Eurasian Development Bank

Transport Corridors Infrastructure:

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

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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, 2026, a total of 402 projects with a total value of over $345 billion were either underway or planned in the Eurasian region, while in Central Asia there were 114 projects with a total value of over $71.75 billion. Over 84 per cent of all projects relate to the construction, reconstruction or modernisation of roads and railways. More than 60 per cent of all projects are currently under implementation. There are eight cross-border projects in the Eurasian region, two of which are being implemented on the basis of cross-border public-private partnerships. 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, investment, transport corridors, infrastructure, transport connectivity, Central Asia.

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

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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

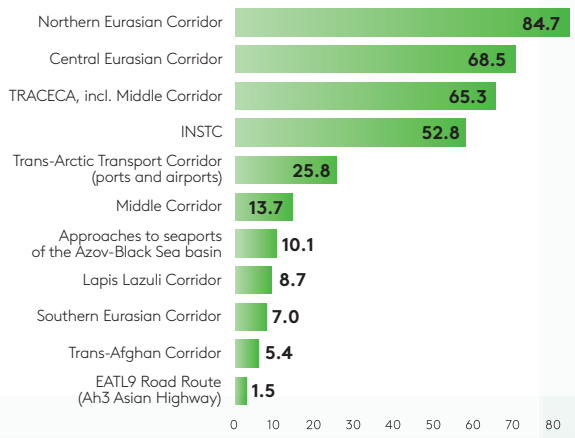
123
Projects with private capital participation

48
Projects with MDB participation

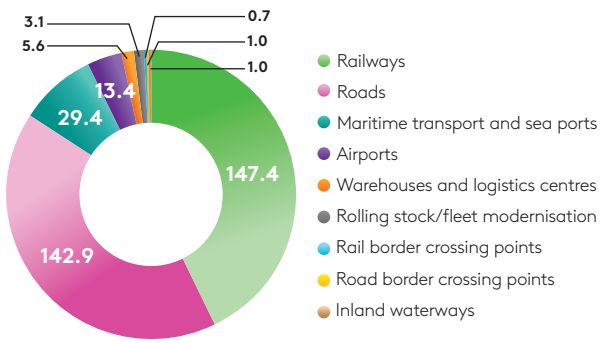
27
PPP projects

8
Cross-border projects with several countries participation

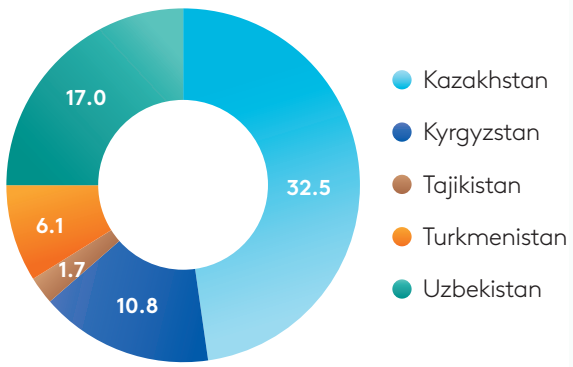
Investment by transport corridors, $bn



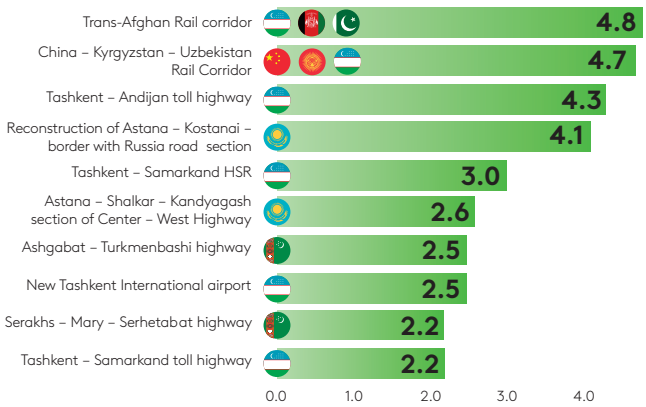
Investment by modes of transport, $bn



Investment by countries of Central Asia, $bn



Top-10 projects in Central Asia, $bn



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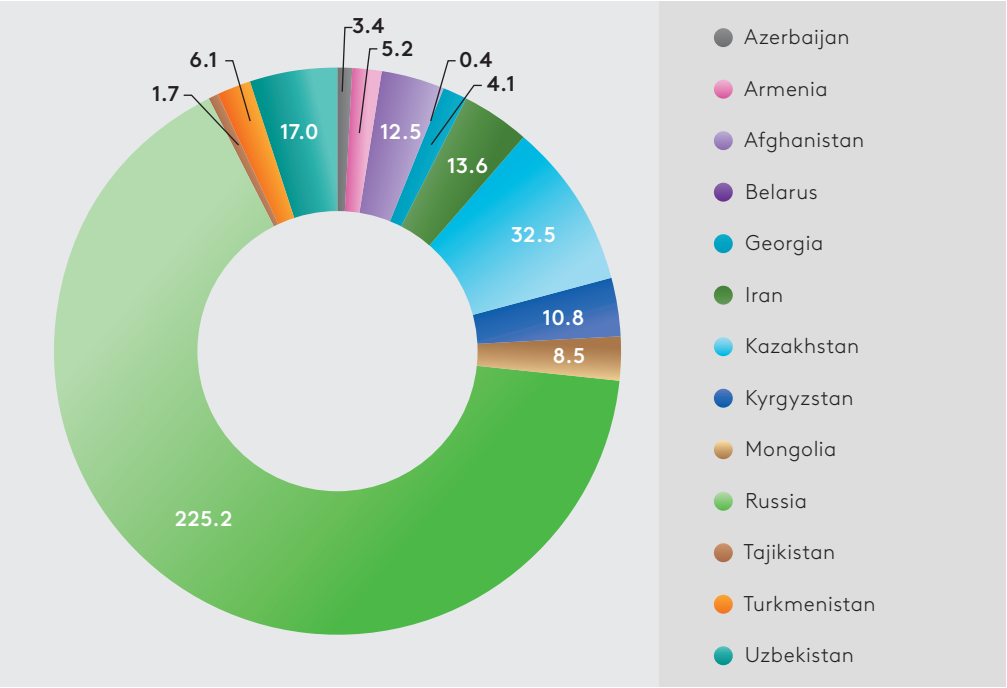
EXECUTIVE SUMMARY

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. Distribution of investments in the Eurasian Transport Network by countries of the Eurasian region, $bn

Source: EDB analysts' calculations.

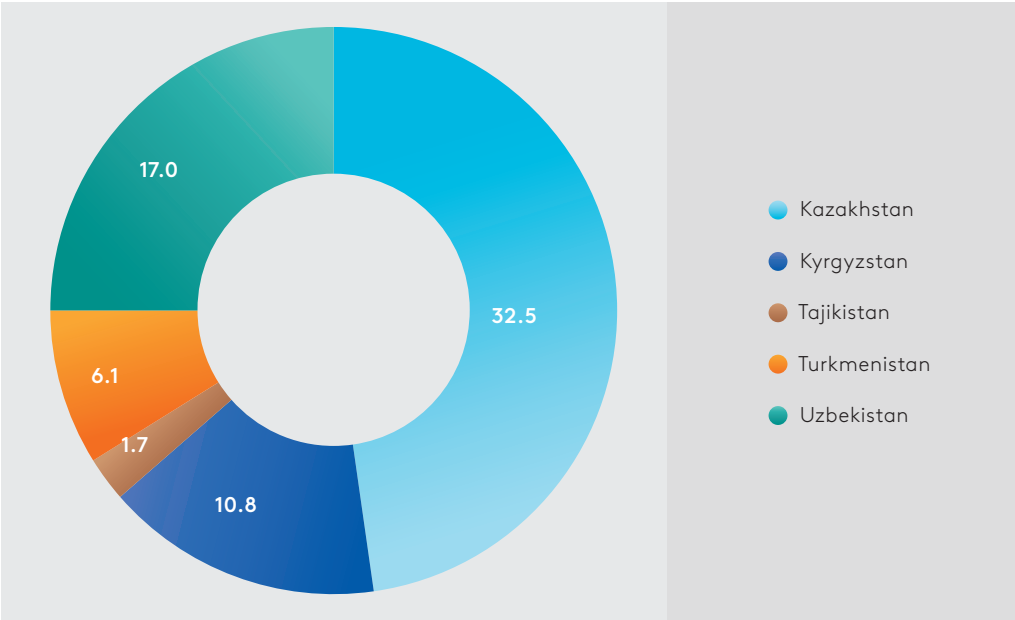
During 2025 and early 2026, transport infrastructure projects worth more than **$10 billion were completed across Eurasia, including around $6 billion in Central Asia**. Major completed projects include the modernised Dostyk–Moyinty railway in Kazakhstan, the Ashgabat–Mary–Turkmenabat motorway, as well 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.

