

Sustainable and Resilient Transport in the CAREC region

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Co-Team Lead

**Enhancing Connectivity of LLDCs through
Advancing Sustainable Transport Corridors**

2 June 2026



Asian Transport Observatory

Strengthening the knowledge base of transport in Asia-Pacific

A leading platform that gathers and shares comprehensive datasets, generate unique policy insights, and delivers novel knowledge products rooted in groundbreaking analysis.

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ATO National Database

Explore over 450 transport indicators from 51 economies divided across nine categories



ATO National Transport Policy Documents Database

Explore close to 1100 transport policy documents in Asia and the Pacific



ATO Urban Database

Explore more than 260 urban level transport indicators across nine categories



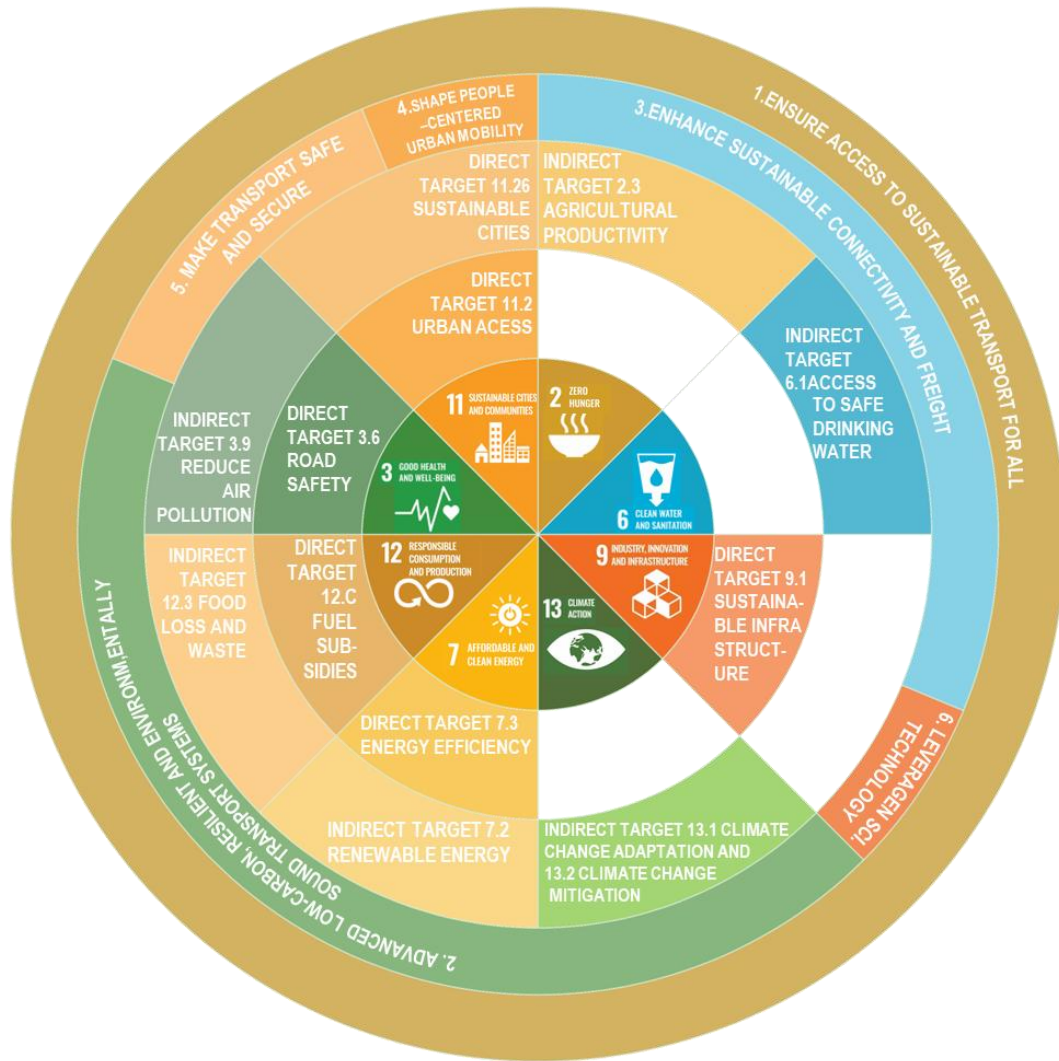
ATO Cost Database

Explore more than 1,300 transport-related projects and benchmark their costs within subregions or income groups in Asia and the Pacific



ATO Analytical Outputs

Read about analysis made using ATO transport data and policy information



Home / Analytical Outputs / ATO Country Profiles / Tajikistan

Information

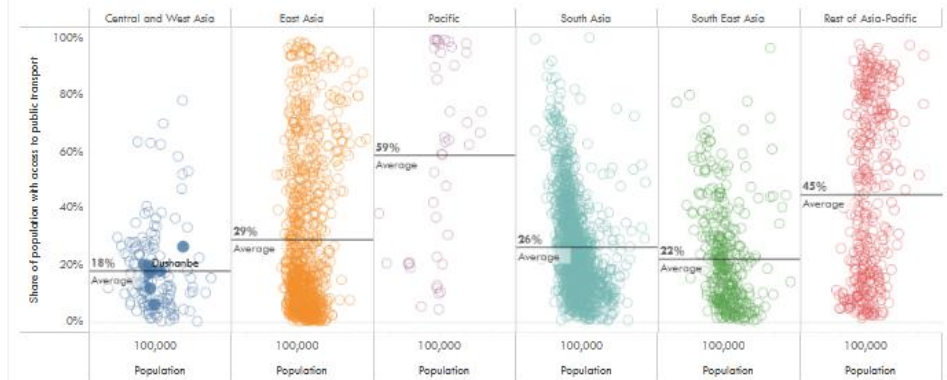
Name: Tajikistan
Income Group: Lower middle income

Dashboard developed with support by:



Ensure access to sustainable transport for all Advance low- or zero-carbon, resilient, and environmentally sound transport systems Enhance efficiency an

Access to public transport



Source: OESN. (2023). SDG Indicator 11.2.1: Urban Access to Public Transport, 2023 Release: Sustainable Development Goal Indicators (SDGI). <https://endpo.csis.columbia.edu/data/ind/11-2-1-urban-access-public-transport-2023>

View on Tableau Public

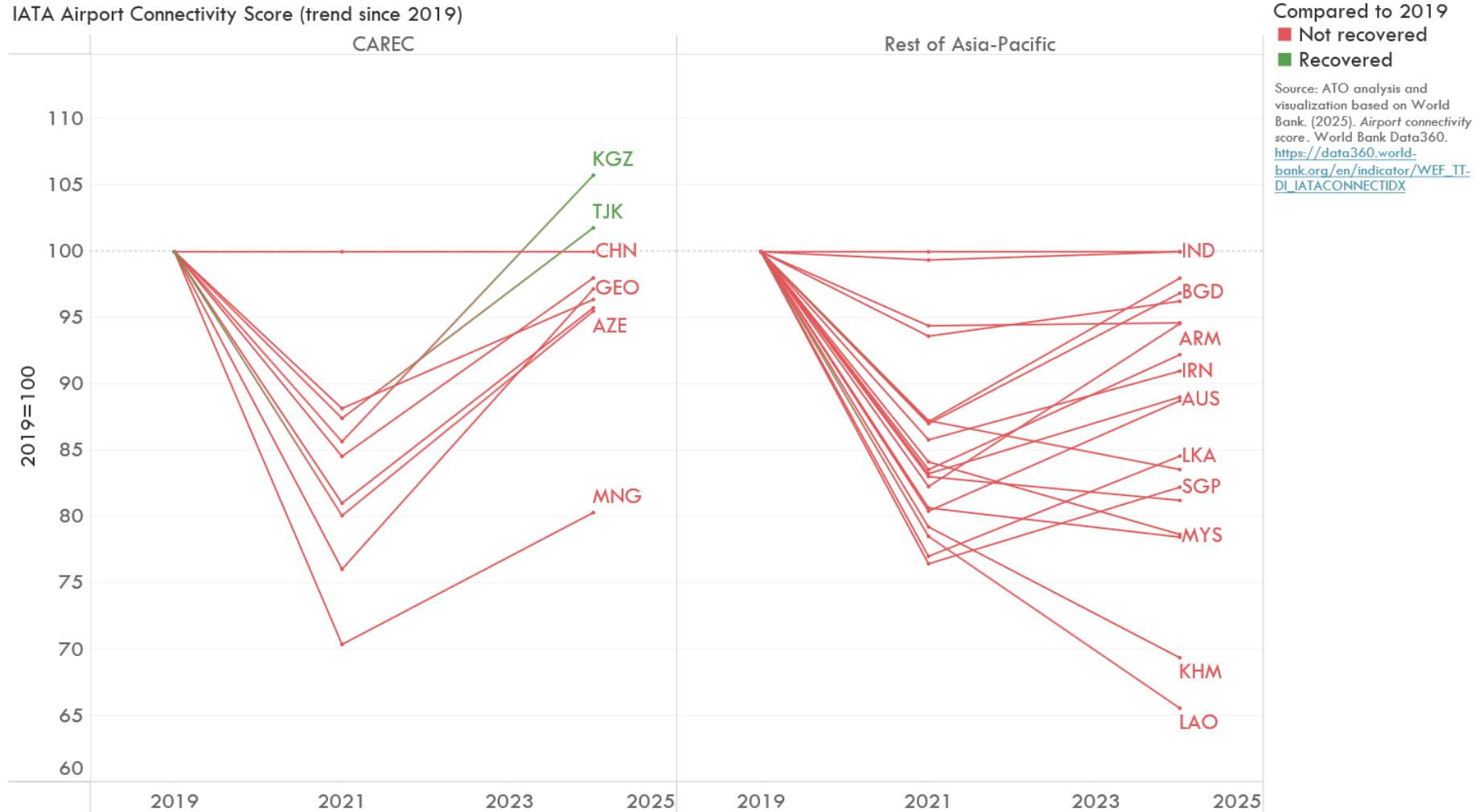
Share

Transport contributes in ensuring countries remain connected, despite being remote



