed Reconstruction of local airports for the use of small aircraft will also begin bridges will be rehabilitated for a total of \$5.5 million	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General transport asset management	improving road surfaces (the State Target Program for the Development of the Transport Complex Republic of Tajikistan until 2025)	Updated Nationally Determined Contribution	2020
General transport asset management	ensuring year-round transport connections between cities and regions of the country through the reconstruction of roads, construction of bypass roads, construction of roads and railway sections	Medium terms development program of the Republic of Tajikistan	2016
Investment required for specific projects	increasing the allocation of budget funds for the maintenance of public roads	Medium terms development program of the Republic of Tajikistan	2016
Investment volume for transport	build a second runway at Dushanbe airport for a total amount of \$40 million bridges will be rehabilitated for a total of \$5.5 million. 274.2 million US dollars will be allocated to maintain roads at the proper level, including about 192 million US dollars for the maintenance of international and republican roads, and 82.26 million dollars for local roads.	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Logistics hub	providing transfer of freight and/or passenger flows from road to rail transport	Updated Nationally Determined Contribution	2020
Logistics hub	bringing all transport facilities, including logistics centers, into compliance with the requirements of international standards in order to increase the volume of transportation of goods and passengers	Medium terms development program of the Republic of Tajikistan	2016
LPG/ CNG/ LNG	transfer of some vehicles to environmentally friendly types of motor vehicles fuels, primarily natural gas	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Road infrastructure expansion	development of the highway network and improvement of the quality of their maintenance	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Road infrastructure expansion	increase transport infrastructure (roads, bridges, overpasses, railways, highways) construction of bypass roads in populated areas (the State Target Program for the Development of the Transport Complex Republic of Tajikistan until 2025)	Updated Nationally Determined Contribution	2020
Road infrastructure expansion	ensuring year-round transport connections between cities and regions of the country through the reconstruction of roads, construction of bypass roads, construction of roads and railway sections	Medium terms development program of the Republic of Tajikistan	2016
Technical standards for general transport infrastructure	bringing all transport facilities, including logistics centers, into compliance with the requirements of international standards in order to increase the volume of transportation of goods and passengers	Medium terms development program of the Republic of Tajikistan	2016
Climate-resilient design standards	updating national building codes for bridge construction	Updated Nationally Determined Contribution	2020
Technologies on transport asset management	improvement of road surfaces through the use of polymers, technical rules and road construction	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Technologies on transport asset management	provision of new equipment and machinery for the maintenance of roads, airports and the functioning of the transportation process	Medium terms development program of the Republic of Tajikistan	2016
Transport infrastructure resilience	transport and residential infrastructure - enhance resilience	First Nationally Determined Contribution	2015
Transport infrastructure resilience	transport - sustainable urban infrastructure to reduce exposure to climate risks; climate resilience	Updated Nationally Determined Contribution	2020

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Transport law	The driver of a vehicle engaged in international road transport must have a national or international driver's license corresponding to the category of the vehicle being driven, permits and other documents required in accordance with the legislation and international treaties of the Republic of Tajikistan for international road transport.	Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020
Vehicle air pollution emission standards	regulating exhaust gas emissions	The First National Communication of the Republic of Tajikistan under the United Nations Framework Convention on Climate Change	2003
Vehicle air pollution emission standards	Development and implementation of measures to reduce the level of industrial and transport emissions	National Development Strategy of the Republic of Tajikistan up to 2030	2016
Vehicle efficiency standards	encouraging the use of high performance vehicles fuel appropriate efficiency world standards	Updated Nationally Determined Contribution	2020
Vehicle efficiency standards	Development and implementation of measures to reduce the level of industrial and transport emissions	National Development Strategy of the Republic of Tajikistan up to 2030	2016
Vehicle manufacturing	creation of capacities for the production of cars	Updated Nationally Determined Contribution	2020
Vehicle scrappage scheme	creation of capacities for collecting and processing old items car recycling	Updated Nationally Determined Contribution	2020
Active transport infrastructure expansion	Development of bicycle manufacturing and creation of appropriate infrastructures (bicycle tracks, parking, service centers, etc.).	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General active mobility	Development of bicycle manufacturing and creation of appropriate infrastructures (bicycle tracks, parking, service centers, etc.).	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General e-mobility	Development and approbation of hybrid vehicles	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Fuel quality	Introduction of technologies for improvement of fuel quality aimed at reducing harmful substance emissions	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Climate-resilient design standards	creation of new standard norms during the stages of designing, construction and maintenance of the roads depending on climate conditions.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
	National plans of road construction should be implemented with consideration of the environmental and climatic impacts Improvement of existing and development of new standards in the transport sector taking into account vertical zonation and climate characteristics;		
LPG/ CNG/ LNG	Switching of public transport to alternative fuels, in particular liquefied gas	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General alternative fuels	Switching of public transport to alternative fuels, in particular liquefied gas	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General public transport	Switching of public transport to alternative fuels, in particular liquefied gas Electrification of railway and development of urban electrical transport	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Surface treatment resurfacing	Increase of paving quality on the main roads.	Tajikistan's National Action Plan for Climate Change Mitigation	2003

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Access restriction by corridor/ road	Prohibition of vehicle operation with significant excess of harmful substance concentration standards, especially in ecologically vulnerable and densely populated territories.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Energy efficient vehicle purchase incentives	Removal of freight transportation from the central part of large cities and creation of non-transport zones. Encouragement of use of motor vehicles with more economic gasoline internal combustion and diesel engines Creation of economic stimulus for use of alternative types of transport and ensuring the ability of population for their purchase	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Traffic management	Optimization of cargo and passenger traffic circuits	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General transport demand management	Rehabilitation of road traffic management automated system in Dushanbe city.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Reference to finance mechanisms within country	Creation of economic stimulus for use of alternative types of transport and ensuring the ability of population for their purchase	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Technology and knowledge transfer	Rehabilitation of road traffic management automated system in Dushanbe city.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Road infrastructure expansion	Construction of new and unification of existing roads and communications, in particular tunnels under mountain passes, that can reduce the extent of motorways, improve their quality and reduce fuel consumption by 25-30%	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Development of climate change/ low carbon plan/ policy	Introduction and development of "clean transport" program - Analysis of situation by region, transport type and road conditions. Development of measures for control and reduction of greenhouse gas emissions from vehicles. Informing of relevant stakeholders on the program and its introduction.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Vehicle air pollution emission standards	Expansion of the application of exhaust emission rationing tools and mechanisms.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Vehicle efficiency standards	Expansion of the application of exhaust emission rationing tools and mechanisms.	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Vehicle manufacturing	Development of bicycle manufacturing and creation of appropriate infrastructures (bicycle tracks, parking, service centers, etc.).	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Vehicle inspection and maintenance	Periodic inspection is in effect	Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020
Design standards for sidewalks and bicycle paths	Partial	Global Status Report on Road Safety 2018	2018
Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles 1998	Ratification, accession, or definite signature by country	59 UN Transport Agreements/ and Conventions Serviced by ECE	2021
Convention on Road Traffic 1968	Ratification, accession, or definite signature by country	59 UN Transport Agreements/ and Conventions Serviced by ECE	2021

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Customs Convention on the Temporary Importation of Private Road Vehicles 1954	Ratification, accession, or definite signature by country	59 UN Transport Agreements/ and Conventions Serviced by ECE	2021
National speed law	Yes	Global Status Report on Road Safety 2018	2018
Speed limits on urban roads <= 30 kph	60 km/h	Global Status Report on Road Safety 2018	2018
Speed limit on rural roads <= 70 kph	90 km/h	Global Status Report on Road Safety 2018	2018
Speed limit on motorways <= 90 kph	110 km/h	Global Status Report on Road Safety 2018	2018
Vehicle import inspections	Yes	Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020
General data repositories and data collection	collecting and analyzing data regarding the road network	CAREC Transport Strategy 2030	2020
General freight and logistics improvements	construction of border crossing point facilities and installation of control equipment	CAREC Transport Strategy 2030	2020
General infrastructure improvements	eliminating hazardous locations on existing road networks	CAREC Transport Strategy 2030	2020
Intelligent transport systems (ITS)	Intelligent Transport Systems to enable efficient management of traffic in congested areas near sea ports, at border crossing points, in urban areas, and in severe weatherimpacted areas, such as mountain regions	CAREC Transport Strategy 2030	2020
Technical standards for road infrastructure	upgrading road design standards	CAREC Transport Strategy 2030	2020
Performance-based transport maintenance contracts	CAREC Program will also assist the further introduction of performance-based maintenance contracts (PBM)	CAREC Transport Strategy 2030	2020
General transport asset management	categorize the allocation of maintenance funding in relation to long-term road conditions and costs	CAREC Transport Strategy 2030	2020
Road charging and tolls	Special attention will be given to the introduction and development of road user charges as a source of maintenance funding.	CAREC Transport Strategy 2030	2020
Reference to finance mechanisms within country	Special attention will be given to the introduction and development of road user charges as a source of maintenance funding.	CAREC Transport Strategy 2030	2020
Accreditation of road inspection and auditing agencies	institutionalizing road safety audits processes	CAREC Transport Strategy 2030	2020
General capacity building	developing road safety engineering capacities provide capacity development and training support to member countries on aviation best practices training and capacity development for border management agencies	CAREC Transport Strategy 2030	2020
General data repositories and data collection	Provide all national agencies that have responsibilities for road safety with access to the national crash data base for planning, research and monitoring purposes.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
General infrastructure improvements	Establish an effective system for blackspot identification for the CAREC road network with a system of value for money assessment built in.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Vehicle inspection and maintenance	Provide opportunities for CAREC countries to share expertise and knowledge to ensure consistency of vehicle inspection and maintenance systems across CAREC countries. Review legislative framework for vehicle inspection and maintenance systems in CAREC countries. Upgrade vehicle testing equipment and processes in CAREC countries as required.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Technical standards for road infrastructure	Review existing design standards for CAREC highways in the light of international good practice Develop and implement a system to improve design standards for CAREC highways to conform with internationally accepted standards of road safety engineering Develop guidelines based around international good practice to ensure that the needs of all road users are taken into account during the planning, design, construction, improvement and maintenance of CAREC highways.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
General international conventions	Establish a biennial CAREC Road Safety Conference that helps to build communications, co-operation and confidence amongst member countries towards tackling road safety issues with a regional focus.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Reference to finance mechanisms within country	Develop sustainable funding sources for road safety within CAREC countries, such as through compulsory insurance schemes, from revenue from traffic fines or from vehicle registration.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Request for financial support to develop transport	Seek funding from external sources to augment road safety national budgets.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Technology and knowledge transfer	Provide equipment needed to enhance enforcement efforts especially as it relates to speed and alcohol/drug impairment Review national fleet safety regulations, standards and practices, including technology based solutions.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Training of enforcement authorities	Provide training for traffic police and engineers in crash investigation and blackspot identification. Provide training for traffic police on international good practice methods of enforcement Provide training for those responsible for management and coordination. Provide training for those responsible for the management of data systems.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
General capacity building	Provide training for agencies on effective analysis of crash data for planning, research and monitoring purposes Provide training on developing and implementing effective road safety action plans. Provide training to highway engineers to support implementation of revised design standards for CAREC highways at the national level in each member country Provide training to support implementation of the guidelines at the national level in CAREC member countries Provide training for traffic police and engineers in crash investigation and blackspot identification. Provide training for the agencies in CAREC countries responsible for effective enforcement of vehicle dimension and weight limits Build and strengthen the capacity of first responder services.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Reporting, transparency, feedback mechanism	Undertake regular monitoring of national road safety action plans and evaluate outcomes to provide feedback to improve road safety intervention development and delivery.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Stakeholder Involvement	Provide training on effective fleet safety management to private and public sector operators.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017

Transport and Climate Change Policy profile

Road Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Transport law	<p>Review the effectiveness of the legislation framework for vehicle insurance requirements across CAREC countries Strengthen legislative frameworks based on the findings of the review.</p> <p>Review legislative framework for vehicle inspection and maintenance systems in CAREC countries.</p> <p>Review vehicle registration systems to ensure that compulsory vehicle testing and insurance is a component.</p> <p>Review the effectiveness of legislation and enforcement for safety relating to slow moving vehicles that may use CAREC corridors.</p> <p>Review driver licensing requirements and practices in CAREC countries to ensure these prioritize safety and to bring about harmonization of such requirements.</p> <p>Improve the quality of driver licensing requirements and practices in CAREC countries.</p> <p>Ensure that CAREC countries adopt a system for recording traffic offense information on drivers that allows for cumulative sanctions, including suspension or cancellation of licenses.</p>	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Passenger and freight load limits	Ensure that information on national load limit regulations is shared among CAREC countries	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Road-side checks on overloading	Provide equipment for weighing and checking safety of heavy vehicles using CAREC corridors	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
General vehicle improvements	<p>Conduct a legislative review of vehicle standards across CAREC countries to ensure that these are at a level that promotes safety.</p> <p>Implement recommendations for enhancing road safety conditions for the users of slow moving vehicles.</p> <p>Review national fleet safety regulations, standards and practices, including technology based solutions.</p>	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Fuel quality	encouraging the clean and efficient use of fossil fuels	International Energy Charter	2015

Transport and Climate Change

Policy profile

Road Transport Subsector



Other measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Child restraint law specifies child restraint standards	When transporting passengers and luggage in a taxi, the carrier is obliged to: when transporting a passenger with a child, the child, according to his height, must be provided with a restraint device at no additional cost and the child must be fastened with a seat belt before the trip	Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020
General infrastructure improvements	planned to build roadside infrastructure structures (gas stations, service stations, shops, campsites and hotels) that will improve transport services creation of protective strips along roads on roadside areas	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General transport improvement for elderly, children, or persons with disabilities	Ensure affordability of public transport for people with disabilities	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General transport improvement for elderly, children, or persons with disabilities	ensure the accessibility of vehicles for passengers with disabilities, as well as the necessary conditions for servicing such passengers at transport infrastructure facilities in accordance with the rules of road transport on transportation and the provision of services for the transportation of passengers by public transport in accordance with road transport standards	Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020
Measures to improve rural-urban connectivity	access of the rural population to climatic sustainable road system that takes into account social, age and gender aspects	Updated Nationally Determined Contribution	2020
Trauma registry	National	Global Status Report on Road Safety 2018	2018
Convention on Road Signs and Signals 1968	Ratification, accession, or definite signature by country	59 UN Transport Agreements/ and Conventions Serviced by ECE	2021
Audits/ star rating for existing roads for road safety	Yes	Global Status Report on Road Safety 2018	2018
Audits/ star rating required for new road infrastructure for road safety	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is funded	Yes	Global Status Report on Road Safety 2018	2018
National road safety strategy is funded	Partially funded	Global Status Report on Road Safety 2018	2018
Certification for prehospital providers	Yes	Global Status Report on Road Safety 2018	2018
Certification on emergency and trauma care for nurses	Yes	Global Status Report on Road Safety 2018	2018
Certification on emergency or trauma care for specialist doctors	Yes	Global Status Report on Road Safety 2018	2018
Implementation of vertical deflections on roads	Yes	Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020
Upgrading high risk locations for road safety	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is responsible for coordination	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is responsible for legislation	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is responsible for monitoring and evaluation	Yes	Global Status Report on Road Safety 2018	2018

