

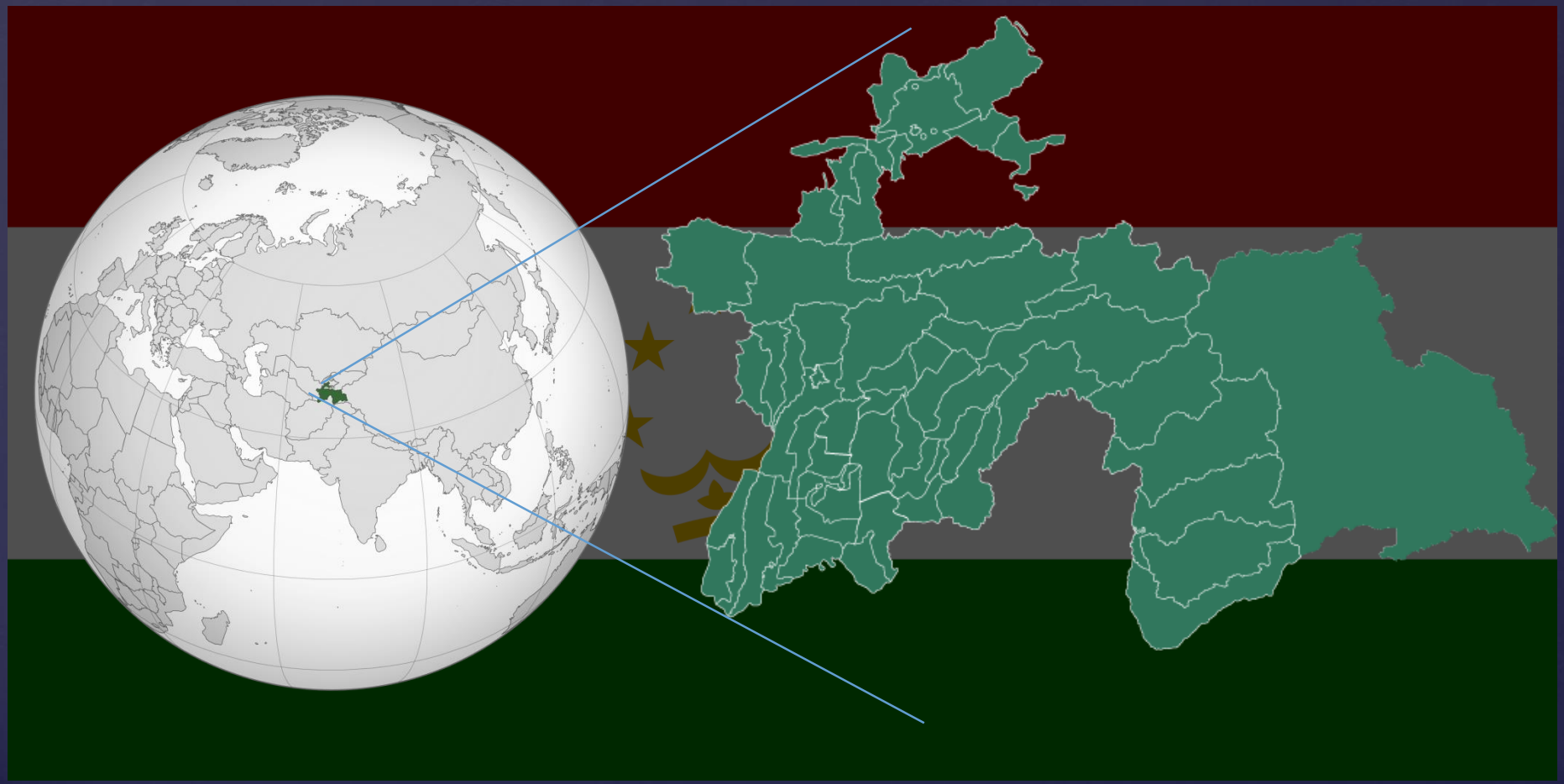
UNITED NATIONS
ESCAP
Economic and Social Commission for Asia and the Pacific



Expert Group Meeting on Transport Connectivity and Logistics: Emerging opportunities and challenges for enhancing rail connectivity along the Trans-Asian Railway network