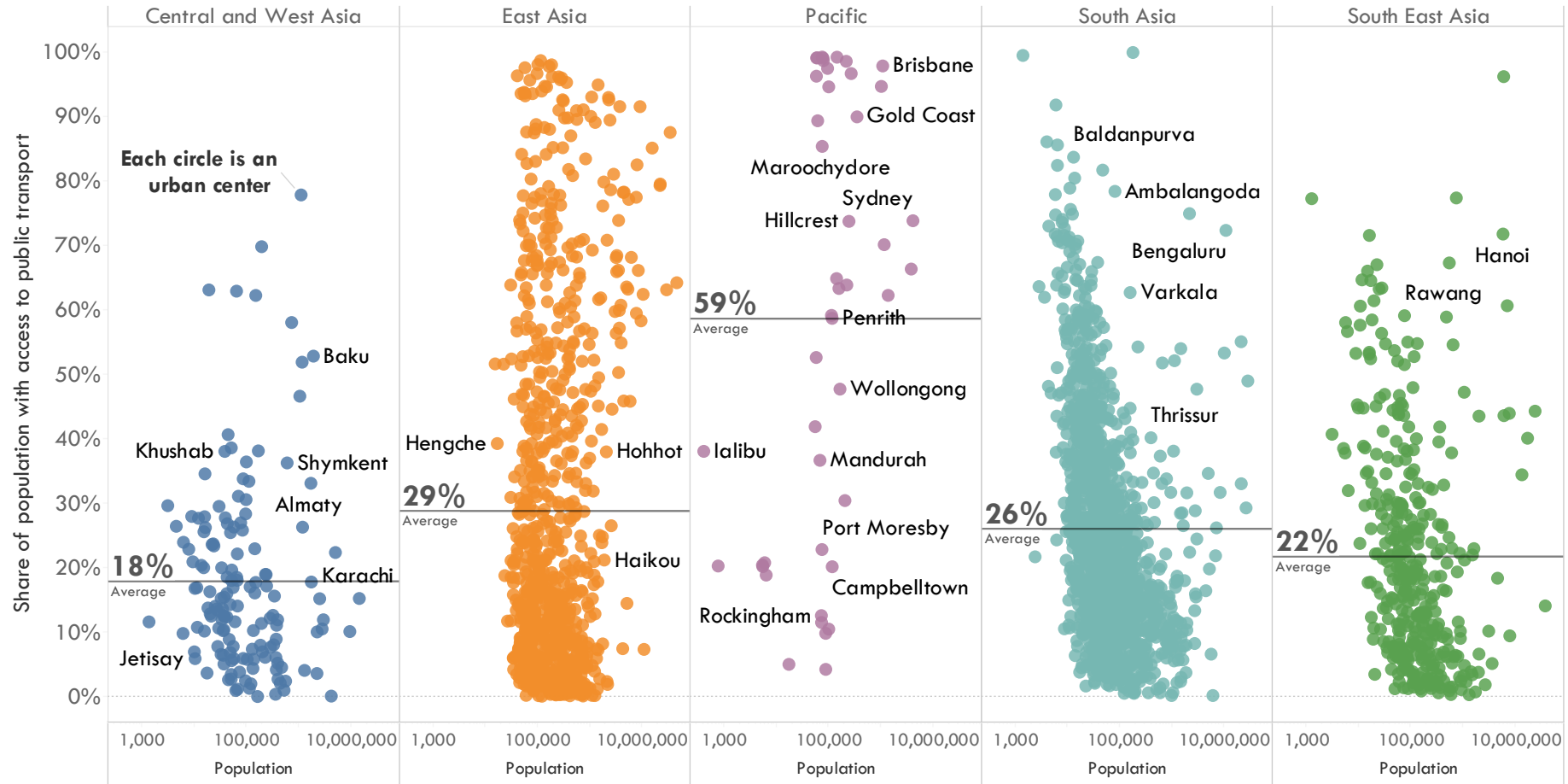
Source: ATO analysis and visualization based on UNCTAD. (2021). *Remote but well connected? Neighboring but isolated? Measuring remoteness in the context of SIDS*. https://unctad.org/system/files/official-document/ser-rp-2021d10_en.pdf

Airport connectivity has not recovered, compared to pre-COVID



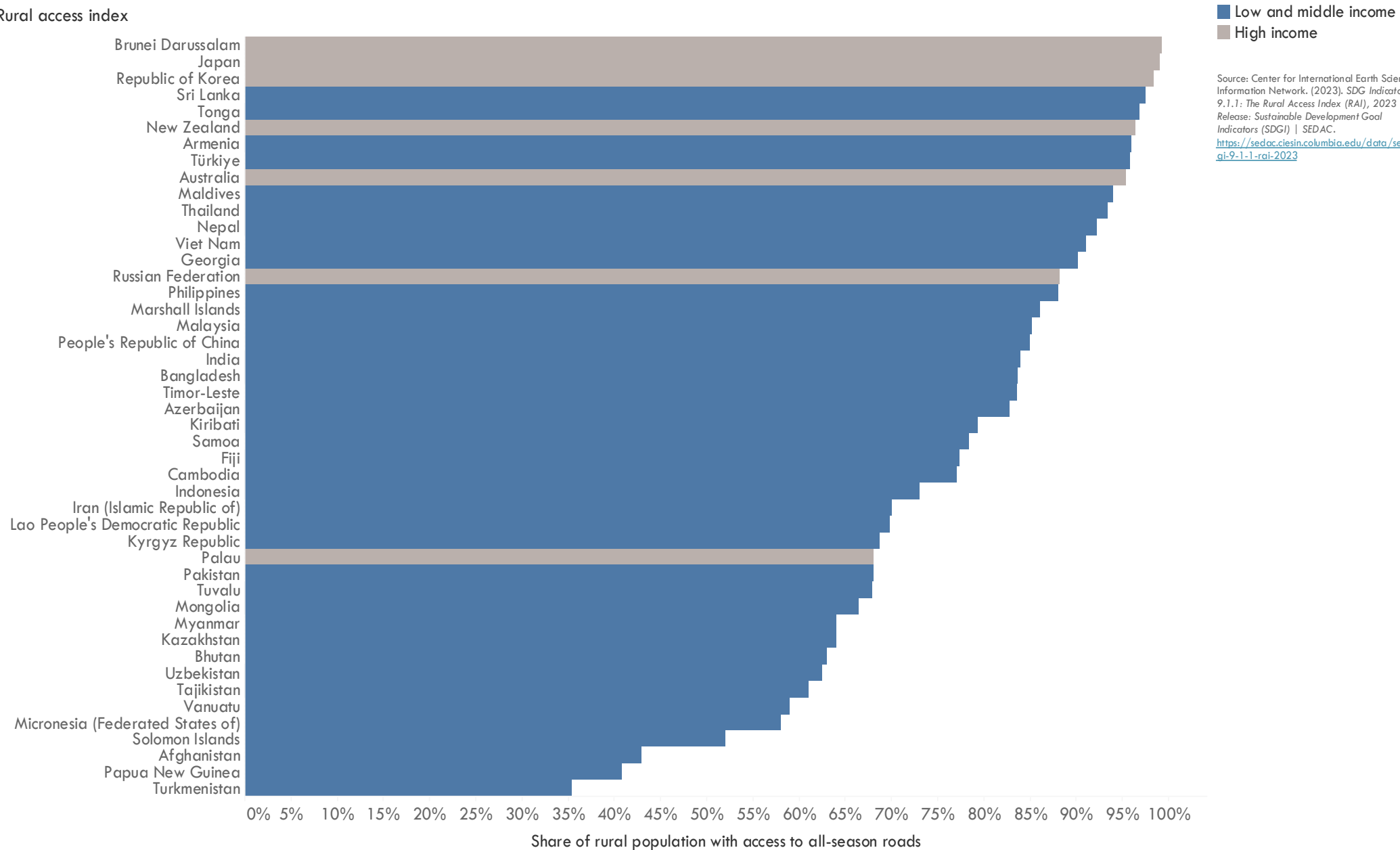
Public transport access

Access to public transport



Source: ATO analysis and visualization based on CIESIN. (2023). SDG Indicator 11.2.1: Urban Access to Public Transport, 2023 Release: Sustainable Development Goal Indicators (SDGI) . <https://sedac.ciesin.columbia.edu/data/set/sdgi-11-2-1-urban-access-public-transport-2023>

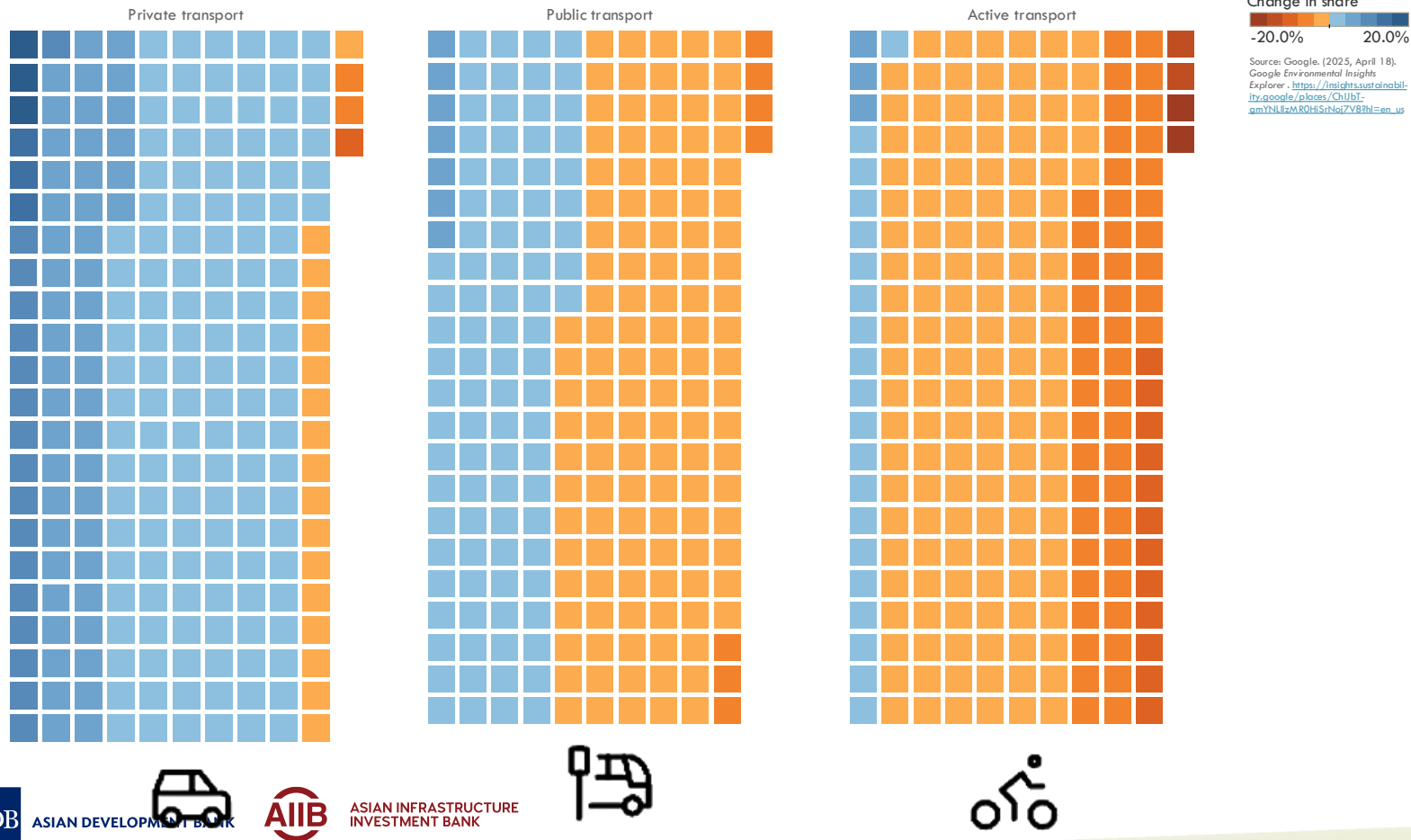
Rural access index



Source: Center for International Earth Science Information Network. (2023). *SDG Indicator 9.1.1: The Rural Access Index (RAI), 2023*. Release: Sustainable Development Goal Indicators (SDGI) | SEDAC. <https://sedac.ciesin.columbia.edu/data/set/sd-gi-9-1-1-rai-2023>