Transport and Climate Change

Policy profile

Road Transport Subsector



Other measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
National road safety strategy	Yes	Global Status Report on Road Safety 2018	2018
National drink-driving law	Yes	Global Status Report on Road Safety 2018	2018
National drug-driving law in place	Yes	Global Status Report on Road Safety 2018	2018
Child restraint law restricts children under certain age or height from sitting in front seat	Allowed in a child restraint	Global Status Report on Road Safety 2018	2018
National motorcycle helmet law	Yes	Global Status Report on Road Safety 2018	2018
Helmet law applies to motorcycle drivers and adult passengers	Yes	Global Status Report on Road Safety 2018	2018
Helmet law applies to all engine types	Yes	Global Status Report on Road Safety 2018	2018
Helmet law applies to all road types	Yes	Global Status Report on Road Safety 2018	2018
Helmet law requires helmet to be properly fastened	Yes	Global Status Report on Road Safety 2018	2018
Law restricts child passengers on motorcycles	Prohibited under 12 yrs	Global Status Report on Road Safety 2018	2018
National law on mobile phone use while driving	Yes	Global Status Report on Road Safety 2018	2018
Law on mobile phone use applies to hand-held phones	Yes	Global Status Report on Road Safety 2018	2018
National seatbelt law	Yes	Global Status Report on Road Safety 2018	2018
Seatbelt law applies to drivers and front seat passengers	Yes	Global Status Report on Road Safety 2018	2018
Nationwide emergency hotline for road crashes	National, single number	Global Status Report on Road Safety 2018	2018
Collection and analysis system for accident data	improving collection and monitoring of crash data	CAREC Transport Strategy 2030	2020
Research institution for road safety	developing road safety engineering capacities	CAREC Transport Strategy 2030	2020
National road safety strategy	developing national road safety strategies and action plans,	CAREC Transport Strategy 2030	2020
Collection and analysis system for accident data	Establish and/or improve existing crash data systems in each CAREC country so that crash data for CAREC corridors is available.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Trauma registry	Ensure that the trauma treatment centers are adequately staffed by trained personnel and have equipment to conduct required treatments.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Target - Road crash fatalities	the CAREC country stakeholders agreed that the overall target of the CAREC road safety strategy would be to reduce the number of fatalities on CAREC road corridors by 50% in 2030 as compared with the 2010 base level.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Budget/ identification of road safety projects	Provide a proportion of funding for CAREC road corridor development projects for road safety activities.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Lead agency on road safety	Ensure there is a lead agency for road safety in each country, which is provided with sufficient resources to provide national leadership	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Lead agency on road safety is responsible for monitoring and evaluation	Carry out a comprehensive review and audit of postcrash emergency response.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017

Transport and Climate Change

Policy profile

Road Transport Subsector



Other measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
National road safety strategy	Incorporate good road worksite practices in contract documents for road works on CAREC corridors. Prepare risk reduction plans for each location and for different types of vulnerable road users and estimate their implementation costs.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Awareness raising on the benefits of safe vehicle systems and proper maintenance of vehicles	Build public awareness of the risks of mixing slow vehicles with high speed international traffic on CAREC highways.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Road safety training for professional drivers	Increase the knowledge of drivers and fleet operators on safe driving practices. Raise awareness among commercial drivers of route facilities (e.g., rest stops and service centers), road conditions and route characteristics on CAREC corridors Implement programs for strengthening first aid knowledge of drivers.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Training on first aid for road users	Include a requirement for goods and public transport vehicles to carry an appropriate level of first aid equipment and for drivers to receive training in first response.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Audits/ star rating required for new road infrastructure for road safety	Introduce and/or expand the road safety audit process into road agencies to ensure that safety issues are resolved and addressed during the design of new projects on CAREC highways Establish a CAREC road safety audit policy and implement it on all new road projects on CAREC corridors.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Nationwide emergency hotline for road crashes	Ensure modern and reliable communication coverage for all sections of CAREC corridors and a single emergency call number. Ensure emergency phone numbers with multilingual capability are widely known to both national and international road users. Provide for and establish a network of emergency responders in rural and urban areas (medical, fire, police, search and rescue). Provide timely emergency medical response along CAREC corridors ensuring that no part of a CAREC corridor is more than one hour away from medical assistance.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017

Transport and Climate Change Policy profile

Rail Transport Subsector



The Updated NDC
of The Republic of Tajikistan,
2021

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Latest NDC Overview:

Are Rail transport relevant policy measures mentioned? Yes

Are Rail transport relevant targets mentioned? No

Are there any transport relevant mitigation targets mentioned? No

Are there any transport relevant adaptation targets mentioned? No

Are there any transport relevant mitigation measures mentioned? Yes

Are there any transport relevant adaptation measures mentioned? Yes

Transport related policy documents/ legislations

Document Name	Year Published	Document Type	Rail transport subsector
THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000	Transport Laws/ Regulations	x
The First National Communication of the Republic of Tajikistan under the United Nations Framework Convention on Climate Change	2003	National Report to International/ Regional Processes	
National Transport Development Program of the Republic of Tajikistan up to 2025	2011	National Transport Policy	x
First Nationally Determined Contribution	2015	Nationally Determined Contributions	
LAW OF THE REPUBLIC OF TAJIKISTAN About highways and road activities	2016	Transport Laws/ Regulations	
Medium terms development program of the Republic of Tajikistan	2016	National Development Policy	x
National Development Strategy of the Republic of Tajikistan up to 2030	2016	National Development Policy	x
Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020	Transport Laws/ Regulations	
Tajikistan's National Action Plan for Climate Change Mitigation	2003	Other Transport-related Policy	x
Energy Efficiency Master Plan for Tajikistan	2013	Other Transport-related Policy	
Updated Nationally Determined Contribution	2021	Nationally Determined Contributions	x
International Energy Charter	2015	Secondary Source	
CAREC Transport Strategy 2030	2020	Secondary Source	x
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Secondary Source	
Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017	Secondary Source	x

Transport and Climate Change Policy profile

Rail Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
General freight and logistics improvements	efficient transport and logistics infrastructure will be created	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General infrastructure improvements	Construct and reconstruct transport infrastructure Create transit transport corridors	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General infrastructure improvements	integration of cross-border and national transport formation and development of transit transport corridors and reducing transport costs by rebuilding bridges, providing access to seaports	Medium terms development program of the Republic of Tajikistan	2016
General land use	integration of transport and urban planning multi-purpose land use, pedestrian communities, mixed and combined transportation	Updated Nationally Determined Contribution	2020
General public transport	encouraging the transition to urban transport: urban public transport, non-motorized (bicycles, transport skateboards, scooters, etc.)	Updated Nationally Determined Contribution	2020
General public transport	Passenger has right: - provezti together free of charge the children at the age of till 5 years old, without the right of granting of to him separate place on aerial, railway and inner aqueous transport, on inter-town buses, as well as on urban and suburban transport, except taxi; - to acquire tickets on children at the age of from 5 till 12 years old with the payment 50 per cent of the value of ticket	THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000
General public transport	development of a package of actions and requirements for the formation of a barrier-free living environment within the framework of urban planning projects and the development of public transport	Medium terms development program of the Republic of Tajikistan	2016
General rail improvement	freight cars will be completely updated; locomotive depots will be modernized (updated)	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General rail improvement	improvement of existing or construction of new railway lines	Updated Nationally Determined Contribution	2020
General transport asset management	Work will continue to replace sleepers and rail tracks, taking into account the renovation 10 bridges will be reconstructed Reconstruction of local airports for the use of small aircraft will also begin bridges will be rehabilitated for a total of \$5.5 million	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Logistics hub	providing transfer of freight and/or passenger flows from road to rail transport	Updated Nationally Determined Contribution	2020
Logistics hub	bringing all transport facilities, including logistics centers, into compliance with the requirements of international standards in order to increase the volume of transportation of goods and passengers	Medium terms development program of the Republic of Tajikistan	2016
Rail infrastructure expansion	construction of the North-South railway will begin	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Rail infrastructure expansion	increase transport infrastructure (roads, bridges, overpasses, railways, highways)	Updated Nationally Determined Contribution	2020
Rail infrastructure expansion	ensuring year-round transport connections between cities and regions of the country through the reconstruction of roads, construction of bypass roads, construction of roads and railway sections	Medium terms development program of the Republic of Tajikistan	2016
Railway electrification	rail line electrification	Updated Nationally Determined Contribution	2020

Transport and Climate Change Policy profile

Rail Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Technical standards for general transport infrastructure	bringing all transport facilities, including logistics centers, into compliance with the requirements of international standards in order to increase the volume of transportation of goods and passengers	Medium terms development program of the Republic of Tajikistan	2016
Climate-resilient design standards	updating national building codes for bridge construction	Updated Nationally Determined Contribution	2020
Transport infrastructure resilience	transport and residential infrastructure - enhance resilience	First Nationally Determined Contribution	2015
Transport infrastructure resilience	transport - sustainable urban infrastructure to reduce exposure to climate risks; climate resilience	Updated Nationally Determined Contribution	2020
Railway electrification	Electrification of railway and development of urban electrical transport	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General public transport	Switching of public transport to alternative fuels, in particular liquefied gas Electrification of railway and development of urban electrical transport	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General rail improvement	improve the environmental sustainability of railways, through modal shift, enhanced energy efficiency, and fuel switch (e.g., from diesel to electricity).	CAREC Transport Strategy 2030	2020
Stakeholder Involvement	encourage private sector participation	CAREC Transport Strategy 2030	2020
Reference to finance mechanisms within country	Determine interest across CAREC railways for these types of terminals; conduct market and customer research into demand and potential pricing structures; develop proposed transport services (service designs including service routes, train size, frequencies); determine interest of multiple parties (including forwarders, shippers, shipper associations, local governments, railways); conduct due diligence to develop ownership structures, pricing, investment needs, and consider alternative financing arrangements CAREC member's advice on tariff and pricing regulations should be sought. Railways wishing to implement more flexible tariffs can request legal and regulatory support for determining the changes that might be needed to increase tariff flexibility and to permit the implementation of increased private sector investment.	Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017
General transport institutional reform	Review legal and regulatory structures in each participating country; develop potential ownership structures, scope of services and how a CAREC forwarder would link with railways, develop a proposal for the formation of the company Determine the level of interest in a CAREC rail operator among CAREC members, review legal and regulatory structures in each participating country (e.g., examine whether tariffs are adequately remunerative for private wagon operators, review empty movement costs), develop potential ownership structures, determine if the common rail operator can subsume the role of the common freight forwarder, develop an initial wagon acquisition program based on the needs of member railways, and conduct due diligence, including development of financial structures.	Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017
Stakeholder Involvement	Review legal and regulatory structures in each participating country; develop potential ownership structures, scope of services and how a CAREC forwarder would link with railways, develop a proposal for the formation of the company	Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017

Transport and Climate Change Policy profile

Rail Transport Subsector



Other measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Gender-related elements related to transport	Safety and security of railways will be pursued for rail service users (including specific solutions for women where applicable), railway workers, and the general public,	CAREC Transport Strategy 2030	2020

Transport and Climate Change Policy profile

Domestic Aviation Subsector



The Updated NDC of The Republic of Tajikistan, 2021

[Weblink](#)

Latest NDC Overview:

Are Domestic Aviation relevant policy measures mentioned?	Yes
Are Domestic Aviation relevant targets mentioned?	No
Are there any transport relevant mitigation targets mentioned?	No
Are there any transport relevant adaptation targets mentioned?	No
Are there any transport relevant mitigation measures mentioned?	Yes
Are there any transport relevant adaptation measures mentioned?	Yes

Transport related policy documents/ legislations

Document Name	Year Published	Document Type	Domestic Aviation subsector
THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000	Transport Laws/ Regulations	
The First National Communication of the Republic of Tajikistan under the United Nations Framework Convention on Climate Change	2003	National Report to International/ Regional Processes	
National Transport Development Program of the Republic of Tajikistan up to 2025	2011	National Transport Policy	x
First Nationally Determined Contribution	2015	Nationally Determined Contributions	x
LAW OF THE REPUBLIC OF TAJIKISTAN About highways and road activities	2016	Transport Laws/ Regulations	
Medium terms development program of the Republic of Tajikistan	2016	National Development Policy	x
National Development Strategy of the Republic of Tajikistan up to 2030	2016	National Development Policy	x
Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020	Transport Laws/ Regulations	
Tajikistan's National Action Plan for Climate Change Mitigation	2003	Other Transport-related Policy	
Energy Efficiency Master Plan for Tajikistan	2013	Other Transport-related Policy	
Updated Nationally Determined Contribution	2021	Nationally Determined Contributions	x
International Energy Charter	2015	Secondary Source	
CAREC Transport Strategy 2030	2020	Secondary Source	x
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Secondary Source	
Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017	Secondary Source	

Transport and Climate Change Policy profile

Domestic Aviation Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Air traffic management	modernizing the air traffic management system	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General aviation improvements	build a second runway at Dushanbe airport for a total amount of \$40 million	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General aviation improvements	re-equipping the aircraft fleet with new generation aircraft	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General aviation improvements	Preserve and develop a network of local airports, small and medium aviation	Medium terms development program of the Republic of Tajikistan	2016
General aviation improvements	reconstruction and technical equipment of airports	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General freight and logistics improvements	efficient transport and logistics infrastructure will be created	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General transport asset management	Work will continue to replace sleepers and rail tracks, taking into account the renovation 10 bridges will be reconstructed Reconstruction of local airports for the use of small aircraft will also begin bridges will be rehabilitated for a total of \$5.5 million	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Investment volume for transport	build a second runway at Dushanbe airport for a total amount of \$40 million bridges will be rehabilitated for a total of \$5.5 million. 274.2 million US dollars will be allocated to maintain roads at the proper level, including about 192 million US dollars for the maintenance of international and republican roads, and 82.26 million dollars for local roads.	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Logistics hub	bringing all transport facilities, including logistics centers, into compliance with the requirements of international standards in order to increase the volume of transportation of goods and passengers	Medium terms development program of the Republic of Tajikistan	2016
Technical standards for general transport infrastructure	bringing all transport facilities, including logistics centers, into compliance with the requirements of international standards in order to increase the volume of transportation of goods and passengers	Medium terms development program of the Republic of Tajikistan	2016
Transport infrastructure resilience	transport and residential infrastructure - enhance resilience	First Nationally Determined Contribution	2015
Transport infrastructure resilience	transport - sustainable urban infrastructure to reduce exposure to climate risks; climate resilience	Updated Nationally Determined Contribution	2020
General aviation improvements	promote regulatory convergence and regional harmonization of common standards between member countries in areas including airspace management, transit agreements, navigation systems, and visa policies	CAREC Transport Strategy 2030	2020
General capacity building	developing road safety engineering capacities provide capacity development and training support to member countries on aviation best practices training and capacity development for border management agencies	CAREC Transport Strategy 2030	2020

Transport and Climate Change Policy profile

Urban Transport Subsector



The Updated NDC
of The Republic of Tajikistan,
2021

[Weblink](#)

Latest NDC Overview:

Are Urban transport relevant policy measures mentioned? Yes

Are Urban transport relevant targets mentioned? No

Are there any transport relevant mitigation targets mentioned? No

Are there any transport relevant adaptation targets mentioned? No

Are there any transport relevant mitigation measures mentioned? Yes

Are there any transport relevant adaptation measures mentioned? Yes

Transport related policy documents/ legislations

Document Name	Year Published	Document Type	Urban transport subsector
THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000	Transport Laws/ Regulations	x
The First National Communication of the Republic of Tajikistan under the United Nations Framework Convention on Climate Change	2003	National Report to International/ Regional Processes	
National Transport Development Program of the Republic of Tajikistan up to 2025	2011	National Transport Policy	x
First Nationally Determined Contribution	2015	Nationally Determined Contributions	
LAW OF THE REPUBLIC OF TAJIKISTAN About highways and road activities	2016	Transport Laws/ Regulations	
Medium terms development program of the Republic of Tajikistan	2016	National Development Policy	x
National Development Strategy of the Republic of Tajikistan up to 2030	2016	National Development Policy	
Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020	Transport Laws/ Regulations	
Tajikistan's National Action Plan for Climate Change Mitigation	2003	Other Transport-related Policy	x
Energy Efficiency Master Plan for Tajikistan	2013	Other Transport-related Policy	
Updated Nationally Determined Contribution	2021	Nationally Determined Contributions	x
International Energy Charter	2015	Secondary Source	
CAREC Transport Strategy 2030	2020	Secondary Source	x
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Secondary Source	
Unlocking the potential of railways: A railway strategy for CAREC, 2017–2030	2017	Secondary Source	