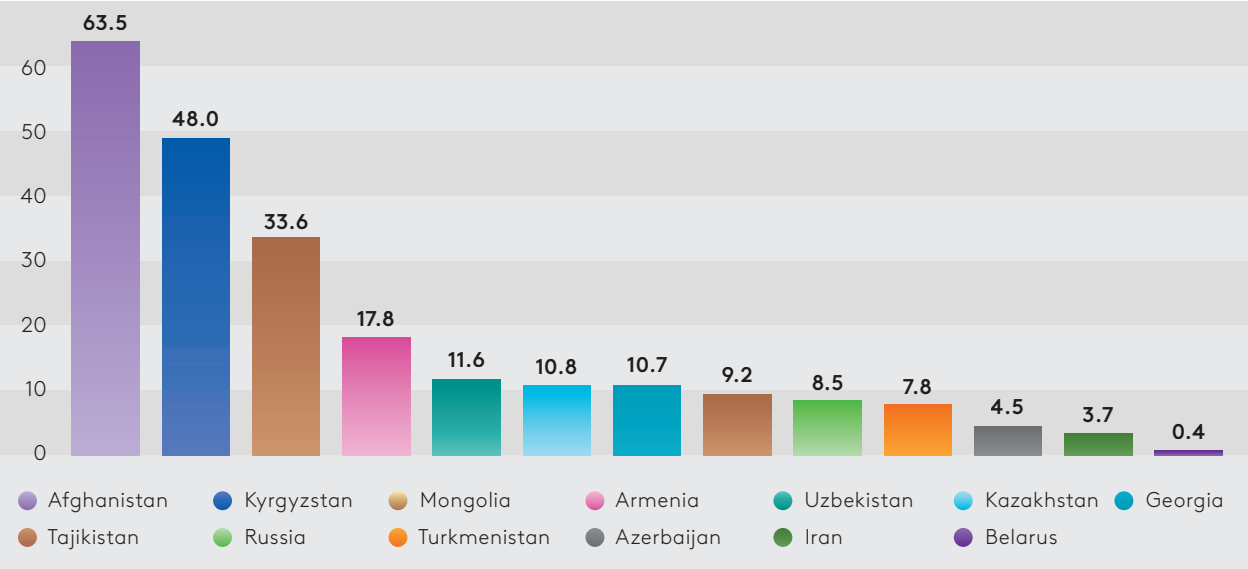
The TRACECA corridor, including the Trans-Caspian International Transport Route (or Middle Corridor), attracts $42.8bn, making it the region's largest investment destination. The ten largest projects account for 42% of all transport infrastructure investment in Central Asia.

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).

INTRODUCTION

In 2025, the Eurasian Development Bank (EDB) established the Eurasian Transport Network Observatory, an analytical tool for monitoring the development of transport corridor infrastructure passing through 13 countries in the Eurasian region (Azerbaijan, Armenia, Afghanistan, Belarus, Georgia, Iran, Kazakhstan, Kyrgyzstan, Mongolia, Russia, Tajikistan, Turkmenistan and Uzbekistan). The selection of these countries is based on the landlocked nature of all or part of their territory. Ten of these are landlocked developing countries (LLDCs). At the same time, these countries often fulfil an important transit function for their neighbours.

The Observatory comprises a database of investment projects, as well as a geo-information system showing their locations along transport corridors and routes.

The Observatory enables an assessment of the volume of investment in transport infrastructure development and its distribution by mode of transport, country, project implementation phase and source of funding, including a breakdown of public-private partnerships (PPPs) and projects funded by international financial institutions, amongst others.

The authors drew on national and regional transport development programmes and plans, as well as other open sources such as press releases from transport companies, as sources of information on ongoing and planned infrastructure development projects for international transport corridors. The methodology for compiling the Eurasian Transport Network Observatory is set out in Appendix 1.

The concept and term 'Eurasian Transport Network' were proposed by the EDB in 2021 (Vinokurov et al., 2021). In 2024, at its annual meeting in Almaty, the Bank presented a report defining and analyzing the systemic elements of the Eurasian Transport Network (Vinokurov et al., 2024).

Its fundamental basis lies in the construction, modernisation and reconstruction of infrastructure along international transport corridors and routes passing through the Eurasian region, by the implementation of relevant investment projects. The results of this work include eliminating bottlenecks and missing links, increasing the capacity of roads and railways as well as border crossing points (BCPs), boosting the handling capacity of ports, airports, warehousing and logistics infrastructure, and improving the quality of transport and logistics services provided. Ultimately, this leads to greater transport and logistics connectivity across the Eurasian region.

The Observatory provides a perspective on the development of the Eurasian Transport Network not only from the standpoint of individual countries, but also more comprehensively, from the perspective of the entire Eurasian region. It is for this reason that the use of the Observatory and data on monitoring the implementation of infrastructure projects can contribute to:

- greater coordination of actions by governments, international organisations, multilateral development banks (MDBs) and the private sector in the development of transport corridors and related infrastructure of international significance;

- increasing the involvement of the private sector in transport projects, and achieving synergies in infrastructure development through the PPP and cross-border PPP mechanisms;

- raising awareness amongst all stakeholders, including the expert community, of the dynamics and structure of investment in the development of transport corridors in the Eurasian region.

The authors of this working paper have made every effort to clarify the parameters of all transport projects included in the Observatory. For certain projects for which detailed and accurate information is lacking, expert assessments are provided. During the implementation of projects, a number of parameters, particularly those relating to timelines and the volume of investment attracted, may also change. Work to refine the information on projects already included in the Observatory, as well as to supplement it with new projects, will continue following the publication of this working paper.

The working paper is structured as follows: the first section presents terms and definitions; the second provides information on the results of monitoring the development of transport corridor infrastructure in 2025; and the third section contains data on the volume and structure of investment in the development of transport corridors across the Eurasian region as a whole. The fourth section analyses transport corridor infrastructure development projects in the countries of Central Asia. The fifth section provides information on projects being implemented in Central Asia with the participation of China. The appendices set out the Observatory's methodology, the Eurasian Transport Network map, and a list of the transport corridors and routes that form the Eurasian Transport Network.

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 designed to monitor and systematise infrastructure development projects for transport corridors. 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. The 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, usually 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 (BCP) 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. 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. 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 Logistics Centre 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. ASSESSMENT OF PROGRESS IN THE DEVELOPMENT OF THE EURASIAN TRANSPORT NETWORK IN 2025–2026

Economic and trade growth across much of Eurasia has become a major driver of international transport development and of rising demand for modern, high-quality transport and logistics infrastructure.

Since the first monitoring cycle of the Eurasian Transport Network Observatory in 2025, substantial progress has been achieved. More than 20 infrastructure facilities have been commissioned, a similar number of new projects have been announced, and around 15 projects have advanced from the planning stage to project preparation, or the construction, reconstruction and modernization stage.

The Observatory has also expanded to include additional transport infrastructure assets, such as aerodromes, airports, sea and river port terminals. In 2026, it covered 402 projects, up from 325 in the previous year.

The implementation of these projects has contributed to the removal of bottlenecks along the major transport corridors crossing Eurasia. Modernisation of the Eastern Operating Domain of Russian Railways along the Northern Eurasian Corridor continued throughout 2025. During the year, 250 km of additional main and station tracks were constructed, six stations and 65 engineering structures were built or upgraded, and installation of tunnel-boring machines began for the construction of second bores in the Severomuysky and Kodar tunnels on the Baikal–Amur Mainline. Electrification of the 799 km Volochaevka–Komsomolsk-on-Amur–Vanino section is nearing completion.

