Eurasian Development Bank

Eurasian Transport Network: Projects Observatory and Interactive Map

Working Paper 25/5

Almaty — 2025

Vinokurov, E., Zaboev, A., Kuznetsov, A., Omarov, A., Romanov I. (2025) *Eurasian Transport Network: Projects Observatory and Interactive Map*. Working Paper 25/5. Almaty: Eurasian Development Bank.

The Eurasian Transport Network is a system of interconnected latitudinal and meridional international transport corridors and routes providing trade and economic links between Eurasian countries and international markets. The Observatory of Eurasian Transport Network projects makes it possible to size up the ongoing projects and the required investments for the development of transport corridors in Eurasia. As of July 1, 2025, a total of 325 projects with a value of over $234 billion have been initiated in the Eurasian region, 60% of which are already being implemented; feasibility and pre-feasibility studies are being prepared for another 13%. More than 90% of projects are for the construction, reconstruction or modernization of railway and road sections of the Eurasian transport corridors. The interactive map of the Eurasian Transport Network makes it possible to geotag each project and link it to a specific corridor or route.

Keywords: Eurasian Transport Network, Eurasia, transport, investments, investment projects, international transport corridors, transport infrastructure, connectivity, transport routes, Central Asia.

JEL: F15, F17, L92, O19, R11, R41.

Acknowledgements. The EDB authoring team would like to thank Mr Andrey Medvedev, Head of the Cartography and Remote Sensing Department at the Institute of Geography, for his contribution to the report and interactive maps.

The electronic version of the report is available on the website of the Eurasian Development Bank: https://eabr.org/analytics/special-reports/.

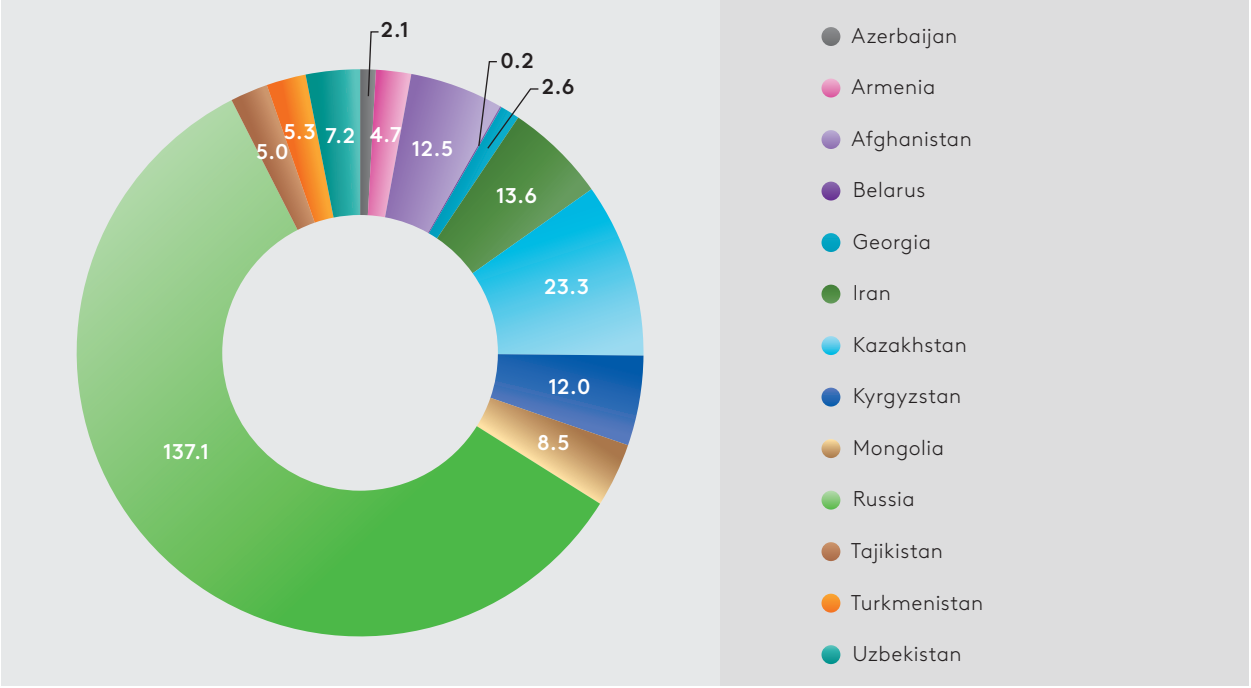
TABLE OF CONTENTS

SUMMARY

The Observatory of Eurasian Transport Network projects is an analytical tool for monitoring and systematisation of projects for the development of infrastructure for transport corridors and routes. The Observatory includes a database of transport infrastructure development projects and a geo-information system for positioning these projects. The Observatory covers 13 countries of the Eurasian region. **It is compiled and updated from open sources**, which include national and international transport development programmes, press releases, expert assessments and other available information (bottom-up approach).

The Observatory includes information on the project name, its description, country of implementation, transport corridor, mode of transport, investment volume by funding source, implementation period, implementation status, PPP features and other parameters. As of 1 July 2025, **the Observatory includes 325 projects for the development of the Eurasian Transport Network**, both those already underway and those planned, **with a total investment volume of $234.1 billion** (Figure A).

↓ **Figure A. Distribution of investments for the development of the Eurasian Transport Network by countries of the Eurasian region, USD billions**



Source: EDB analysts' calculations.

The largest number of Eurasian Transport Network development projects is in the road sector (51.9%), and in country terms, in Russia (48.5%). In terms of the value of the projects being implemented, Russia's share is much higher than those of the other

countries, accounting for 58.6% or $137.1 billion. **It is noteworthy that 7 out of the 10 largest infrastructure projects of the Eurasian Transport Network are being implemented in Russia.**

The development of the Northern Eurasian Corridor is the most capital-intensive. The total investment is estimated at $78 billion, which is more than a third of the total capital expenditures for the Eurasian Transport Network. The total cost of projects along the North-South International Transport Corridor (INSTC) in 2025 is estimated at $44.5 billion.

More than 60% of the Eurasian Transport Network development projects, by value, are under implementation. Another 12.8% of the total number of projects are at the stage of preparing project documentation, while 27.2% are at the planning stage.

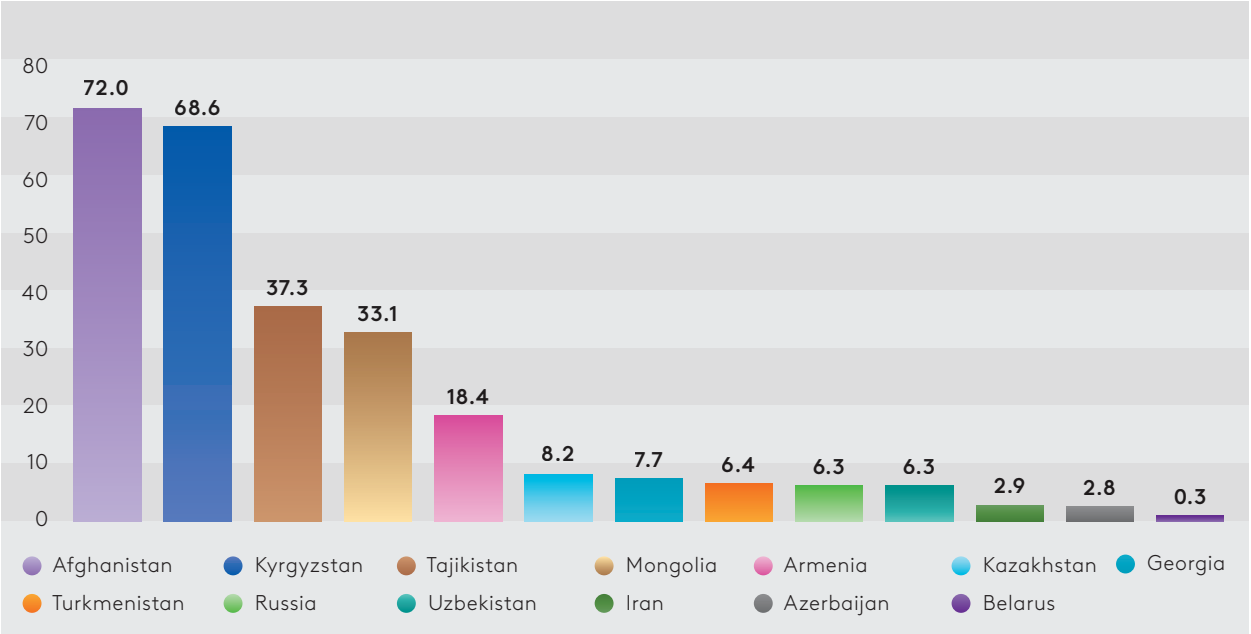
Central Asian countries account for more than 22% of investments. **Ninety projects totalling more than $52.8 billion** are being implemented or are planned**. More than 44% of this amount is accounted for by projects in Kazakhstan.** Almost 58% of investments in Central Asia are aimed at developing road networks, which indicates the high role of road transport in the connectivity and international trade in the region. Another 34.5% of investments are aimed at developing railway sections of transport corridors passing through Central Asia.

The largest investments in Central Asia — $39.8 billion — are for **sections of the TRACECA corridor, including the Trans-Caspian International Transport Route (Middle Corridor).** The 10 largest projects account for 58% of the total investments in the development of the Eurasian Transport Network in Central Asia.

The Observatory data show that the **amount of investment** required to build new transport infrastructure or modernise existing sections of transport corridors **in the landlocked and/or mountainous countries** of Central Asia, the South Caucasus, Mongolia and Afghanistan is **significant not only in nominal terms, but also as a ratio to the size of their GDP** (Figure B).

Large-scale transport projects require large funds, which can be generated **either from the state** (national budgets) **or from borrowed funds**. The three main sources of funds are: sovereign loans, non-sovereign loans and PPP models. PPP projects are attractive to smaller states and will be structured so as not to significantly increase the burden on the national budget. Funding shortfalls mean that **many large national and regional projects cannot be implemented simultaneously**. In this regard, the **Observatory can help prioritise projects for the benefits of all countries in the Eurasian region**.

↓ **Figure B. Ratio of investments in the development of transport corridors to nominal GDP of countries of the Eurasian region in 2024, %**



Sources: World Bank, EDB analysts' calculations.

A total of 113 out of 325 projects in the Eurasian region involve private business (almost half of them in logistics and warehousing). **Seventeen projects are being or may be implemented on PPP principles, including two cross-border PPPs** (the China–Kyrgyzstan–Uzbekistan and Trans-Afghan railway corridors). National budgets finance more than 62% of the total number of projects by value. International development banks are involved in 22 projects (6.8% of the total). Another 29 planned projects expect sovereign or non-sovereign financing from the MDBs.

The Observatory is a tool for coordinating the development of the Eurasian Transport Network. Uncoordinated implementation of transport projects leads to bottlenecks in some countries and underutilisation of the potential of completed projects. Coordination increases the efficiency of investments especially for cross-border projects in the countries along a transport corridor. The Observatory can serve as a tool to coordinate cooperation among governments, supranational bodies and MDBs in planning and developing transport infrastructure in subregions of Eurasia as well as a coordination tool for specific transport corridors.

INTRODUCTION

Eurasia is developing a network of international transport corridors and routes, which the Eurasian Development Bank (EDB) has called the Eurasian Transport Network. The advantages created by the Eurasian Transport Network lie in the interlinkages and complementarity of transport corridors and routes. This allows for synergistic effects: for the states of the region, through increased trade and transit traffic; for businesses, through reduced transport costs and increased access to foreign markets; and for citizens, through reduced costs for imported goods, increased tourism and individual mobility.

The concept and term "Eurasian Transport Network" was proposed by the EDB in 2021 (Vinokurov et al., 2021). The role of the International North-South Transport Corridor (INSTC) in the creation of the Eurasian Transport Network was considered in the EDB report "International North-South Transport Corridor: Investments and Soft Infrastructure" (Vinokurov et al., 2022). In 2024, on the sidelines of the EDB Annual Meeting in Almaty, the Bank presented the report "Eurasian Transport Network", which defined it and identified 10 systemic elements (Vinokurov et al., 2024).

The report notes that the fundamental basis for the development of the Eurasian Transport Network is to improve the infrastructure of international transport corridors and routes. These efforts result in the elimination of bottlenecks, increasing the capacity of roads, railways and border crossing points (BCPs), increasing the processing capacity of warehousing and logistics infrastructure and thereby improving the quality of services provided.

Transport infrastructure construction, modernisation and reconstruction projects are carried out at the national level in accordance with adopted strategic state planning documents (programmes and infrastructure plans), and at the regional level in pursuance of intergovernmental agreements.

The effective development of the Eurasian Transport Network will be facilitated by:

- Raising awareness of government agencies and international organisations about the work being done to improve transport infrastructure, including projects being implemented and planned at the regional level and the amount of funding required;

- increasing the involvement of private business in transport projects, achieving synergy in infrastructure development through the use of public-private partnership (PPP) mechanisms, including cross-border PPPs;

- coordinating infrastructure projects and the development of international transport corridors between governments and international financial institutions (IFIs) and multilateral development banks (MDBs).

In this regard, EDB has summarised information available in open sources on infrastructure development projects for international transport corridors and routes in the Eurasian region and compiled it into a database called "the Eurasian Transport Network Projects Observatory".

The Observatory makes it possible to assess the amount of investment in infrastructure development of international transport corridors and routes by mode of transport and country, as well as to distribute it by source of funding, including PPP projects.

The interactive map of the Eurasian Transport Network allows both visualising individual transport corridors or their combinations and geo-positioning of infrastructure projects underway to develop them.

By creating the Observatory and ensuring its annual update, the EDB aims to assist governments, international organisations and international financial institutions in raising awareness of the structure and scope of transport infrastructure development providing transport links in Eurasia. Thus, the Observatory is a tool for monitoring transport connectivity in Eurasia.

The Observatory aggregates all available information on the development of roads, railways, ports, airports, BCPs, warehouses and logistics centres in 13 countries of the Eurasian region: Afghanistan, Armenia, Azerbaijan, Belarus, Georgia, Iran, Kazakhstan, Kyrgyzstan, Mongolia, Russia, Tajikistan, Turkmenistan, Uzbekistan.

The authors of the Working Document have done their best to clarify the parameters of all transport projects included in the Observatory. Nevertheless, some projects may have inaccurate or outdated information, taking into account that a number of parameters, especially those such as timing and cost, may change. Efforts to clarify information and include new projects will continue after the publication this Working Paper.

The Working Paper is also describes the methodology of the Observatory.

1. TERMS AND DEFINITIONS

The Eurasian Transport Network is a system of interconnected latitudinal and meridional international transport corridors and routes ensuring Eurasia's intra- and transcontinental connectivity. The basis of the Eurasian Transport Network consists of international transport corridors crossing the Eurasian landmass along North–South and East–West axes, linking Asia, Europe, and the Middle East, and providing access to international markets for landlocked countries. Synergies of the transport network are achieved by connecting international transport corridors, creating new opportunities for logistics. All modes of transport contribute to the operation of the Eurasian Transport Network. Transport hubs, sea, river and dry ports, as well as transport and logistics centres, all play important roles in its development. The functioning of the Eurasian Transport Network would be impossible without soft infrastructure, including measures to harmonise legislation and simplify border crossing procedures.