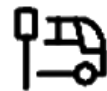
Urban Mode Shares

Urban Transport Mode Shares (2018 – 2023)



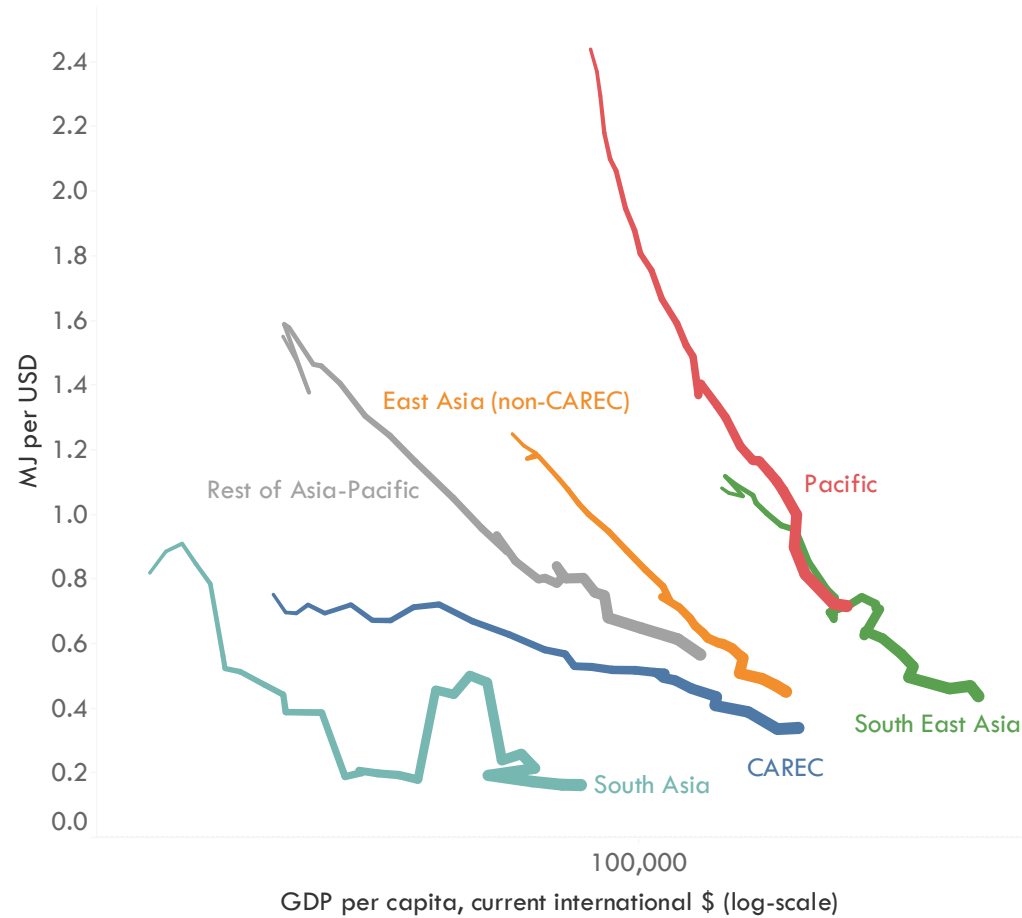
These patterns suggest a broad shift towards private transport and away from active transport.

Across the cities shown, private transport gained ground in 91% of cities, while active transport lost share in 90%. Public transport showed a more mixed pattern, but still declined in more cities than it increased.



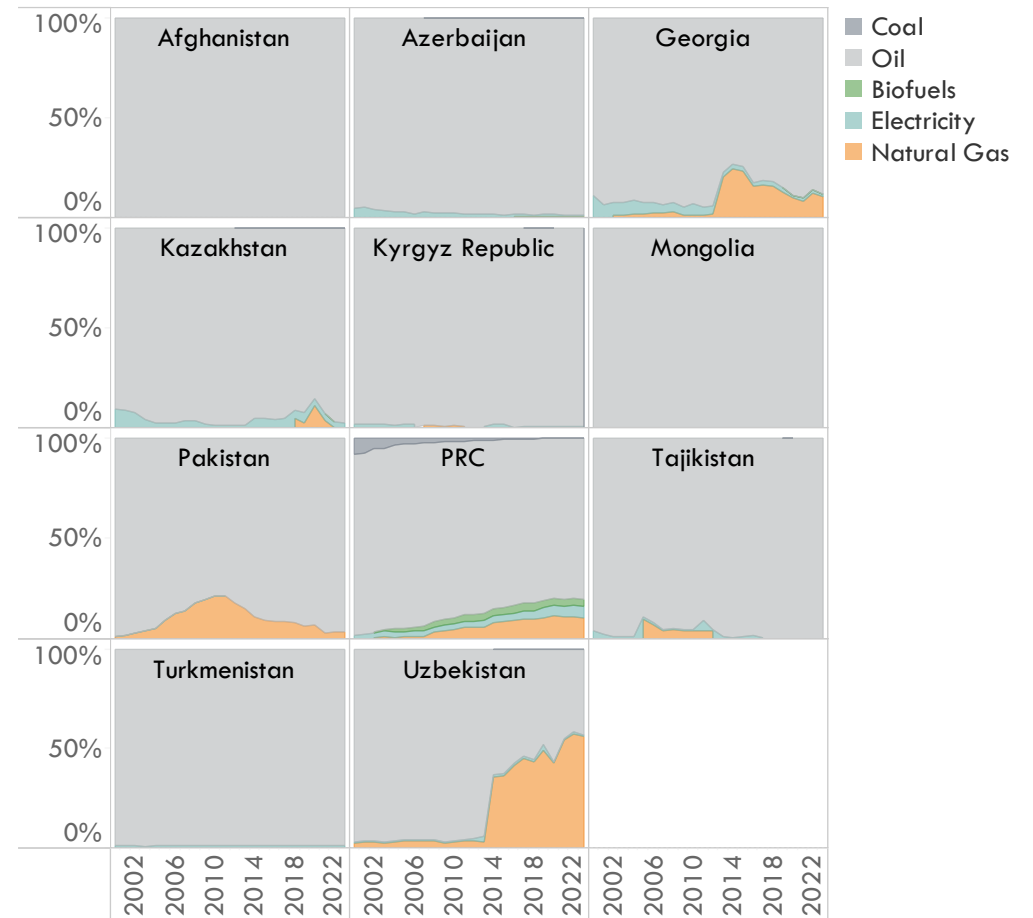
Transport energy intensity

Transport energy intensity with GDP (1995-2023)



Source: ATO analysis and visualization based on UNSD. (2026). *UNSD -- Energy Balance*. <https://unstats.un.org/unsd/energystats/dataPortal/>

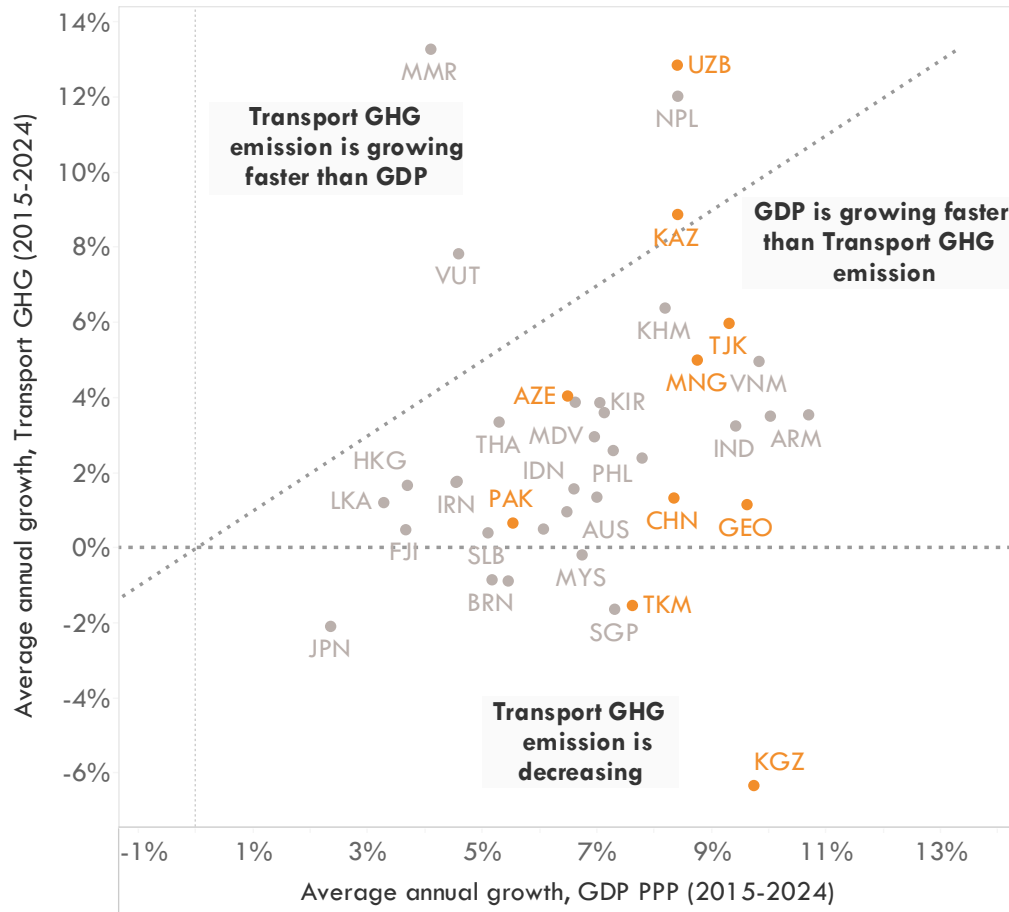
Share of alternative fuels in total energy consumption



Source: ATO analysis and visualization based on UNSD. (2026). *UNSD -- Energy Balance*. <https://unstats.un.org/unsd/energystats/dataPortal/>