In the international road transport sector, the reopening of modernised border crossing points with China marked a significant milestone. Following reconstruction, the throughput capacity of the Pogranichny BCP in Primorsky Krai more than tripled to 1,300 vehicles per day, including 500 trucks, while the number of lanes increased from eight to 22. New portal inspection systems and weight-and-dimension control facilities have also been introduced, enabling cargo in trucks and containers to be scanned within ten minutes.

Several major logistics centres were commissioned along the Northern Eurasian Corridor. Among them is the Artem Logistics Centre in Primorsky Krai, which is expected to become the largest dry port in Russia's Far East. Its initial capacity of 542,000 twenty-foot equivalent units (TEU) is planned to increase to 1 million TEU. The second phase of the Siberian Logistics Centre in Novosibirsk Region has entered operation, raising annual capacity to 600,000 TEU. In Kemerovo Region, the first phase of the Wildberries logistics centre, covering more than 60,000 square metres, has been launched to support e-commerce flows across Siberia.

On the Central Eurasian Corridor, the most significant project completed in 2025 was the modernisation of the 836 km Dostyk–Moyinty railway line, a key route used by the United Transport and Logistics Company (UTLC ERA) for container transit between China and Europe. The upgrade increased line capacity fivefold, from 12 to 60 pairs of freight trains per day, at a cost of approximately $2 bn.

Road infrastructure also saw notable improvements. Reconstruction of several sections of the M-5 Ural motorway was completed, including a bypass around Oktyabrsky and a new bridge over the Moskva River. Three major sections of the M-12 Vostok motorway were opened, extending the route eastward toward the Urals. The most significant was the 275 km Dyurtuli–Achit section, inaugurated on 16 July 2025, linking the Republic of Bashkortostan, Perm Krai and Sverdlovsk Region. Additional openings included the Naberezhnye Chelny and Nizhnekamsk bypasses (81 km) in Tatarstan and the Bogdanovich bypass in Sverdlovsk Region.

Along **the International North–South Transport Corridor (INSTC)**, a major project completed in 2025 was the construction in Turkmenistan of the Turkmenbashi–Garabogaz–Kazakhstan border motorway and a new bridge across Garabogazgol Bay. The new four-lane motorway is 225 km long. The project aims to launch international road transport along the INSTC Eastern route between Russia, Kazakhstan and Turkmenistan, and subsequently Iran.

A whole range of projects has been implemented along **the TRACECA international transport corridor**, **the Middle Corridor** and **the Lapis Lazuli Corridor**. In June 2025, a container hub and logistics complex at the seaport of Aktau in Kazakhstan, built in partnership with the Chinese corporation Lianyungang, began operations. It is designed to handle 240,000 TEU per year and covers an area of 19 hectares. A number of facilities at the Sarja multi-purpose terminal in the port of Kuryk in Kazakhstan have commenced operations. The berths, temporary storage warehouses and the general cargo terminal have become operational, and the transhipment of general cargo is already in full swing. Meanwhile, development of the Sarja terminal continues. The reconstruction of the 101–143 km section of the Uzynagash–Otar national road has been completed. This road is a part of the Europe–Western China International Road Route (EWC).

↓ **Figure 1. Interactive map of the Eurasian Transport Network**

Source: EDB.

The interactive map can be accessed via the following link:

eabr.org/en/interactive_map/

In Georgia, the project to modernise the Georgian Railways through the issuance of green bonds, with funding from the Asian Development Bank (ADB), has been completed. The project has eliminated bottlenecks along a 40-kilometre stretch of mountainous terrain, increased the line's capacity from 27 to 48 million tonnes per year, and from 4.5 to 8.0 million passengers per year. Maximum speeds and transport safety have also improved. Construction of the Samtredia–Grigoleti motorway on the Lanchkhuti–Lesa section, including a bypass around the town of Lanchkhuti, has been completed. The motorway forms part of the European E-60 motorway, which connects the ports of Poti and Batumi with the Azerbaijani border and forms the backbone of the TRACECA and Middle Corridor. The completed section meets the standards for a first-class highway, has four lanes and is designed for a speed limit of 110 km/h.

In Azerbaijan, a modern warehouse complex has been commissioned in the vicinity of the seaport and logistics centre at Alat Bay. The warehouse has a capacity of 5 tonnes of cargo. The project was implemented by the Azerbaijani logistics companies West & East Forward LLC (W&E Forward) and Alat Bay Industrial Development AFEZCO LLC (Alat Bay). W&E Forward and Alat Bay were co-borrowers on a $4 million loan from the European Bank for Reconstruction and Development (EBRD).

An 85-km section of the Obigarm–Nurobod road has been opened to traffic in Tajikistan; it forms part of the Dushanbe–Karamyk–Sarytash motorway linking Tajikistan and Kyrgyzstan. The project was implemented with funding from the ADB ($75.5bn), the Organisation of the Petroleum Exporting Countries (OPEC) Fund ($40bn), the EBRD with a contribution of $150bn, and the Asian Infrastructure Investment Bank (AIIB) with a contribution of $75.5bn.

In Kyrgyzstan, a tunnel at the Kök-Art Pass has been constructed and provisionally commissioned as part of the alternative North–South corridor linking Balykchi and Jalal-Abad. The road is of paramount importance for ensuring transport links between the northern and southern regions of the country. Work on its development is continuing in 2026, after which it will be put into operation on a 24/7 year-round basis.

In Uzbekistan, a section of the A373 Gulistan–Buka–Angren–Kokand–Andijan–Osh highway was opened, bypassing the Angren coal mine, and several sections of railway have been electrified, the largest of which is the 465 km Bukhara–Miskin–Urgench–Khiva railway line, enabling the launch of high-speed passenger train services.

The largest project completed in Turkmenistan is the commissioning of the Mary–Turkmenabat section (288 km), which forms part of the Ashgabat–Turkmenabat–Uzbekistan border motorway. This motorway has between four and six lanes and reduces journey times from Uzbekistan towards Iran and the seaport of Turkmenbashi by 30 per cent. Once construction of the new motorways between Ashgabat and Turkmenbashi in Turkmenistan, as well as Tashkent–Samarkand and Tashkent–Andijan motorways in Uzbekistan, a high-speed road corridor will be established as part

of TRACECA, linking up with the INSTC in Turkmenistan. This will enable an increase in the volume of international road freight transport between the countries of Central Asia and China on the one hand, and Iran, the countries of the South Caucasus and the Persian Gulf, as well as Turkey, on the other.

In total, transport infrastructure projects with a combined value of over 10 billion dollars[1] were commissioned in the Eurasian region in 2025, of which projects worth around 6 billion dollars were implemented in Central Asia (Table 1).

↓ **Table 1. Major completed projects for the development of the Eurasian Transport Network in Central Asia in 2025**

Project	Country	Corridor	Investment volume, $bn	Results
Modernisation of the Dostyk–Moyinty railway	Kazakhstan	Central Eurasian Corridor, CAREC 1, 2	2.00	The capacity of the 836 km section of the main China–Europe corridor has been increased fivefold, which significantly expands Kazakhstan's transit capabilities.
Tunnel at the Kök-Art Pass	Kyrgyzstan	TRACECA, CAREC 1	0.40	The tunnel, which is almost 3.9 km long and situated at an altitude of 2,500 metres, is the longest tunnel in the country and a key feature of the 'North–South' motorway, reducing journey time from 13 hours to 6–7 hours.
Construction of sections of the Obigarm–Nurobod motorway	Tajikistan	TRACECA	0.40	Construction of a bypass for the section of the M41 motorway that will be flooded as a result of the filling of the Rogun HPP reservoir.
Construction of the Turkmenbashi–Garabogaz–Kazakhstan border road and a new bridge across Garabogazgol Bay	Turkmenistan	INSTC, CAREC 6	0.45	The 225 km road and the bridge serve as a branch of the Ashgabat–Turkmenbashi motorway and lead to the border with Kazakhstan, reducing journey times by 40–50 per cent. As part of the project, the Garabogaz customs terminal underwent a major refurbishment. The project contributes to the development of international road transport along the INSTC Eastern route.
Construction of the Ashgabat–Turkmenabat motorway	Turkmenistan	TRACECA, the Lapis Lazuli Corridor, CAREC 2, 3, 6	2.40	A six-lane motorway from the Uzbek border to Ashgabat, with junctions leading to roads towards Afghanistan and Iran, will reduce journey times by 30 per cent. In the long term, a section of the motorway is planned from the Chinese border to the port of Turkmenbashi.
Electrification of the Bukhara–Miskin–Urgench–Khiva railway	Uzbekistan	TRACECA, CAREC 2, 6	0.25	The electrification of a 465 km section of railway line has increased capacity; a high-speed passenger service has been launched, and the journey time from Bukhara to Khiva has been reduced from 6 to 2 hours.