The Observatory of Eurasian Transport Network projects is an analytical tool for monitoring and systematisation of transport corridors infrastructure development projects. The Observatory includes a database of transport infrastructure development projects and a geo-information system for positioning these projects. The Observatory covers the Eurasian region.

The Eurasian region is a group of wholly or partially intra-continental countries interested in improving transport connectivity to each other and to world markets. In this Working Paper, the Eurasian region includes Afghanistan, Armenia, Azerbaijan, Belarus, Georgia, Iran, Kazakhstan, Kyrgyzstan, Mongolia, Russia, Tajikistan, Turkmenistan and Uzbekistan. Of these 13 countries, 10 are landlocked.

Auxiliary transport infrastructure is transport and other supporting infrastructure that is not directly involved in the transportation process or transshipment, but creates the best conditions to promote the safety, efficiency, and quality of passenger and freight transport, including along international transport corridors and routes. Auxiliary transport infrastructure includes transport and logistics centres, container sites and terminals, as well as warehouses for storing goods, border crossing points and their facilities, roadside service infrastructure, and other similar facilities.

The Geo-Information System (GIS) of the Observatory is a system for collecting, storing, analysing and graphically visualising spatial (geo-positional) data and related information on transport corridors and routes of the Eurasian Transport Network, as well as on investment projects for their development. GIS is a tool that allows users to search for and analyse information on specific investment projects being implemented or planned.

A rail corridor is a network of overland railroad mainlines and rail–water ferries with modern equipment, designed to consolidate international transit traffic with minimum transport times for freight and passengers, together with high operational and economic performance.

An international transport corridor (ITC) is a network of trunk transport systems, as a rule equipped to handle various modes of transport, which ensures transportation in the directions of the greatest concentration of passenger and freight traffic, connects different countries, and therefore is of international importance.

An international transport route (ITR) is a component of an international transport corridor, the infrastructure of which may include one mode of transport (as in the case of the Europe–Western China International Transport Route, EWC ITR) or several modes (for example, the Trans-Caspian International Transport Route, TITR or Middle Corridor).

An International Road Border Crossing Point is a specially equipped area next to a road open for international traffic, where border control is carried out and, if necessary, other types of control and admission of persons, vehicles, cargo, luggage and animals across the state border (Eurostat, 2019). A BCP within this territory includes a complex of buildings, premises, lanes for movement of motor vehicles (trucks, cars, buses) and non-motorised vehicles, as well as structures with appropriate technological equipment, where border, customs and other types of control, internal affairs agencies, as well as transport and other enterprises and organisations that ensure the work of the BCP carry out their official activities.

A Rail Border Crossing Point is a specially equipped territory next to a railway open for international traffic, where border control and, if necessary, other types of control are carried out and persons, cargo, luggage and animals transported by railway transport, as well as railway rolling stock, are allowed to pass through the state border (Eurostat, 2019). A border crossing point within this territory includes a complex of buildings, premises, station tracks, as well as structures with appropriate technological equipment, where border, customs and other types of control, internal affairs agencies, as well as transport and other enterprises and organisations that ensure the operation of the BCP carry out their official activities.

A Transport and Logistics Centre (TLC) is a spatially functional facility with access road infrastructure for road, rail and other types of transport, as well as buildings and structures that provide logistics services related to the reception, storage, distribution, issue, reloading of goods and provision of other related services associated with the organisation of transportation and storage of goods.

Cross-border infrastructure is infrastructure located simultaneously on the territory of two or more countries, the construction and operation of which requires significant investment and coordination by a wide range of project participants.

A dry port is an inland facility with a logistics centre connected to the infrastructure of one or more modes of transport for the handling, temporary storage, and legally required inspection of goods moving in international trade, as well as for carrying out applicable customs control and formalities (UNESCAP, 2013).

2. OVERVIEW OF EXISTING MECHANISMS FOR MONITORING AND ANALYSING REGIONAL TRANSPORT INFRASTRUCTURE DEVELOPMENT

The development of transport systems and integration processes has recently stimulated the development of information resources dealing with the collection, processing and analysis of data in the field of transport investment projects. Databases of transport project data allow for better management decisions, as well as more accurate forecasting of long-term socio-economic development.

One of the first international databases in the field of transport projects is the International Transport Forum (ITF) database[1]. The ITF database includes statistics on infrastructure projects, freight and passenger traffic in more than 60 countries, providing comparative analyses of transport policy and its results.

The International Road Federation (IRF) maintains its own database[2]. It includes information exclusively on existing road development projects and covers about 200 countries. The database contains data on length, traffic volumes, accident rates and infrastructure costs.

Another important database of transport projects is the International Transport Infrastructure Observatory (ITIO), created by the Sustainable Transport Division of the United Nations Economic Commission for Europe (UNECE), with financial assistance from the Islamic Development Bank (UNECE, 2018). It is a multi-stakeholder web-based geographical information system (GIS) platform that hosts Euro-Asian Transport Links (EATL) routes maps, including data on transport networks and transport infrastructure nodes. Information on specific transport routes and networks is presented in separate layers, which allows one to consider rail, road, inland waterway transport separately or jointly, as well as ports, airports and logistics centres. The ITIO is in the development phase. In the future, UNECE plans to make available the information on infrastructure projects that can be provided on a voluntary basis by UNECE participating countries. It is also planned to post information on current tariff conditions, corridor traffic sizes, construction costs of infrastructure facilities, results of comparative analyses of the effectiveness of different models of infrastructure financing and management, and risk assessment of large-scale projects. ITIO envisages different levels of access

[1] International Transport Forum. Transport Data. https://www.itf-oecd.org/transport-data-and-statistics
[2] International Road Federation. World Road Statistics 2024. https://worldroadstatistics.org/

to information: full access for governments, international organisations and MDBs, and limited access for the expert community and civil society.

Within the European Union (EU), work is underway to populate and update the Trans-European Transport Network (TEN-T) database. This database is synchronised with GIS and includes information on TEN-T transport corridors, including layers on railways and roads, inland waterways, short sea shipping routes, transport hubs, sea and dry ports, airports and logistics terminals. TEN-T and GIS also provide information on ongoing transport infrastructure projects in EU countries (EU, 2014). The geospatial data is available on the European Union portal (Europa.eu), which provides information about each ongoing project, its location in relation to any European transport corridor, as well as brief information about it. The TEN-T database is the best available example of a geographic information system on a region's transport network, its corridors and infrastructure projects.

The National Transportation Projects Database (NTD) has been established in the United States[3]. It serves as a key tool for recording the financial, operational and asset status of transport systems, monitoring changes in the industry and providing the public with access to up-to-date information and statistics. Designed to support local, state, and regional planning processes, the NTD enables federal agencies, as well as states and other stakeholders, to conduct transportation studies and analyse long-term trends. The database includes a wide range of information, including funding sources for transport projects, vehicle and maintenance facility inventories, accident and other safety incident reports, traffic volume figures, and personnel data.

In Latin America, there is a database developed by the Inter-American Development Bank that includes infrastructure and logistics projects[4]. Designed to improve access to information and investment efficiency, this database offers information and analyses not only on transport projects, but on infrastructure in general, including energy, water, communications, urban infrastructure, and logistics. Access to information on current and planned projects allows users to gain a holistic view of the status and needs of infrastructure in each of the countries in the region.

The Asia Pacific Road Safety Observatory (APRSO) is a database on road transport accidents and road safety[5]. It collects data on road accidents in the region, as well as information on measures being implemented to improve road safety in the participating countries.

The Asian Development Bank has created a database to monitor the implementation of transport projects under the Central Asia Regional Economic Cooperation (CAREC). It includes information on road, railway, and logistics infrastructure projects in CAREC

[3] US Federal Transit Administration. National Transit Database. https://www.transit.dot.gov/ntd
[4] Inter-American Development Bank (IDB). Integration and Transport Hub. https://www.iadb.org/en/who-we-are/topics/transport/transport-initiatives/integration-and-transport-hub
[5] The Asia Pacific Road Safety Observatory (APRSO). https://www.aprso.org/

corridors. The project list is updated and published in CAREC documents (CAREC, 2022).

The African region has a database developed by the African Union Development Agency in 2012 (African Infrastructure Database, AID)[6]. It is designed to track and analyse infrastructure projects throughout Africa and covers a wide range of infrastructure initiatives, including transport, energy, water, health, and education. The database includes projects for the 55 countries that are members of the African Union, with an indication of funding sources and stage of implementation. The AID enables real-time tracking of infrastructure projects across Africa through an intuitive interface. Features include interactive maps, project metrics, sector analyses and investment accounting.

Special mention should be made of the BMI FitchSolutions Company infrastructure projects database[7]. This is a specialised analytical resource focused on monitoring and evaluating infrastructure, including transport, projects around the world. The platform is widely used by investors, government organisations and corporations to analyse markets, identify trends and manage risk. The database covers projects in more than 200 countries, with a particular focus on regions with fast-growing infrastructure. BMI FitchSolutions provides long-term forecasts (up to 10 years) of transport demand, taking into account demographic trends, urbanisation and economic growth. It also compares projects by ROI (return on investment), payback period and level of government support.

The EDB also has experience in creating a database of transport infrastructure development projects. In particular, in 2013. The Bank participated in the preparation of the Eurasian Economic Community (EurAsEC) Comprehensive Transport Infrastructure Development Plan, which contained information on key projects ensuring transport connectivity of member-states (EDB, 2011). In 2022, the database on INSTC infrastructure development projects underway or planned in seven countries along the corridor was developed and analysed (Vinokurov et al., 2022).

The analysis of international experience has shown that the work on systematisation of infrastructure development projects along the transport corridors is carried out by supranational institutions with the active participation of multilateral development banks.

[6] African Union Development Agency (AUDA). African Infrastructure Database https://aid.nepad.org/welcome/
[7] BMI — a FitchSolutions Company. Infrastructure Key Projects Data. https://www.fitchsolutions.com/bmi/infrastructure-key-projects-data

3. METHODOLOGY OF THE OBSERVATORY

3.1 Concept and Structure

The Eurasian Transport Network Observatory is an analytical tool aimed at monitoring and systematising infrastructure development projects for transport corridors and routes in Eurasian region. The Observatory includes a database of infrastructure development projects for international transport corridors and routes, as well as a geo-information system for positioning these projects. The Observatory covers 13 countries in the Eurasian region.

The Observatory is formed and updated on the basis of multifaceted information obtained from open sources with a bottom-up approach. Open sources include national and international transport development programmes, press releases, expert assessments and other information available on the Internet.

The software used for the formation and updating of the Observatory is MS Excel.

The planning horizon adopted in the Observatory is 10 years, so it includes projects that are being implemented or are planned to be implemented by 2035.

The projects included in the Observatory are updated once a year.

The following information is included in the Database:

1. **Project name** — according to the name recorded in national or international development programmes and plans.

2. **Geography** — the country where the project is being implemented. For cross-border projects, the names of all participating countries are given.

3. **Eurasian Transport Corridor** — the corridor or route along which the project is being implemented.

4. **CAREC corridor** — the Central Asia Regional Economic Cooperation corridor or corridors along which the project is being implemented.

5. **Mode of transport** — attribution of the project to a particular type of main or auxiliary transport infrastructure.

6. **Project group** — assignment of a project to one of three groups based on its role in the development of transport corridor (direct or indirect).

7. **Project description** — a brief description of the project, indicating its main characteristics—length of sections, capacity and other quantitative and qualitative criteria. The description may also include the history of the project and a list of investors, including private companies and international development banks.

8. **Project cost** in national currency.

9. **Project cost**, USD millions. Including from:
   9a — national budget;
   9b — private investors;
   9c — national and international financial institutions.

10. **PPP criteria** — if the project is implemented using a public–private partnership mechanism. If the project crosses borders, it is indicated as "Cross-border PPP."

11. **Project implementation status** — current (under implementation) or prospective stage (in the process of planning, preparation of project documentation).

12. **Year of project start** — the year when the practical implementation is launched—for example, the start of pre-project surveys and field work.

13. **Year of expected completion** is the year of commissioning of the facility as stipulated in the feasibility study, national programme, etc.

14. **Project initiator** — the national or regional organisation, business, or group of governments that initiated the project and initiated the relevant negotiations.

15. **Project participants** — companies and organisations that are working on project implementation (construction or modernisation of infrastructure, etc.).

16. **Expected result** — the final effects that can be obtained by the project for a particular country and/or region and/or transport corridor.

17. **Notes** — additional information on the project or assumptions and reservations used, e.g. regarding project implementation time or cost (if expert judgement is given).

Exclusions from the Observatory

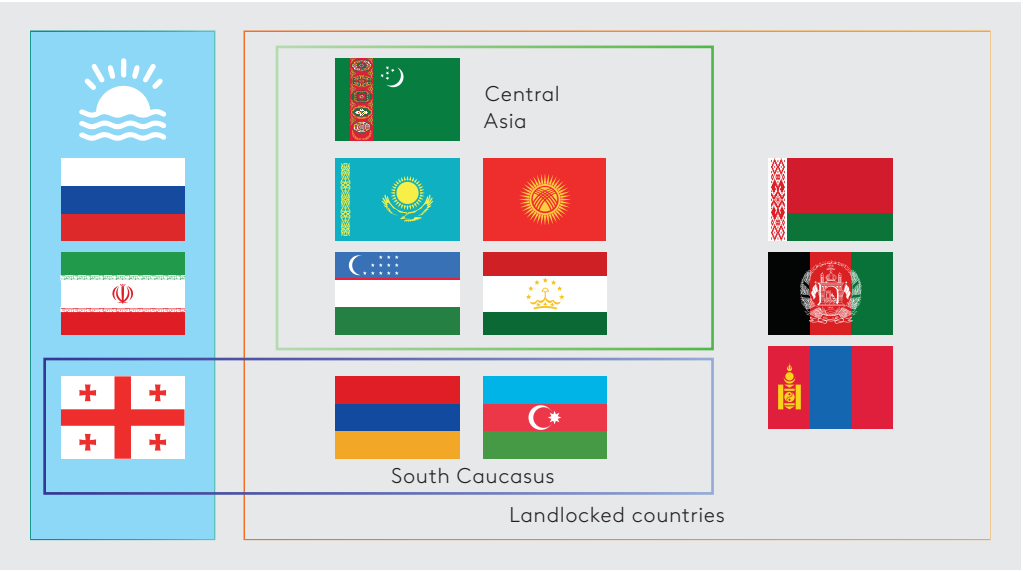
1. The Observatory does not include completed projects and commissioned transport infrastructure.

2. The Observatory does not include projects related to passenger transport, urban roads and other municipal infrastructure, with the exception of transport hubs, logistics centres with fundamental importance for the development of long-distance transport.

3. Transport infrastructure development projects outside the Eurasian region are not included. The only exception is cross-border projects implemented jointly (e.g., the China–Kyrgyzstan–Uzbekistan railway corridor project).

3.2 Geography

The Observatory contains information on transport infrastructure development projects in 13 countries in the Eurasian region (Figure 1). They play a significant role in the development of Eurasian land transit of goods in the east-west and north-south directions.



