Eurasian Development Bank

Transport Corridors Infrastructure:

The Observatory and an Interactive Map of Eurasian Transport Network projects — 2026

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TRANSPORT CORRIDORS INFRASTRUCTURE:

The Observatory and an Interactive Map of Eurasian Transport Network Projects – 2026

FACTS AND FIGURES

WORKING PAPER'26

402
Active and planned projects to be completed by 2035 in 13 countries

$345bn
The total volume of investment in the development of the Eurasian Transport Network

71%
Active projects. The remaining 29% are in the planning stage

84%
The share of rail and road sectors

$7bn
Investment by China in transport infrastructure in Central Asia

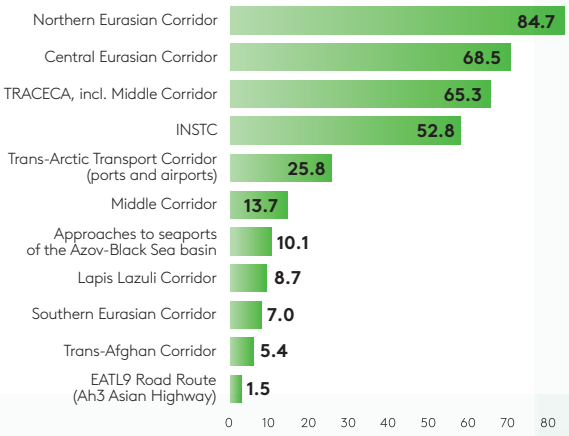
123
Projects with private capital participation