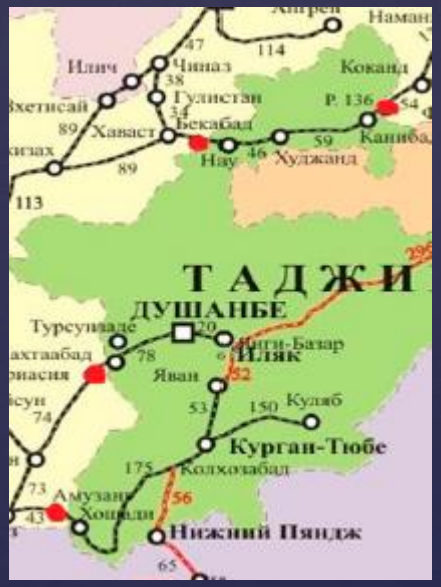
29-30 April 2024, Bangkok

TAJIKISTAN



CORRIDORS of the Tajik Railway

The Tajik railway consists of three sections:



Northern Corridor:
Kanibadam-Bekabad, 109 km

Central Corridor:
Vahdat-Pakhtaobod, 89 km

Southern Corridor:
Kulob-Khoshadi, 296 km

Improvement of Tajikistan's Transport Infrastructure



Dushanbe-Bokhtar-Kulob Railway

- Section from Vahdat Station to Yavan Station
- Length 40.7 km
- 3 tunnels
- 8 bridges
- 2 new stations

Improving Tajikistan's railway infrastructure involves several measures:

1. **Track and Track Access Modernization:** This includes improving rail conditions, building new tracks, and repairing existing ones to ensure smoother and safer train movement.

2. **Rolling Stock Upgrade:** Replacing old and outdated rolling stock with modern trains for increased efficiency, comfort, and safety.

3. **Development of Railway Stations and Terminals:** Construction and modernization of stations and terminals to ensure more efficient handling of cargo and passengers, as well as improved service.

4. **Implementation of Modern Management and Security Systems:** Introduction of automation systems and train control, monitoring, and security systems to enhance the efficiency and safety of transportation.

5. **Development of International Transport Corridors:** Strengthening cooperation with neighboring countries and creating international transport corridors to increase the attractiveness of the transit route through Tajikistan.

6. **Training and Skill Enhancement of Personnel:** Developing human resources to ensure professional management and servicing of railway transport.

7. **Environmental Measures:** Implementation of technologies and measures to reduce the negative impact of railway transport on the environment, such as the use of cleaner fuels and technologies.

8. **Infrastructure for Multimodal Transport:** Creating compatibility with other modes of transport (road, air, sea) to ensure efficient multimodal transportation.

9. **Attraction of Investments and Partnerships:** Attracting both national and foreign investments, as well as developing partnerships with the private sector for financing and implementing infrastructure improvement projects.

These measures can contribute to the development of Tajikistan's railway infrastructure, increasing its efficiency and competitiveness both domestically and internationally.