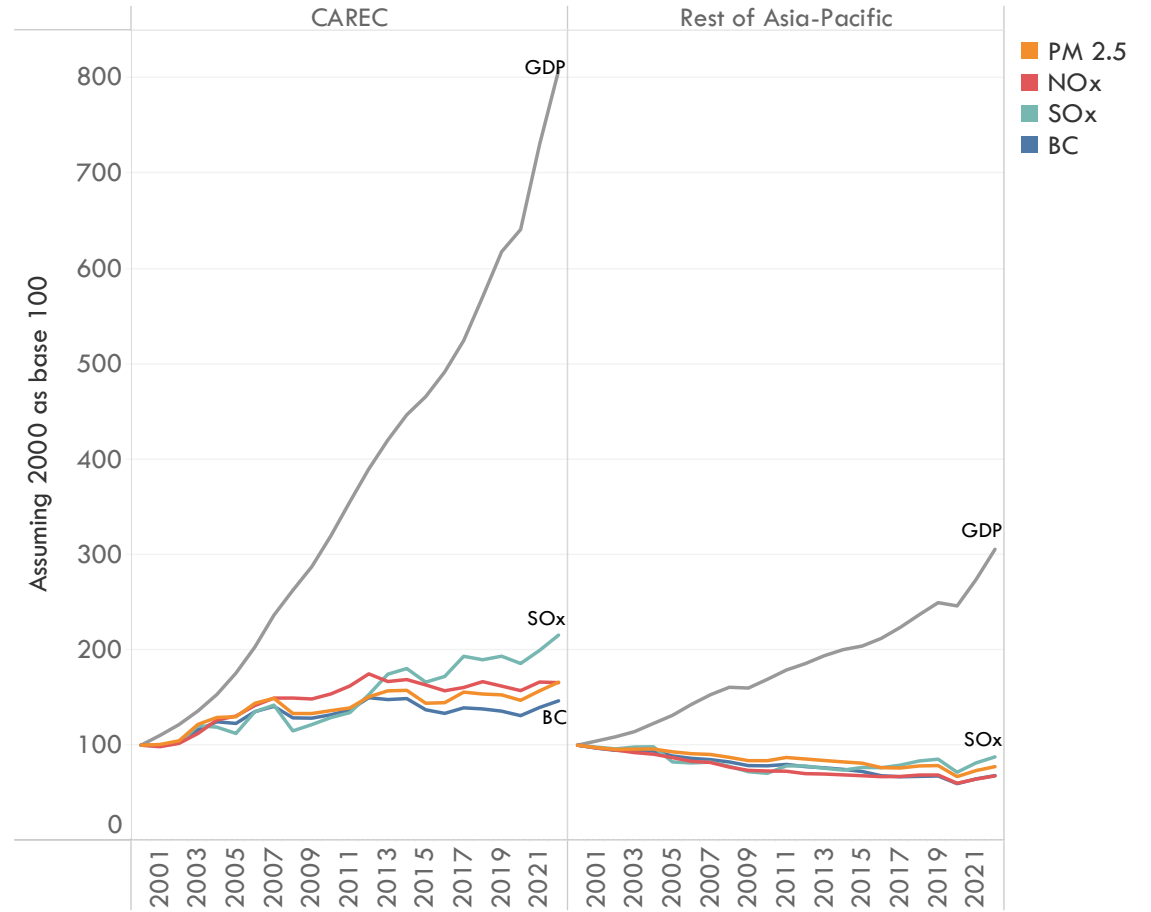
Decoupling of transport sector emissions

Transport GHG emissions growth vs. GDP growth



Source: ATO analysis and visualization based on EC JRC, & IEA. (2025). GHG emissions of all world countries [Dataset]. https://edgar.jrc.ec.europa.eu/dataset_ghg2025

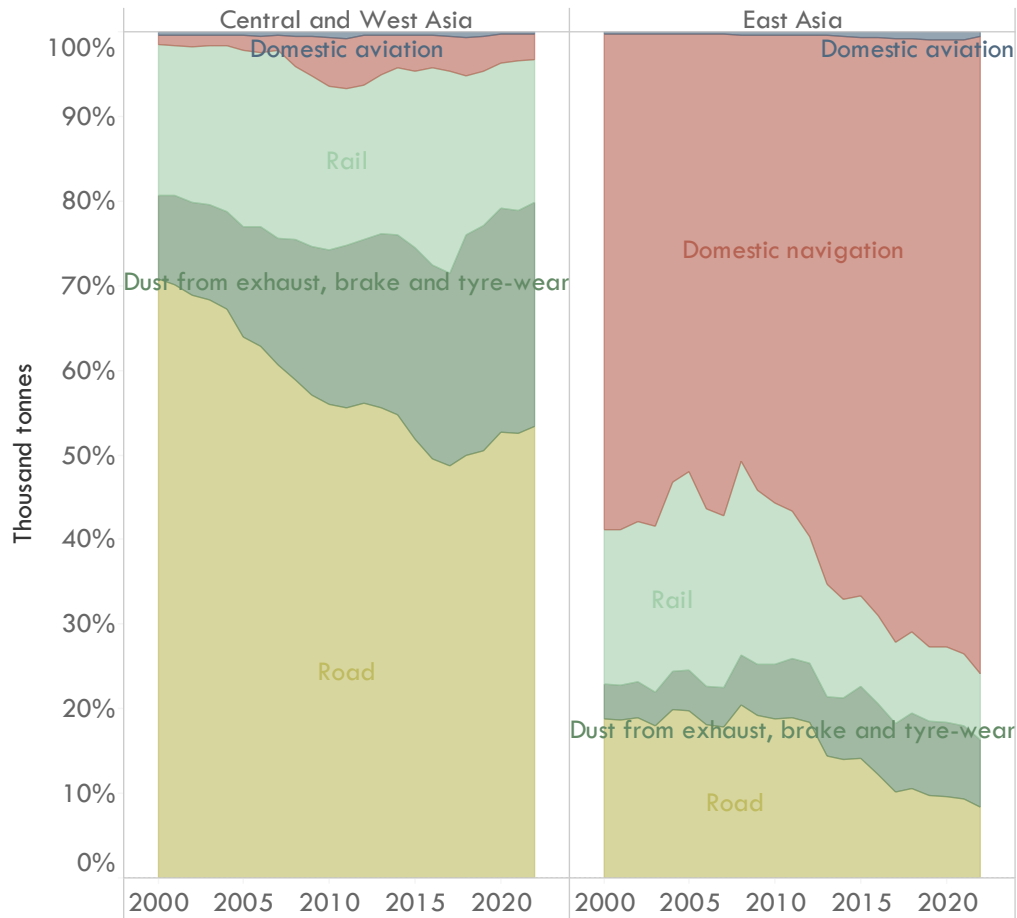
Decoupling of transport air pollutant emissions



Source: ATO analysis and visualization based on European Commission. (2024). Global Air Pollutant Emissions EDGAR v8.1 [Dataset]. https://edgar.jrc.ec.europa.eu/dataset_ap61#sources

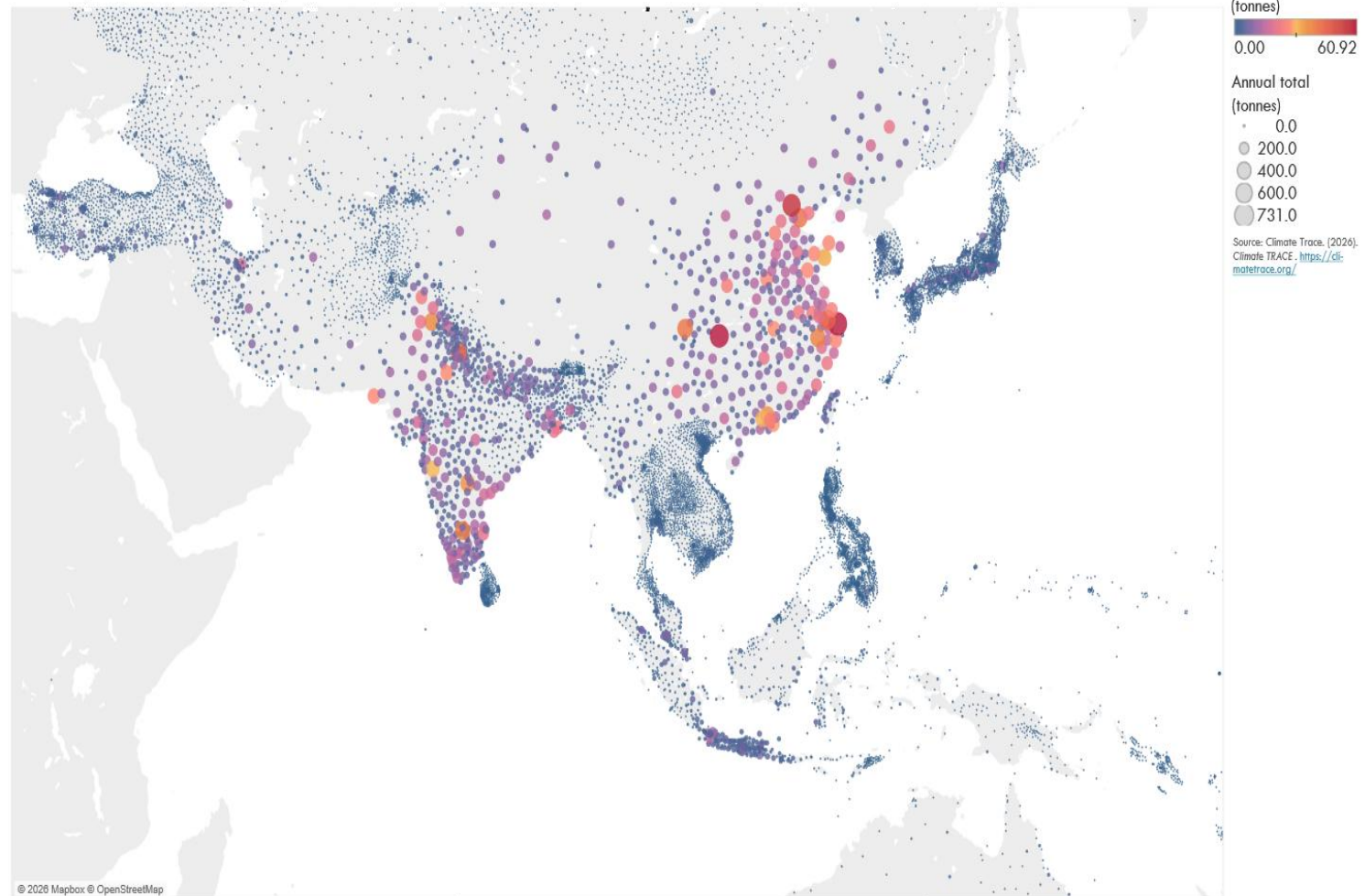
Air pollution trend

Transport PM 2.5 emissions in CAREC, share by mode



Source: ATO analysis and visualization based on European Commission. (2024). Global Air Pollutant Emissions EDGAR v8.1 [Dataset]. https://edgar.jrc.ec.europa.eu/dataset_ap61#sources