Source: calculations by EDB analysts.

[1] Excluding the cost of modernisation work on the Russian Railways' Eastern Operating Domain.

3. EURASIAN REGION

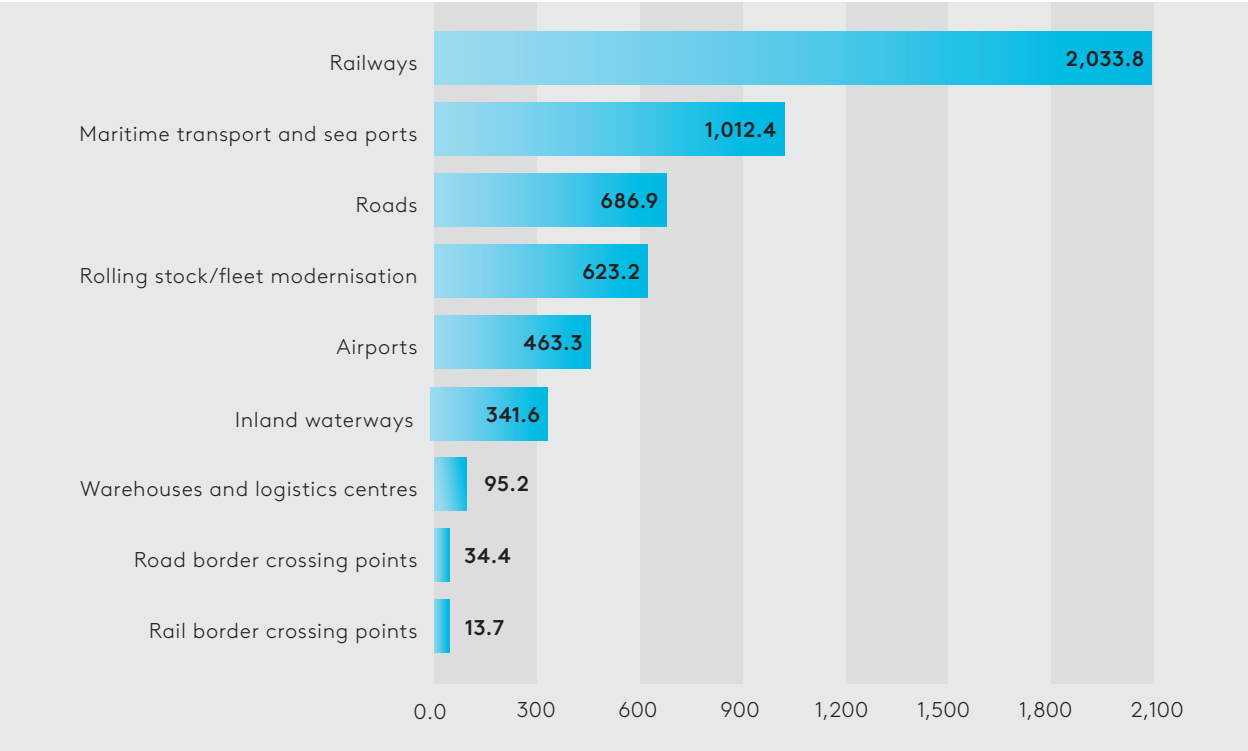
3.1. Total number of transport and logistics infrastructure development projects

As of 1 July 2026, the Observatory counted 402 projects, both active and planned, with a total investment of $345bn (Table 2).

The road sector accounts for the largest number of projects to develop the Eurasian Transport Network (51.7 per cent), while, on a country-by-country basis, Russia accounts for the largest share (49.3 per cent).

The average cost of projects varies significantly from country to country and depending on the mode of transport (Figure 2).

↓ **Figure 2. Average cost of the Eurasian Transport Network projects*), $mn**



* Average cost of railway projects, excluding the cost of the project of Modernisation of Eastern Operating Domain of Russian Railways

Source: EDB analysts' calculations.

Railway, highway, and seaport development projects are the most capital-intensive. The average cost of rail projects is influenced by large-scale high-speed rail construction projects, the development of rail approaches to Russian seaports, and major cross-border active or planned projects in Central Asia.

↓ **Table 2. Number of Eurasian Transport Network infrastructure development projects by country and mode of transport, units**

Countries	Railways	Roads	Sea ports	Inland waterways	Airports	Border crossing points	Logistics centres and warehouses	Fleet and rolling stock
Azerbaijan	3	1	1	–	1	3	1	–
Armenia	5	11	–	–	1	4	1	–
Afghanistan	3	5	–	–	–	–	8	–
Belarus	–	8	–	–	–	–	1	–
Georgia	-	6	1	–	1	–	1	–
Iran	6	3	2	–	–	–	–	–
Kazakhstan	8	25	2	–	6	4	5	2
Kyrgyzstan	5	9	–	–	2	1	6	–
Mongolia	4	–	–	–	–	–	7	1
Russia	8	122	4	3	14	23	22	2
Tajikistan	2	5	–	–	1	–	4	–
Turkmenistan	2	2	–	–	–	2	-	–
Uzbekistan	4	20	–	–	3	1	3	–
TOTAL	50	208	10	3	29	38	59	5

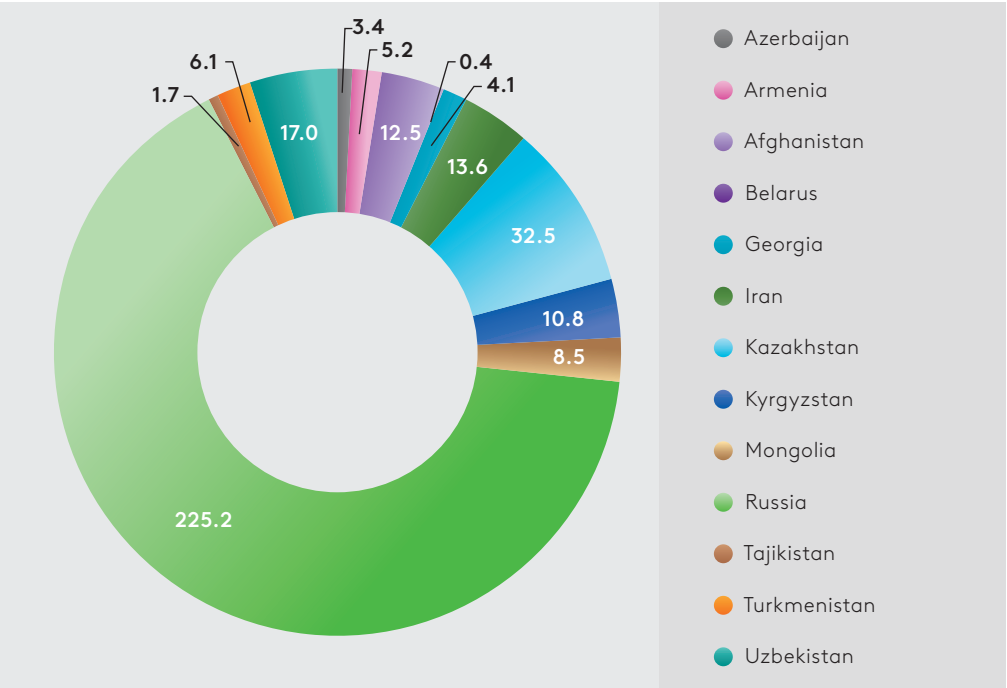
Source: EDB analysts' calculations.

3.2. Investment volumes by country and mode of transport

The largest investments in the development of the Eurasian Transport Network are linked to projects being implemented in Russia. It accounts for 65.3 per cent of the total investment volume, or almost $225bn.

Kazakhstan is the second-largest investor in transport infrastructure development in the Eurasian region, with projects currently underway or planned, totalling more than $32.5 billion, accounting for 9.4 per cent of the total (Figure 3). The list of countries implementing or planning projects totalling more than $10bn for the period up to 2035 also includes Afghanistan, Iran, Kyrgyzstan and Uzbekistan.