Transport and Climate Change Policy profile

Urban Transport Subsector



Climate Change Mitigation and Adaptation measures

Transport Sector Measure	Text/Remarks	Document Name	Year Published
General active mobility	encouraging the transition to urban transport: urban public transport, non-motorized (bicycles, transport skateboards, scooters, etc.) creating condition for pedestrians	Updated Nationally Determined Contribution	2020
General land use	integration of transport and urban planning multi-purpose land use, pedestrian communities, mixed and combined transportation	Updated Nationally Determined Contribution	2020
General public transport	encouraging the transition to urban transport: urban public transport, non-motorized (bicycles, transport skateboards, scooters, etc.)	Updated Nationally Determined Contribution	2020
General public transport	<p>Passenger has right:</p> <ul style="list-style-type: none"> - provezti together free of charge the children at the age of till 5 years old, without the right of granting of to him separate place on aerial, railway and inner aqueous transport, on inter-town buses, as well as on urban and suburban transport, except taxi; - to acquire tickets on children at the age of from 5 till 12 years old with the payment 50 per cent of the value of ticket 	THE LAW OF REPUBLIC TAJIKISTAN "ABOUT TRANSPORT"	2000
General public transport	development of a package of actions and requirements for the formation of a barrier-free living environment within the framework of urban planning projects and the development of public transport	Medium terms development program of the Republic of Tajikistan	2016
Investment volume for transport	build a second runway at Dushanbe airport for a total amount of \$40 million bridges will be rehabilitated for a total of \$5.5 million. 274.2 million US dollars will be allocated to maintain roads at the proper level, including about 192 million US dollars for the maintenance of international and republican roads, and 82.26 million dollars for local roads.	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
Transport infrastructure resilience	transport - sustainable urban infrastructure to reduce exposure to climate risks; climate resilience	Updated Nationally Determined Contribution	2020
Railway electrification	· Electrification of railway and development of urban electrical transport	Tajikistan's National Action Plan for Climate Change Mitigation	2003
General public transport	Switching of public transport to alternative fuels, in particular liquefied gas Electrification of railway and development of urban electrical transport	Tajikistan's National Action Plan for Climate Change Mitigation	2003
Speed limits on urban roads <= 30 kph	60 km/h	Global Status Report on Road Safety 2018	2018
Intelligent transport systems (ITS)	Intelligent Transport Systems to enable efficient management of traffic in congested areas near sea ports, at border crossing points, in urban areas, and in severe weatherimpacted areas, such as mountain regions	CAREC Transport Strategy 2030	2020

TRANSPORT OTHER DIMENSIONS – POLICY PROFILE

Transport Sector Measure	Text/Remarks	Document Name	Year Published
General infrastructure improvements	planned to build roadside infrastructure structures (gas stations, service stations, shops, campsites and hotels) that will improve transport services creation of protective strips along roads on roadside areas	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General transport improvement for elderly, children, or persons with disabilities	Ensure affordability of public transport for people with disabilities	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General transport improvement for elderly, children, or persons with disabilities	ensure the accessibility of vehicles for passengers with disabilities, as well as the necessary conditions for servicing such passengers at transport infrastructure facilities in accordance with the rules of road transport on transportation and the provision of services for the transportation of passengers by public transport in accordance with road transport standards	Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020
Measures to improve rural-urban connectivity	access of the rural population to climatic sustainable road system that takes into account social, age and gender aspects	Updated Nationally Determined Contribution	2020
Convention on Road Signs and Signals 1968	Ratification, accession, or definite signature by country	59 UN Transport Agreements/ and Conventions Serviced by ECE	2021
Convention on the Rights of Persons with Disabilities 2006	Yes	Convention on the Rights of Persons with Disabilities 2006	2006
Audits/ star rating for existing roads for road safety	Yes	Global Status Report on Road Safety 2018	2018
Audits/ star rating required for new road infrastructure for road safety	Yes	Global Status Report on Road Safety 2018	2018
Implementation of vertical deflections on roads	Yes	Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020
Upgrading high risk locations for road safety	Yes	Global Status Report on Road Safety 2018	2018
Gender-related elements related to transport	Safety and security of railways will be pursued for rail service users (including specific solutions for women where applicable), railway workers, and the general public,	CAREC Transport Strategy 2030	2020

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Child restraint law specifies child restraint standards	When transporting passengers and luggage in a taxi, the carrier is obliged to: when transporting a passenger with a child, the child, according to his height, must be provided with a restraint device at no additional cost and the child must be fastened with a seat belt before the trip	Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020
General infrastructure improvements	planned to build roadside infrastructure structures (gas stations, service stations, shops, campsites and hotels) that will improve transport services creation of protective strips along roads on roadside areas	National Transport Development Program of the Republic of Tajikistan up to 2025	2011
General transport improvement for elderly, children, or persons with disabilities	Ensure affordability of public transport for people with disabilities	National Development Strategy of the Republic of Tajikistan up to 2030	2016
General transport improvement for elderly, children, or persons with disabilities	ensure the accessibility of vehicles for passengers with disabilities, as well as the necessary conditions for servicing such passengers at transport infrastructure facilities in accordance with the rules of road transport on transportation and the provision of services for the transportation of passengers by public transport in accordance with road transport standards	Code of Road Transport of the Republic of Tajikistan (Law No. 1689).	2020
Trauma registry	National	Global Status Report on Road Safety 2018	2018
Convention on Road Signs and Signals 1968	Ratification, accession, or definite signature by country	59 UN Transport Agreements/ and Conventions Serviced by ECE	2021
Convention on the Rights of Persons with Disabilities 2006	Yes	Convention on the Rights of Persons with Disabilities 2006	2006
Audits/ star rating for existing roads for road safety	Yes	Global Status Report on Road Safety 2018	2018
Audits/ star rating required for new road infrastructure for road safety	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is funded	Yes	Global Status Report on Road Safety 2018	2018
National road safety strategy is funded	Partially funded	Global Status Report on Road Safety 2018	2018
Certification for prehospital providers	Yes	Global Status Report on Road Safety 2018	2018
Certification on emergency and trauma care for nurses	Yes	Global Status Report on Road Safety 2018	2018
Certification on emergency or trauma care for specialist doctors	Yes	Global Status Report on Road Safety 2018	2018
Implementation of vertical deflections on roads	Yes	Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020
Upgrading high risk locations for road safety	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is responsible for coordination	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is responsible for legislation	Yes	Global Status Report on Road Safety 2018	2018
Lead agency on road safety is responsible for monitoring and evaluation	Yes	Global Status Report on Road Safety 2018	2018
National road safety strategy	Yes	Global Status Report on Road Safety 2018	2018
National drink-driving law	Yes	Global Status Report on Road Safety 2018	2018
National drug-driving law in place	Yes	Global Status Report on Road Safety 2018	2018

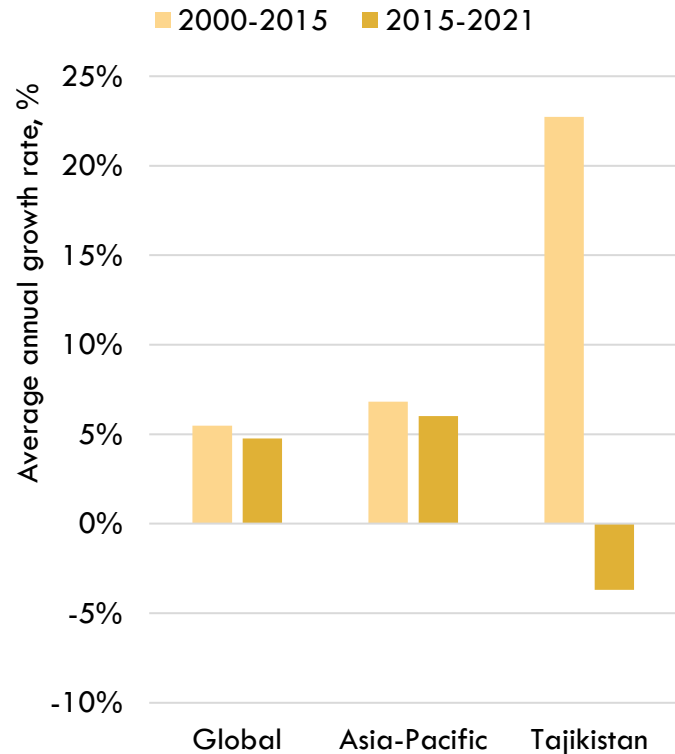
Transport Sector Measure	Text/Remarks	Document Name	Year Published
Child restraint law restricts children under certain age or height from sitting in front seat	Allowed in a child restraint	Global Status Report on Road Safety 2018	2018
National motorcycle helmet law	Yes	Global Status Report on Road Safety 2018	2018
Helmet law applies to motorcycle drivers and adult passengers	Yes	Global Status Report on Road Safety 2018	2018
Helmet law applies to all engine types	Yes	Global Status Report on Road Safety 2018	2018
Helmet law applies to all road types	Yes	Global Status Report on Road Safety 2018	2018
Helmet law requires helmet to be properly fastened	Yes	Global Status Report on Road Safety 2018	2018
Law restricts child passengers on motorcycles	Prohibited under 12 yrs	Global Status Report on Road Safety 2018	2018
National law on mobile phone use while driving	Yes	Global Status Report on Road Safety 2018	2018
Law on mobile phone use applies to hand-held phones	Yes	Global Status Report on Road Safety 2018	2018
National seatbelt law	Yes	Global Status Report on Road Safety 2018	2018
Seatbelt law applies to drivers and front seat passengers	Yes	Global Status Report on Road Safety 2018	2018
Nationwide emergency hotline for road crashes	National, single number	Global Status Report on Road Safety 2018	2018
Collection and analysis system for accident data	improving collection and monitoring of crash data	CAREC Transport Strategy 2030	2020
Research institution for road safety	developing road safety engineering capacities	CAREC Transport Strategy 2030	2020
National road safety strategy	developing national road safety strategies and action plans,	CAREC Transport Strategy 2030	2020
Gender-related elements related to transport	Safety and security of railways will be pursued for rail service users (including specific solutions for women where applicable), railway workers, and the general public,	CAREC Transport Strategy 2030	2020
Collection and analysis system for accident data	Establish and/or improve existing crash data systems in each CAREC country so that crash data for CAREC corridors is available.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Trauma registry	Ensure that the trauma treatment centers are adequately staffed by trained personnel and have equipment to conduct required treatments.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Target - Road crash fatalities	the CAREC country stakeholders agreed that the overall target of the CAREC road safety strategy would be to reduce the number of fatalities on CAREC road corridors by 50% in 2030 as compared with the 2010 base level.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Budget/ identification of road safety projects	Provide a proportion of funding for CAREC road corridor development projects for road safety activities.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Lead agency on road safety	Ensure there is a lead agency for road safety in each country, which is provided with sufficient resources to provide national leadership	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Lead agency on road safety is responsible for monitoring and evaluation	Carry out a comprehensive review and audit of postcrash emergency response.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
National road safety strategy	Incorporate good road worksite practices in contract documents for road works on CAREC corridors. Prepare risk reduction plans for each location and for different types of vulnerable road users and estimate their implementation costs.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Awareness raising on the benefits of safe vehicle systems and proper maintenance of vehicles	Build public awareness of the risks of mixing slow vehicles with high speed international traffic on CAREC highways.	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017

Transport Sector Measure	Text/Remarks	Document Name	Year Published
Road safety training for professional drivers	<p>Increase the knowledge of drivers and fleet operators on safe driving practices.</p> <p>Raise awareness among commercial drivers of route facilities (e.g., rest stops and service centers), road conditions and route characteristics on CAREC corridors</p> <p>Implement programs for strengthening first aid knowledge of drivers.</p>	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Training on first aid for road users	<p>Include a requirement for goods and public transport vehicles to carry an appropriate level of first aid equipment and for drivers to receive training in first response.</p>	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Audits/ star rating required for new road infrastructure for road safety	<p>Introduce and/or expand the road safety audit process into road agencies to ensure that safety issues are resolved and addressed during the design of new projects on CAREC highways</p> <p>Establish a CAREC road safety audit policy and implement it on all new road projects on CAREC corridors.</p>	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017
Nationwide emergency hotline for road crashes	<p>Ensure modern and reliable communication coverage for all sections of CAREC corridors and a single emergency call number.</p> <p>Ensure emergency phone numbers with multilingual capability are widely known to both national and international road users.</p> <p>Provide for and establish a network of emergency responders in rural and urban areas (medical, fire, police, search and rescue).</p> <p>Provide timely emergency medical response along CAREC corridors ensuring that no part of a CAREC corridor is more than one hour away from medical assistance.</p>	Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017

TRANSPORT SECTOR – STATE OF PLAY

SOCIO-ECONOMIC

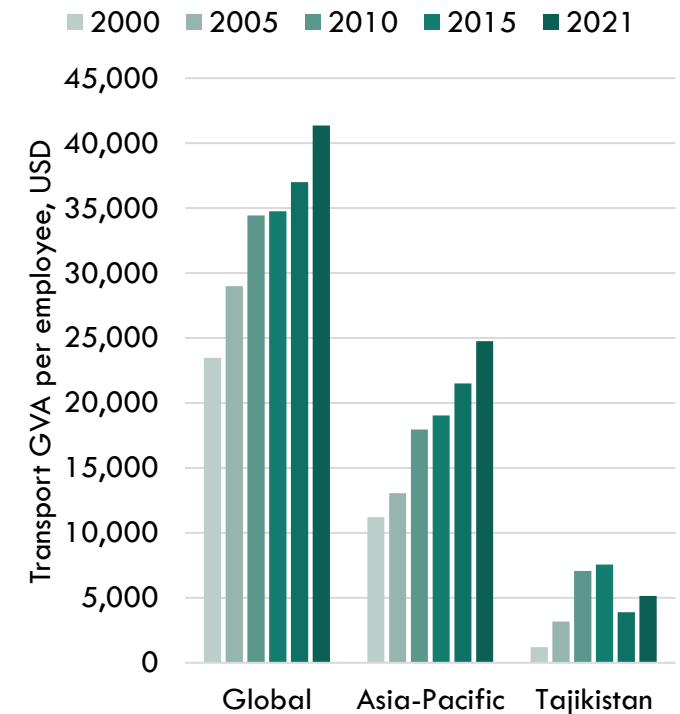
Gross Value Added by Transport, Storage, and Communications