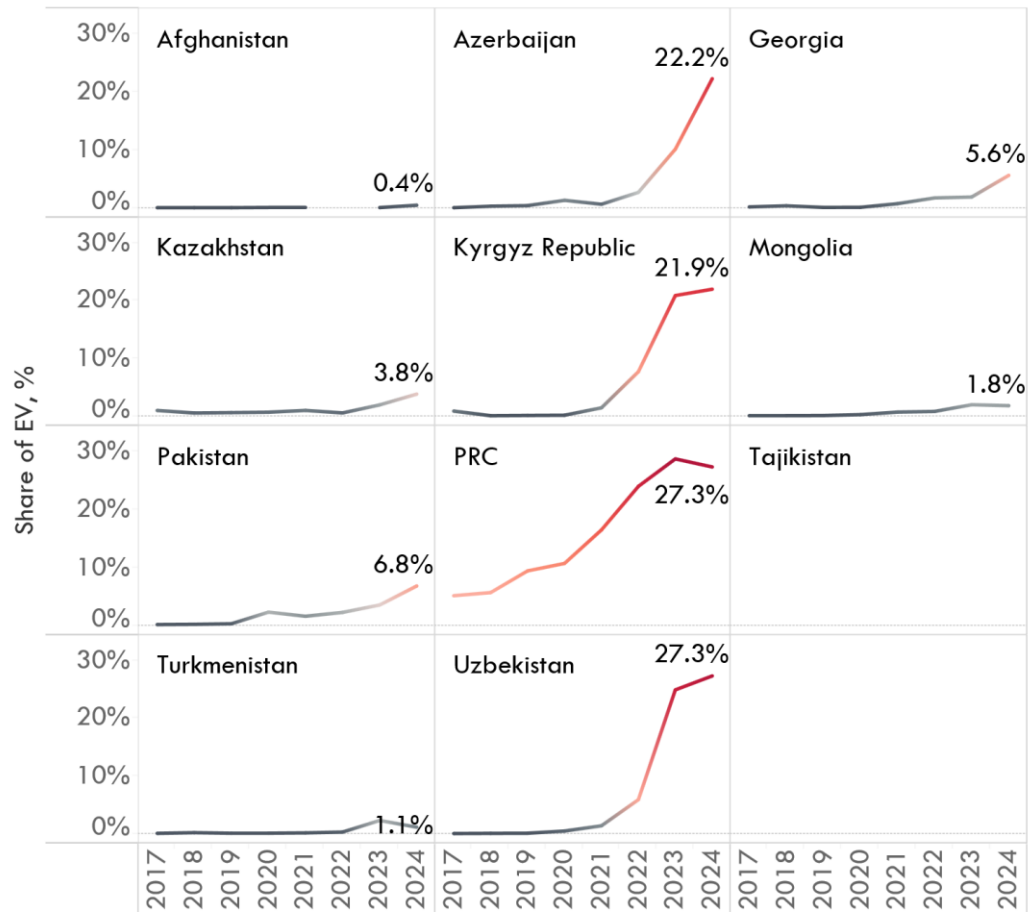
Road transport PM 2.5 emissions (2025)



© 2020 Mapbox © OpenStreetMap

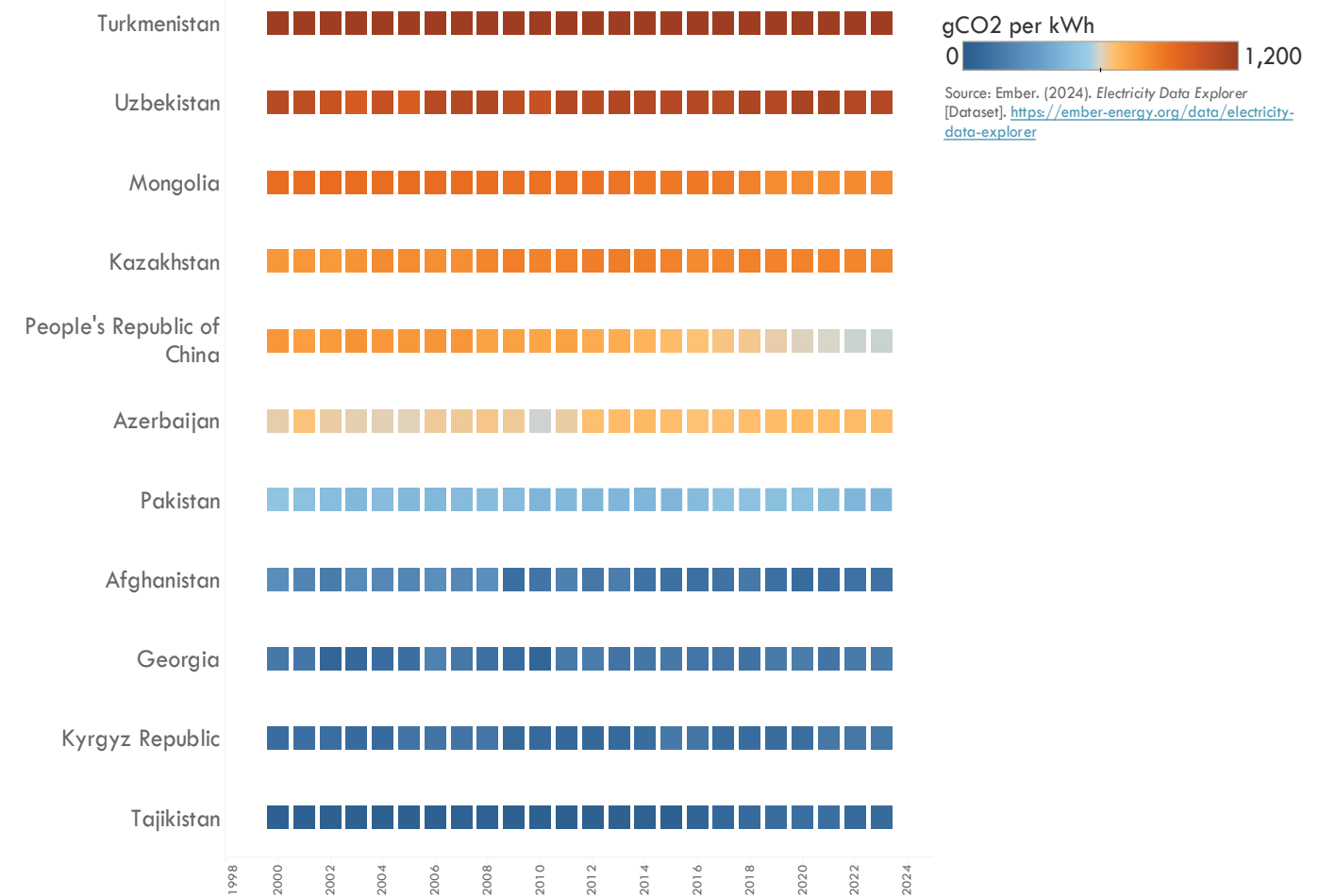
Electrification

Electric vehicle trade share



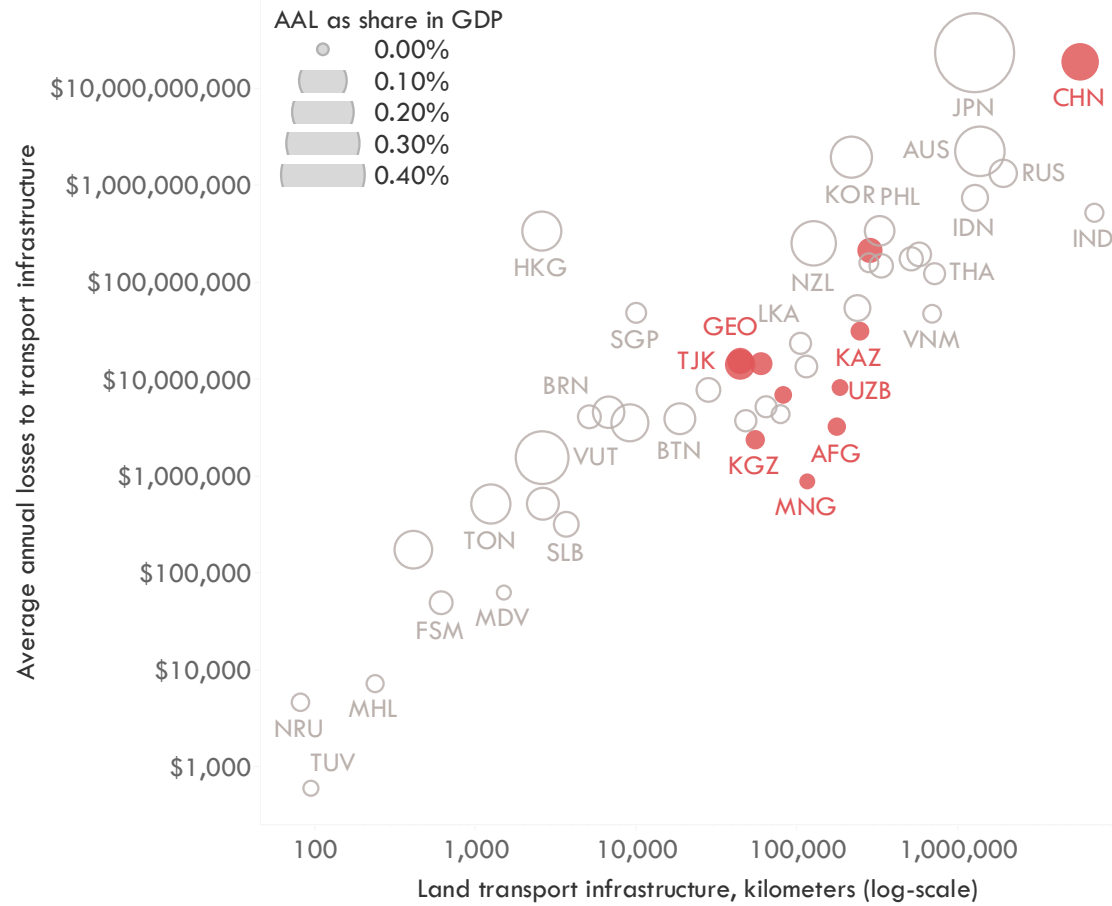
Source: ATO analysis and visualization based on ITC. (2025). Trade Map—Trade statistics for international business development . <https://www.trademap.org/index.aspx>