It is noteworthy that China is also investing in transport corridor development projects in the Eurasian region. This funding takes the form of both Chinese investors' participation in cross-border projects — in particular, for the creation of the China–Kyrgyzstan–Uzbekistan (CKU) railway corridor — and via direct foreign investment (FDI), for example, in the construction of Bedel BCP, the Manas trade and logistics city, and the coal logistics centre near the Irkeshtam international road BCP in Kyrgyzstan.

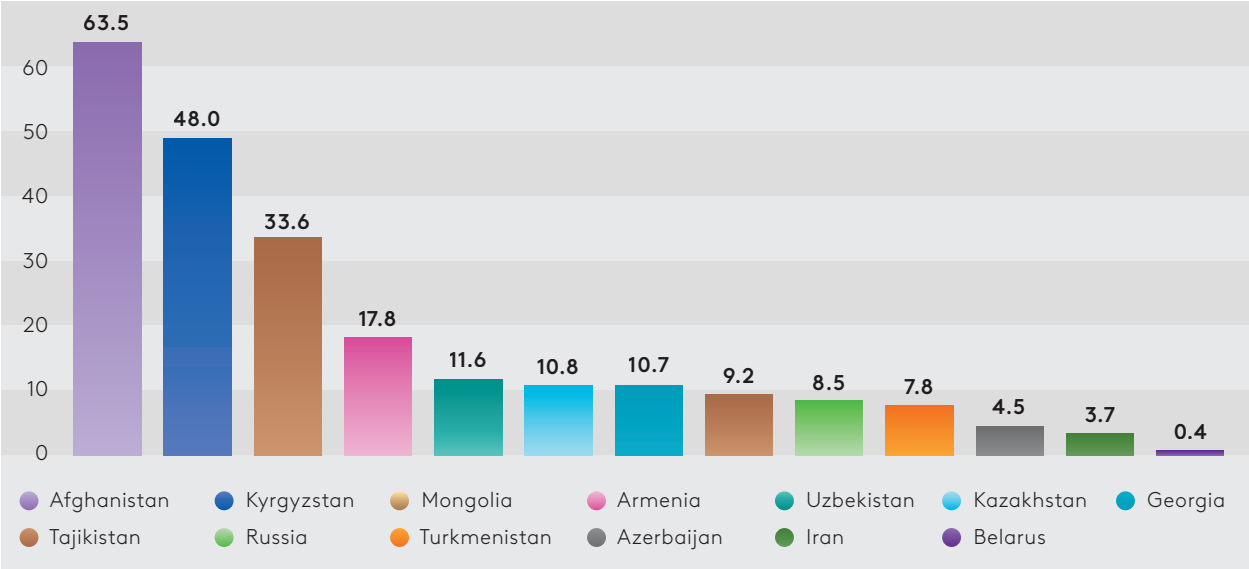


← **Figure 3. Distribution of investments in the Eurasian Transport Network by countries of the Eurasian region, $bn**

Source: EDB analysts' calculations.

The costs of developing transport corridor infrastructure depend on the size of each country and its economy. Most countries in the Eurasian region are landlocked, while some have mountainous terrain. With this in mind, the scale of investment required to build new transport infrastructure or modernise existing sections of transport corridors may be very substantial for such countries, not only in nominal terms but also relative to the size of their GDP (Figure 4).

↓ **Figure 4. Ratio of investments in the development of transport corridors to nominal GDP of countries of the Eurasian region in 2025, %**

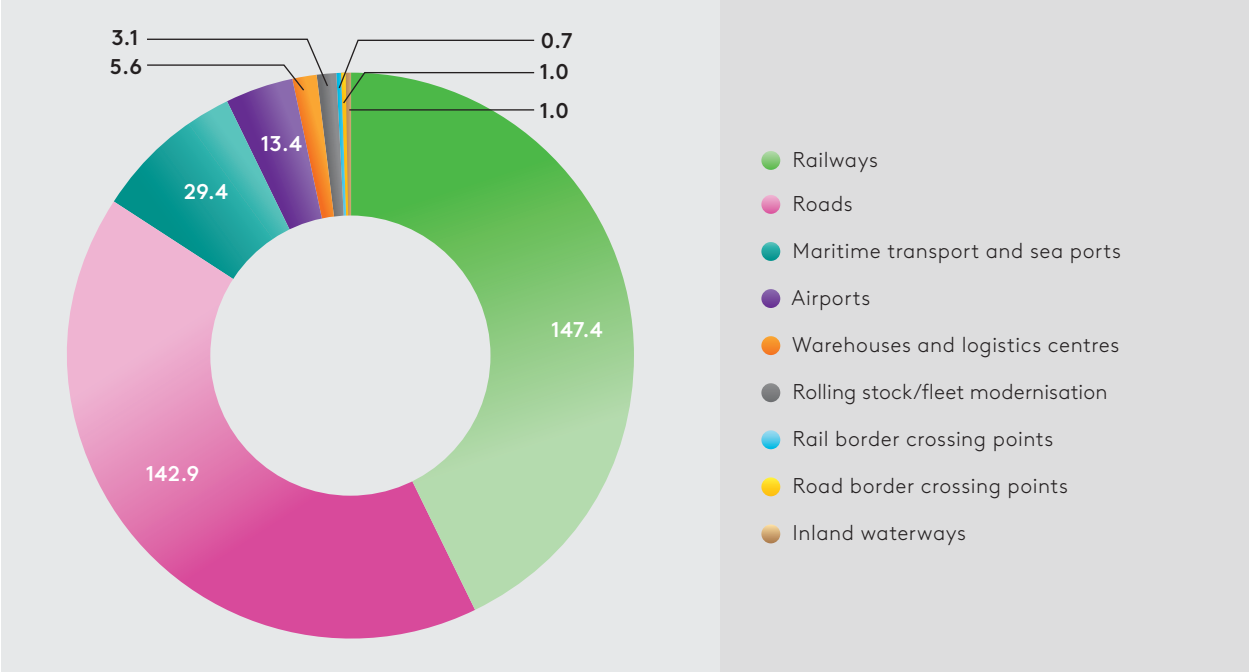


Sources: World Bank (GDP data), EDB analysts' calculations (volume of investment in transport corridor infrastructure development).

Afghanistan, Kyrgyzstan and Mongolia account for the largest share of investment in transport corridor development relative to current GDP. This indicator is also relatively high (over 10 per cent) in Armenia, Uzbekistan, Kazakhstan and Georgia.

Rail transport accounts for 42.8 per cent of total investment in the development of the Eurasian Transport Network, or $147.4bn (Figure 5).

↓ **Figure 5. Modes of transport share in the investments for the Eurasian Transport Network development, $bn**



Source: EDB analysts' calculations.

Roads are the second most capital-intensive segment of the Eurasian Transport Network. Projects for the construction, reconstruction and modernisation of roads require investment of $142.9bn. In total, $290.3bn of investment is required for the development of the road and rail components of the Eurasian Transport Network (84.3 per cent of total estimated capital expenditure).

The development of seaport infrastructure will require $29.4bn in investment (8.5 per cent of the total), the bulk of which is needed for the construction and modernisation of port facilities along the Trans-Arctic Transport Corridor (TATC).