Employment in Transport, Storage, and Communications



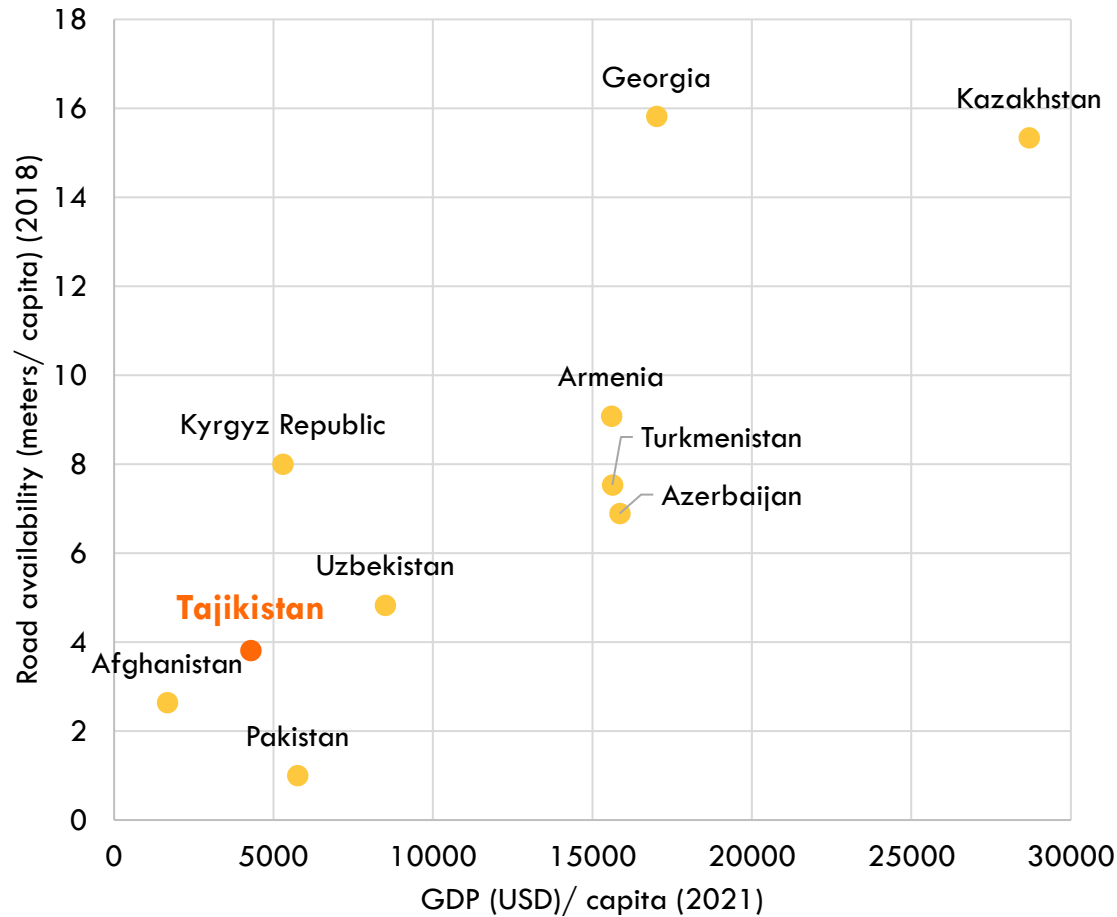
Gross Value Added per Employee in Transport, Storage, and Communications



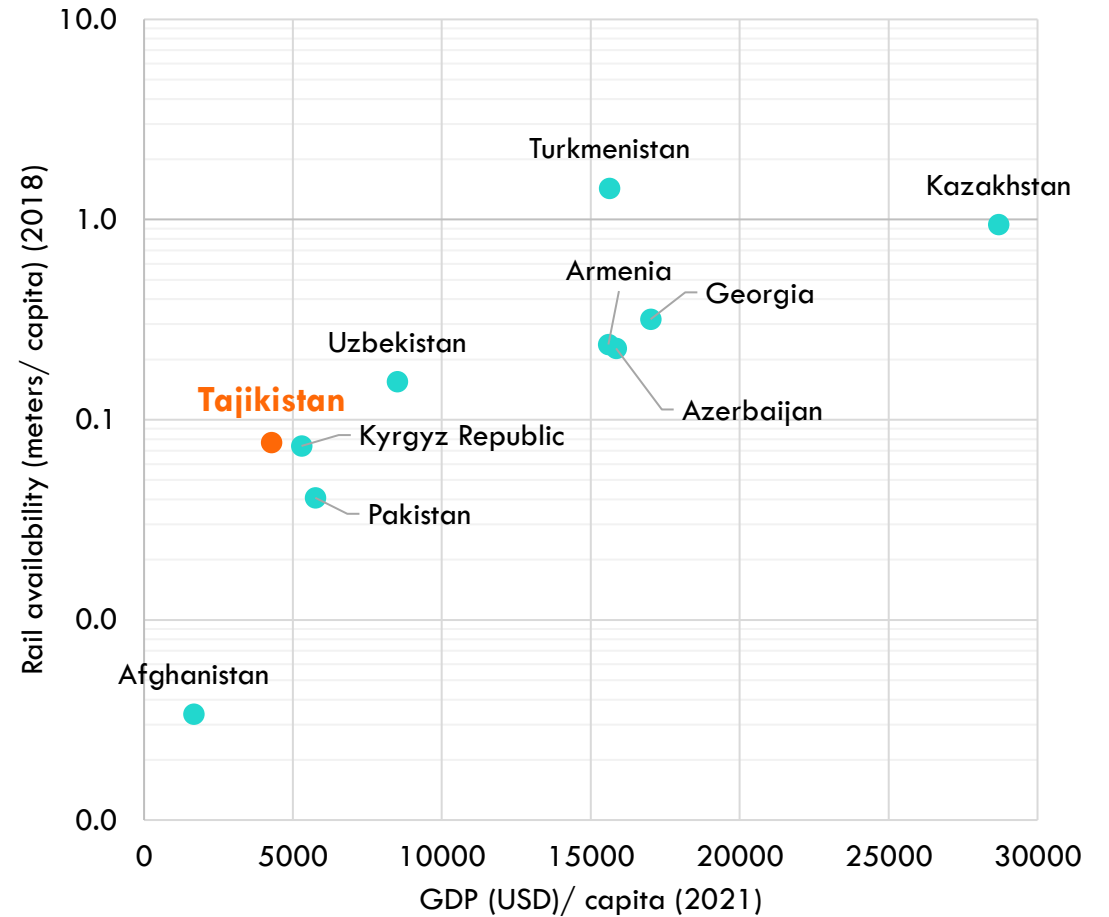
Contribution of Transport sector is declining in the GDP and employment.

INFRASTRUCTURE AVAILABILITY

Road Infrastructure availability

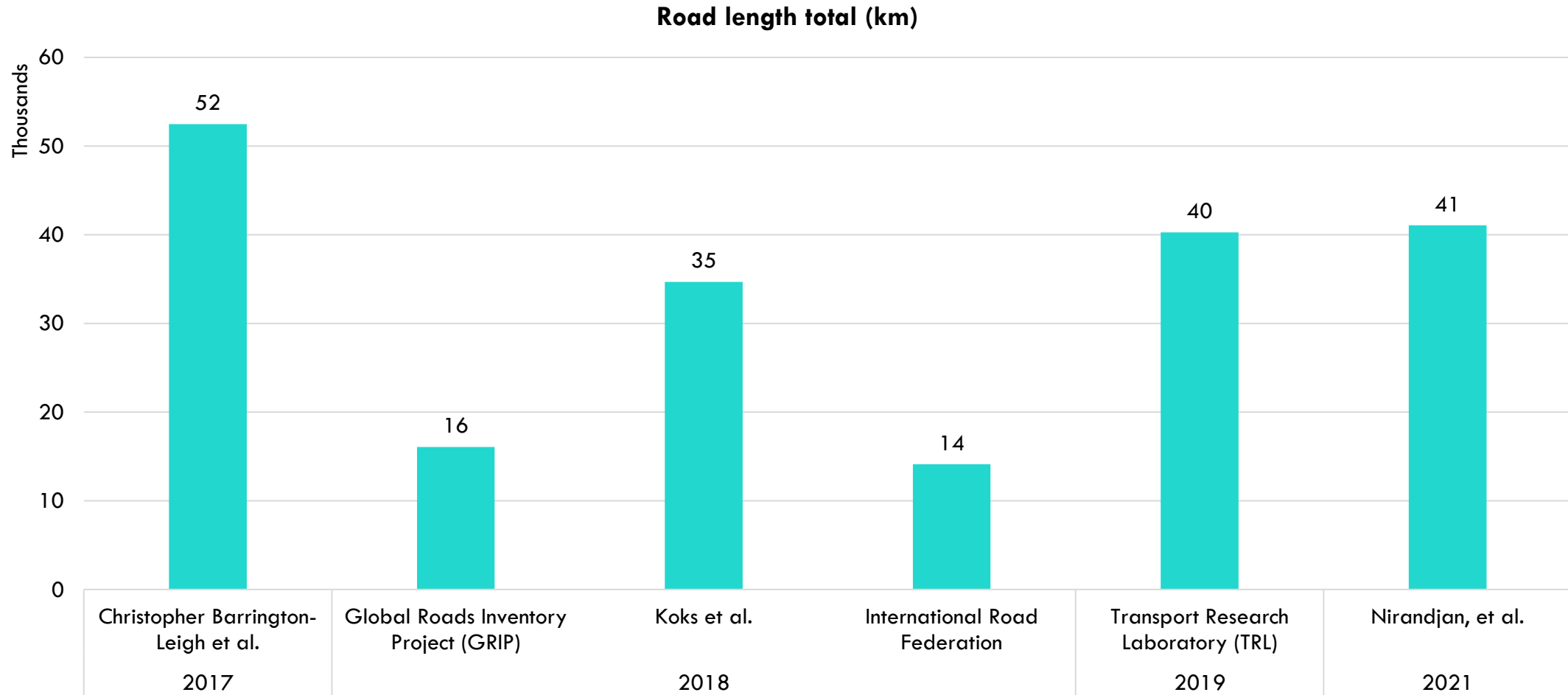


Rail Infrastructure availability



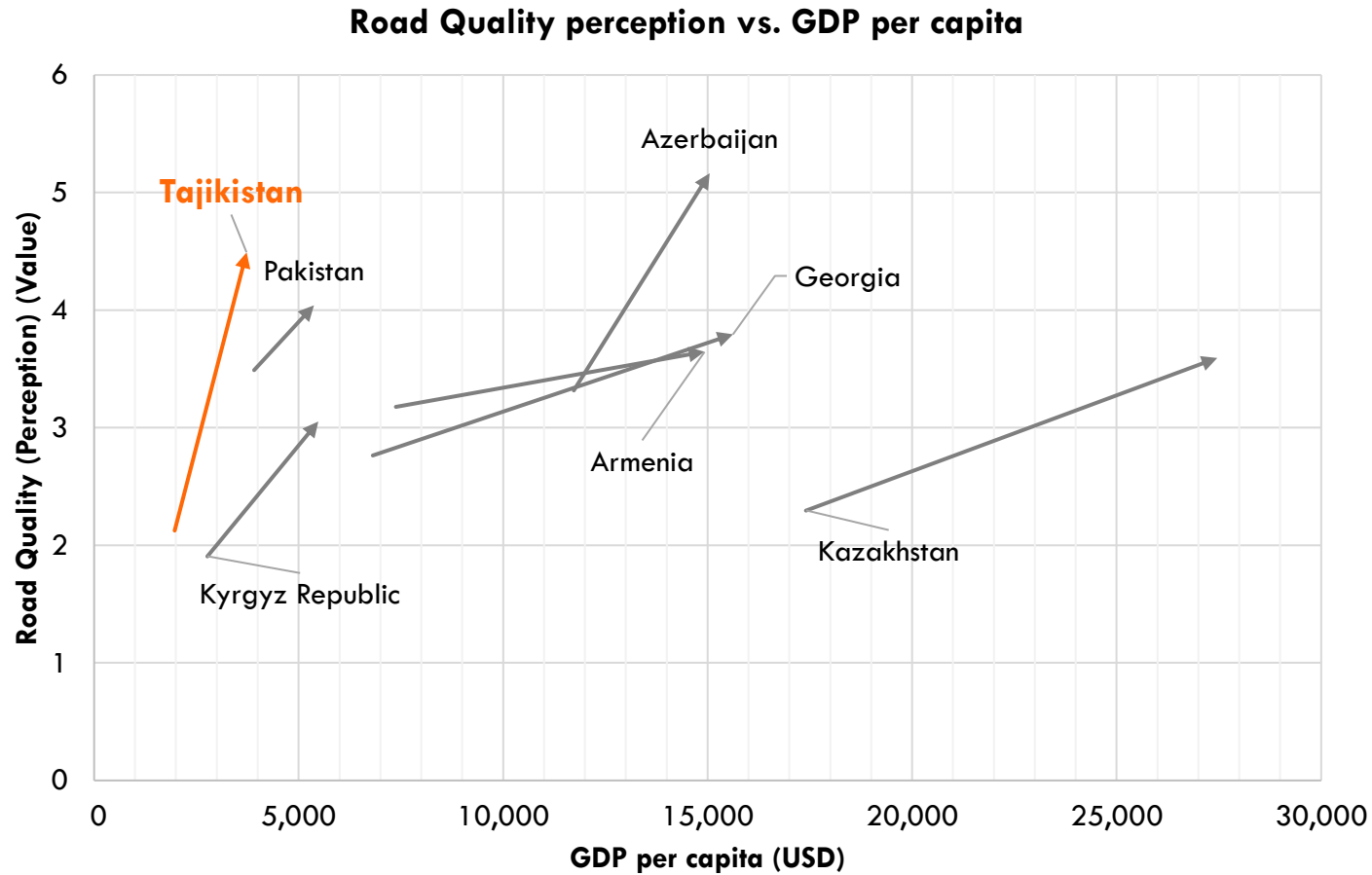
Tajikistan stands low in terms of Infrastructure availability among the peers.