Grid emission factor



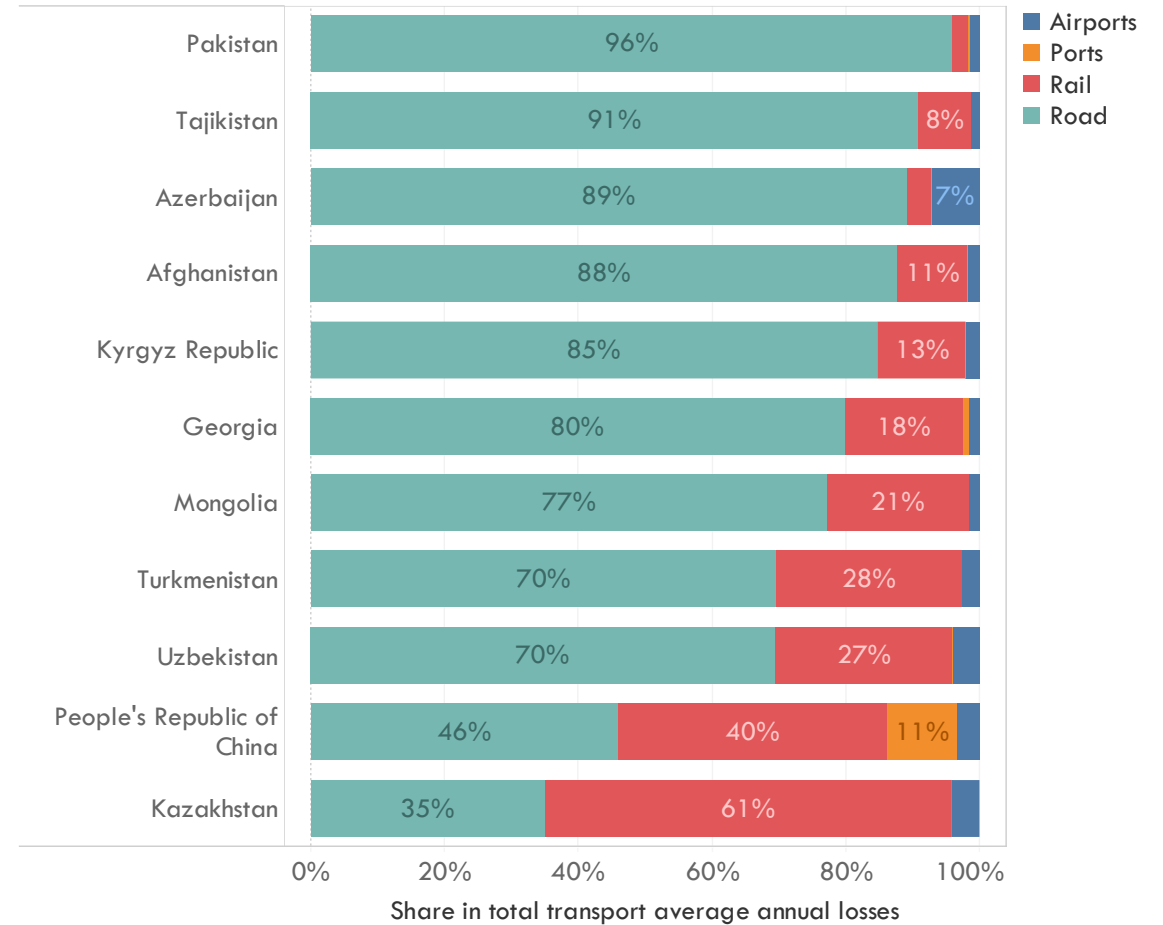
Multi-hazard average annual losses to transport infrastructure

Average annual loss to transport infrastructure due to natural hazards



Source: ATO analysis and visualization based on CDRI. (n.d.). *Building & infrastructure* | GIRI. <https://giri.unepgrid.ch/facts-figures/building-infrastructure>

Average annual losses to transport infrastructure, share by asset



Source: ATO analysis and visualization based on CDRI. (n.d.). *Building & infrastructure* | GIRI. <https://giri.unepgrid.ch/facts-figures/building-infrastructure>

Strategic road network – exposure to flooding

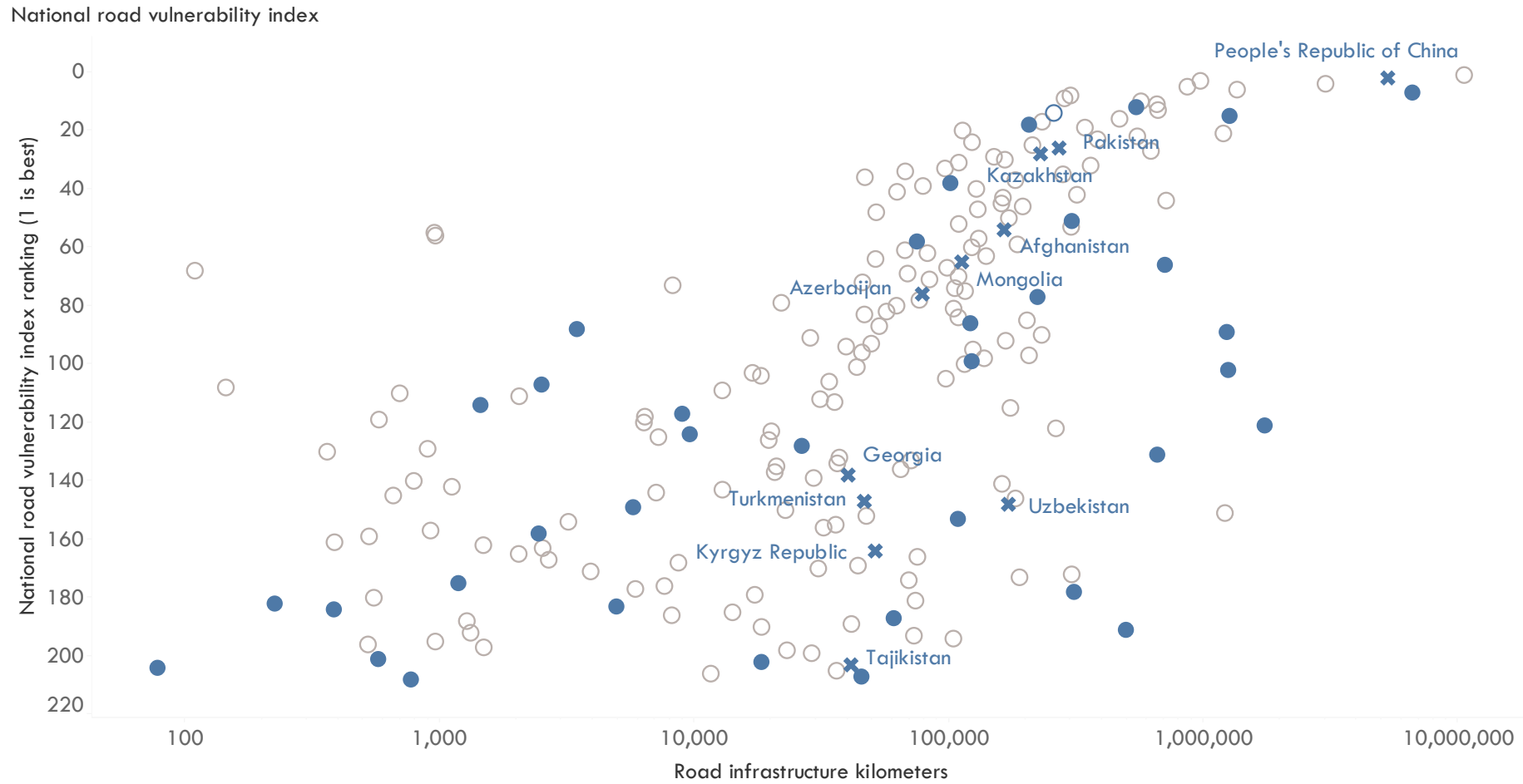
2% or 30,000 km of roads in 21 economies (Aichi Declaration) are exposed to flooding

4% of roads in lower middle income economies are exposed to floods

7% of the population (21 countries) live within 2 km of these roads



Vulnerability rankings



Source: ATO analysis and visualization based on Koks, E., Rozenberg, J., Tariverdi, M., Dickens, B., Fox, C., van Ginkel, K., & Hallegatte, S. (2023). A global assessment of national road network vulnerability. *Environmental Research: Infrastructure and Sustainability*, 3(2), 025008. <https://doi.org/10.1088/2634-4505/acd1ae>

Development finance for the transport sector

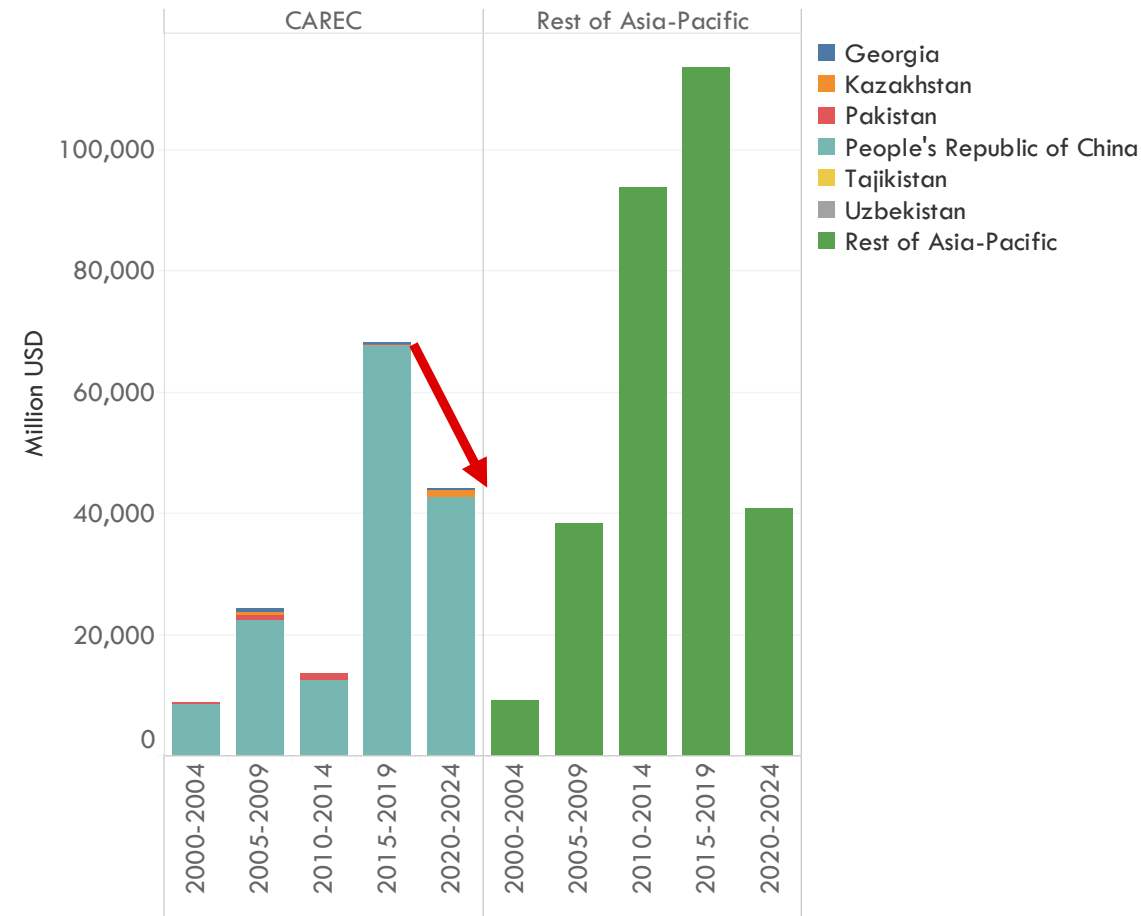
Development financing to the transport sector