48
Projects with MDB participation

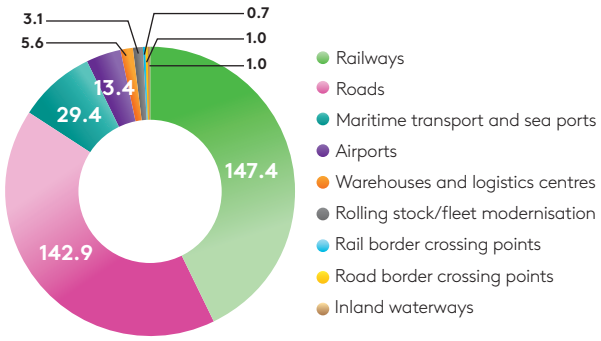
27
PPP projects

8
Cross-border projects with several countries participation

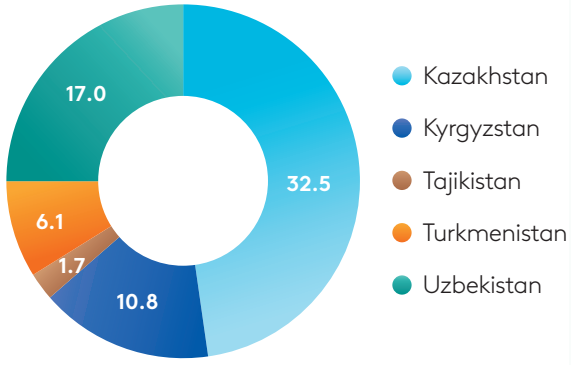
Investment by transport corridors, $bn



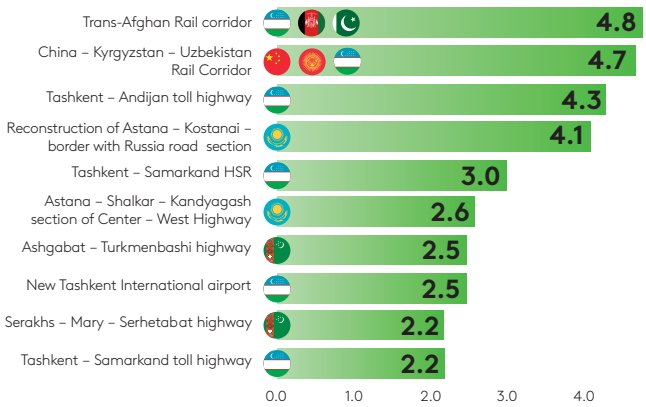
Investment by modes of transport, $bn



Investment by countries of Central Asia, $bn



Top-10 projects in Central Asia, $bn



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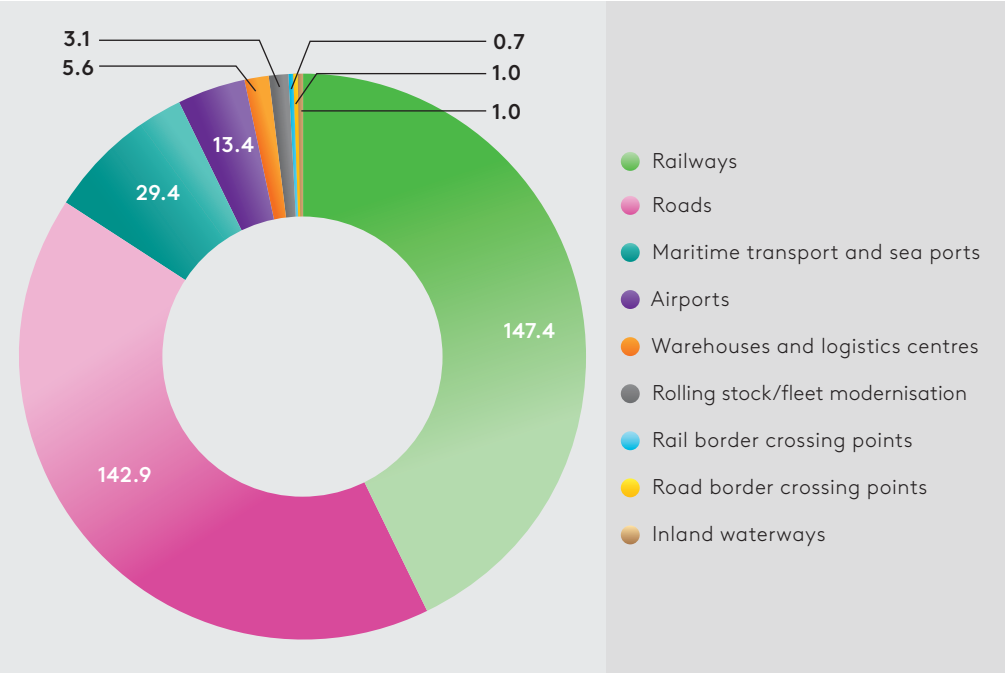
Working Paper's full version

EXECUTIVE SUMMARY

The Observatory of Eurasian Transport Network projects is an analytical tool for monitoring the development of transport corridors across the Eurasian region. It combines a database of infrastructure projects with a geo-information system, and covers 13 countries, including projects financed or/and implemented by China in Central Asia. **Data are collected from public sources**, including national and international development programmes, sector reports, and other available information (bottom-up approach).

In 2026, the Observatory was updated with new transport corridor projects and expanded to include airport infrastructure, the Trans-Arctic Transport Corridor, and high-speed rail (HSR) projects. As of 1 July 2026, it contains **402 ongoing and planned projects with a total investment value of $345bn** (Figure A).



← Figure A. Modes of transport share in the investments for the Eurasian Transport Network development, $bn

Source: EDB analysts' calculations.