ROAD INFRASTRUCTURE LENGTH



The data for Road lengths varies significantly among sources

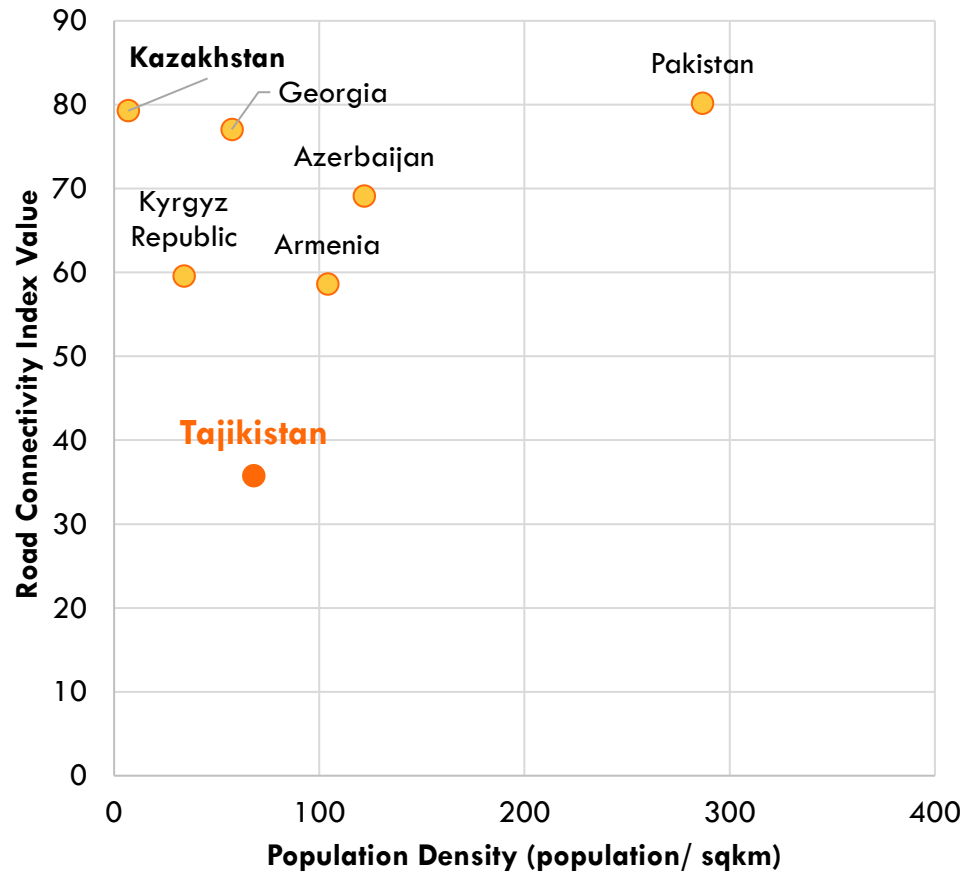
ROAD QUALITY



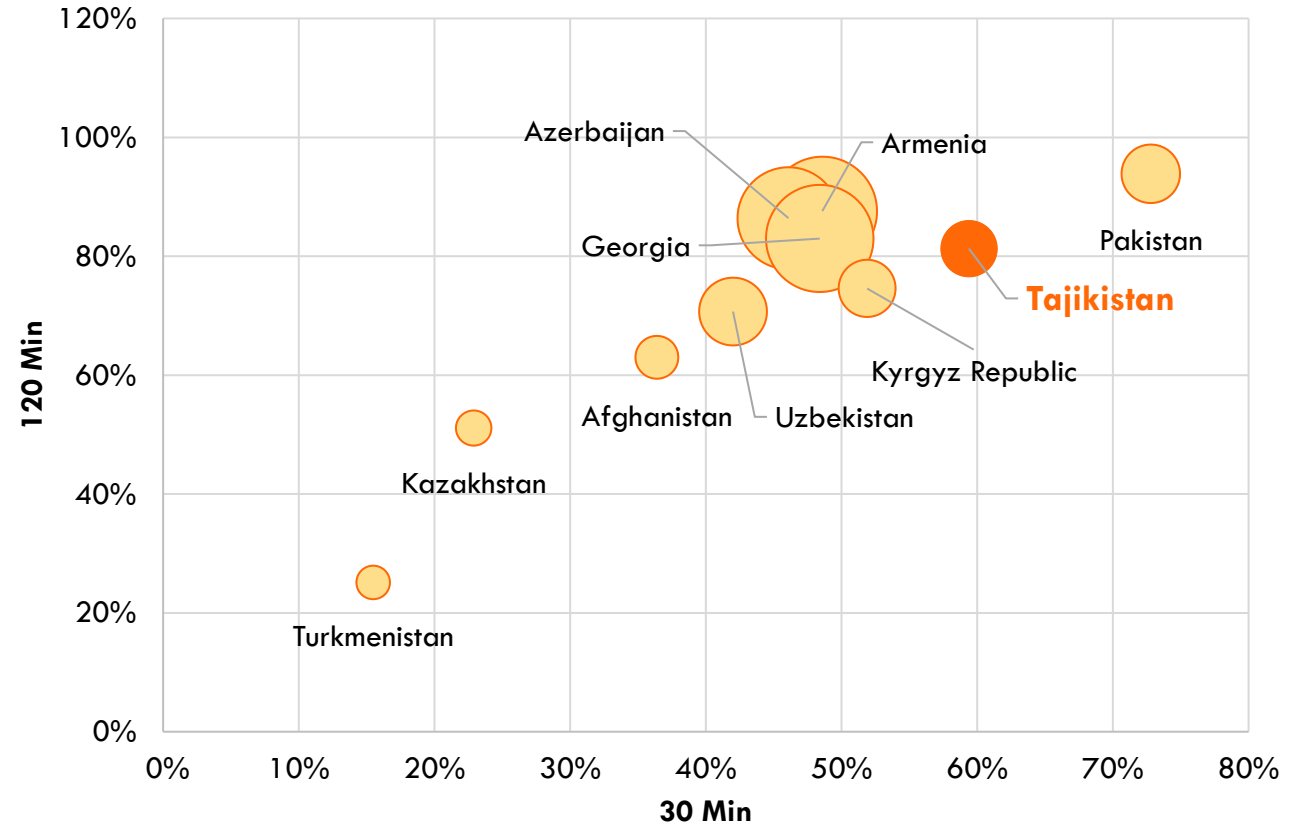
Tajikistan road quality ratings have improved. In 2018, 31% of roads were unpaved.

ROAD CONNECTIVITY

Road Connectivity vs. Population Density



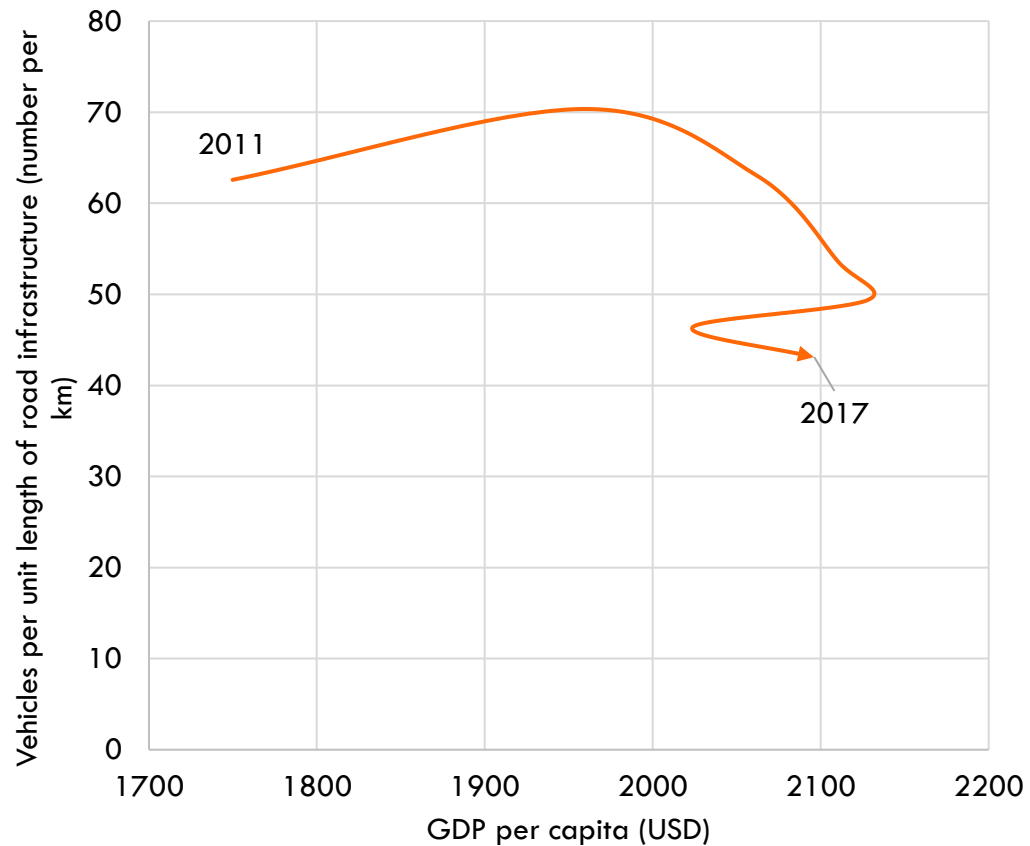
Travel time to cities by Population (2015)
(Bubble size - Road density)



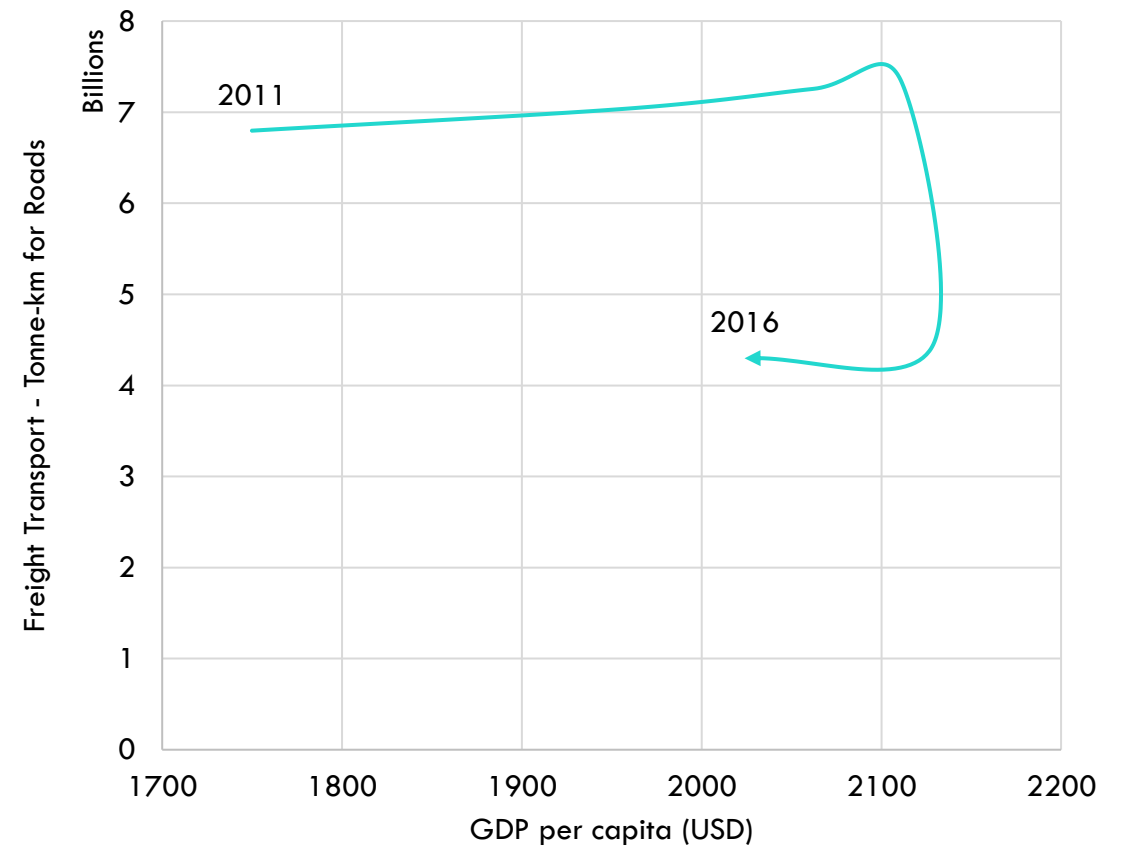
Road connectivity is very low with medium road density and low population density. Yet, the travel time to cities is comparatively better.