Development Project for Tajikistan's Railway



1000

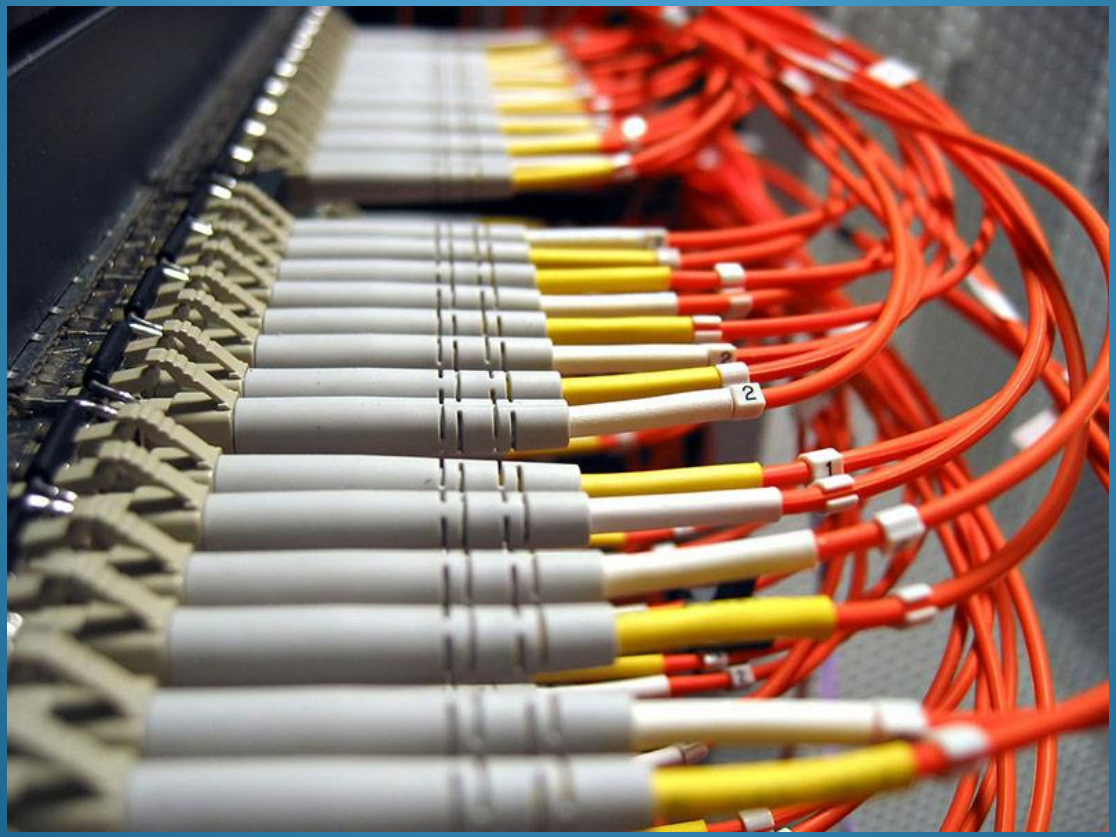
Freight Cars



100

Passenger Cars

OPTICAL FIBER COMMUNICATIONS CONSTRUCTION AND RECONSTRUCTION OF EXISTING TELECOMMUNICATIONS

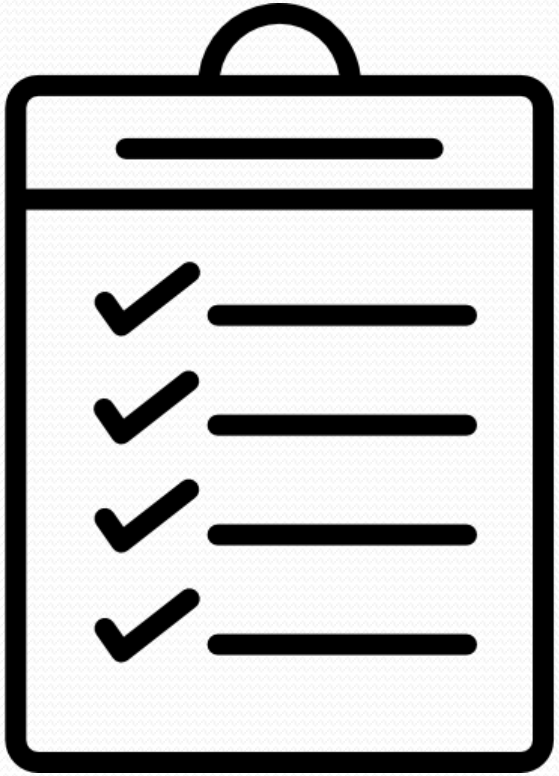


DIGITAL INITIATIVES CURRENTLY

A phased introduction of electronic cargo documents mechanisms jointly with neighboring railways (mostly with Uzbekistan Railways), organizing electronic interaction with the customs authorities of the Republic. Further development of data transmission infrastructure, comprehensive coverage of all Railway stations with reliable communication channels (optical fiber), organizing the provision of Railway facilities with reliable communication through IP telephony.

EXPECTED RESULTS

More efficient management of transportation processes, speeding up individual stages due to more timely information provision to participants, such as reducing train downtime at customs control stages, document processing at border crossing points. More efficient control over train and freight operations of the Railway stations.



There are several problems and prospects for strengthening railway communication between SEA and NCA countries:

Problems:

Infrastructure limitations: Existing railway networks may be inefficient or outdated, hindering transportation between countries in the region.

Technical differences: Differences in railway standards and technical characteristics may create obstacles to crossing borders and organizing international transportation.

Customs procedures and bureaucracy: Lengthy and complex customs clearance procedures can slow down transportation and increase costs.

Security and stability: Political instability in some countries of the region or risks of terrorist acts may raise concerns for the security of railway transportation.

Financing and investment: Lack of funding and investment in railway infrastructure development can slow down the implementation of projects to strengthen railway communication.

Prospects:

Development of international cooperation: Cooperation between countries in the region and international organizations can contribute to the development of common standards, simplification of procedures, and coordination of projects.

Investment in infrastructure: Attracting investments for the modernization and development of railway infrastructure can improve the accessibility and efficiency of transportation in the region.

Development of transport corridors: Creation of new transport corridors and modernization of existing ones can make railway transportation more efficient and competitive.

Application of new technologies: Implementation of modern technologies in railway transportation management, such as train control and management systems, can enhance the safety and efficiency of railway communication.

Political stability and coordination: Strengthening political stability in the region and coordination of transportation infrastructure development strategies can create favorable conditions for the implementation of projects to strengthen railway communication.

Understanding these problems and prospects and implementing appropriate strategies can contribute to the development of railway communication between SEA and NCA countries.

Thank you for your attention.