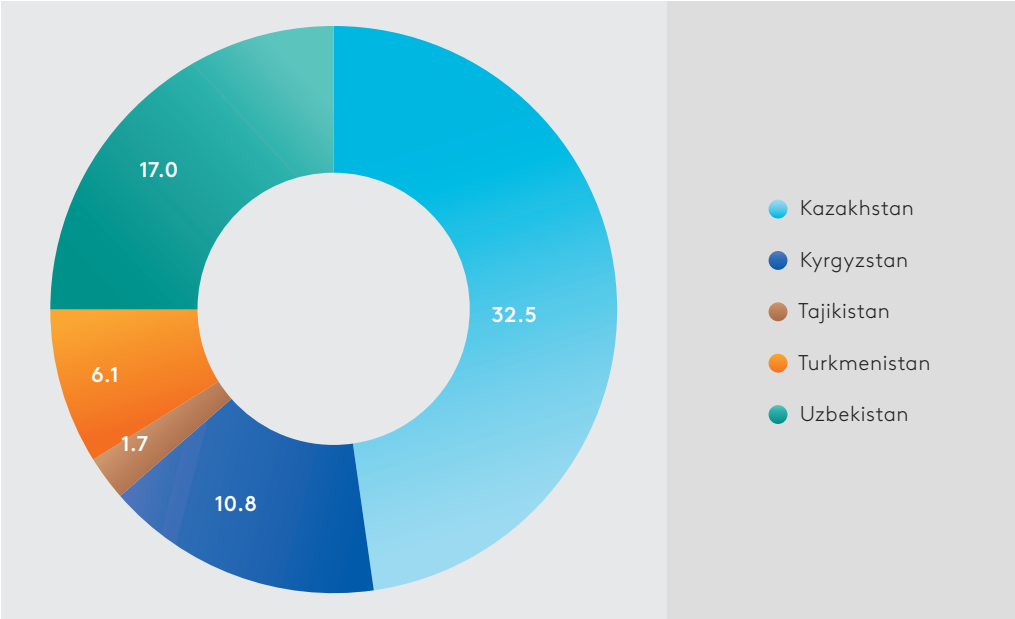
During 2025 and early 2026, transport infrastructure projects worth more than **$10 billion were completed across Eurasia, including around $6 billion in Central Asia**. Major completed projects include the modernised Dostyk–Moyinty railway in Kazakhstan, the Ashgabat–Mary–Turkmenabat motorway, as well as the International North–South Transport Corridor (INSTC) road section Turkmenbashi–Garabogaz–Kazakh border in Turkmenistan, the tunnel at the Kök-Art Pass on the alternative "North–South" motorway in Kyrgyzstan, sections of the Obigarm–Nurobod road in Tajikistan, and the electrified Bukhara–Urgench–Khiva railway in Uzbekistan.

Road projects account for 51.7% of all projects. Russia represents 49.3% of projects and 65.3% of total investment, equivalent to $225bn. **Eight of the ten largest projects in the Observatory are located in Russia**.

The Northern Eurasian Corridor is the largest investment area, attracting $84.8bn. Investment in the INSTC totals $50.3bn, excluding the Moscow–St. Petersburg HSR project.

By investment value, **62% of projects are under implementation**, 9% are in the documentation stage, and 29% remain in planning.

Central Asia accounts for more than $71.7bn (21%) of planned and ongoing investment across 114 projects (Figure B). Kazakhstan receives over 45% of regional investment. Roads account for 56% of investment in Central Asia, while rail projects account for nearly 30%.



← Figure B. Distribution of investments for the development of the Eurasian Transport Network in Central Asia by countries, $bn.

Source: EDB analysts' calculations.