← Figure 1. Countries included in the Observatory of transport projects

Source: EDB.

Of the 13 countries included in the Observatory, 10 are landlocked (Afghanistan, Armenia, Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, Uzbekistan).

3.3 Corridors of the Eurasian Transport Network

The Observatory includes projects for the development of the following international transport corridors (their classification and description are given in the report "Eurasian Transport Network" (Vinokurov et al., 2024)):

- **Northern Eurasian corridor**, which includes the Trans-Siberian railway with branches to Mongolia and China;
- **Central Eurasian Corridor**, which includes the Europe-Western China international road route;
- **TRACECA**, which includes the **Middle Corridor** infrastructure;
- **Southern Eurasian Corridor**, connecting South and West Asia;
- **The INSTC,** which includes the North–South road corridor linking Armenia with Georgia, Russia, and Iran;
- **EATL 9 railway route** (Centre-South railway corridor) and **EATL 3e road route**, providing approaches to Russian ports in the Azov-Black Sea basin;
- **EATL 3a road route**, running in the east-west direction and providing a link between the INSTC and EATL road route 3e on the section Volgograd — Kamensk-Shakhtinsky (coincides on the section Volgograd — Astrakhan with the INSTC and on the section Beineu — Nukus — Bukhara — Navoi — Samarkand — Tashkent — Shymkent with TRACECA);
- **EATL 9 road route** providing a link between Russia, Mongolia and China (XUAR) and coinciding with the AH3 route of the Asian Highway network.

The corridor and route alignment of the Eurasian Transport Corridor are shown in Appendix 1.

3.4 CAREC Corridors

Given the overlap of much of the Eurasian Transport Facility corridors and routes with Central Asia Regional Economic Cooperation (CAREC) corridors, especially in Central Asia and the South Caucasus, the Observatory links each infrastructure project to a specific CAREC corridor (CAREC, 2022):

- CAREC 1: Europe-East Asia;
- CAREC 2: Europe-Mediterranean-East Asia;

- CAREC 3: Russian Federation-Middle East and South Asia;
- CAREC 4: Russian Federation-East Asia;
- CAREC 5: East Asia-Middle East and South Asia;
- CAREC 6: Europe, Middle East, and South Asia.

3.5 Modes of Transport

All Eurasian Transport Network development projects are categorised by the following modes of transport:

1. **Rail** — all projects for the development of mainline railways, bridges and tunnels, railway hubs and marshalling yards. Railway container terminals are categorised as "Transport and Logistics Centres" and railway border crossing points are categorised as BCPs.

2. **Road** — all projects for the development of roads, tunnels and bridges, transport interchanges, with the exception of projects for equipping motorways with noise-absorbing shields and permanent lighting. In this case, road border crossing points are categorised as BCPs.

3. **Seaports** — projects to develop water areas, approach channels, cargo areas, transshipment equipment and other infrastructure.

4. **River ports** — projects for the development of approach channels, cargo areas, transshipment equipment and other infrastructure on inland waterways.

5. **Airports** — projects to develop cargo terminals at international airports.

6. **Warehouses and logistics centres** — all projects of dry ports, container terminals, multimodal and multifunctional logistics complexes.

7. **Border crossing points** — international road and rail border crossing points.

3.6 Project Groups

The projects are divided into three groups according to their role in developing the corridor and improving its capacity.

The first group (A) includes projects aimed at **eliminating missing links and critical transport infrastructure bottlenecks** along the main corridor sections that are

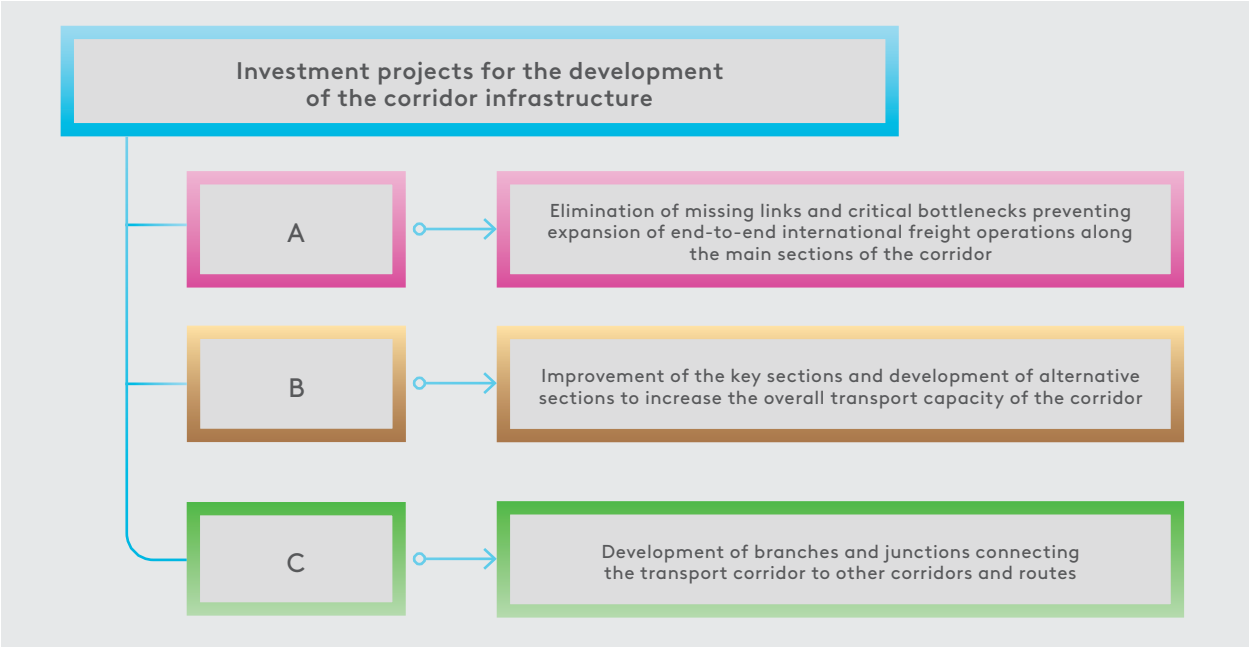
currently hindering the development of through international freight transport and transit (see Figure 2).

The second group (B) consists of projects **to improve the quality of infrastructure along the main routes of the corridor** and to develop redundant (alternative) elements of transport infrastructure. The construction, reconstruction, or modernisation of alternative road and railway sections and other infrastructure can free up some of the capacity on the main corridor sections. These projects result in higher vehicle speeds and shorter delivery times.

The third group (C) is the **construction, rehabilitation, modernisation, and development of corridor links and branches to connect the corridor** to other international transport corridors and routes. These projects contribute to realising the synergy effects and attracting additional cargo flows.

The project group number does not prioritise the project. Prioritisation is the prerogative of the national governments of the Eurasian region.

↓ **Figure 2. Classification of Investment Projects for Transport Corridor Development**



Source: EDB.

3.7 Status of Projects

The Observatory indicates the year of the project start, the year of its planned completion, and the project status. Projects are recorded according to public information: transport and infrastructure development programmes and plans adopted at the national or regional level.

Addition of new projects and tracking of the status of completed projects is carried out on an annual basis. Completed projects (commissioned transport infrastructure) are excluded from the Observatory. For some projects under discussion or negotiation, the planned start and completion dates are indicative. For projects that have been suspended, no work is in progress, or whose status is unknown, the last year of the range — 2035 — is indicated. Data on implementation dates are subject to monitoring and updating.

For ease of analysis, the status of projects is defined as follows:

- "in progress" — projects that are being implemented in the current year;
- "planned" — projects under discussion or negotiation with stakeholders, government initiatives. This category includes all projects for which feasibility studies have not yet been initiated;
- "project documentation being prepared" — projects for which feasibility studies and pre-feasibility studies, design and estimate documentation are being developed;
- "n.a." — projects for which there is no reliable information about the stage of implementation or the information available in the public domain is outdated.

3.8 Project Cost

One unit of measurement is used for all projects: the dollar ($). For projects at the national level and included in relevant development programmes and plans, the value in national currency is converted into dollars at the appropriate exchange rate for the year of project inception.

For many projects, cost data is not publicly available. In these cases, an expert estimate of the project cost was accepted. For example, the cost of a railway line, depending on the terrain and the number of artificial structures, can be determined by multiplying the length of the line by the cost of constructing 1 km of track for that type of terrain. Where an expert assessment of the cost of project implementation is given, this is recorded in the "Notes" column.

If private business and/or international financial institutions are involved in the project, the amount the project receives from these sources is indicated.

The presence of a private investor allows the project to be classified as being implemented with the participation of the private sector. If the PPP mechanism is used, a corresponding note is made in the "PPP criteria" column.

Project cost data is updated during the annual monitoring and database update.

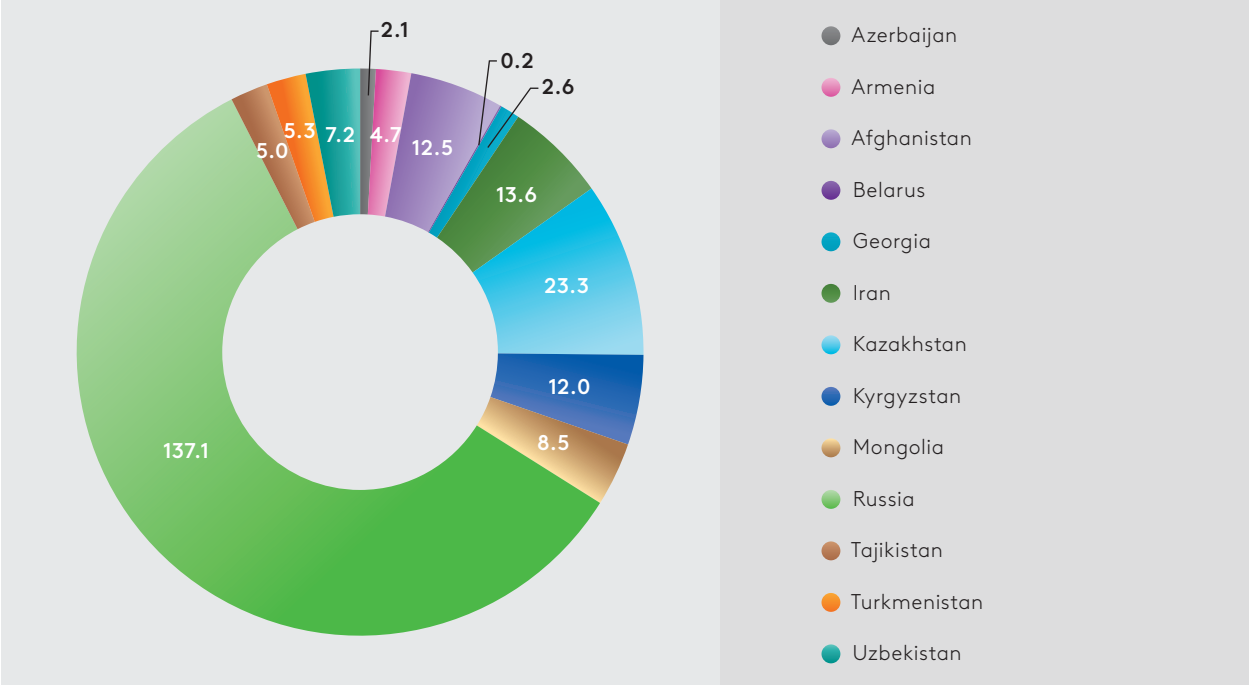
4. SUMMARY ANALYSIS OF THE EURASIAN TRANSPORT NETWORK INFRASTRUCTURE DEVELOPMENT

4.1 Eurasian Region

As of 1 July 2025, the Observatory counted 325 Eurasian Transport Network development projects, both existing and planned, with a total investment of $234.1 billion (Table 1).

The largest number of development projects in the Eurasian Transport Network is in the road sector (51.9%), and in country terms in Russia (48.5%). In terms of project value, Russia's share is higher than those of the other countries, at 58.6% or $137.1 billion (Figure 3).

↓ **Figure 3. Distribution of investments in the Eurasian Transport Network by countries of the Eurasian region, USD billions**



Source: EDB analysts' calculations.

Kazakhstan has the second largest volume of investments in the development of the Eurasian Transport Network infrastructure — $23.3 billion (9.9%). Iran follows with $13.6 billion (5.8%).

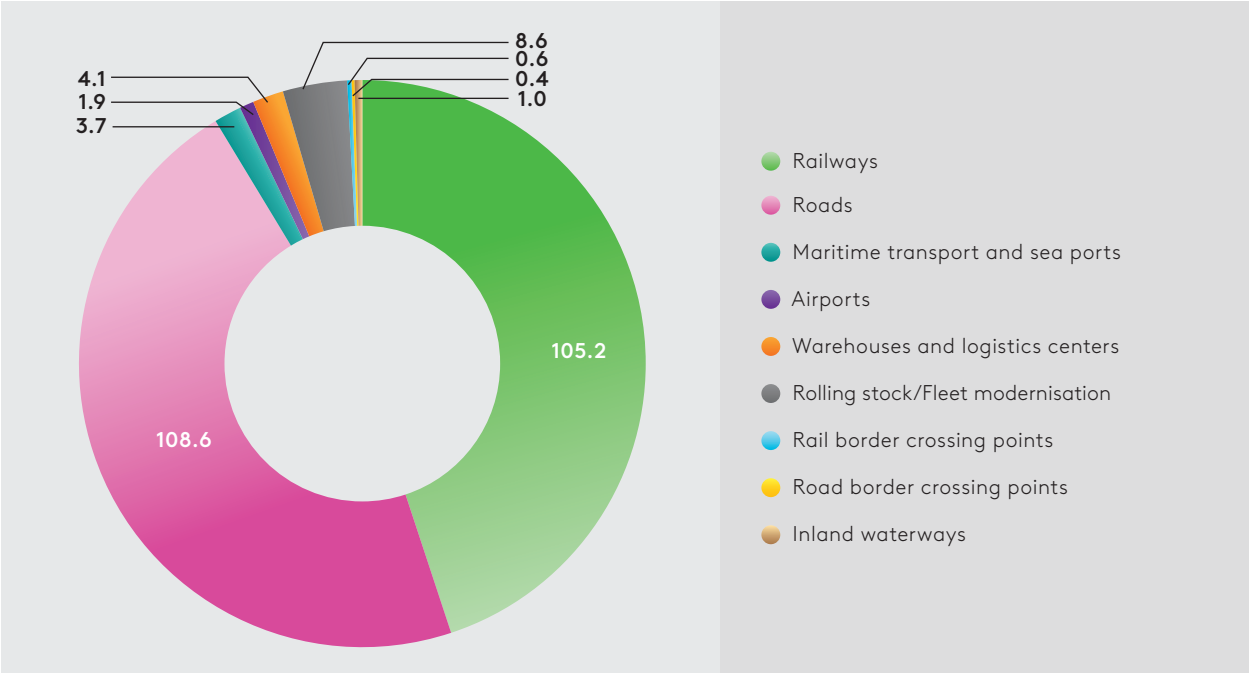
Railways are the second most capital-intensive segment of the Eurasian Transport Network. Projects to build, reconstruct and modernise railways require investments of $105.2 billion (Figure 4). Together, the road and railway components of the Eurasian Transport Network require investments of $213.8 billion (91.3% of total estimated capital expenditures).