Source: OECD. (2026, April 8). OECD Data Explorer • CRS: Creditor Reporting System (flows) . [https://data-explorer.oecd.org/vis?lc=en&dfds=Dcd-DisseminateFinalDMZ&dfid=DSD_CRS%40DF_CRS&dfag=OECD.DCD.FSD&dq=ALL.MNG.21020.100. T. T.D.Q. T.&to\[TIME PERI-OD\]=false&pd=2002%2C2024&vw=ov](https://data-explorer.oecd.org/vis?lc=en&dfds=Dcd-DisseminateFinalDMZ&dfid=DSD_CRS%40DF_CRS&dfag=OECD.DCD.FSD&dq=ALL.MNG.21020.100. T. T.D.Q. T.&to[TIME PERI-OD]=false&pd=2002%2C2024&vw=ov)

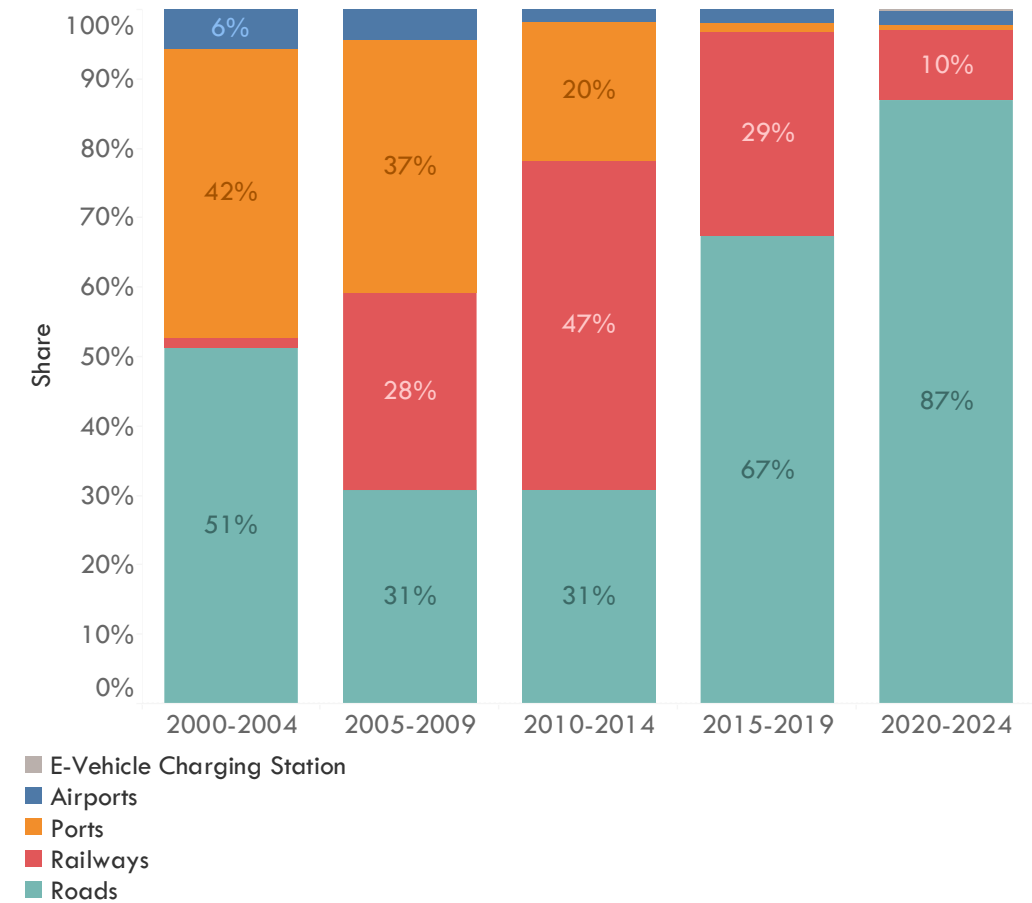
Private participation in infrastructure

Private participation in infrastructure within transport sector



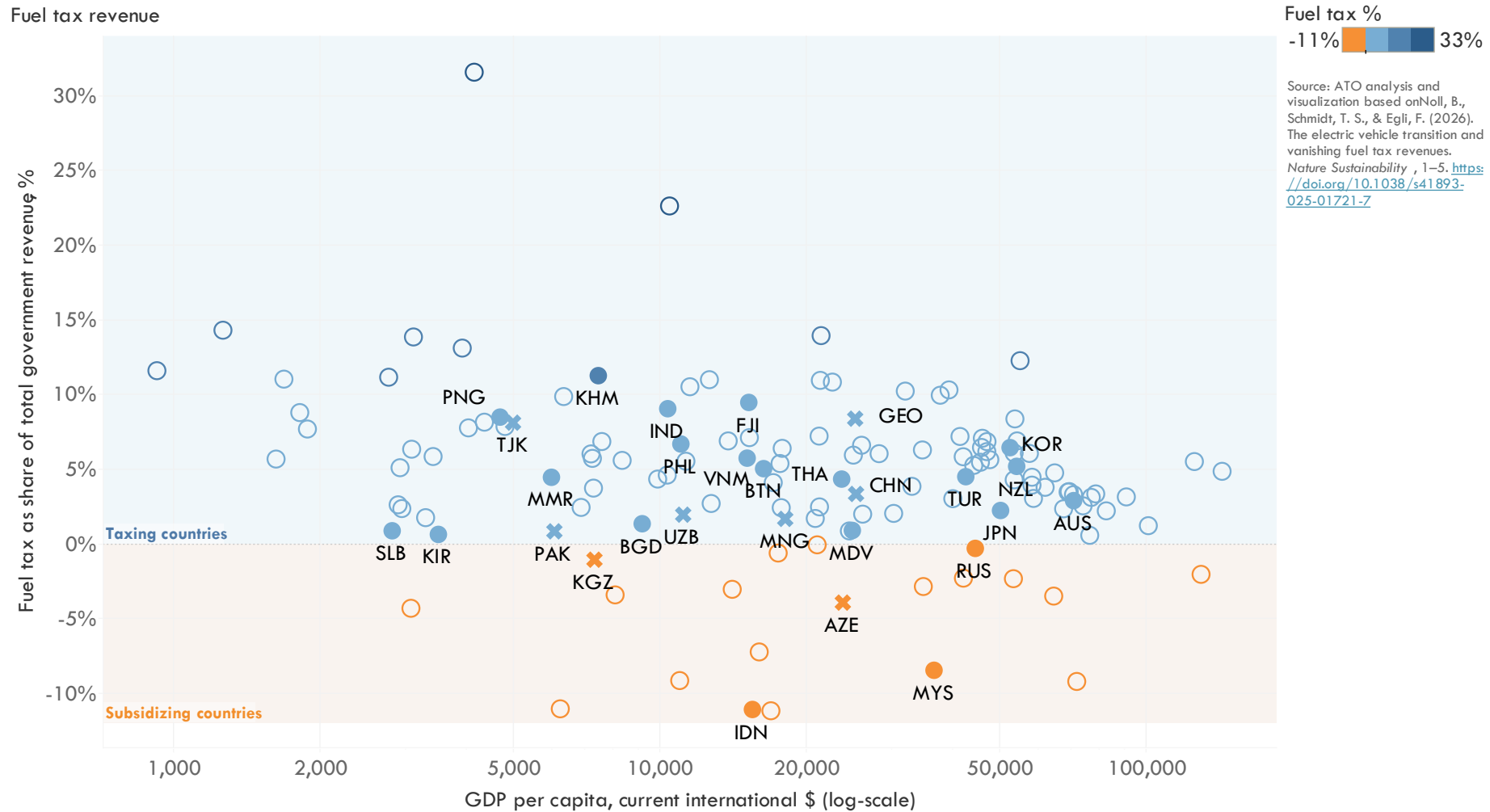
Source: ATO analysis and visualization based on World Bank. (2024). *Private Participation in Infrastructure (PPI)*—World Bank Group . <https://ppi.worldbank.org/en/ppi>

Private participation in infrastructure within transport sector, share by subsector

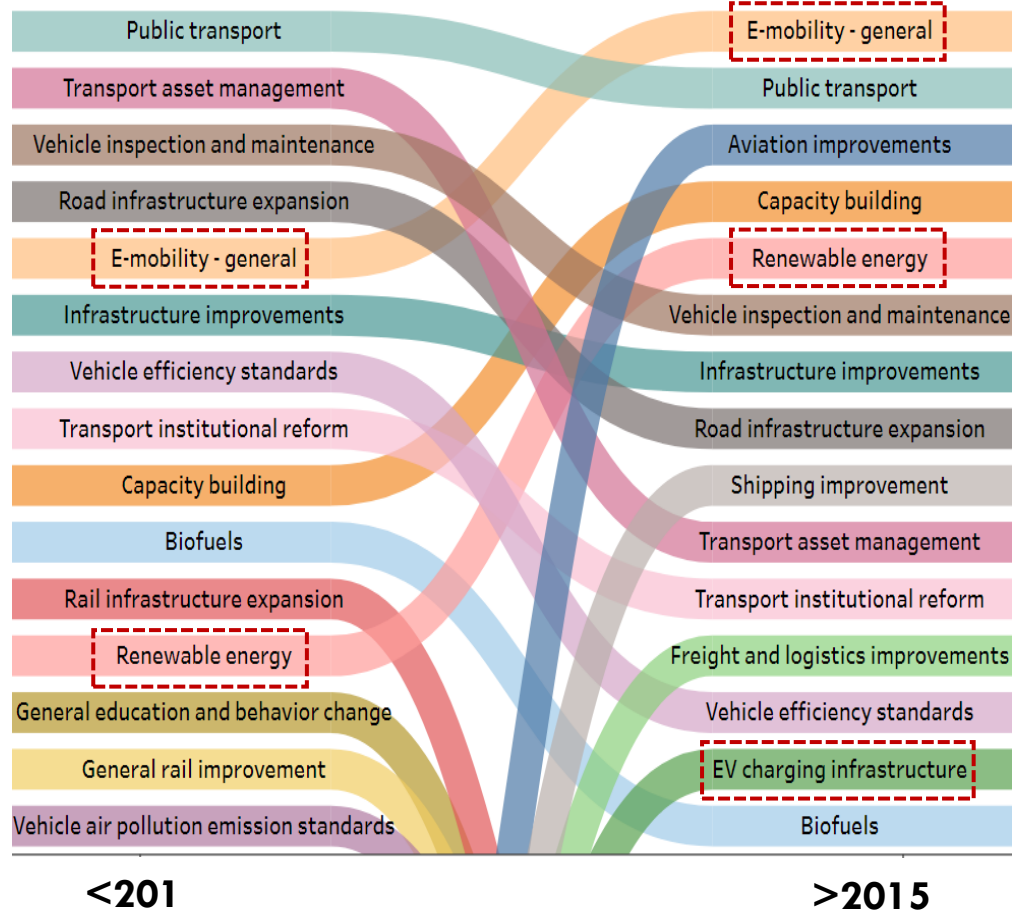


Source: ATO analysis and visualization based on World Bank. (2024). *Private Participation in Infrastructure (PPI)*—World Bank Group . <https://ppi.worldbank.org/en/ppi>