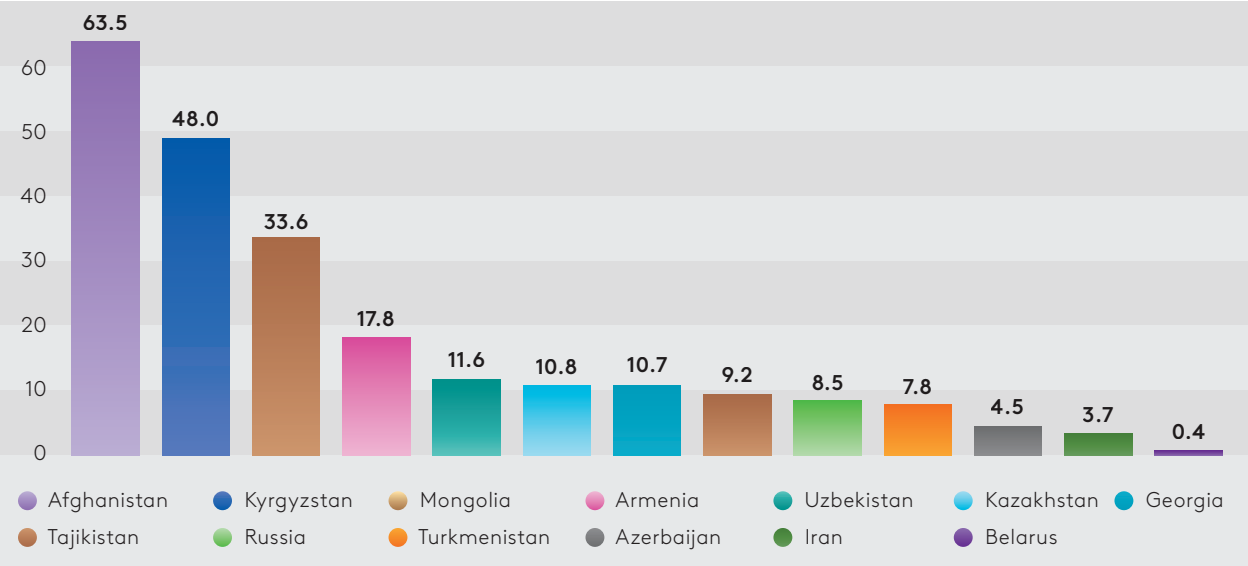
The TRACECA corridor, including the Trans-Caspian International Transport Route (or Middle Corridor), attracts $42.8bn, making it the region's largest investment destination. The ten largest projects account for 42% of all transport infrastructure investment in Central Asia.

Many landlocked and mountainous countries face particularly high infrastructure costs relative to GDP, creating significant financing challenges (Figure C).

Large-scale transport projects require substantial funding, which can be generated **either from public sources** (national budgets) **or from borrowed funds**. A shortage of funds, primarily from national budgets, means that **many major national and regional projects cannot be implemented simultaneously**. The Observatory contains information on several major projects that have long been in the planning stage. The three main sources of external funding include sovereign loans, non-sovereign loans and PPP models, including cross-border PPPs. For smaller states, PPP projects that are structured so as not to place a significant burden on the national

budget are particularly attractive. At the same time, there remains a high need to secure sovereign financing from international development institutions to implement road and rail construction and modernisation projects of significant socio-economic importance. In this regard, **the Observatory can be used to prioritise projects in the interests of all countries in the Eurasian region**.

↓ **Figure C. Ratio of investments in the development of transport corridors to nominal GDP of countries of the Eurasian region in 2025, %**



Sources: World Bank (GDP data), EDB analysts' calculations (investment in transport corridors infrastructure).

The Observatory highlights **the importance of external financing**. Of the 402 projects, 123 involve private-sector participation, including **27 PPP projects**. Eight projects are cross-border and may be implemented through cross-border PPP mechanisms (the China–Kyrgyzstan–Uzbekistan rail corridor, the Trans-Afghan railway corridor, the combined bridge over the Amur River and the Jalinda–Mohe border crossing point, etc.).

More than 62% of project value is financed through national budgets. **International development banks are supporting 48 active projects** (15.3%), while 29 additional projects are expected to seek their financing. In Central Asia, 43 of 114 active projects (37.7%) receive support from international development banks.

China is actively involved in the development of transport infrastructure in Central Asia. Projects involving Chinese participation exceed $12 billion, with more than $7 billion provided from Chinese funding sources. The largest project is the China–Kyrgyzstan–Uzbekistan railway corridor, valued at $4.7bn.

The Observatory supports coordinated infrastructure planning across countries, helping to reduce transport bottlenecks, improve investment efficiency, and strengthen cross-border connectivity. It can also support monitoring under the Avaza Action Programme for LLDCs (2024–2034) and the UN Decade of Sustainable Transport (2026–2035).