↓ Table 1. Number of Eurasian Transport Network infrastructure development projects by country and mode of transport

Countries	Railways	Roads	Sea ports	Inland waterways	Airport cargo terminals	Border crossing points	Logistics centres and warehouses	Fleet and rolling stock
Azerbaijan	3	-	1	-	-	2	1	-
Armenia	5	11	-	-	-	4	1	-
Afghanistan	3	5	-	-	-	-	8	-
Belarus	-	2	-	-	-	-	1	-
Georgia	1	3	1	-	1	-	1	-
Iran	6	3	2	-	-	-	-	-
Kazakhstan	9	19	1	-	2	-	4	4
Kyrgyzstan	4	8	-	-	-	1	5	-
Mongolia	4	-	-	-	-	-	7	1
Russia	7	95	3	3	1	24	22	2
Tajikistan	2	4	-	-	-	-	-	-
Turkmenistan	1	3	-	-	-	1	2	-
Uzbekistan	2	15	-	-	-	-	3	-
TOTAL	**47**	**168**	**8**	**3**	**4**	**32**	**55**	**7**

Source: EDB analysts' calculations

↓ **Figure 4. Modes of transport share in the investments for the Eurasian Transport Network development, USD billions**



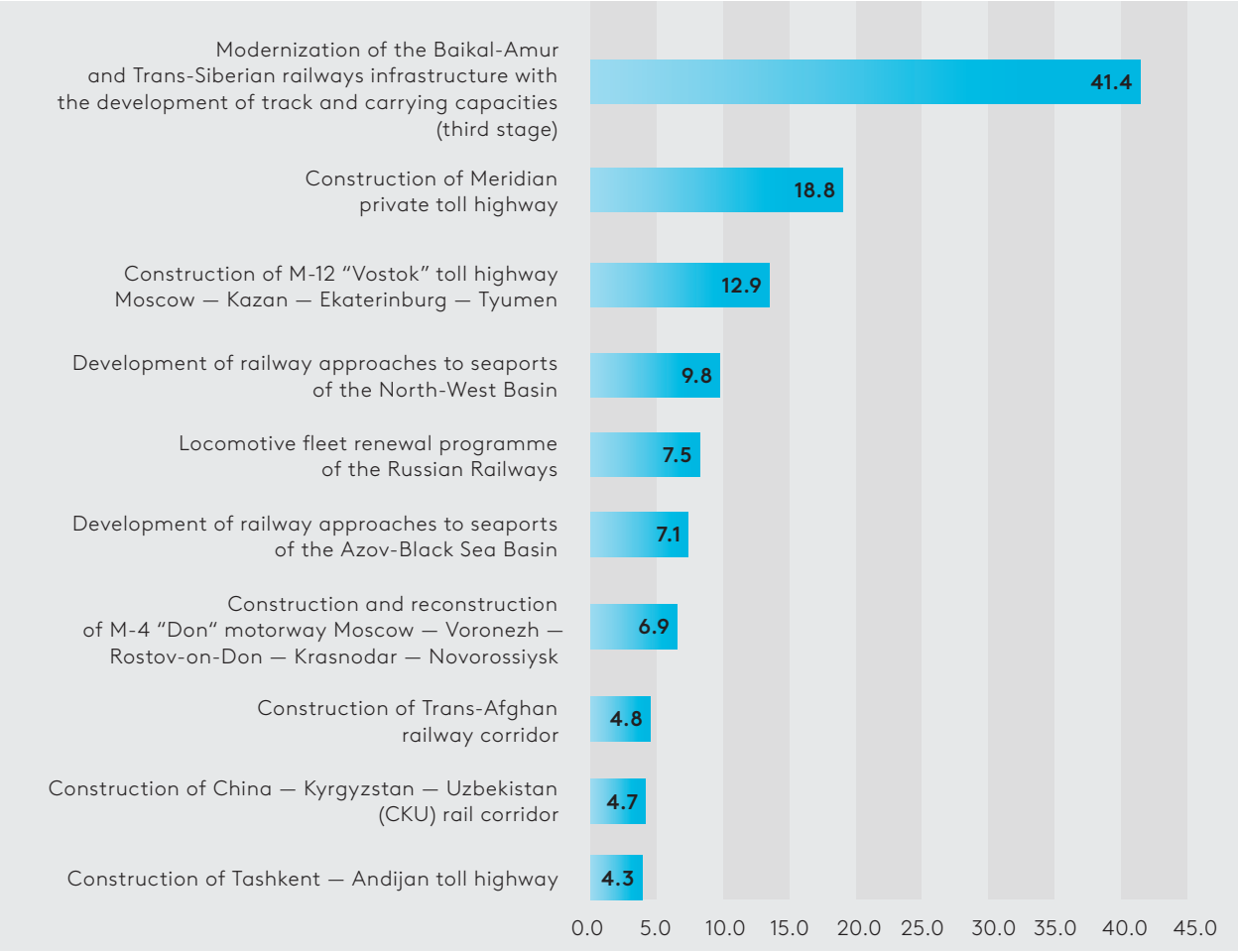
Source: EDB analysts' calculations.

The 10 most capital-intensive projects in the development of the Eurasian Transport Network account for more than 50.2% of investments. These include the project to modernise the railway infrastructure of the Baikal-Amur and Trans-Siberian railways — $41.4 billion (17.7%), the construction of the Meridian private toll motorway — $18.8 billion (8.0%), and the construction of the M-12 Vostok toll highway Moscow — Kazan — Ekaterinburg — Tyumen — $12.9 billion (5.5%).

Due to the high cost of such projects as the modernisation of the Baikal-Amur and Trans-Siberian railways, the development of the Northern Eurasian Corridor is the most capital-intensive. The total investment is estimated at $78 billion, which is more than a third of the total capital expenditure of the Eurasian Transport Network (Figure 6). The cost of developing the INSTC in 2025 is estimated at $44.5 billion, which is 15% higher than the estimate given by EDB analysts in 2022 (Vinokurov et al., 2022), due to the emergence of new projects and re-evaluation of existing ones.

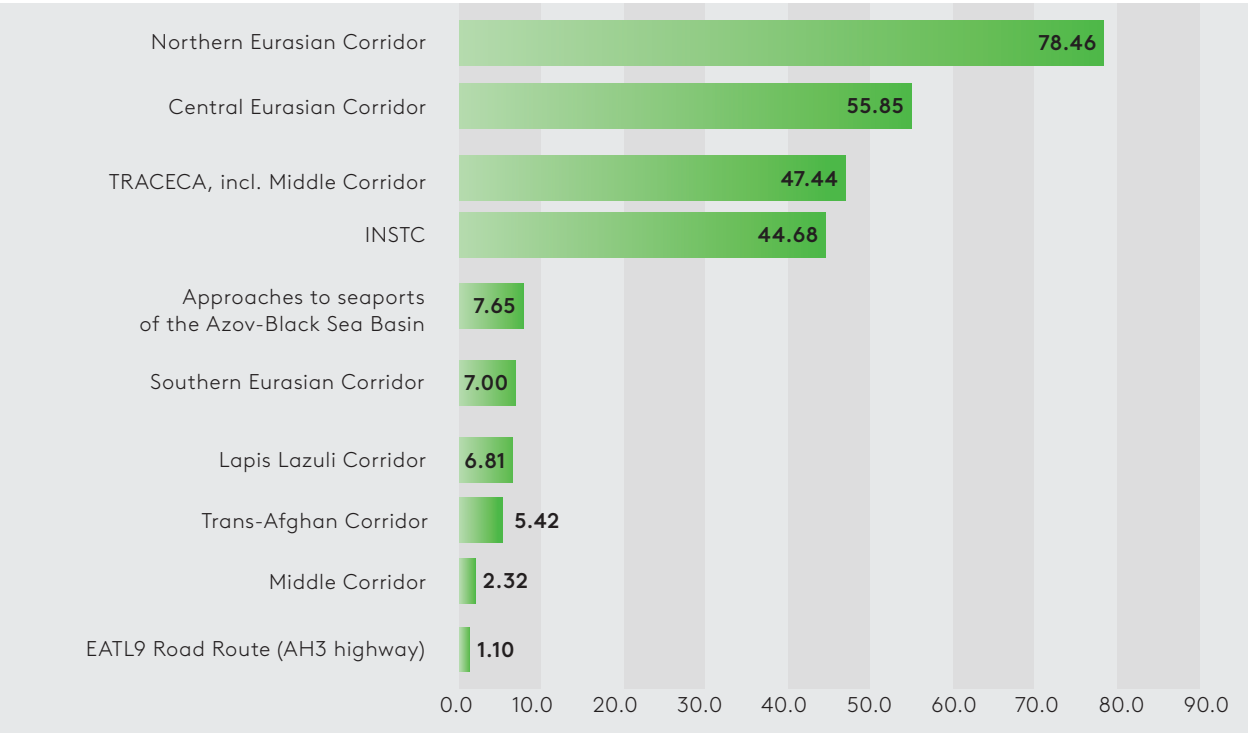
Projects aimed at eliminating missing links and critical bottlenecks constraining freight transport along the main sections of transport corridors in the Eurasian region (Group A) dominate the overall structure of ongoing and planned investments. They account for a total of $161.4 billion, or 68.9% of the total capital expenditures for the development of the Eurasian Transport Network. Projects to improve the quality of the main sections and develop alternative sections to increase the overall capacity of the corridors (Group B) require 17.9% of the total investment, or $41.9 billion. Development of branch and adjacent sections to link corridors (Group C) is estimated at $31.1 billion, or 13.3% of total investment (Figure 7).

↓ **Figure 5. Top 10 most capital-intensive projects of the Eurasian Transport Corridors development, USD billions**

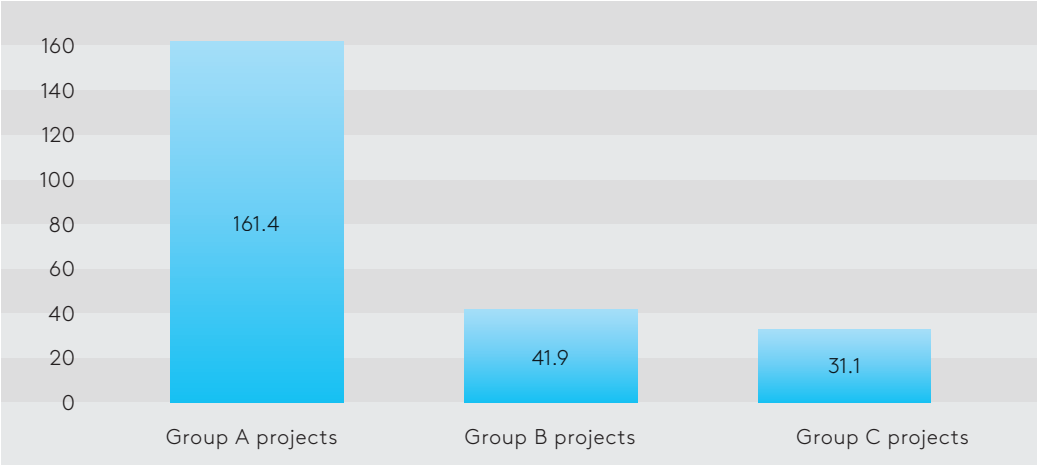


Source: EDB analysts' calculations.

↓ **Figure 6. Distribution of investment needs for the development of Eurasian Corridors, USD billions**



Source: EDB analysts' calculations.



← Figure 7. Distribution of investment needs by groups of projects of the Eurasian Transport Network, USD billions

Source: EDB analysts' calculations.

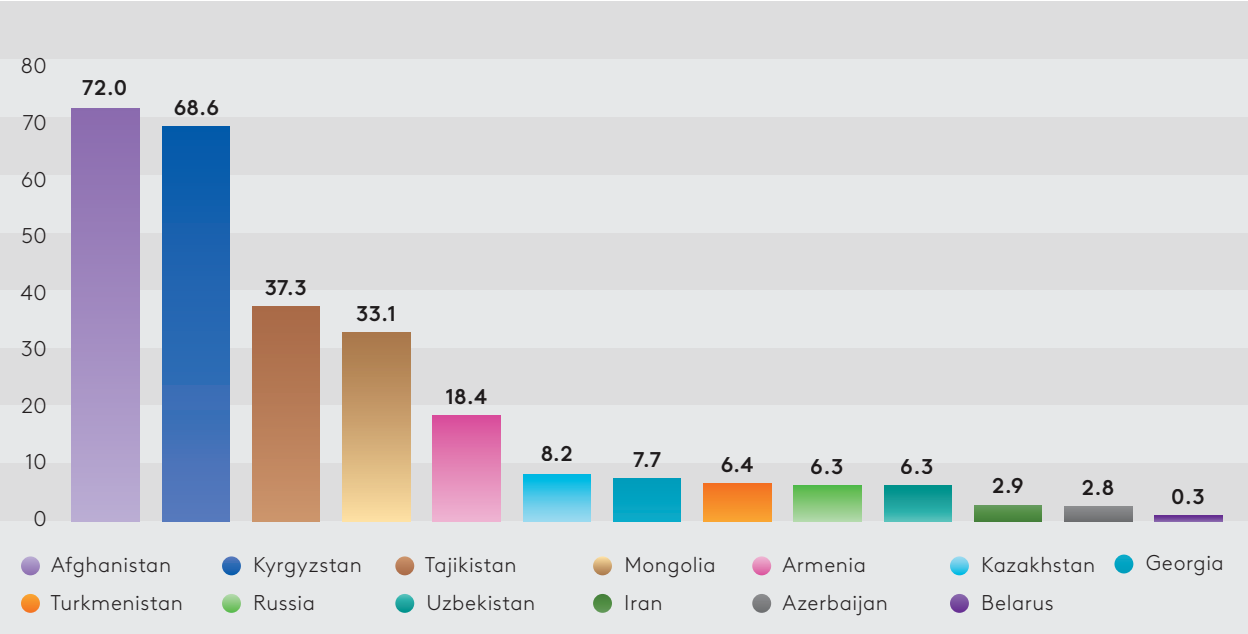
More than 60% of the total number of Eurasian Transport Network development projects are under implementation. Another 12.8% of the total number of projects are at the stage of preparing project documentation, while 27.2% of the total number of projects are at the planning stage (no decision has yet been taken to start their practical implementation). The planned projects include, in particular, one of the most capital-intensive projects of the Eurasian Transport Network, the construction of the Meridian private toll highway.

← Figure 8. Distribution of investments by phases of projects, USD billions

Source: EDB analysts' calculations.

The cost of developing transport corridor infrastructure depends on the size of each country and the scale of its economy. Most countries in the Eurasian region are landlocked and some countries have mountainous terrain. This means that the investment required to build new transport infrastructure or modernise existing sections of transport corridors can be very large for these countries, not only in nominal terms, but also as a ratio to the size of their GDP (Figure 9).

↓ **Figure 9. Ratio of investments in the development of transport corridors to nominal GDP of countries of the Eurasian region in 2024, %**



Sources: World Bank, EDB analysts' calculations.