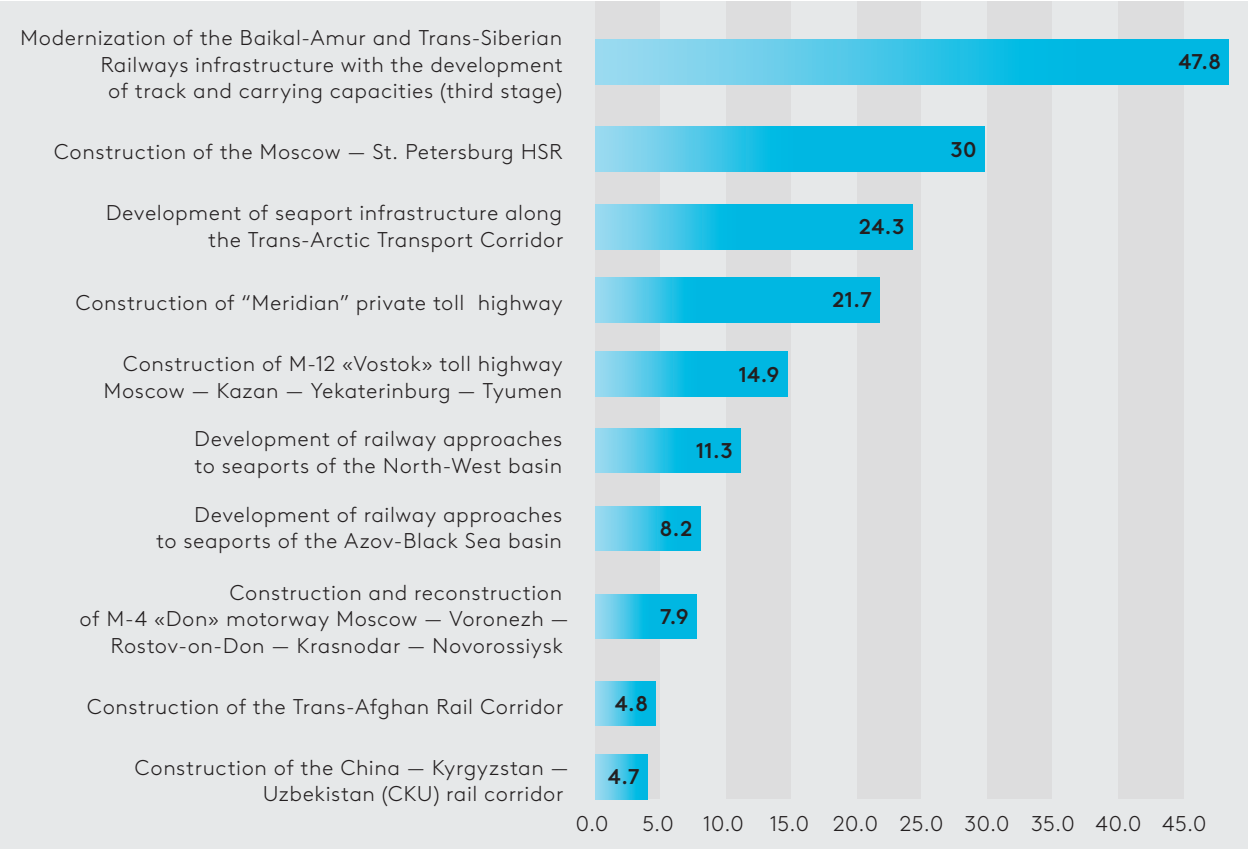
3.3. Major projects

The 10 most capital-intensive projects for the development of the Eurasian Transport Network account for over 51 per cent of investment, or $175.7bn (Figure 6).

Eight of the 10 largest active or planned projects are located in Russia. These include the modernisation of the railway infrastructure on the Baikal–Amur and Trans-Siberian railway lines, with the development of throughput and transport capacities (third phase), which accounts for 13.9 per cent of total investment; the construction of Moscow–St. Petersburg HSR (7.1 per cent), and the development of seaport and airport infrastructure along TATC (6.3 per cent).

Six of the 10 largest projects are being implemented or are planned in the rail sector.

↓ **Figure 6. Top 10 most capital-intensive projects of the Eurasian transport corridors development, $bn**

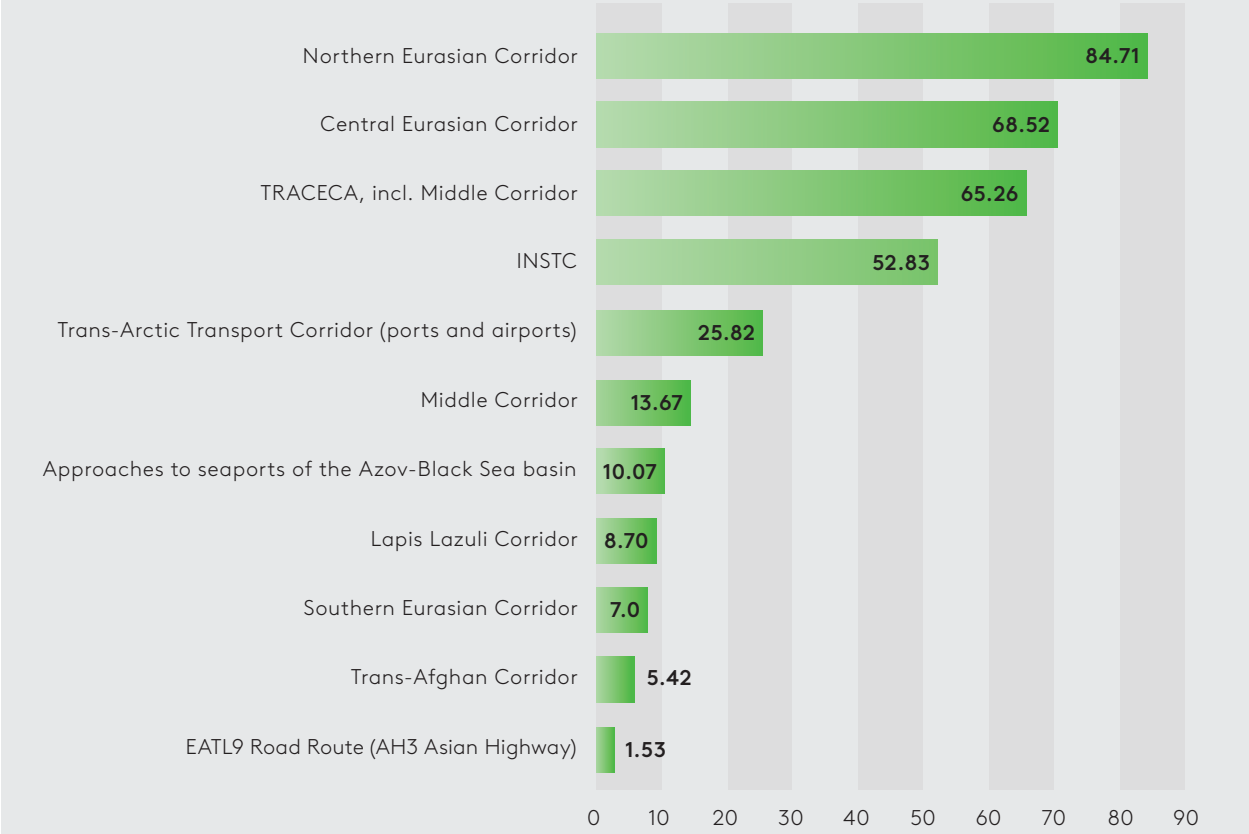


Source: EDB analysts' calculations.

3.4. Transport corridors

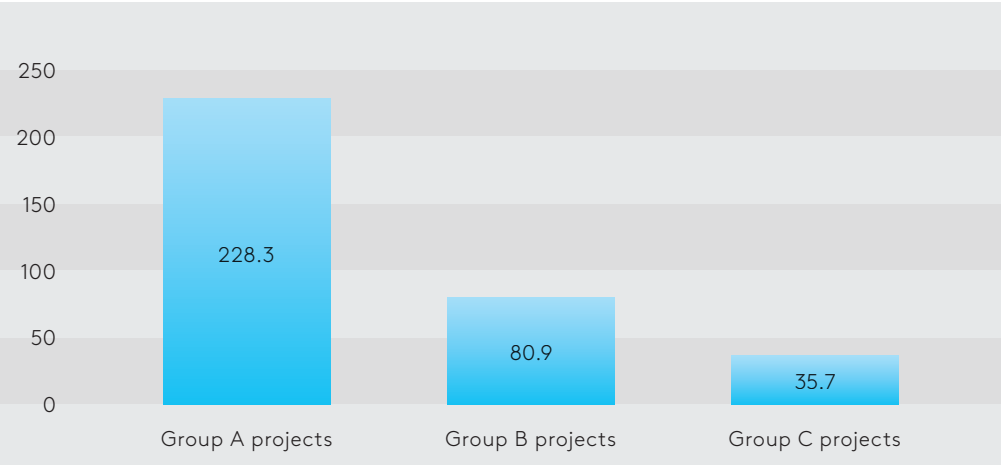
Owing to the high cost of projects such as the modernisation of the railway infrastructure on the Baikal–Amur and Trans-Siberian railways, the development of the Northern Eurasian Corridor remains the most capital-intensive. The total investment required for its development is estimated at 84.8bn, which accounts for more than a quarter of the total capital expenditure for the entire Eurasian Transport Network (Figure 7). The cost of INSTC infrastructure development in 2026 is estimated at $82.3bn, and excluding the Moscow–St. Petersburg HSR, at $52.3bn. However, significant investment in the restoration of existing transport infrastructure and the construction of new infrastructure in Iran following the war may, over time, be revised upwards.