LOADING ON ROADS

Vehicle density vs. GDP per capita

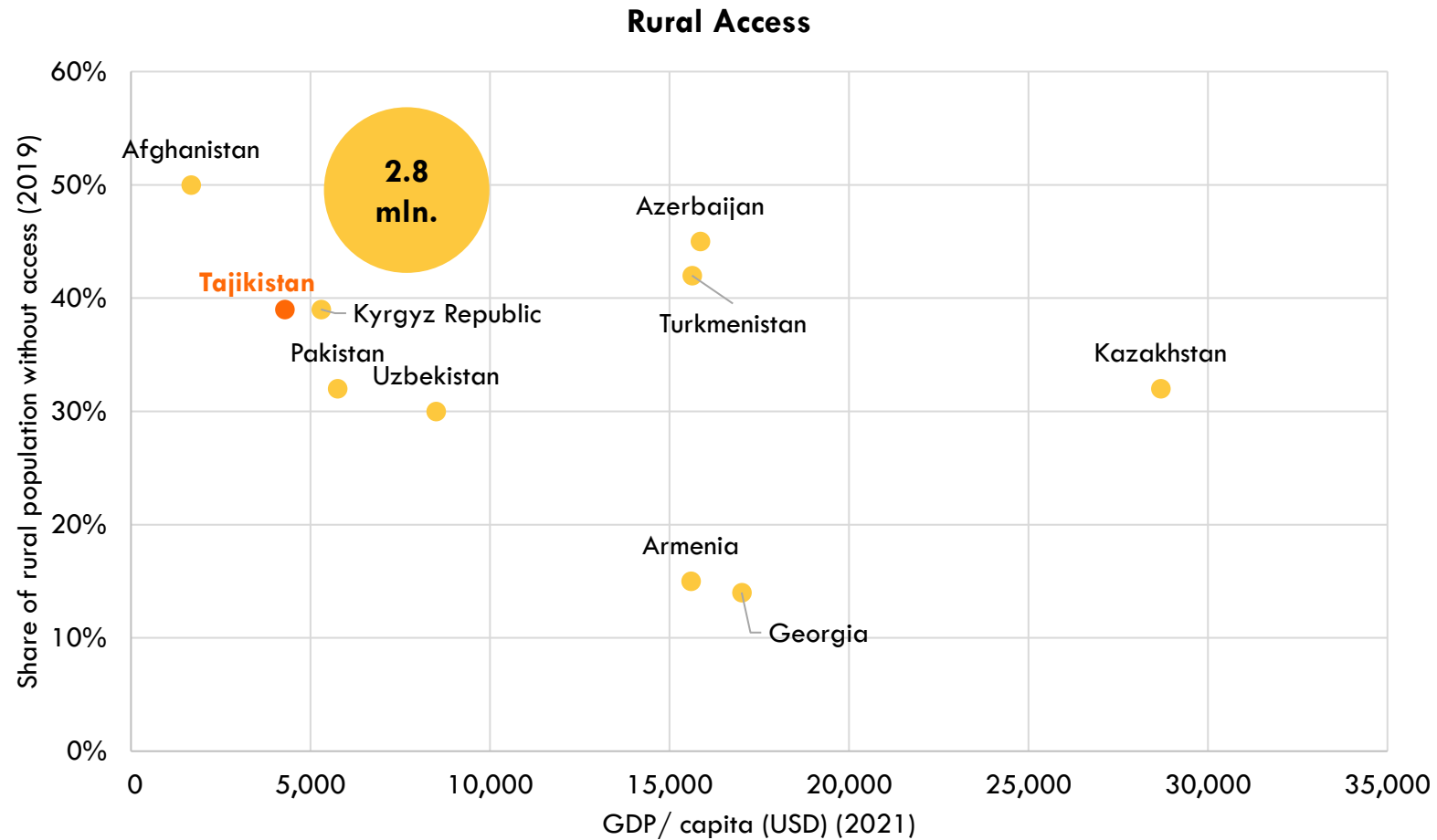


Freight activity vs. GDP per capita



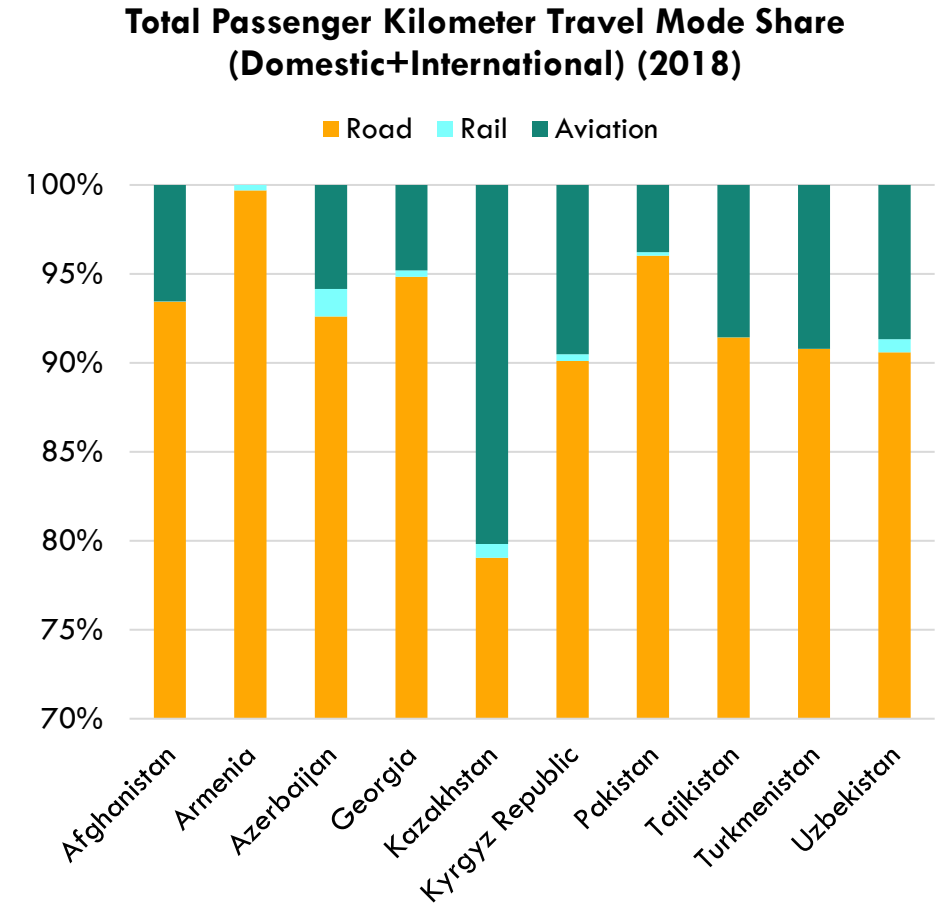
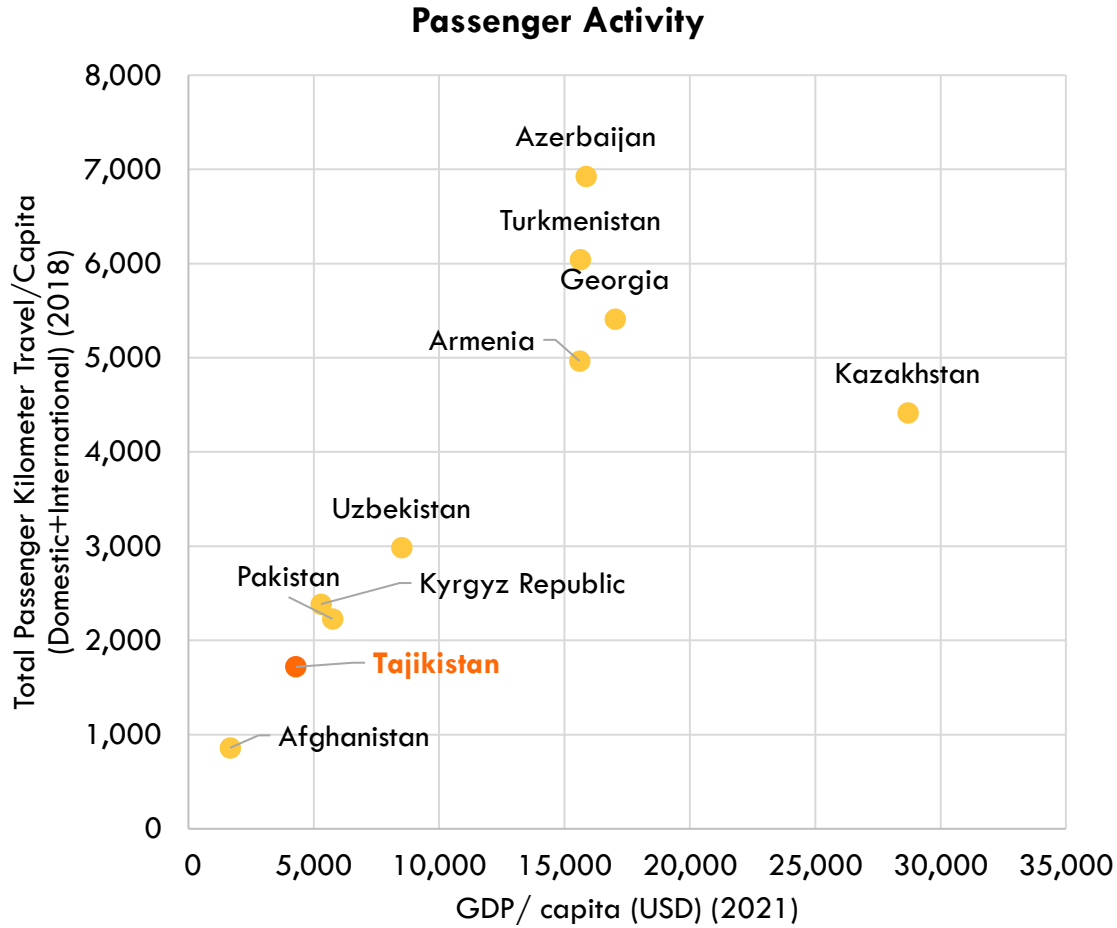
Vehicle density per unit length of road is decreasing with the GDP levels. Road freight activity drastically dropped between 2014 and 2015.

RURAL ACCESS



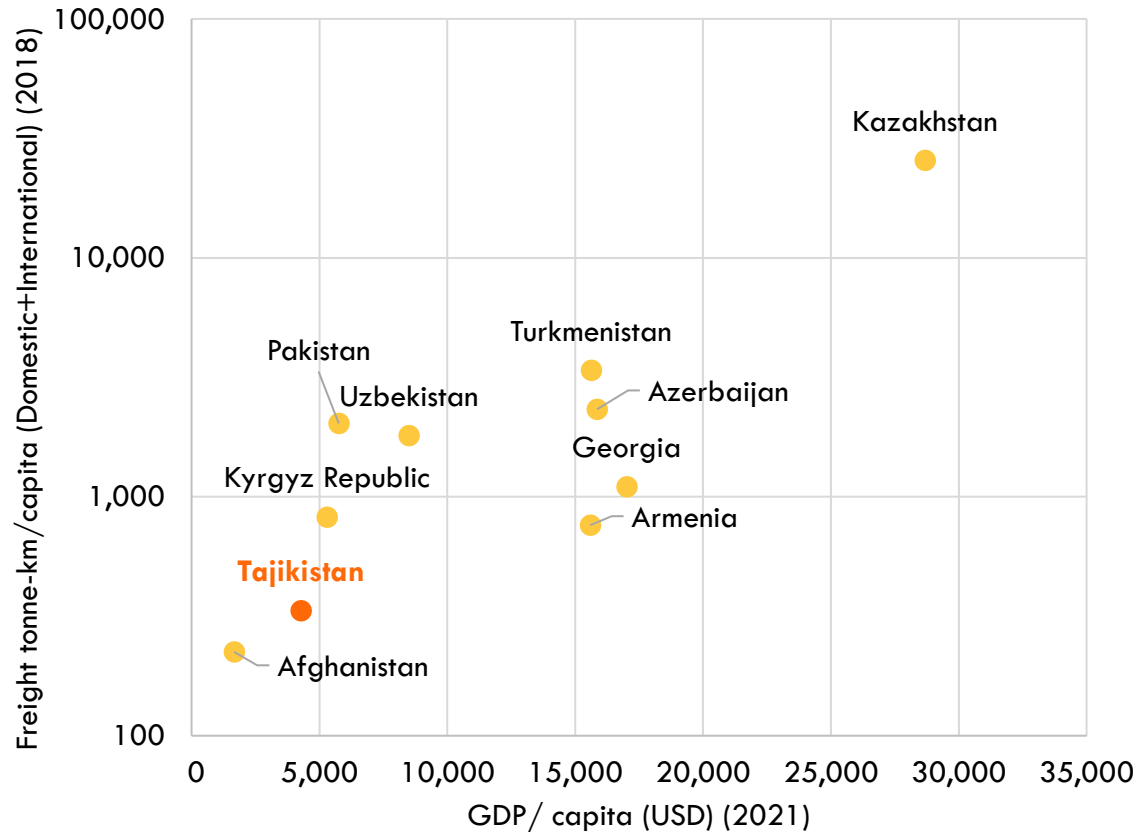
People without rural access - 2.8 million of the rural population live more than 2 kilometers of all weather road.

PASSENGER ACTIVITY

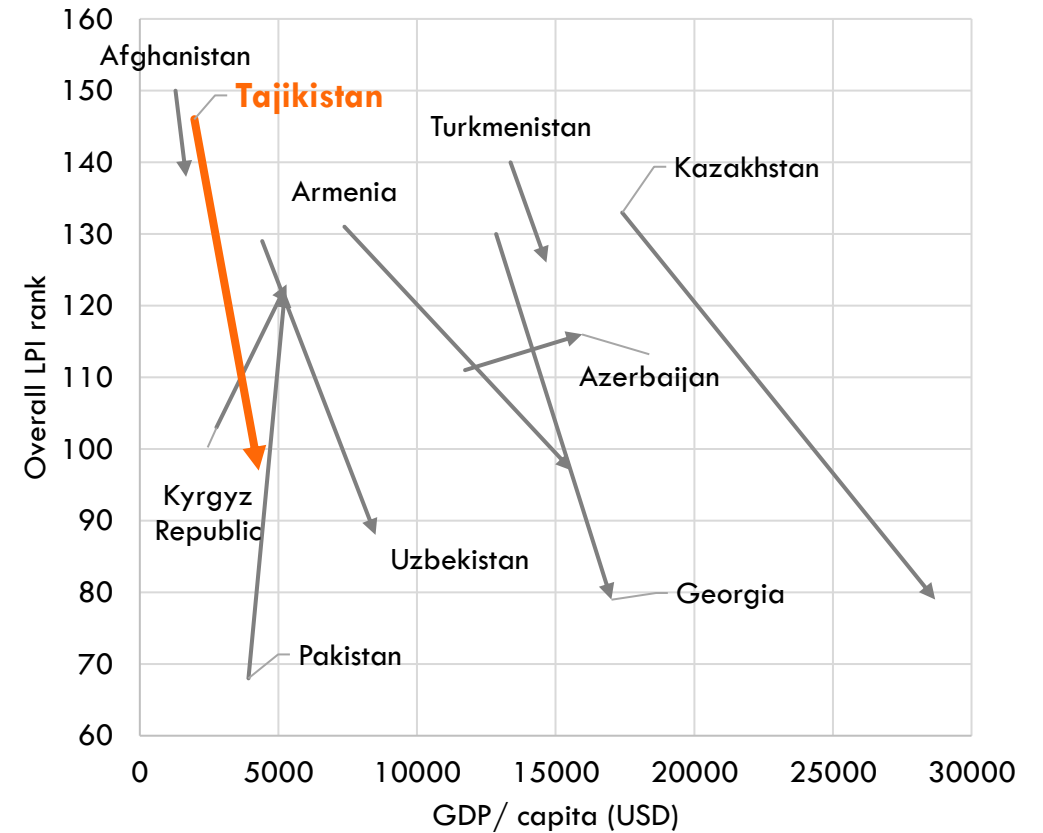


FREIGHT ACTIVITY

Freight Activity



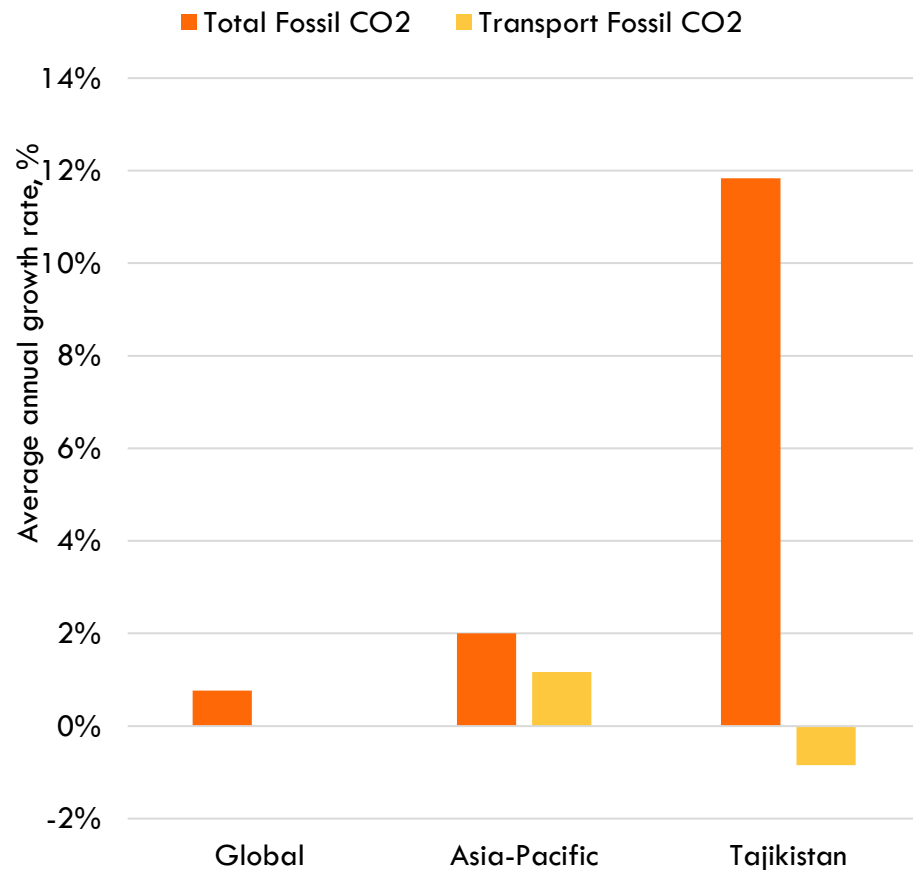
LPI progress (Historical vs. Latest)



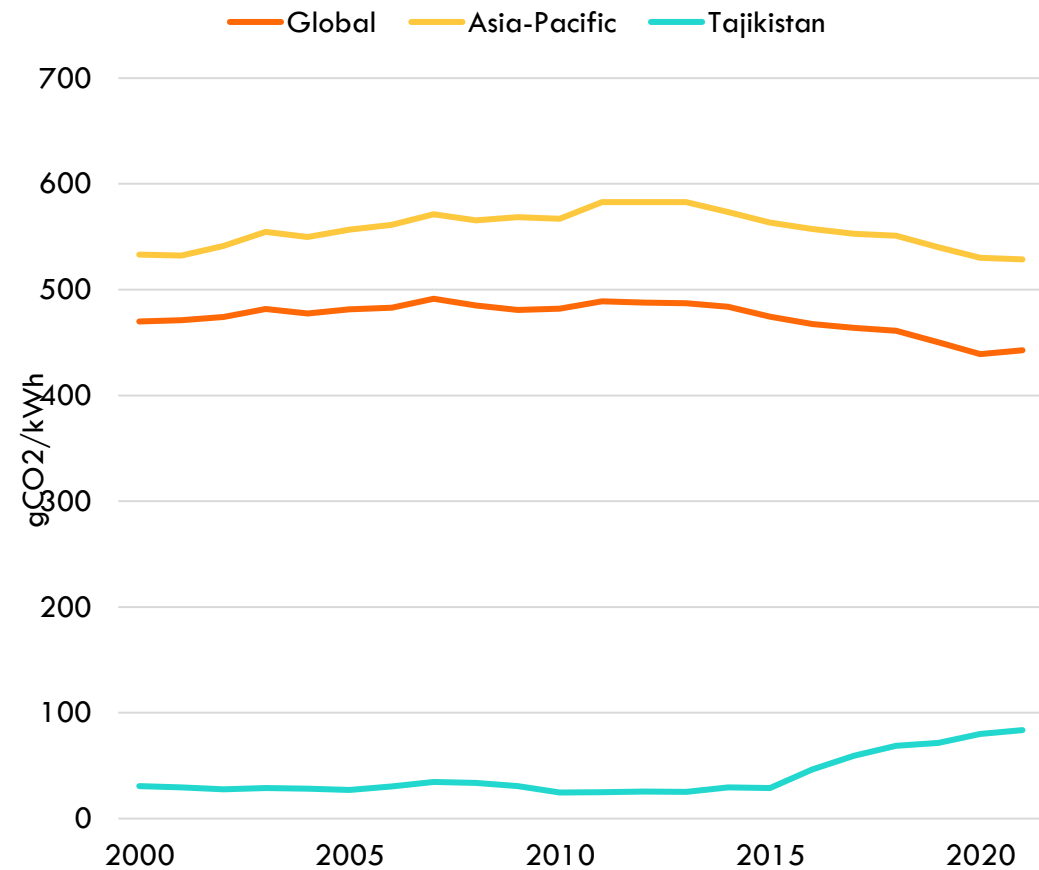
Tajikistan has significantly improved its LPI at lower levels of GDP.