Afghanistan, Kyrgyzstan and Tajikistan have the highest costs of transport corridor development relative to GDP. This indicator is also quite high in Mongolia and Armenia.

Large transport projects require large funds, which can be generated from three main sources: sovereign loans (increasing the burden on the national budget), non-sovereign loans (the highest priority type of financing, but difficult in its purest form due to the need to find private investors), or PPP models, which, although not increasing the burden on the national budget, have risks of non-performance and therefore require government guarantees. For small states, PPP projects are important that are structured in such a way that they do not significantly increase the burden on the national budget.

The shortage of disposable funds (their own or borrowed) means that many large national and regional projects cannot be implemented simultaneously. This is why many of the major projects in all five listed countries included in the Observatory (e.g. the Meridian motorway or the North-South railway in Tajikistan) are still only declared but not implemented and have no clear timeframe for future implementation.

Another challenge is the coordination of development projects in neighbouring countries, or in countries participating in the same transport corridor. Unsynchronised implementation of transport projects leads to bottlenecks in some countries, while in others, already built facilities or sections of transport corridors cannot reach the projected passenger and freight flows.

In this connection, the tasks of prioritising projects in conditions of limited investment opportunities and coordinating their implementation become particularly urgent. International development banks and other development institutions can provide technical assistance in selecting priority projects and financing them, especially in landlocked countries, mountainous countries and other countries with special development conditions.

The role of MDBs as well as supranational bodies in coordinating the development of corridor infrastructure, preparation and implementation of comprehensive plans for their development is significant. The Eurasian Transport Network Project Observatory is also a tool for coordinating the development of transport corridors in the Eurasian region.

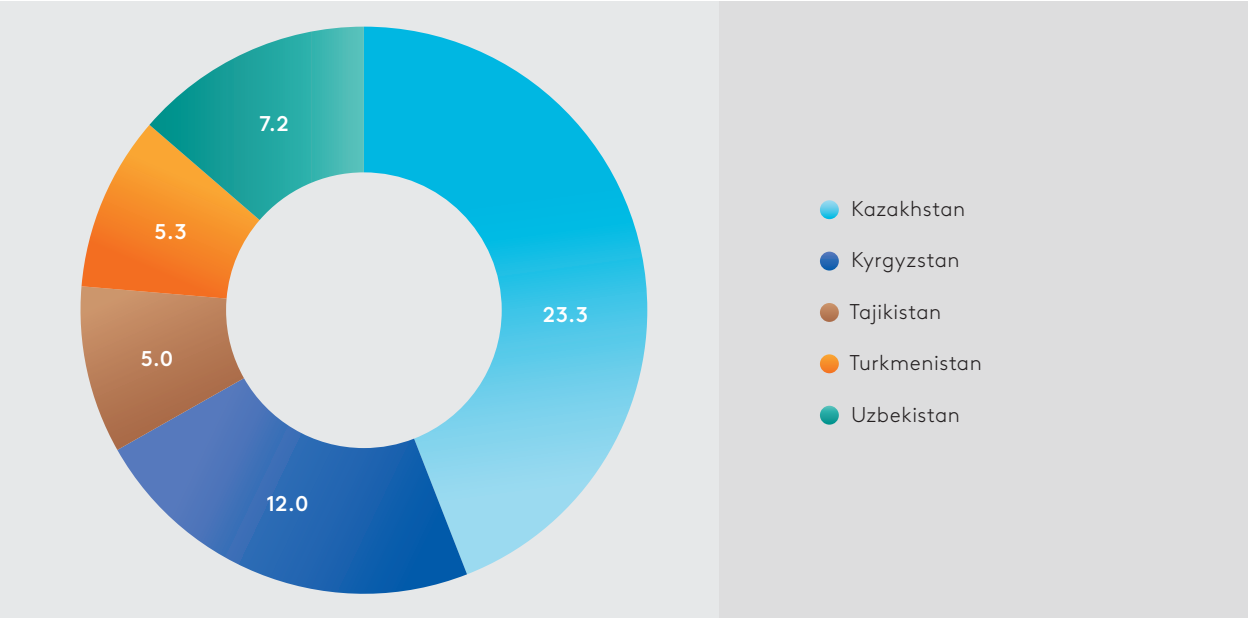
4.2 Central Asia

As of 1 July 2025, Central Asian countries accounted for more than 22% of the investments in the development of the Eurasian Transport Network. Ninety projects totalling over $52.8 billion are underway or planned. These include the infrastructure development of TRACECA, including the Middle Corridor, INSTC, the Central Eurasian Corridor, the Lapis Lazuli Corridor, as well as the new cross-border corridors: China-Kyrgyzstan-Uzbekistan, Tajikistan-Afghanistan-Turkmenistan, Trans-Afghan Corridor and others. Investments are directed to the development of five of the six CAREC corridors passing through Central Asia.

Approximately 44.1% of the total investment aimed at developing the Eurasian Transport Network in Central Asia ($23.3 billion) comes from projects in Kazakhstan. The Kyrgyz Republic accounts for 22.7% of total investment, Uzbekistan 13.7%, Turkmenistan 10% and Tajikistan 9.6% (Figure 10).

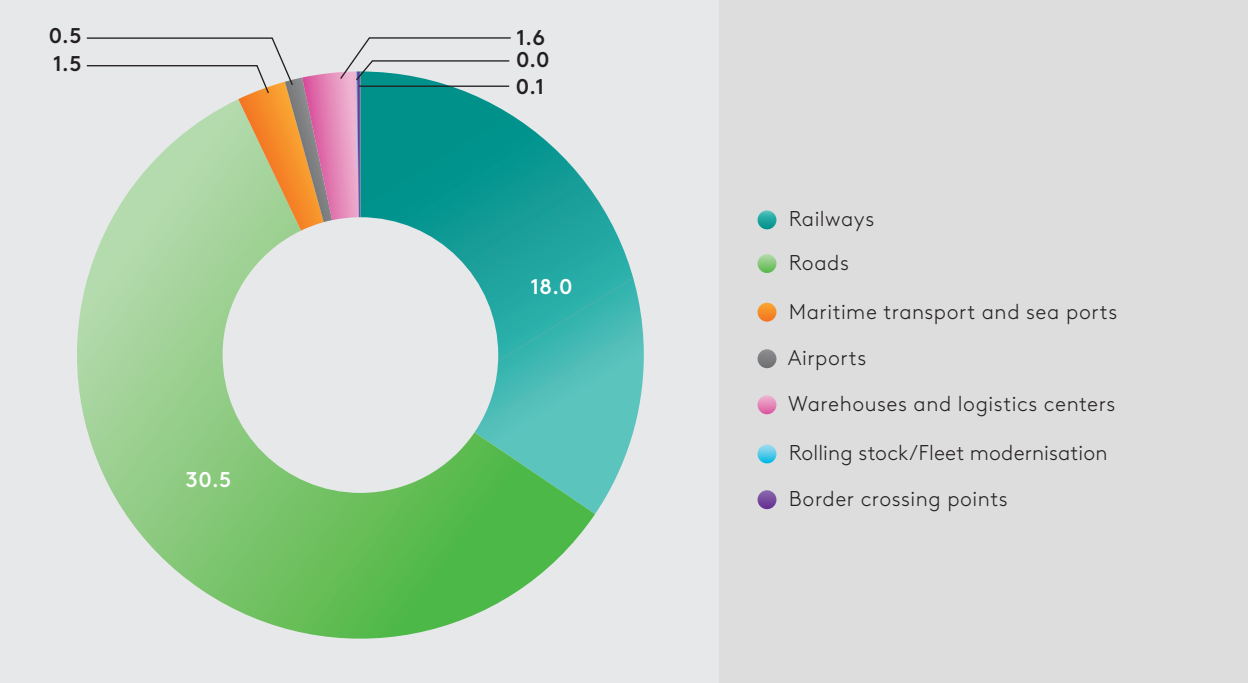
More than 58% of investments in Central Asian countries are directed to road networks, which indicates the high role of road transport in the development of international trade and transit in the region. Another 34.5% of investments are aimed at railway sections of transport corridors passing through Central Asia (Figure 11).

↓ **Figure 10. Distribution of investments for the development of the Eurasian Transport Network by countries of Central Asia, USD billions**



Source: EDB analysts' calculations.

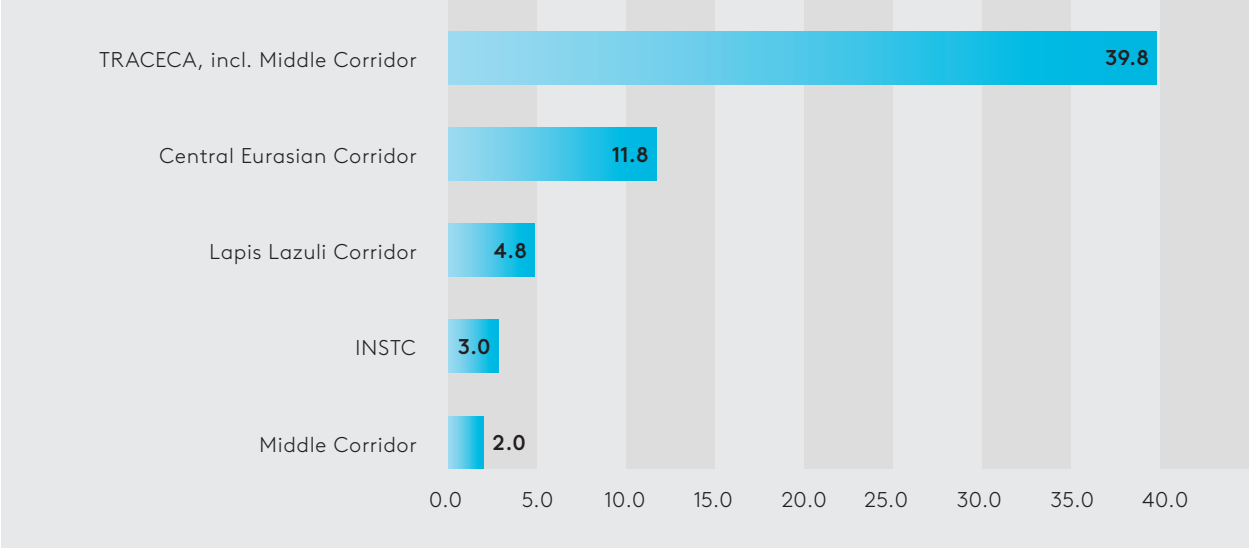
↓ **Figure 11. Distribution of investments for Eurasian Transport Network development projects in Central Asia by mode of transport, USD billions**



Source: EDB analysts' calculations.

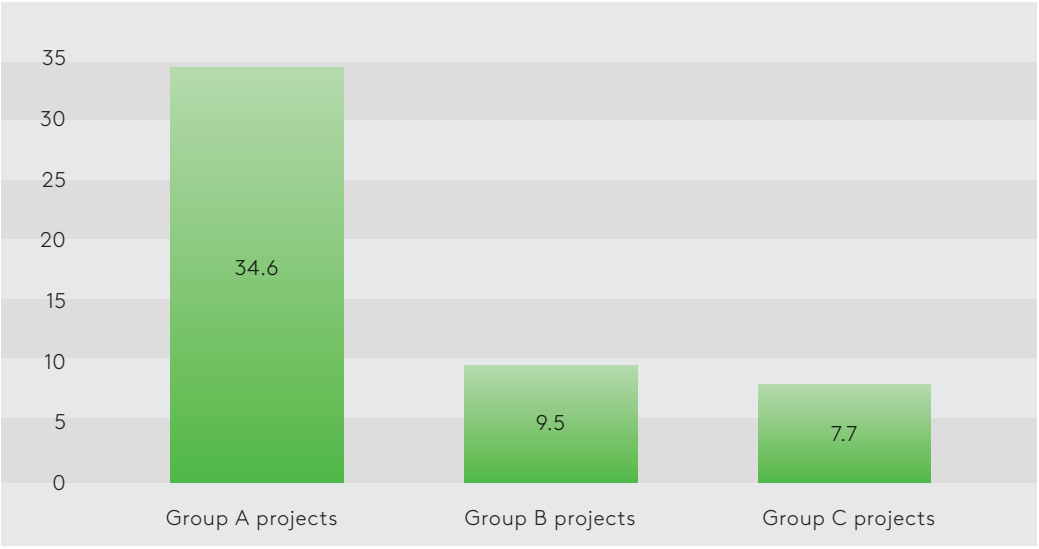
The largest investments in the Eurasian Transport Network in Central Asia, $39.8 billion, are aimed at developing sections of the TRACECA corridor, including the Middle Corridor. The second most capital-intensive corridor is the Central Eurasian Corridor, with $11.8 billion invested in its development. The development of the Lapis Lazuli corridor requires $4.8 billion of investments, and sections of the Eastern route of the North-South ITC on the territory of Central Asian countries requires $3 billion (Figure 12).

↓ **Figure 12. Distribution of investments by five main corridors in Central Asia, USD billions**



Source: EDB analysts' calculations.

Projects aimed at eliminating missing links and bottlenecks constraining freight transport along the main sections of transport corridors in Central Asia (Group A) dominate the overall structure of ongoing or planned investments. They account for a total of $34.6 billion, or 66.7% of the total capital expenditure on the Eurasian Transport Network. Projects to improve the quality of the main sections and develop alternative sections to increase the overall capacity of the corridors (Group B) require 18.4% of the total investment, or $9.5 billion. Development of branch and adjacent sections to link corridors (Group C) is estimated at $7.7 billion or 14.9% of total investment (Figure 13).