↓ **Figure 7. Distribution of investment needs for the development of Eurasian transport corridors, $bn**



Source: EDB analysts' calculations.

Projects aimed at eliminating missing links and bottlenecks that constrain freight transport on key sections of transport corridors in the Eurasian region (Group A) predominate in the overall structure of investments currently being implemented or planned. These account for a total of $228.3bn, or 66.2 per cent of the total capital expenditure on the development of the Eurasian Transport Network. Projects to improve the quality of the main sections and develop alternative sections with the aim of increasing the overall capacity of the corridors (Group B) account for 23.5 per cent of total investment, amounting to $80.9bn. The development of branch lines and connecting sections ensuring the interconnection of corridors (Group C) is estimated at $35.7bn, or 9 per cent of the total investment (Figure 8).



← Figure 8. Distribution of investment needs by groups of projects, $bn

Source: EDB analysts' calculations.

3.5. Project implementation stages

More than 61.8 per cent of the total number of Eurasian Transport Network development projects are currently under implementation. A further 9.2 per cent are at the project documentation preparation stage, while 29 per cent are at the planning stage (no decision has yet been taken to commence their practical implementation) (Figure 9). Among the projects in the planning stage is one of the most capital-intensive projects of the Eurasian Transport Network — the construction of the Meridian international motorway.

← Figure 9. Distribution of investments by phases of projects implementation $bn

Source: EDB analysts' calculations.

3.6. Projects involving private capital and multilateral development banks

The implementation of large-scale transport projects requires substantial funding, which can come from three main sources. These are sovereign loans (which place a strain on the national budget), non-sovereign loans (the preferred form of financing, but difficult to implement in their pure form due to the need to attract private investors) and PPP models, which, while not increasing the burden on the national budget, carry risks of non-performance and therefore require state guarantees. For smaller states, PPP projects structured so as not to significantly increase the burden on the national budget are important.

A shortage of available funds (whether their own or borrowed) means that many large national and regional projects cannot be implemented simultaneously. This is precisely why some major projects included in the Observatory (for example, the Meridian motorway) have so far only been announced but do not have a clear timeframe for implementation.

In total, 123 out of 402 projects in the Eurasian region involve the participation of the private sector (almost half of these are in the logistics and warehousing sector). Twenty-seven projects are being implemented or may be implemented under public–private partnership (PPP) arrangements, including eight under cross-border PPP arrangements. More than 62 per cent of the total cost of projects to develop the Eurasian Transport Network is financed from national budgets.

Multilateral development banks are involved in 48 projects to develop the Eurasian Transport Network (15.3 per cent of the total active projects). The ADB is involved in 17 projects, mainly in Central Asia along the CAREC corridors. The EBRD is involved in financing six transport projects. Among the international financial institutions providing funds for transport projects are the Asian Infrastructure Investment Bank (AIIB), the Islamic Development Bank (IDB), the Eurasian Development Bank (EDB), and sovereign wealth funds from the Middle East. A further 29 planned projects are expected to attract sovereign or non-sovereign financing from international financial institutions. In Central Asia, 43 out of 114 active projects are financed by international financial institutions (37.7 per cent).

Among the largest projects with confirmed or anticipated private funding are the Moscow–St. Petersburg HSR and the Meridian private motorway.

The unsynchronised implementation of transport projects leads to bottlenecks in neighbouring countries, where the sections of transport corridors are unable to cope with projected passenger and freight flows.

MDBs, as well as supranational bodies, can play an important role in coordinating national infrastructure plans. They can provide technical assistance in selecting priority projects and developing the necessary feasibility studies, as well as in the subsequent provision of sovereign and non-sovereign loans for transport corridor development projects. This is particularly important for landlocked countries, mountainous countries and other states with specific development circumstances. In this regard, the Eurasian Transport Network Observatory can serve as a tool for governments, international organisations and MDBs in their efforts to enhance transport connectivity in the Eurasian region.

3.7. Cross-border transport projects

In the Eurasian region, one cross-border project is currently being implemented, while a further seven are at the planning stage. All of these can be structured and implemented as cross-border public–private partnerships (Table 3).

↓ **Table 3. Cross-border transport projects in the Eurasian region**

Project title	Countries	Project phase	Investment volume, $bn
Construction of the China — Kyrgyzstan — Uzbekistan railway corridor		Implementation	4.7
Construction of the Batken — Kokand railway		Planning	0.2
Construction of the alternative road between Chatkal and Tashkent		Planning	0.3
The Trans-Afghan Railway Corridor from Mazar-i-Sharif to Peshawar		Planning	4.8
Construction of the Almaty — Issyk-Kul highway		Planning	0.15
The electrification of the Lugovaya — Balykchi railway		Planning	0.3
Construction of the Alatau Industrial, Retail and Logistics Complex on the Kazakhstan — Kyrgyzstan border.		Implementation	0.2
Construction of a cross-border bridge over the Amur River and the Jalinda — Mohe border crossing point between Russia and China		Planning	0.3

Source: calculations by EDB analysts.

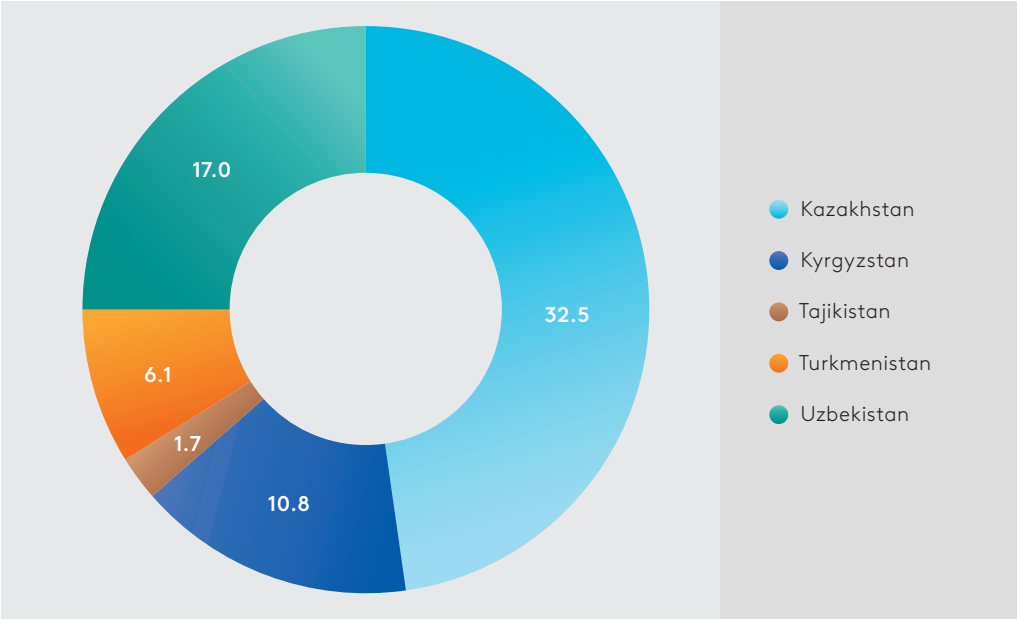
4. CENTRAL ASIA

4.1. Total number of transport and logistics infrastructure development projects

As at 1 June 2026, Central Asian countries accounted for over 21 per cent of the investment directed towards the development of the Eurasian Transport Network. A total of 114 projects, with a combined value of over $71bn, are either under way or planned. The projects involve the development of infrastructure for the TRACECA, including the Middle Corridor, the INSTC Eastern Route, the Central Eurasian Corridor, the Lapis Lazuli Corridor, as well as new cross-border corridors such as the CKU, the Trans-Afghan Corridor and others. Investments are being channelled towards the development of all CAREC corridors passing through Central Asia, Azerbaijan and Mongolia.