CLIMATE CHANGE

Annual Growth of CO2 Emissions, 2015-2021



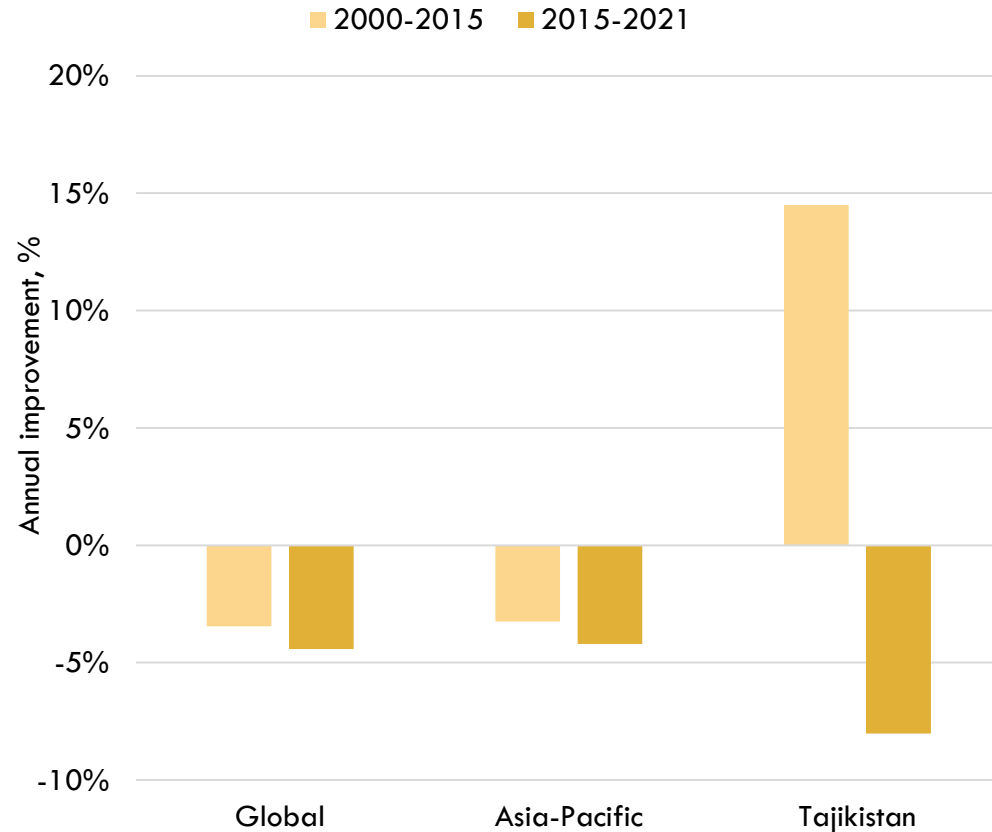
Grid Emission Factors



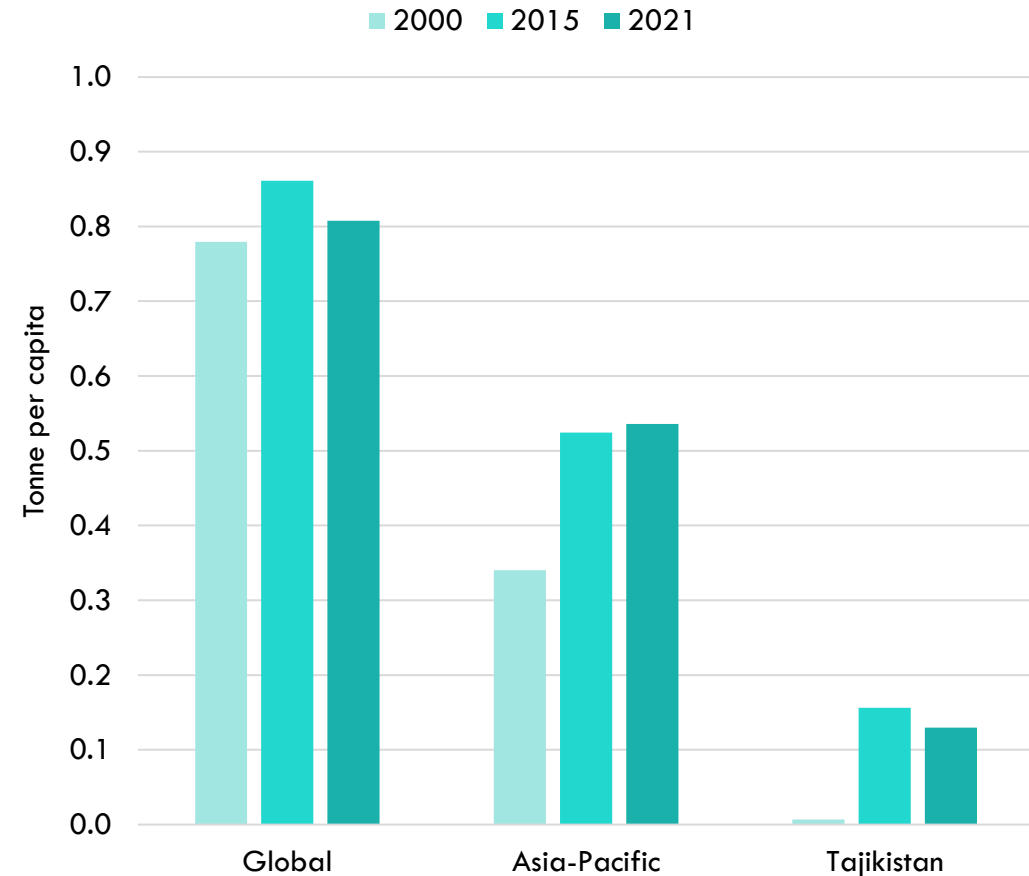
Between 2015 to 2021, transport CO2 emissions have decreased annually by 0.8%.
Tajikistan has a very clean electricity grid, indicating high viability of electric vehicles.

CO2 EMISSIONS

Annual Change of Transport CO2 Emissions Intensity with GDP



Transport CO2 Emissions per Capita

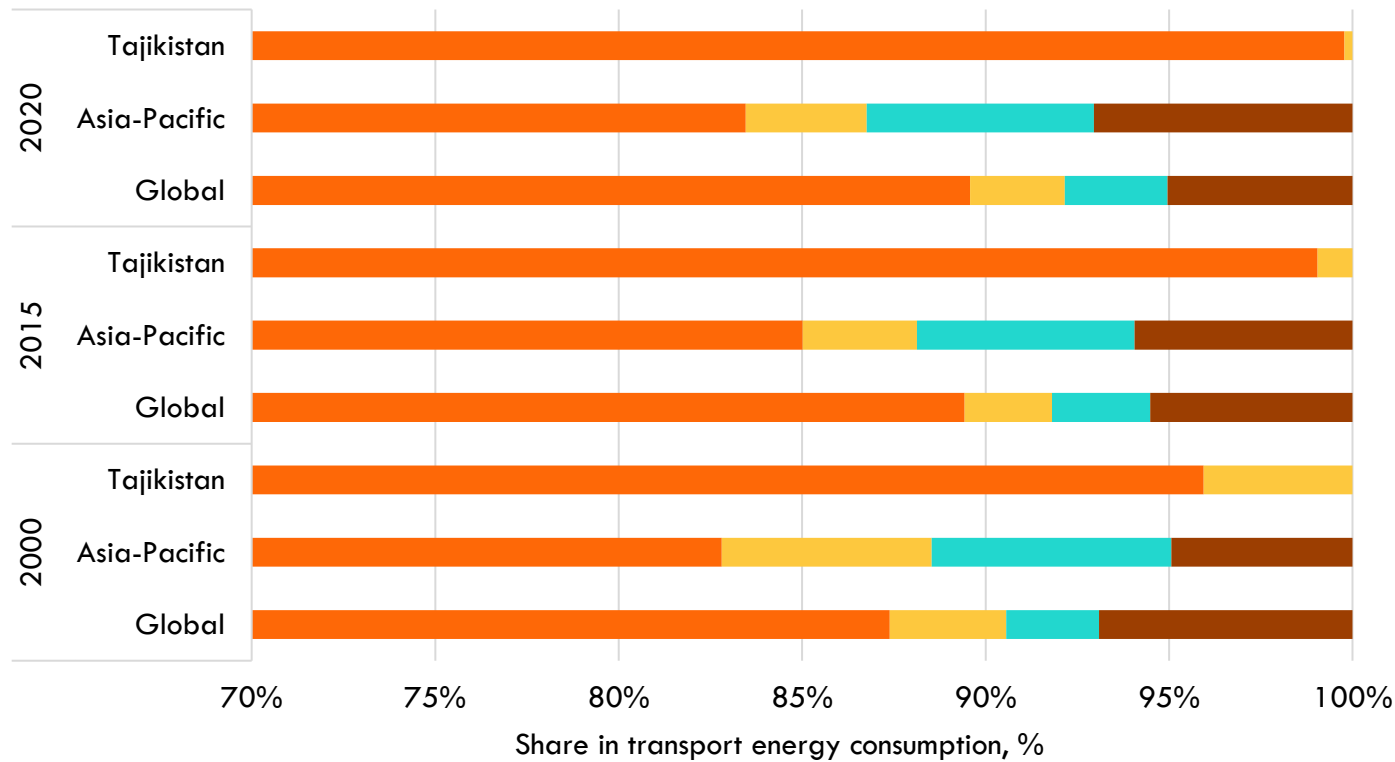


Tajikistan's Annual Change of Transport CO2 Emissions Intensity with GDP stands at -8% compared to -4% Globally.

ENERGY CONSUMPTION

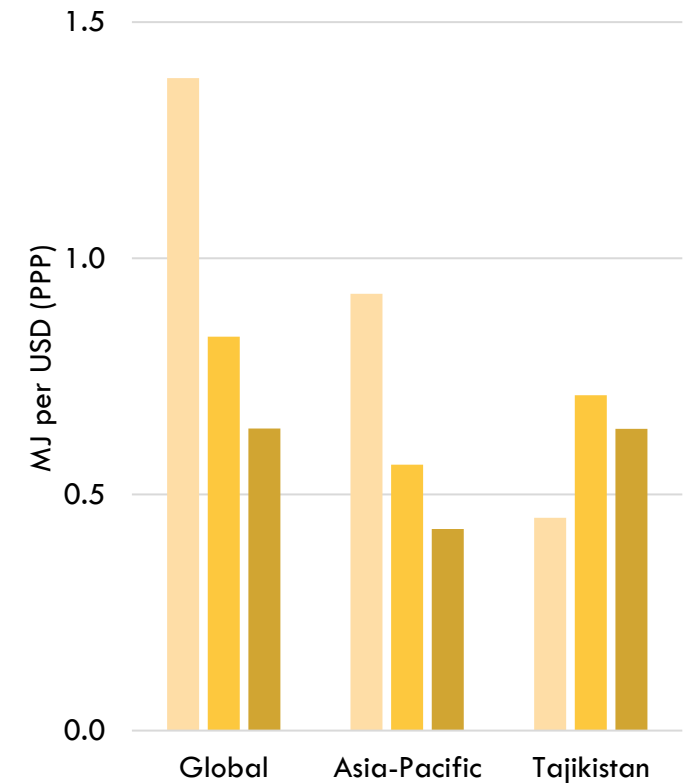
Transport Energy Consumption Share by Mode

■ Road
 ■ Rail
 ■ Domestic navigation
 ■ Domestic aviation



Transport Energy Intensity

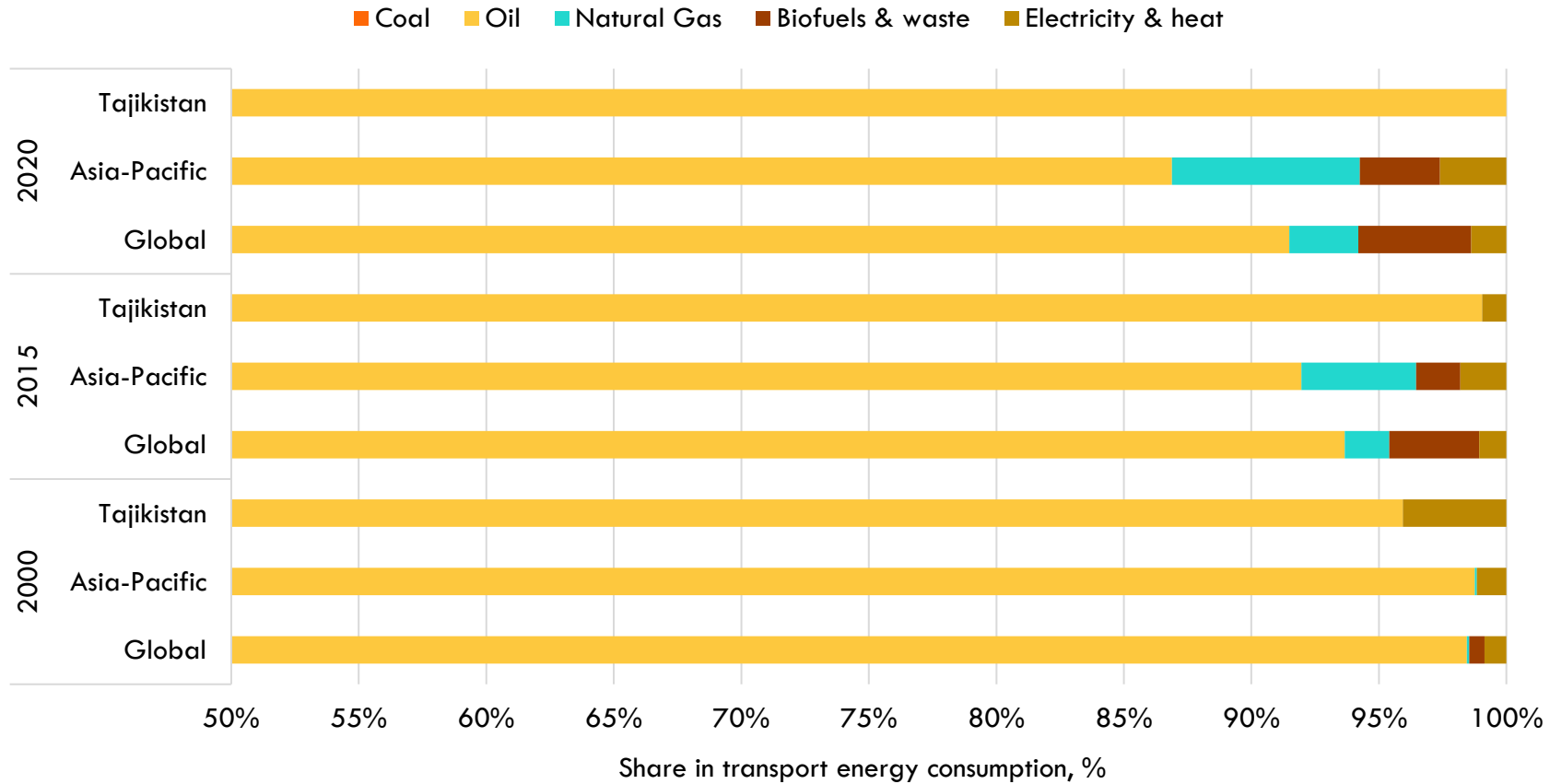
■ 2000
 ■ 2015
 ■ 2020



>95% of the transport energy consumption is by the Road subsector.