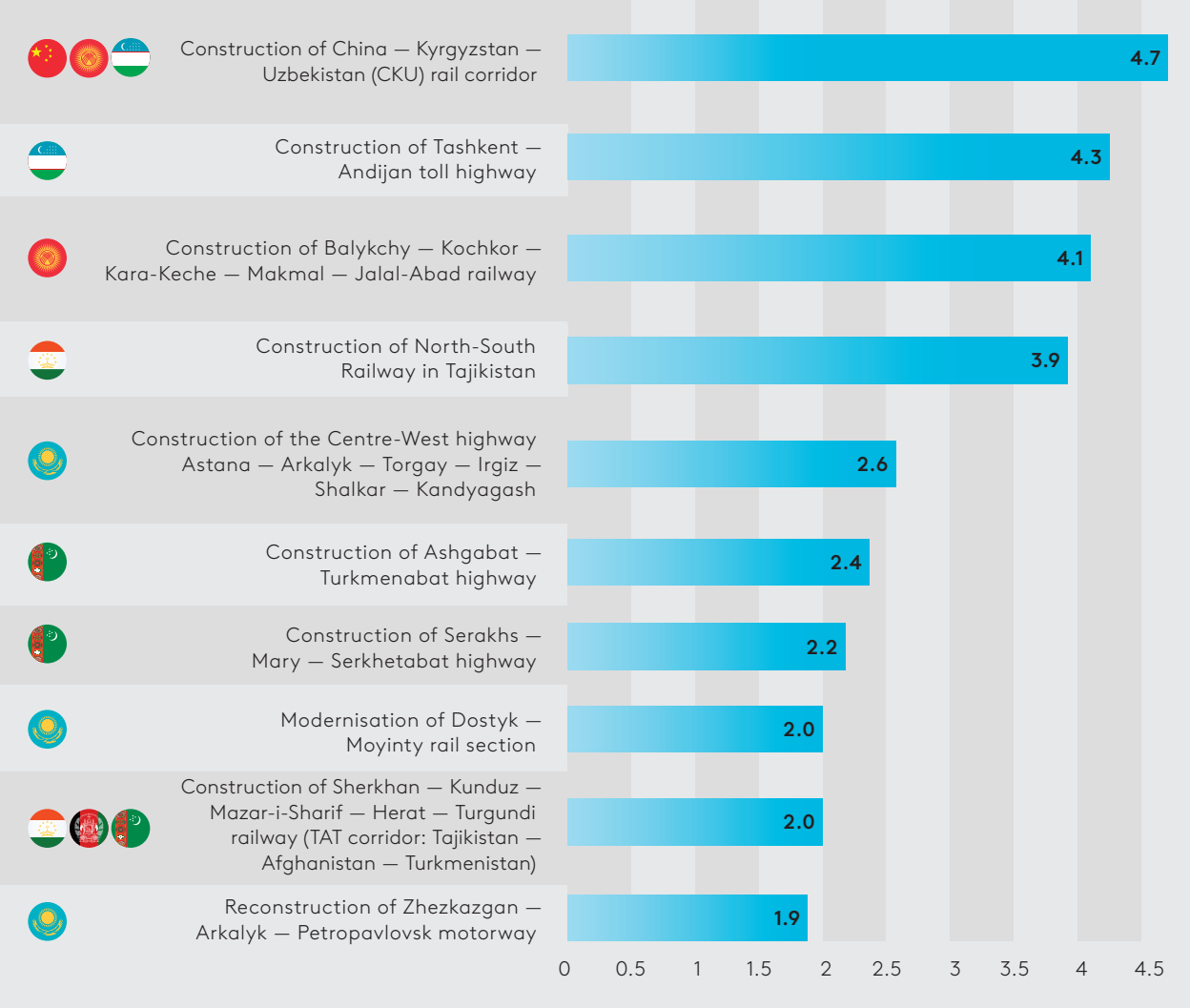


← **Figure 13. Distribution of investments by groups of infrastructure development projects in Central Asia, USD billions**

Source: EDB analysts' calculations.

The top 10 transport corridor development projects account for 58% of the total investments for the Eurasian Transport Network in Central Asia (Figure 14).

↓ **Figure 14. Top 10 projects of Eurasian transport corridors development in Central Asia, USD billions**



Source: EDB analysts' calculations.

The projects for the construction of the China-Kyrgyzstan-Uzbekistan railway corridor and the Tashkent-Andijan highway in Uzbekistan lead in terms of investment.

Three of the 10 projects are still on paper, while project documentation is being prepared for another one. The reasons are insufficient funds in the national budgets, difficulty attracting private investors, and insufficient coordination with other planned and ongoing projects. In particular, the TAT corridor project is not yet interlinked with the Trans-Afghan Railway Corridor project. The simultaneous implementation of the two projects in Afghanistan is difficult.

A total of 113 out of 325 projects in the Eurasian region involve private business participation. Seventeen projects are being or could be implemented on PPP principles, including two cross-border PPPs (the China-Kyrgyzstan-Uzbekistan railway corridor and the Trans-Afghanistan railway corridor).

National budgets finance more than 62% of the total volume of Eurasian Transport Network development projects by value. Among the largest projects with confirmed or anticipated private financing are the Meridian private motorway and the M-12 Vostok express toll motorway Moscow-Kazan-Yekaterinburg-Tyumen. These two projects account for more than 35% of the total funds from non-state sources of financing for the development of the Eurasian Transport Network.

Of the 113 projects involving private capital, 55 (48.7%) are in the logistics and warehousing sector. Almost all projects in this sector involve private capital. The number of road development projects with expected private capital participation is 30 (26.5%), with a share of 17.9% in the total number of road projects. The number of railway development projects with expected private capital participation is 13 (11.5%).

International development banks are involved in 34 projects to develop the Eurasian Transport Network (10.5% of the total number of projects). Another 29 planned projects involve sovereign or non-sovereign financing from the MDBs. The Asian Development Bank is involved in 17 projects, mainly in Central Asia along CAREC corridors. The European Bank for Reconstruction and Development is involved in financing six transport projects.

APPENDIX 1. CORRIDORS OF THE EURASIAN TRANSPORT NETWORK

Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
Northern Eurasian Corridor	**Rail Route:** Malaszewicze/Terespol (border of Poland) — Brest — Minsk — Moscow — Nizhny Novgorod — Perm — Yekaterinburg — Omsk — Novosibirsk — Ulan Ude — Karymskaya — Vladivostok (port) / Vostochny (port)	EATL 1 OSJD 1 TAR E20, CE20, C45/2, CE55
	Branches: • Taishet — Irkutsk — Ulan Ude — Naushki (border of Russia) — Sukhbaatar (border of Mongolia) — Ulaan Bataar — Zamyn-Uud (border of Mongolia) — Erenhot (border of China) — Beijing — Tianjin (port), as well as Jinan — Nanjing	EATL 1c OSJD 1e TAR
	• Karymskaya — Zabaikalsk — border of China — Harbin — Dalian (as well as Harbin — Chongqing)	EATL 1d TAR
	Road Route: Terespol (border of Poland) — Brest — Minsk — Moscow — Nizhny Novgorod — Yekaterinburg — Omsk — Novosibirsk — Krasnoyarsk — Irkutsk — Ulan Ude — Chita — Belogorsk — Khabarovsk — Ussuriysk — Vladivostok (port) / Vostochny (port) / Nakhodka (port)	EATL 1, E30 AH8, AH6, AH3
	Branches: • Ulan Ude — Ivolginsk — Gusinoozyorsk — Kyakhta (border of Russia) — Altanbulag — Ulaan Bataar — Zamiin-Uud (border of Mongolia) — Erenhot (border of China) — Jining — Beijing — Tianjin (port) and to Cangzhou — Xuzhou — Nanjing	EATL 8, AH3
Central Eurasian Corridor	**Rail Route:** Malaszewicze/Terespol (border of Poland) — Brest — Minsk — Moscow — Yekaterinburg — Kurgan — Astana — Dostyk — Urumqi — Xi'an — Zhengzhou — Lianyungang (port) / Zhengzhou — Shanghai (port)	EATL 2 OSJD 1 TAR
	Branches: • Yekaterinburg — Chelyabinsk — Taranovskaya — Tobol — Astana	TAR
	Road Route: Terespol (border of Poland) — Brest — Minsk — Moscow — Nizhny Novgorod — Ufa — Chelyabinsk — Kurgan — Petropavlovsk — Astana — Almaty — Khorgos — Jinghe — Urumqi — Xi'an — Lianyungang (port) / Shanghai (port)	EATL 2, E30, E125, AH6, AH64, AH7, AH60
	Branches: • Petropavlovsk — Omsk — Pavlodar — Semey — Georgievka — Taskesken — Ucharal — Dostyk — Alashankou — Kuitun — Urumqi	EATL 2b, E30, E127, AH60, AH68, AH5

Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
	• Moscow — Samara — Uralsk — Aktobe — Dossor — Makat — Beyneu — Nukus — Navoiy — Tashkent — Almaty	EATL 2c E30, E121, E38, AH60, AH61, AH63
	• Chelyabinsk — Kaerak — Kostani — Astana	EATL 2d E30, E123, E016, AH7
	• Perm — Yekaterinburg — Kurgan — Petropavlovsk	EATL 2e
	• St. Petersburg — Moscow (Central Ring Road) — Kazan — Orenburg — Aktobe — Kyzylorda — Astana — Almaty — Khorgos — Jinghe — Urumqi — Xi'an — Lianyungang (port)	EATL 3g, Europe — Western China Road Route
TRACECA	**Rail Route:** Constanta (port) — Poti/Batumi (port) — Tbilisi — Alyat (port) — Aktau/Kuryk (port) — Beyneu — Nukus — Uchquduq — Navoiy — Tashkent — Shymkent — Almaty — Dostyk / Altynkol	EATL 3 OSJD 10, 6a, 8, 2, 5 E54, E562, E60, E50
	Branches: • Alyat (port) — Turkmenbashi (port) — Ashgabat — Turkmenabat — Bukhara — Navoiy	EATL 3a, OSJD 10 E60, TAR
	• Tbilisi — Sadakhlo — Gyumri — Yerevan	EATL 3b, E692, TAR
	• Balykchy — Bishkek — Lugovaya	EATL 3c, TAR
	• Tashkent — Konibodom — Andizhan	EATL 3d, E692, TAR
	• Istanbul — Eskişehir — Ankara — Sivas — Kars	EATL 3d, E692, TAR
	• İzmir (port) — Eskişehir	EATL 4d, E674, TAR
	• Mersin (port) / İskenderun (port) — Malatya — Dogukapi — Gyumri — Sadakhlo — Tbilisi	EATL 3f, E70, E692, E97, TAR
	• Bukhara — Karshi — Termez — Kurgan-Tube — Kulob	EATL 3L, E695, TAR
	• Kars — Akhalkalaki — Tbilisi	EATL 3m, E695
	• Tashkent — Angren — Pap — Andizhan	EATL 3n, E696
	• Beyneu — Nukus — Uchquduq — Bukhara — Turkmenabat — Sarakhs — Mashhad — Bafgh	EATL 5c, E50, E597, TAR
	• Aktau (port) — Beyneu — Makat — Kandyagash — Nikeltau	EATL 6d, E30, E50, E597
	• Tashkent — Bukhara — Karshi — Tashguzar — Baysun — Kumkurgon — Termez — Galaba — Hairatan (border of Afghanistan)	EATL 9, TAR E60, E695
	• Dushanbe — Termez	EATL 3e, E695, TAR
	• Makat — Karakalpakia — Uchquduq — Navoiy — Bukhara	EATL 9a, E50, E597, TAR
	Road Route: Constanta (port) — Poti/Batumi (port) — Tbilisi — Alyat (port) — Aktau/Kuryk (port) — Beyneu — Nukus — Bukhara — Tashkent — Shymkent — Bishkek — Almaty — Saryozek — Khorgos	EATL 4, E68, E60, E121, E40, E60, AH5, AH70, AH63, AH62

Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
	Branches: • Istanbul — (Haydarpasa port) — Izmit (port Derince) — Merzifon — Refahiye — Gurbulak — Bazargan — Eyvoghli — Tabriz — Qazvin — Tehran — Semnan — Damghan — Sabzevar — Mashhad	EATL 5, E80, AH1
	• Merzifon — Samsun (port) — Trabzon (port) — Sarp (Türkiye) — Sarpi (Georgia) — Batumi (port) — Poti (port)	EATL 4e E70, AH5
	• Mashhad — Sarakhs — Tejen — Mary	EATL 5d, E70, AH5
	• Alyat (port) — Turkmenbashi (port) — Ashgabat — Mary — Bukhara	EATL 4f, E60, AH5
	• Bishkek — Naryn — Torugart — Kashi	EATL 4g, E125, AH61
	• Shymkent — Merket — Almaty	EATL 4h, AH5
	• Batumi (port) — Hopa — Kars — Gyumri — Yerevan	EATL4j, E70, AH5
	• Gyumri — Erzurum	EATL 4L, E691, E80
	• Bishkek — Chaldovar — Suusamyr — Dzatal Abad — Uzgen — Osh	EATL 4p
	• Makat — Beyneu — Nukus — Bukhara — Navoiy — Samarkand — Tashkent	EATL 3a, E40, AH70, AH8, AH63, AH5
	• Mazar-i-Sharif — Pol-e-Khomri — Nizhny Panj — Dushanbe — Sary-Tash	EATL 5f, E123, AH60, AH76, AH7, AH65
	• Sherkhan-Bandar (Afghanistan) — Nizhny Panj — Dushanbe — Vahdat — Chirgatol (Tajikistan) — Karamyk (Kyrgyzstan)	EATL 5g, E123, AH60, AH7, AH65
	• Termez — Sariosiyo — Dushanbe — Vahdat — Kulob — Khorugh — Murgab — Kulma — Karasu (China)	EATL 5h, E60, E009, E008, AH65, AH66, AH4
	• Tashkent — Aybek — Khujand — Konibodom — Andarkhan — Kokand	EATL 5k, E006, AH7
	• Tashkent — Aybek — Khujand — Dushanbe — Kurgan-Tube — Nizhny Panj — Sherkhan-Bandar (Afghanistan)	EATL 5L, AH7
	• Hisaronu (Filyos) — Caycuma — Zonguldak Junc. — Devrek — Mengen — Gerede — Ankara — Aksaray — Pozanti — Mersin (port)	EATL 5 N, E89, E90, E982
Trans-Caspian International Transport Route (TITR, Middle Corridor)[8]	**Rail Route:** Istanbul — Eskişehir — Ankara — Sivas — Kars — Akhalkalaki — Tbilisi — Alyat (port) — Aktau/Kuryk (port) — Beyneu — Shymkent — Almaty — Dostyk/Alashankou	EATL 3d, OSJD 10 E692, E50, TAR
	Branches: • Almaty — Altynkol/Khorgos	
	• Tbilisi — Batumi (port) / Poti (port)	EATL 3, OSJD 10, E60, TAR
	• İzmir (port) — Eskişehir	EATL 4d, E674, TAR

[8] One of the TRACECA routes.