Fuel tax as share of government revenue



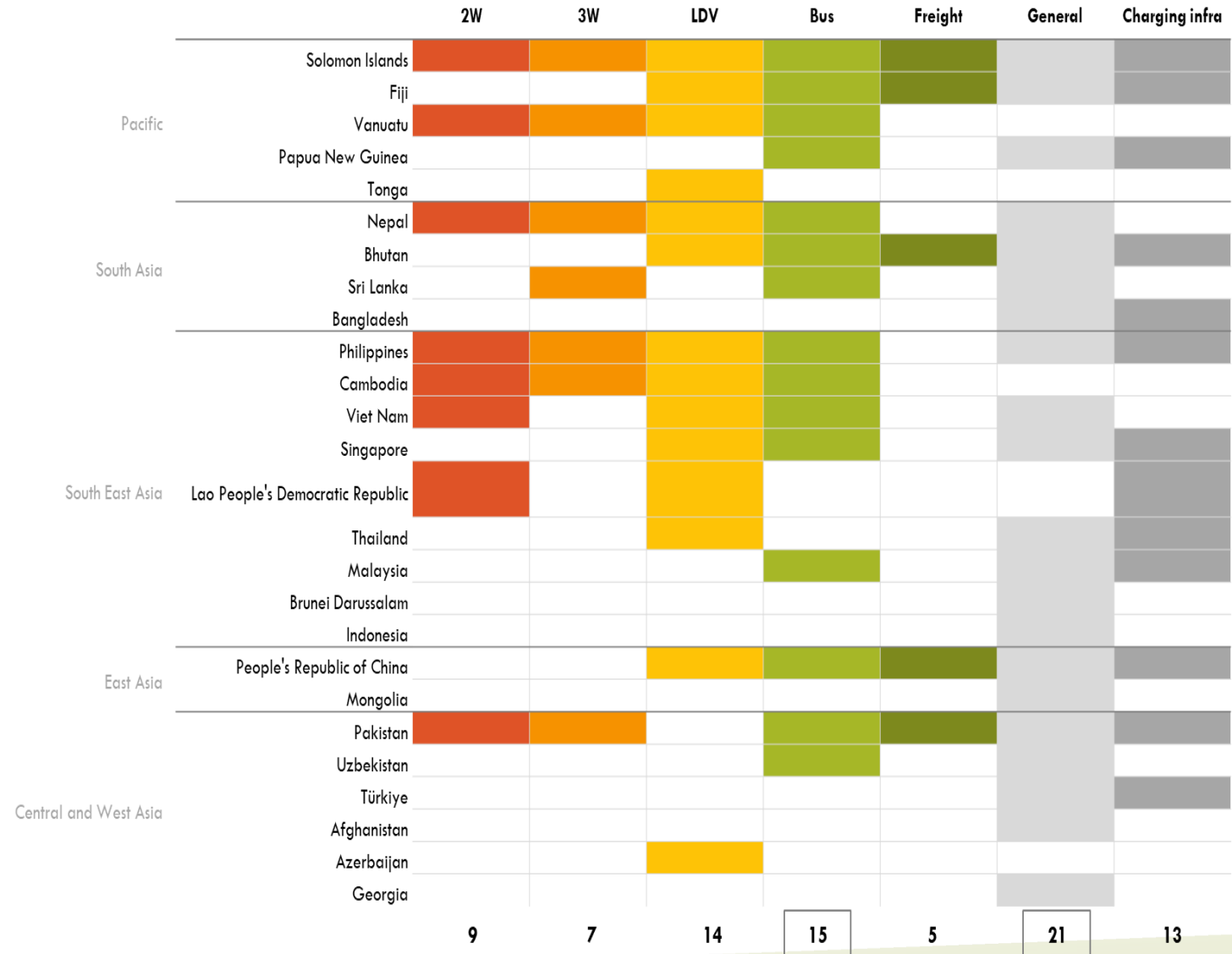
E-Mobility is a Top Policy Priority



<2015

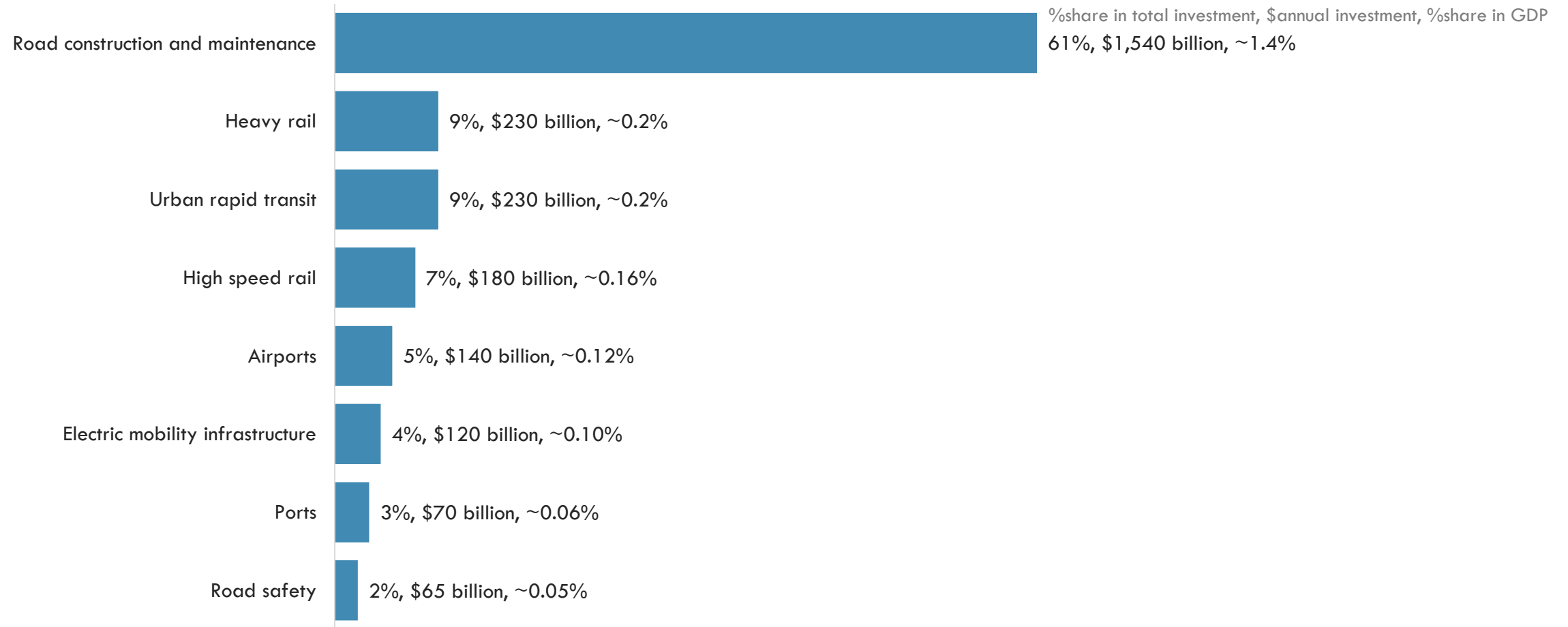
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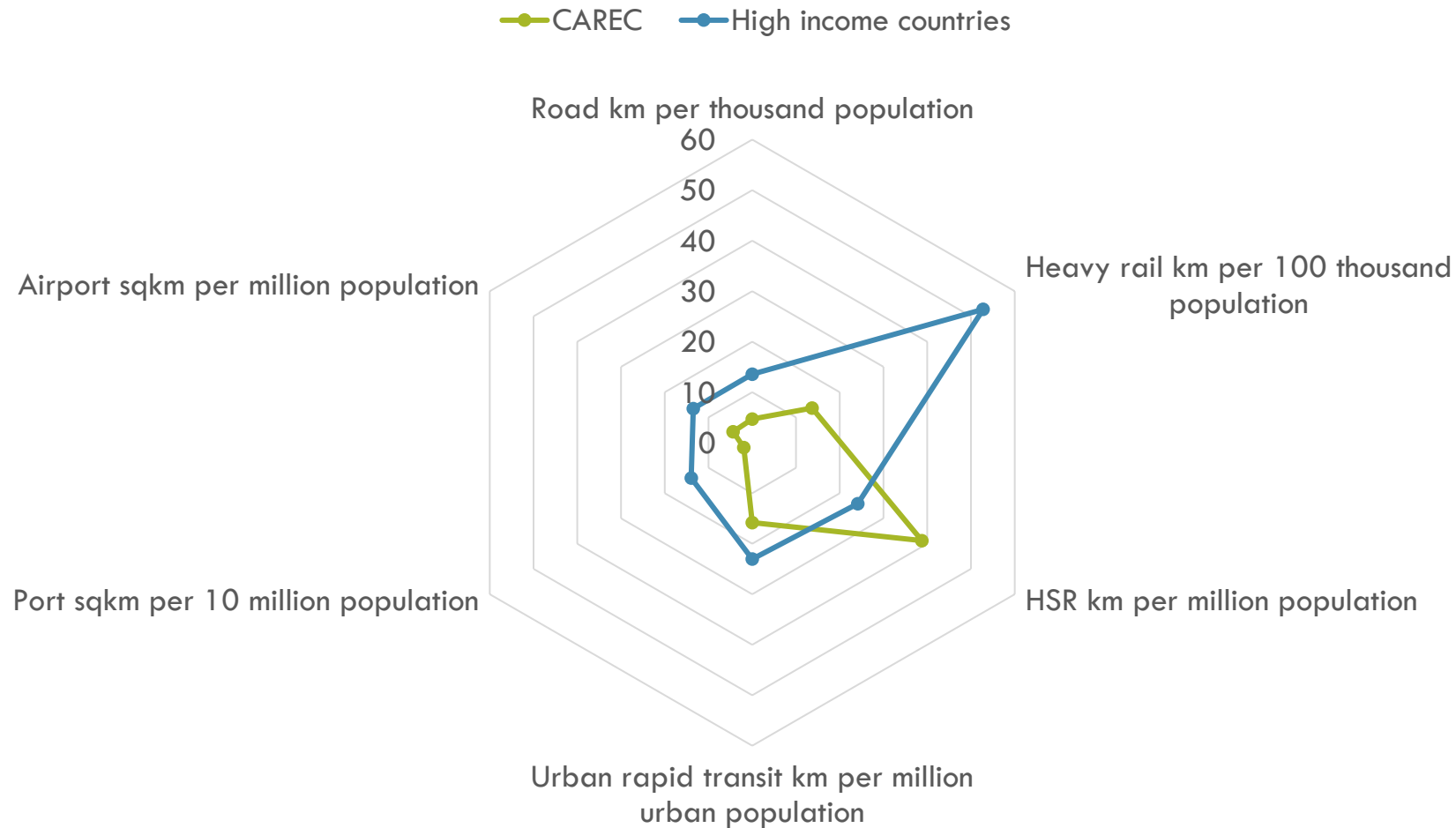
Asia's LMIC will require 2.3% of its GDP or \$2.6 trillion per year

Share in LMIC investment



Infrastructure gap in 2035

Transport infrastructure availability in 2035, CAREC vs. Asia high income



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

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