ENERGY CONSUMPTION

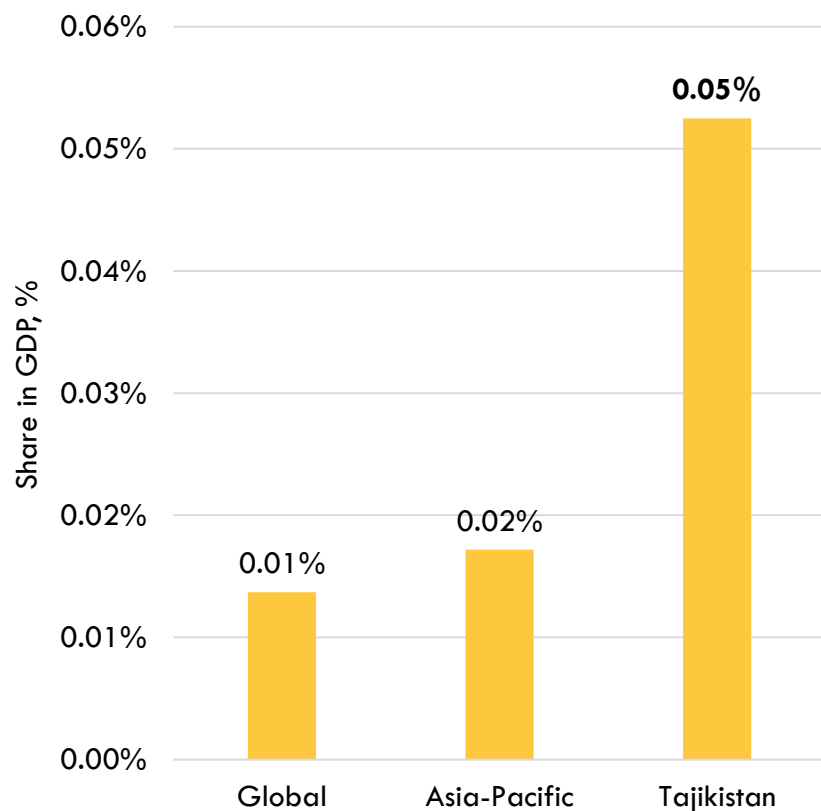
Transport Energy Consumption Share by Source



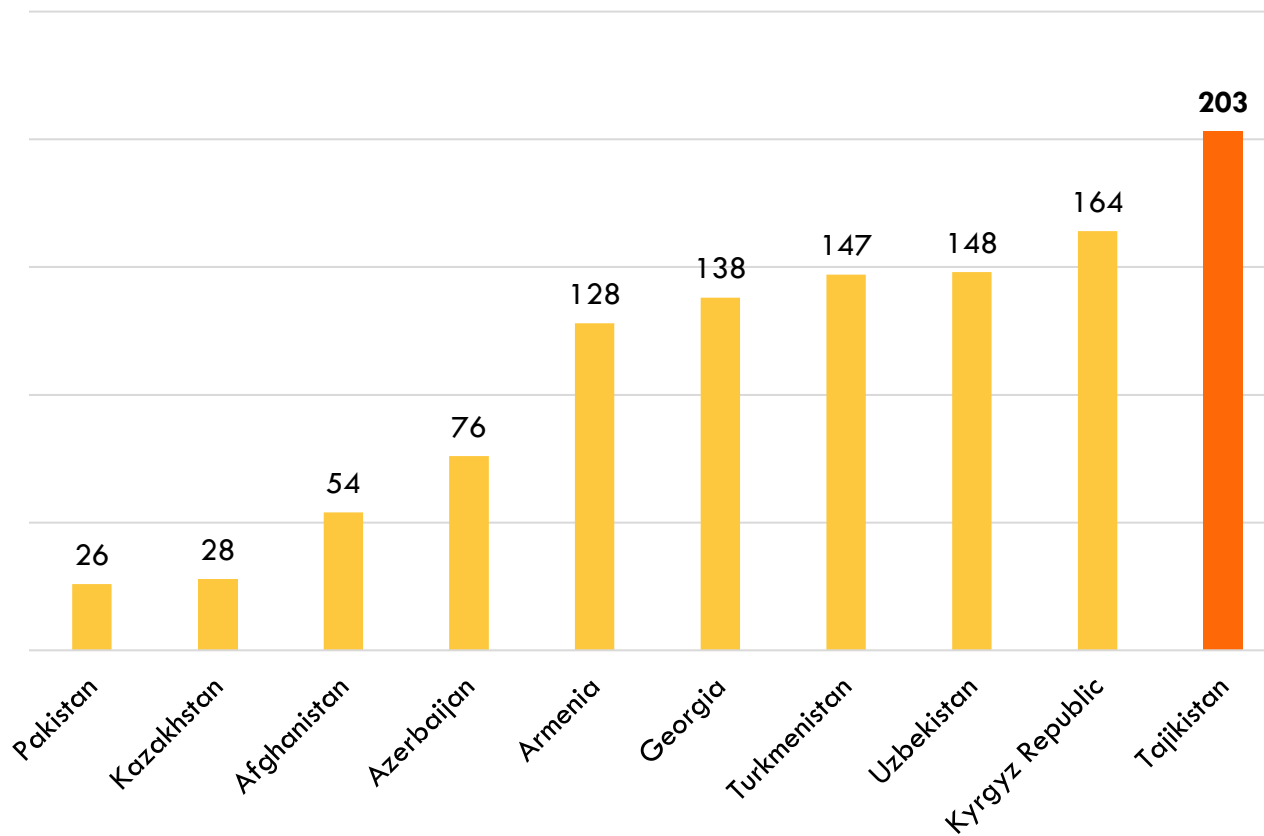
>95% of the transport energy consumption is by Oil.

CLIMATE CHANGE VULNERABILITY

Multi-Hazard Expected Annual Damages to Roads, Rail, and Ports as Share of GDP



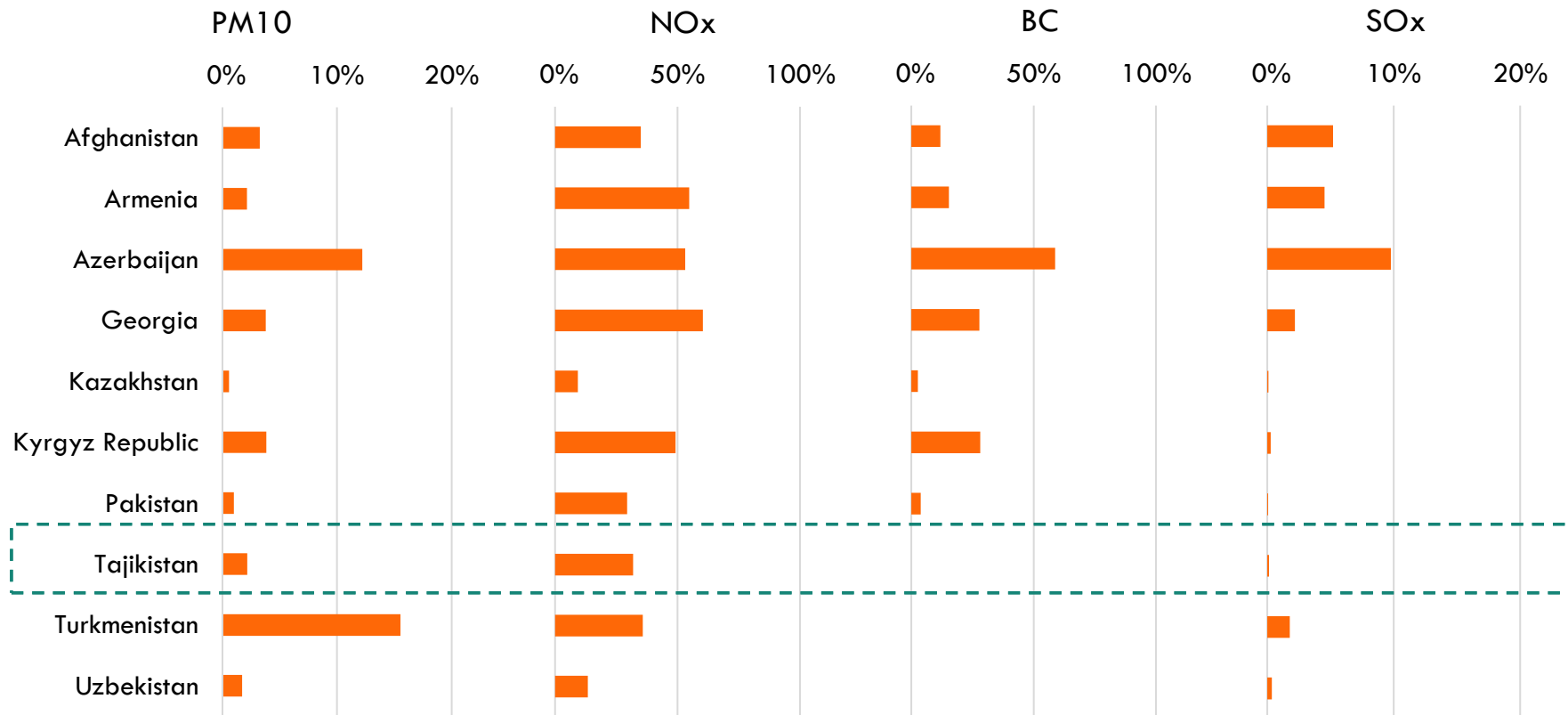
National Road Vulnerability Index (NRVI) Rank (2023)



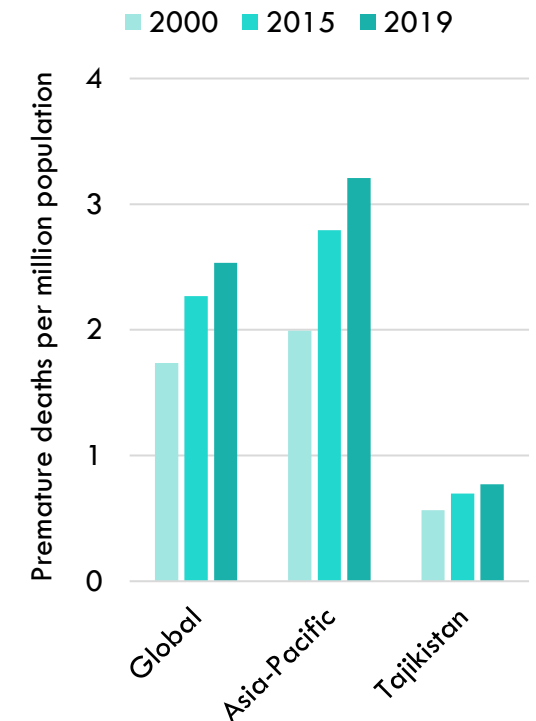
Tajikistan's infrastructure is highly vulnerable to the multi-hazards.

AIR POLLUTION

Share of Transport in Total Emissions



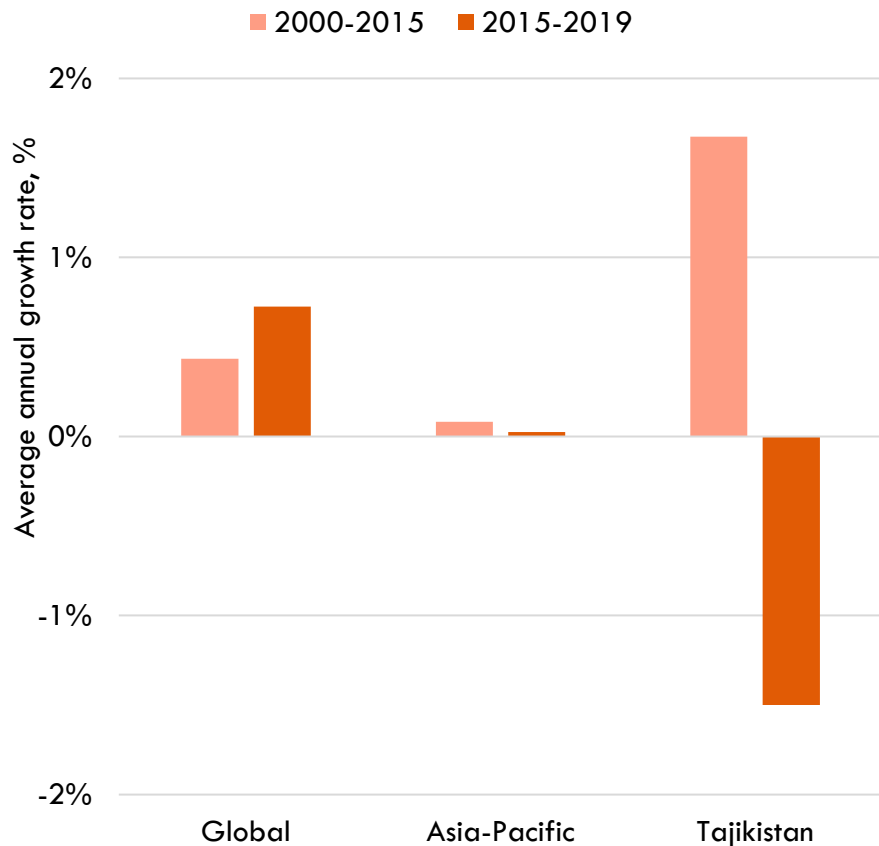
Death Rate due to Occupational Exposure to Diesel Engines



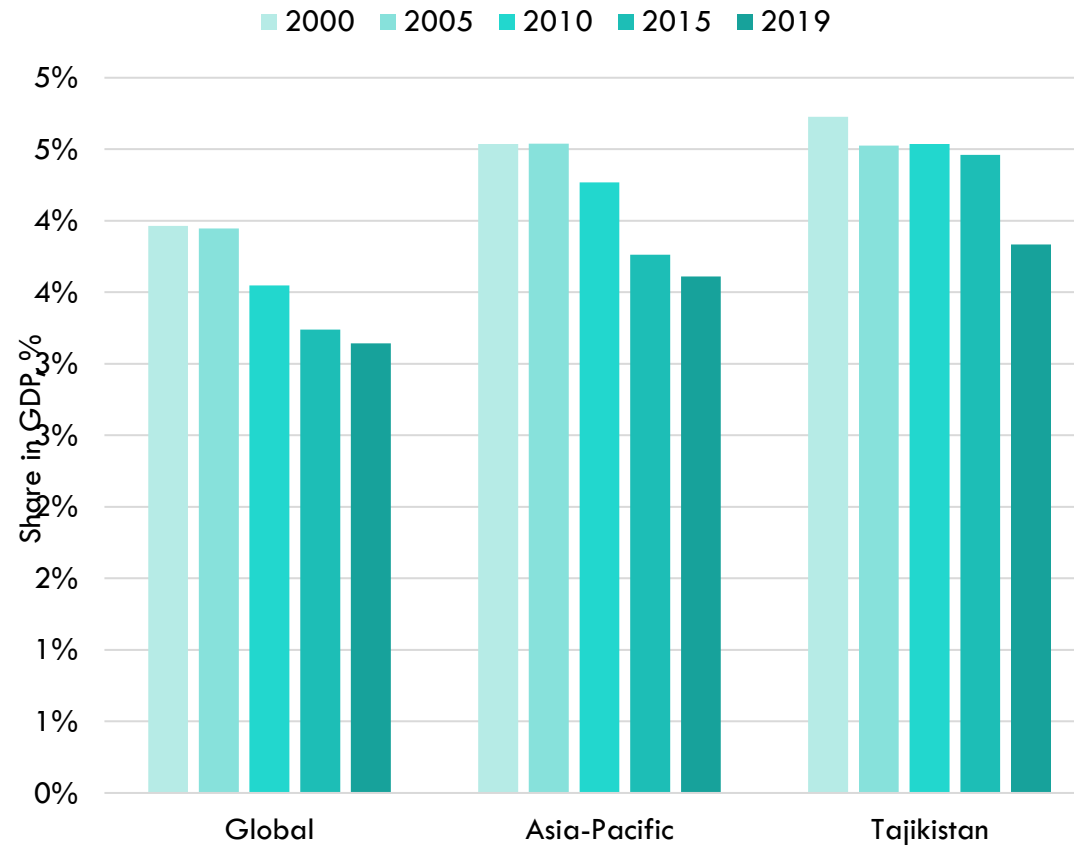
Tajikistan transport air pollution contribution is significantly lower compared to other sectors.

ROAD SAFETY

Annual Growth of Road Crash Fatalities



Cost of Road Crash Fatalities and Injuries as % of GDP



Tajikistan has managed to reduce road crash fatalities significantly compared to Asia-Pacific and Global averages.

***“ATO translates data into insights,
policies, and investments”***

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