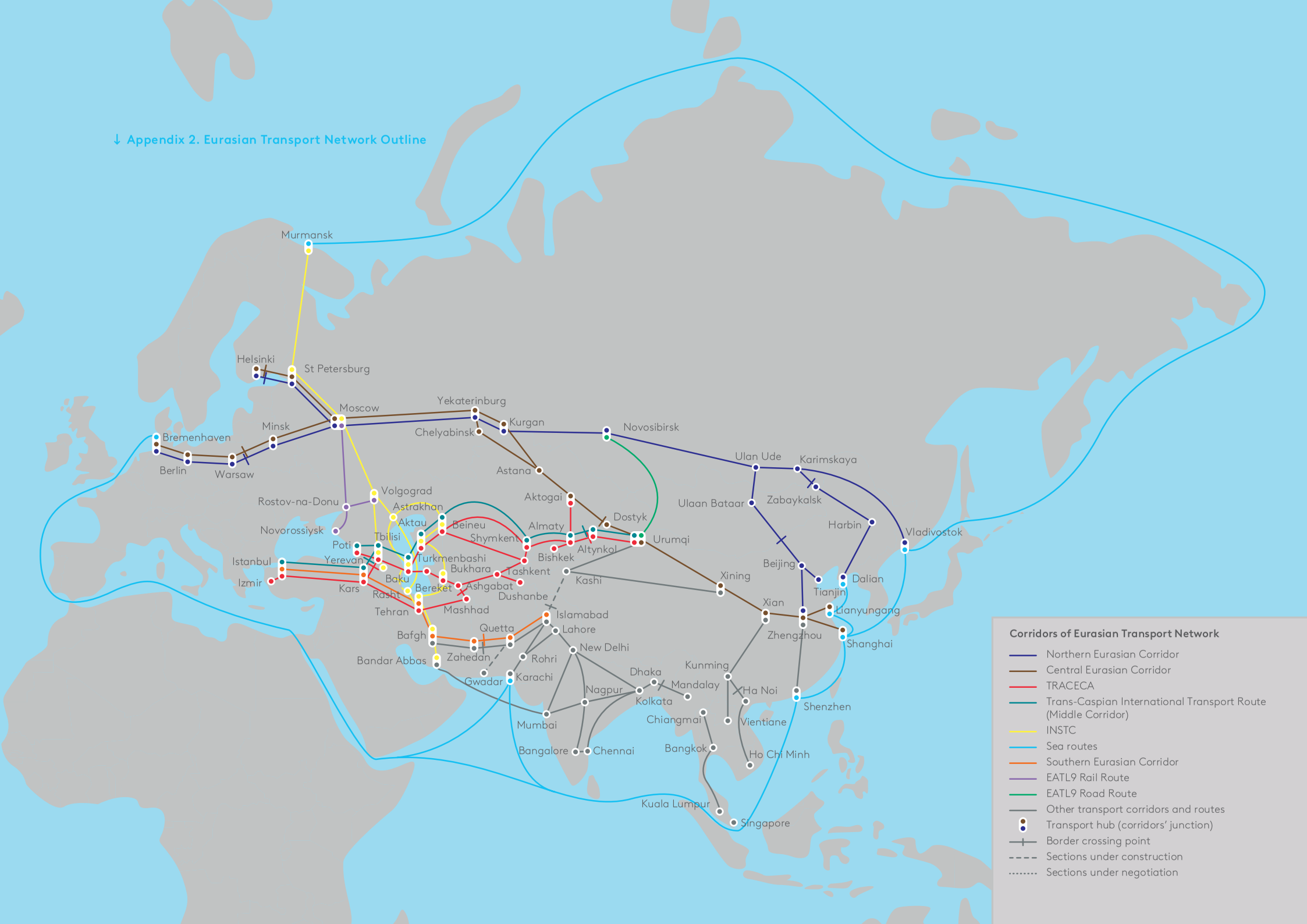
Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
Southern Eurasian Corridor	**Rail Route:** Dragoman — Sofia — Svilengrad — Kapikule — Istanbul — Eskisehir — Ankara — Malatya — Kapikoye — Razi — Qazvin — Tehran — Sarakhs — Mary — Turkmenabat — Navoiy — Tashkent — Shymkent — Almaty	EATL 4, OSJD 6, 10 E70, E60, E50, TAR
	Branches: • Tehran — Qom — Meybod — Yazd — Bafgh — Kerman — Zahedan — Mirjaveh (border of Iran) — Koh-i-Taftan (border of Pakistan) — Dalbandin — Spezand — Rohri — Hyderabad — Karachi (port) — Rohri — Lahore — Rawalpindi — Islamabad — Peshawar	EATL 4c, TAR
	• İzmir (port) — Eskişehir	EATL 4d, E674, TAR
	• Mersin — Adana — Malatya	EATL 4a, E97, TAR
	Road Route: Istanbul — (Haydarpasa port) — Izmit (port Derince) — Merzifon — Refahiye — Gurbulak — Bazargan — Eyvoghli — Tabriz — Qazvin — Tehran — Semnan — Damghan — Sabzevar — Mashhad — Dogharoun — Islam Qala — Herat — Mazar-i-Sharif — Termez — Guzar — Samarkand — Bekabad — Aybek — Khujand — Konibodom — Andarkhan — Kokand — Andizhan — Osh — Sary-Tash — Irkeshtam — Kashi — Urumqi — Xi'an — Lianyungang (port) / Shanghai (port)	EATL 5, E80, E60, E006, AH1, AH5, AH85, AH77, AH65
	Branches: • Tehran — (Saveh — Salafchegan) — Qom — Yazd — Anar — Kerman — Zahedan — Mirjaveh — Dalbandin — Mastung — Bela- Karachi — Hyderabad — Sukkur — Bahawalpur — Multan — Okara — Lahore — Kharian — Rawalpindi — Hasanabdal — Mansehra — Besham — Chilas — Gilgit — Kunjerab (Pakistan-China border) — Taxkorgan — Kashi	EATL 5a, AH2
	• Mazar-i-Sharif — Pol-e-Khomri — Kabul — Jalalabad — Torkham — Peshawar — Mansehra — Besham — Chilas — Gilgit — Kunjerab (Pakistan-China border) — Taxkorgan — Kashi	EATL 5e, AH76, AH7, AH1
	• Karachi — Bela — Wad — Kalat — Quetta — Chaman — Kandahar — Herat — Eslam Qualeh — SangBast — Sarakhs — Tejen	EATL 5p
	• Herat — Kandahar — Chaman — Quetta — Zhob — Peshawar — Islamabad	EATL 5q
INSTC	**Rail Route:** Vainikkala (border of Finland) — Luzhayka (border of Russia) — Buslovskaya — St. Petersburg (port) — Volgograd — Astrakhan (port) / Olya (port) — Anzali (port) — Rasht — Qazvin — Tehran — Qom — Meybod — Bafgh — Bandar Abbas (port)	EATL 5, OSJD 11, E10, E99, E50, TAR
	Branches: • Astrakhan (port) — Samur — Yalama — Baku — Astara (Azerbaijan) — Astara (Iran) — Rasht	EATL 5b, OSJD 11, E60, E694, TAR

Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
	• Astrakhan (port) — Aksarajskaya — Ganyuchikino — Makat — Beyneu — Bolashak — Ashgabat — Sarakhs — Mashhad — Bafgh	EATL 5c, OSJD 8, 10, 6 E50, E597, TAR
	• Bolashak — Incheh Borun — Tehran	OSJD 6
	• Tehran — Qom — Arak — Ahvaz — Bandar Imam (port)	EATL 5e, TAR
	• Bafgh — Kerman — Fahraj — Chabahar (port)	EATL 5g, TAR
	• Murmansk (port) — St. Petersburg	EATL 5h
	Road Route: Vaalimaa — (border of Russia) — Torfyanovka — St. Petersburg — Moscow — Volgograd — Astrakhan/Olya (port) — Anzali (port) — Qazvin — Tehran — Bandar Abbas (port)	EATL 6, E105, E119, E40, AH8, AH1, AH2, AH70
	Branches: • Murmansk (port) — Petrozavodsk — St. Petersburg (port)	EATL 7, E105
	• Astrakhan (port) / Olya (port) — Samur — Yalama — Baku (port) — Astara (Azerbaijan) — Astara (Iran) — Qazvin — Tehran	EATL 6a, E119 AH8
	• Astrakhan (port) — Amirabad (port) — Sari	EATL 6b, AH70
	• Astrakhan (port) — Olya (port) — Aktau (port) — Beyneu	EATL 6c, E121 AH70
	• Qazvin — Saveh — Ahvaz — Bandar Imam (port)	EATL 6d, AH8
	• Eserdar — Gudurolum — Inche Boroun — Gorgan — Sari — Semnan — Damghan — Yazd — Anar — Bandar Abbas (port)	EATL 6f, E121 AH70
	• Astrakhan — Atyrau (port) — Makat — Beyneu — Aktau (port) — Turkmenbashi (port) — Ashgabat — Tejen — Sarakhs — Mashhad — Birjand — Nehbandan — Dastak — Zahedan — Chabahar (port)	EATL 6g, E40, E121, E60, AH70, AH5, AH75
	• Volgograd — Vladikavkaz — Nizhny Panj — Tbilisi — Sadakhlo — Yerevan — Eraskh — Goris — Kapan — Megri — (Agarak) — Nourdouz — Jolfa (Iran) — Tabriz	EATL 3d and EATL 4a, E117 AH82
Other corridors and routes	**Rail Route EATL 9** Vainikkala (border of Finland) — Luzhayka (border of Russia) — Buslovskaya — Moscow — Ryazan — Rostov-na-Donu — Krasnodar — Novorossiysk	EATL 9, OSJD 11a E10, E99
	Branches: • Rostov-na-Donu — Volgograd — Baskunchak — Aksarajskaya	EATL 9b, E99, E50
	• Volgograd — Tikhoretsk — Krasnodar	EATL 9d

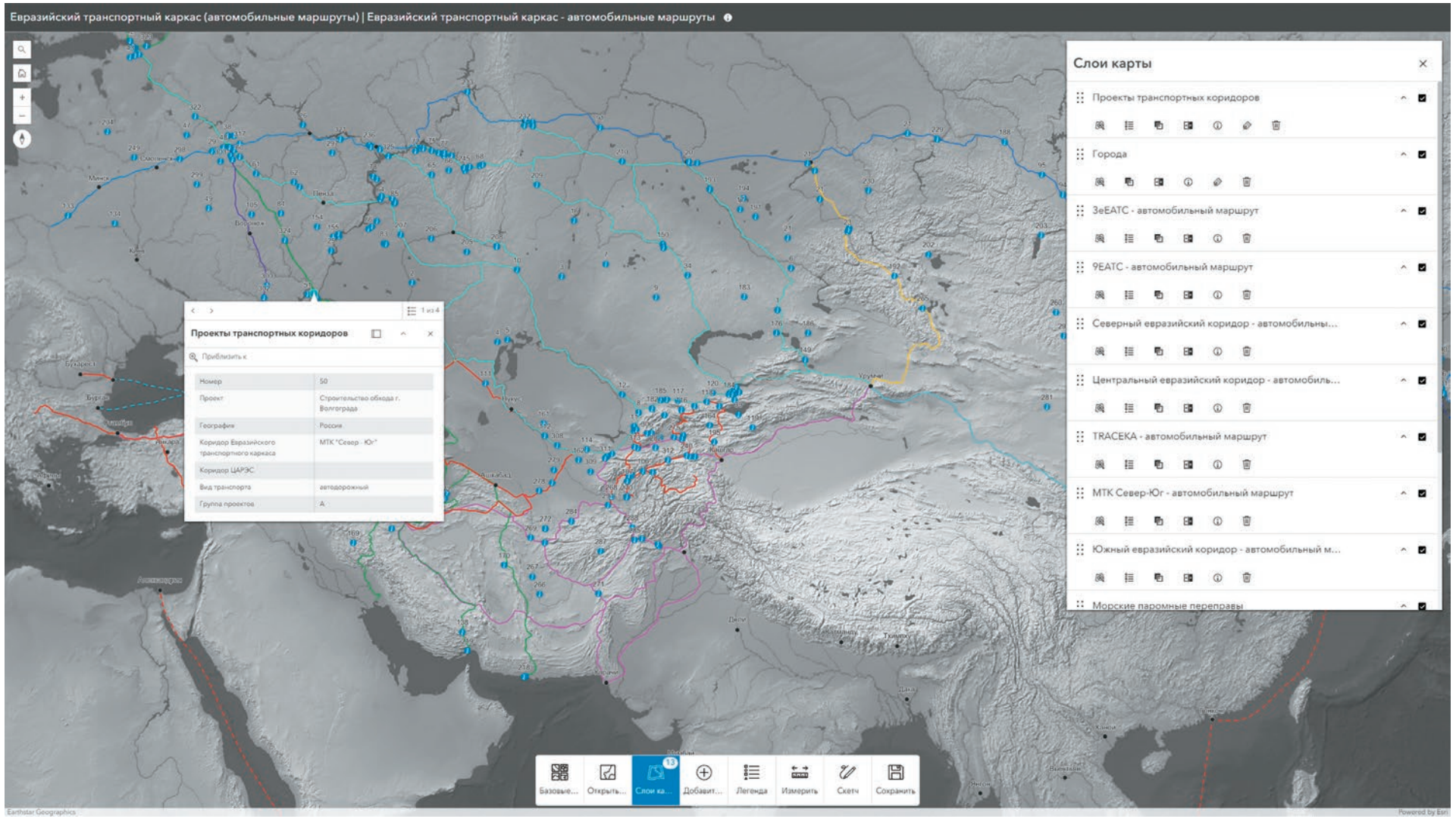
Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
	Road Route EATL 3e	
	Moscow — Efremov — Voronezh — Rostov-na-Donu — Krasnodar — Novorossiysk (port) — Kavkaz (port) — Samsun (port) — Poti/Batumi (port) — Burgas (port)	EATL 3e, E115, E97
	Road Route EATL 9	
	Novosibirsk — Barnaul — Bijsk — Gorno-Altaysk — Tashanta — Uulaanbaishint — Ulgii — Khovd — Yarant -border (749 km) — Qinghe — Karatunggu — Ertai — Jiangjunmiao — Xidi — Miquan — Urumqi	EATL 9, AH4

Sources: EDB, UNECE.

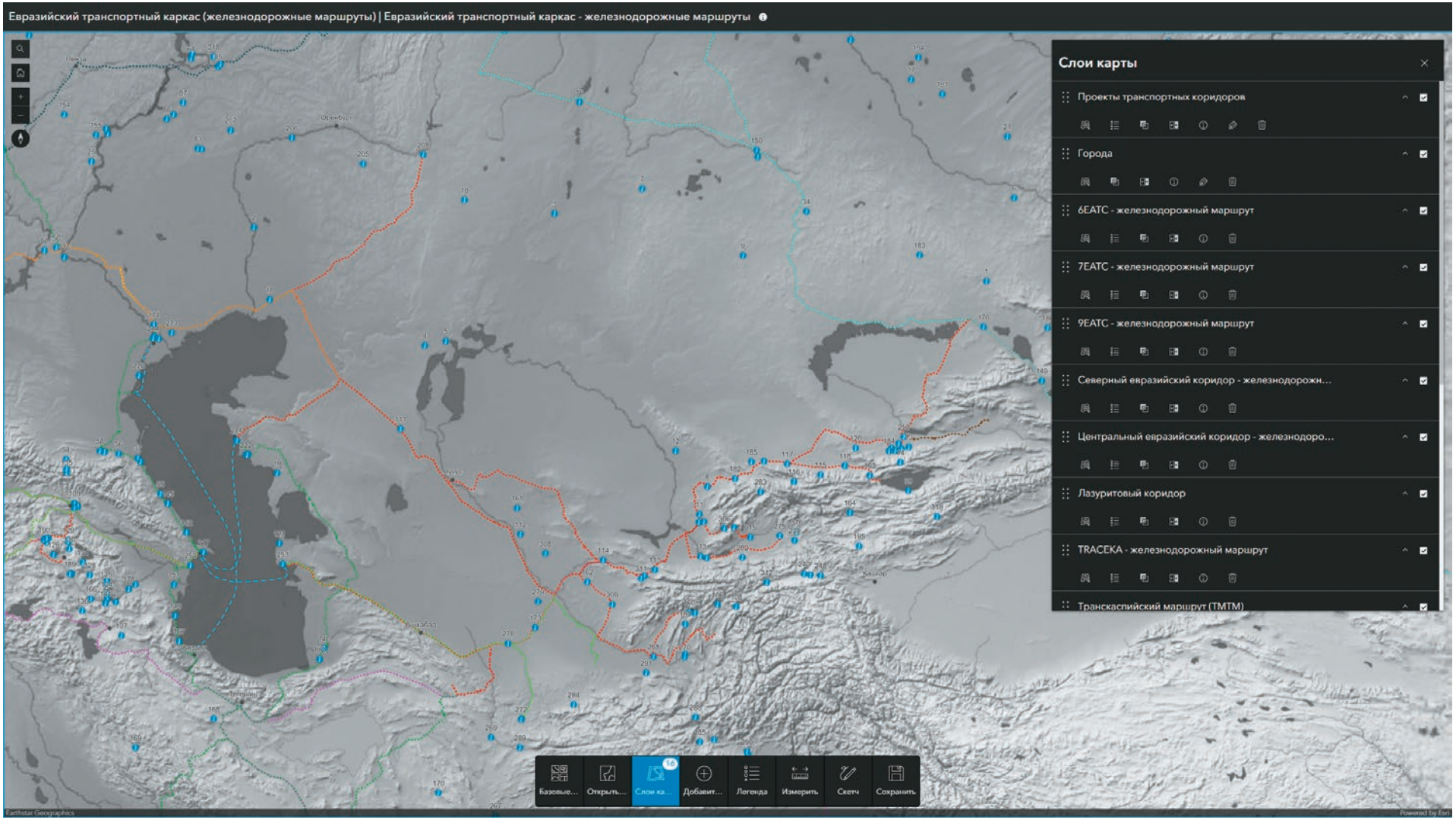
↓ Appendix 2. Eurasian Transport Network Outline



↓ Appendix 3. Interactive map of investment projects along main road routes



↓ Appendix 4. Interactive map of investment projects along main rail routes



REFERENCES

Vinokurov, E., Ahunbaev, A., Shashkenov, M., Zaboev, A. (2021) *The International North–South Transport Corridor: Promoting Eurasia's Intra- and Transcontinental Connectivity*. Reports and Working Papers 21/5. Almaty, Moscow: Eurasian Development Bank. Available at: https://eabr.org/en/analytics/special-reports/the-international-north-south-transport-corridor-promoting-eurasia-s-intra-and-transcontinental-conn/ (Accessed July 7, 2025).

Vinokurov, E., Ahunbaev, A., Zaboev, A., Usmanov, N. (2022) *International North–South Transport Corridor: Investments and Soft Infrastructure*. Reports and Working Papers 22/2. Almaty: Eurasian Development Bank. Available at: https://eabr.org/en/analytics/special-reports/international-north-south-transport-corridor-investments-and-soft-infrastructure/ (Accessed July 7, 2025).

Vinokurov, E., Amangeldy, S., Ahunbaev, A., Zaboev, A., Kuznetsov, A., Malakhov, A. (2024) The Eurasian Transport Network. Reports 24/6. Almaty: Eurasian Development Bank. Available at: https://eabr.org/upload/iblock/e13/1_EDB_ETN_Report_Eng.pdf (Accessed July 7, 2025).

Eurostat / UNECE / ITF / OECD (2019) Glossary for transport statistics. Fifth edition. Available at: https://unece.org/sites/default/files/2021-12/Glossary_for_Transport_Statistics_EN_FINAL_WEB2_1.pdf (Accessed July 7, 2025)

EDB (2011) Prospects for the development of the infrastructure of roads and railways included in the transport routes of the Eurasian Economic Community — Almaty, 2011. Available at: https://eabr.org/upload/iblock/086/Perspektivy-razvitiya-infrastruktury-avtomobilnykh-i-zheleznykh-dorog_-vklyuchennykh-v-transportnye-marshruty-EvrAzES.pdf (Accessed July 7, 2025)

EEC (2024) Report for 2023 on the creation and development of transport infrastructure in the territories of the member states of the Eurasian Economic Union in the East-West and North-South directions, including in the context of the Chinese initiative "One Belt, One Road" (including information on the implementation of the Decision of the Eurasian Intergovernmental Council of June 21, 2022, No. 8). EEC, Moscow, 2024.

CAREC (2022) *CAREC Transport Strategy 2030*. Available at: https://www.carecprogram.org/uploads/CAREC-Transport-Strategy-2030-1.pdf (Accessed March 11, 2025).

EU (2014) The planning methodology for the trans-European transport network. Available at: https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52013 SC0542 (Accessed March 12, 2025)

UNECE (2017) International Transport Infrastructure Observatory. Available at: https://unece.org/DAM/trans/doc/2018/itc/ECE-TRANS-2018-4e.pdf (Accessed March 12, 2025)

UNECE (2020) *Euro-Asian Transport Linkages. Operationalisation of Inland Transport between Europe and Asia*. Available at: https://unece.org/DAM/trans/doc/2019/wp5/ECE-TRANS-265e_re.pdf (Accessed March 12, 2025).

UNESCAP (2013) *Intergovernmental Agreement on Dry Ports*. Available at: https://www.unescap.org/sites/default/d8files/2022-02/EN_IntergovernmentalAgreement_Dry_Ports_Consolidated2022.pdf (Accessed March 11, 2025).

World Bank, (2023) *Middle Trade and Transport Corridor. Policies and Investments to Triple Freight Volumes and Halve Travel Time by 2030*. Available at: https://thedocs.worldbank.org/en/doc/6248f697aed4be0f770d319dcaa4ca52-0080062023/original/Middle-Trade-and-Transport-Corridor-World-Bank-FINAL.pdf (Accessed March 19, 2025).

ABBREVIATIONS

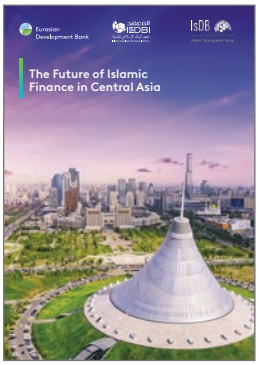
ADB	Asian Development Bank
AH	Asia Highway
CAREC	Central Asia Regional Economic Cooperation
EAEU	Eurasian Economic Union
EATL	Euro-Asian Transport Links
EBRD	European Bank for Reconstruction and Development
EDB	Eurasian Development Bank
EEC	Eurasian Economic Commission
EU	European Union
ITC	international transport corridor
MDB	multilateral development bank
PPP	public–private partnership
PRC	People's Republic of China
TAR	Trans-Asian Railway
TAT	Tajikistan–Afghanistan–Turkmenistan transport corridor
TEN-T	Trans-European Transport Network
TEU	twenty-foot equivalent unit
TITR	Trans-Caspian International Transport Route (the Middle Corridor)
TLC	transport and logistics centre
TRACECA	Transport Corridor Europe–Caucasus–Asia
UN	United Nations
UN ESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UNECE	United Nations Economic Commission for Europe
XUAR	China's Xinjiang Uygur Autonomous Region
% y-o-y	annual growth rate
bn	billion
km	kilometre
m	meter
mln	million
USD	United States dollar

Research at the EDB website

Macroeconomic Outlook
(RU/EN)

Macroeconomic Outlook 2025–2027

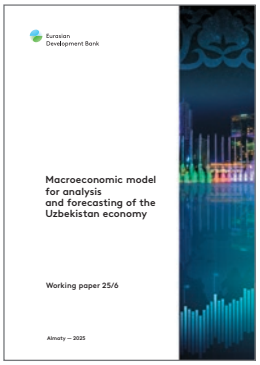
The Eurasian Development Bank (EDB) has published its Macroeconomic Outlook, summarising a preliminary overview of economic developments in the Bank's member states in 2024, along with key macroeconomic projections for countries in the region for 2025, as well as for 2026 and 2027.



Report
(RU/EN)

The Future of Islamic Finance in Central Asia

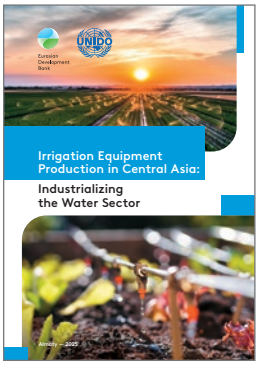
Joint report of the Eurasian Development Bank (EDB), the Islamic Development Bank Institute (IsDBI) and the London Stock Exchange Group (LSEG).



Report 25/6
(RU/EN)

Macroeconomic model for analysis and forecasting of the Uzbekistan economy

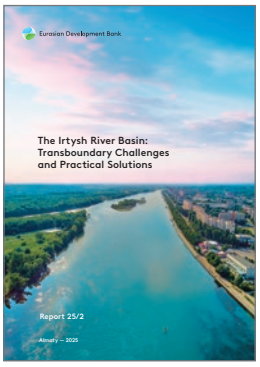
The working paper presents the developed model of macroeconomic analysis and forecasting of the Uzbekistan economy. The integration of the new model into the EDB's model complex makes it possible to more accurately and comprehensively forecast the economic development of the Bank's region of operations, while taking into account close cross-country relationships.



Report
(RU/EN)

Irrigation Equipment Production in Central Asia: Industrializing the Water Sector

Irrigation equipment production in Central Asia is becoming a strategic area for ensuring food security and efficient water resource management. A new report by EDB and UNIDO provides a detailed analysis of the current state of the market, a forecast of its development and recommendations for creating conditions for local production.



Report 25/2
(RU/EN)

The Irtysh River Basin: Transboundary Challenges and Practical Solutions

A recent study by the Eurasian Development Bank, titled "The Irtysh River Basin: Transboundary Challenges and Practical Solutions", presents the findings of a diagnostic analysis and a forecasting model of the basin's water resources. The study identifies the positions of the three countries involved and puts forward a series of practical solutions, including investment recommendations.

Report 25/1
(RU/EN)

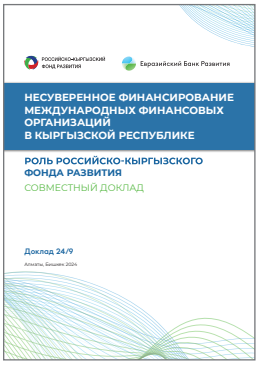
Mutual Investments on the Eurasian Continent: New and Traditional Partners

The report contains detailed information on the scale, dynamics, geographical and sectoral structure of mutual direct investment stock between the countries of the Eurasian region, on the one hand, and China, Türkiye, Iran, and the Gulf states, on the other hand, for the period from 2016 to the first half of 2024.

Report 24/10
(RU/EN)

EDB Monitoring of Mutual Investments — 2024. Eurasian Region

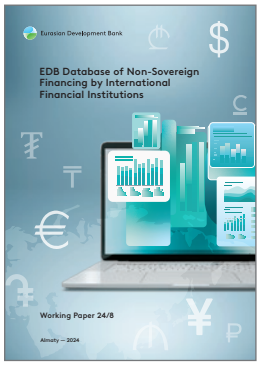
The report contains detailed information on the scale, dynamics, geographical and sectoral structure of mutual direct investments of the Eurasian region from 2016 to 1H of 2024.



Report 24/9
(RU)

Non-sovereign financing of international financial organizations in the Kyrgyz Republic

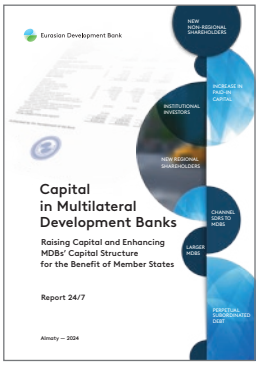
The report contains a comprehensive analysis of non-sovereign financing operations by international financial institutions in the Kyrgyz Republic over the last decade.



Report 24/8
(RU/EN)

EDB Database of Non-Sovereign Financing by International Financial Institutions

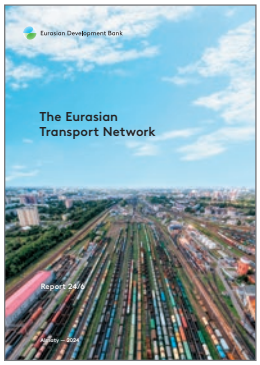
Non-Sovereign Financing (NSF) Database is EDB's new analytical project. The EDB Database is a dynamic tool for timely monitoring and analysis of non-sovereign operations of IFIs in the Eurasian region.



Report 24/7
(RU/EN)

Capital in Multilateral Development Banks

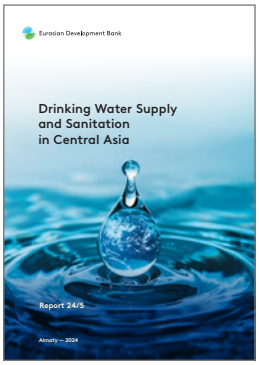
This paper covers the whole 'MDB family' of institutions but highlights regional and sub-regional MDBs because of their specifics of raising shareholders' capital. The study discusses seven standard and novel options for increasing capital.



Report 24/6
(RU/EN)

The Eurasian Transport Network

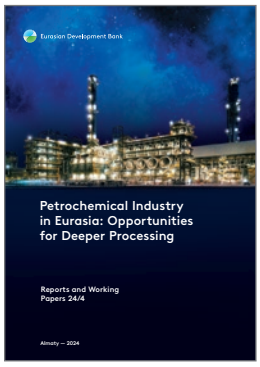
The report examines ten system elements of the Eurasian transport framework concept. Among them are the formation of a transport crossroads in Central Asia, priorities for intraregional transport connectivity, an impetus for realizing the agro-industrial potential of the countries of the region, and improvement of soft infrastructure.



Report 24/5
(RU/EN)

Drinking Wateer Supply and Sanitation in Central Asia

In Central Asia, 10 million people do not have access to safe drinking water. Given the priority importance of drinking water for public health and the scale of the challenges, a comprehensive approach is required in the region. A new EDB report presents a set of practical steps that shape such an approach.



Report 24/4
(RU/EN)

Petrochemical industry in Eurasia: Opportunities for Deeper Processing

The analytical report uses a balance approach to assess the production and export potential of the petrochemical complex of the Eurasian region (Armenia, Belarus, Kazakhstan, Kyrgyzstan, Russia, Tajikistan, Turkmenistan, Uzbekistan) in the perspective up to 2035.

Report 24/3
(RU/EN)

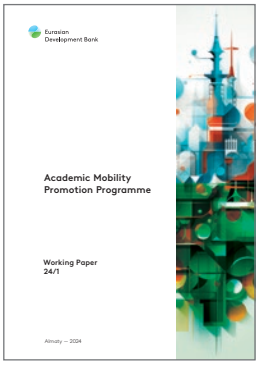
Infrastructure in Eurasia: short-term and medium-term trends

The EDB's report highlights ten important short- and medium-term investment and institutional trends in the region's energy, transportation, logistics, water supply and telecommunications sectors.

Report 24/2
(RU/EN)

Economic Cooperation in Eurasia: Practical Solutions

The EDB's report "Economic Cooperation in Eurasia: Practical Solutions" contains a "menu" of pragmatic applied solutions that can be enabled relatively fast and with flexible configurations among participating countries aimed at fostering mutually beneficial economic cooperation among Eurasian countries.



Report 24/1
(RU/EN)

Academic Mobility Promotion Programme

The EDB's working paper "Academic Mobility Promotion Programme" contains a comprehensive analysis of problems and specific practical solutions to ensure the sustainable growth of interuniversity relations and educational exchanges across the Eurasian region (the EAEU and CIS countries).

Eurasian Development Bank

RESEARCH DEPARTMENT
EURASIAN DEVELOPMENT BANK

Your comments and suggestions concerning
this document are welcome at:
pressa@eabr.org

Eurasian Development Bank

www.eabr.org