4.2. Investment volumes by country and mode of transport

More than half of the total investment (53 per cent) directed towards the development of the Eurasian Transport Network in Central Asia is accounted for by projects in Kazakhstan ($32.5bn). The Kyrgyz Republic accounts for 17 per cent of the total investment, Uzbekistan for 13.7 per cent, Turkmenistan for 10 per cent, and Tajikistan for 6.3 per cent (Figure 10). It should also be noted that China is financing the construction of the KKU railway corridor by providing $1.1985bn as its share in the joint venture for this cross-border project, and a further $2.35bn in the form of a loan from the Export-Import Bank and China National Development Bank (totalling $3.55bn).

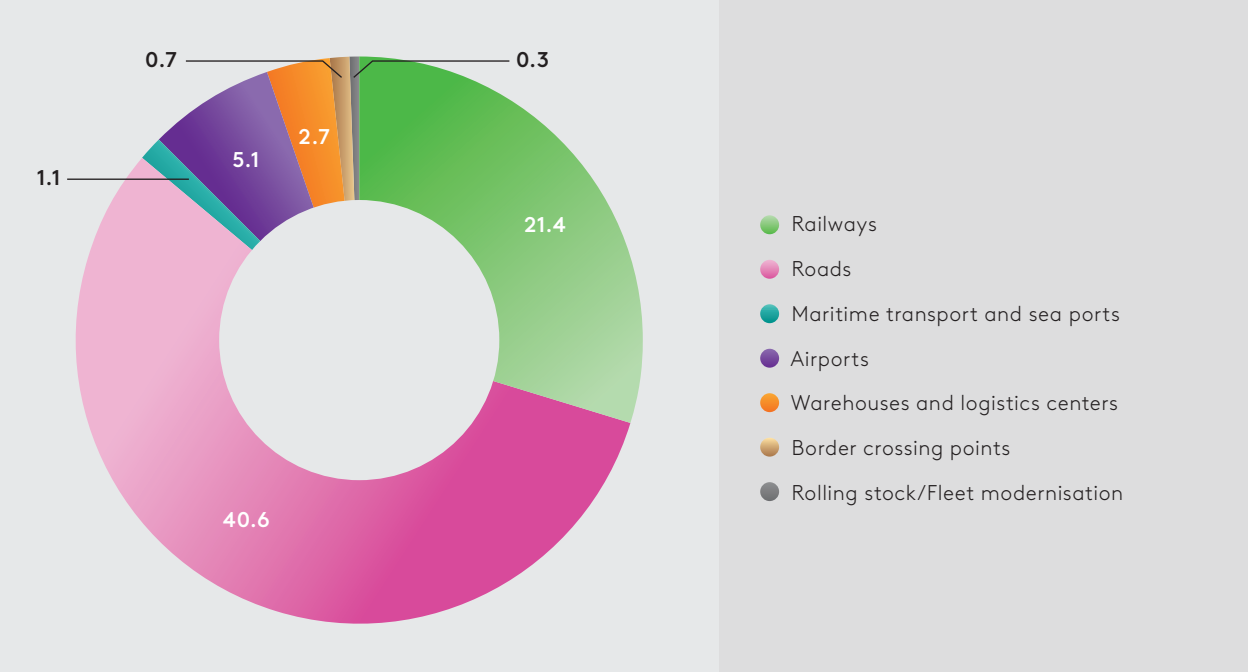


← Figure 10. Distribution of investments for the Eurasian Transport Network development by countries of Central Asia, $bn

Source: EDB analysts' calculations.

Over 52 per cent of investment in Central Asian countries is directed towards the development of the road network, which highlights the significant role of road transport in international trade in the region. A further 34.5 per cent of investment is earmarked for railway sections of transport corridors passing through Central Asia (Figure 11).

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

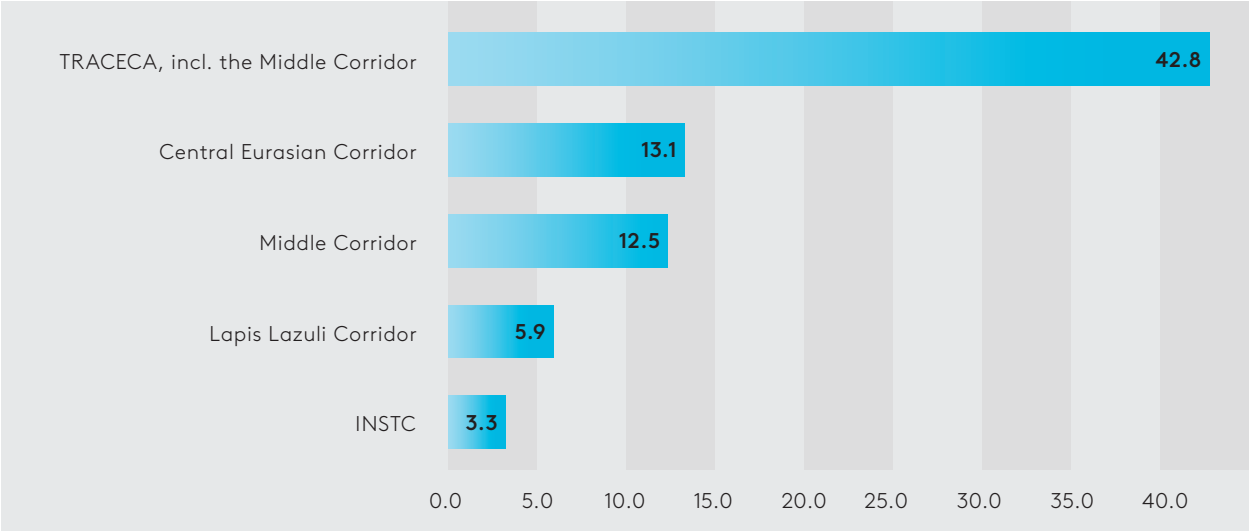


Source: EDB analysts' calculations.

4.3. Transport corridors

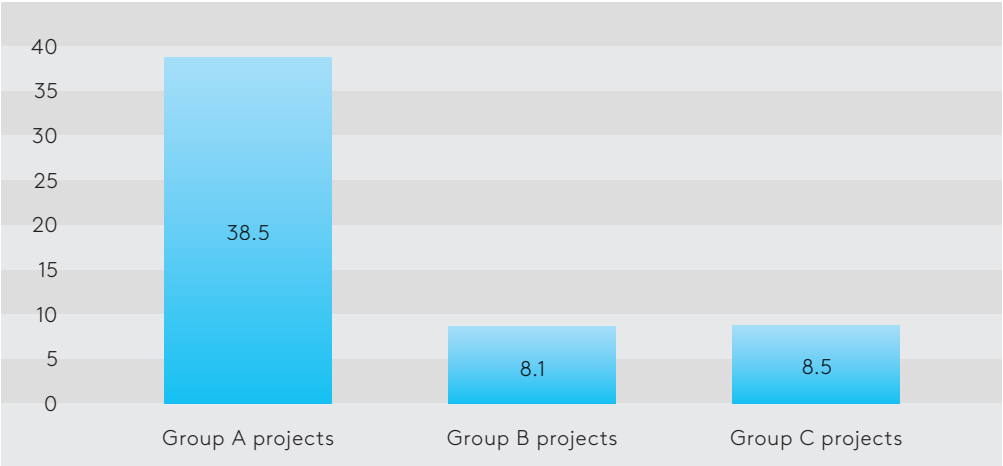
The bulk of investment in the development of the Eurasian Transport Network in Central Asia ($42.8bn) is directed towards TRACECA sections, including the Middle Corridor. The second most capital-intensive is the Central Eurasian Corridor ($13.1bn). The development of the Lapis Lazuli Corridor requires $4.8 billion in investment, while the sections of the INSTC within Central Asian countries require $3.3bn (Figure 12).

↓ **Figure 12. Distribution of investment across the five key corridors in Central Asia, $bn**



Source: calculations by EDB analysts.

Projects aimed at eliminating missing links and bottlenecks that constrain freight transport along key sections of transport corridors in Central Asia (Group A) predominate in the overall structure of investments currently being implemented or planned. These account for a total of $38.5bn, or 69.9 per cent of the total investment needs for the Eurasian Transport Network. Projects to improve the quality of the main sections and develop alternative sections with the aim of increasing the overall capacity of the corridors (Group B) account for 14.7 per cent of total investment, amounting to $8.1bn. The development of branch lines and connecting sections ensuring the interconnection of corridors (Group C) is estimated at $8.5bn, or 15.4 per cent of the total investment (Figure 13).

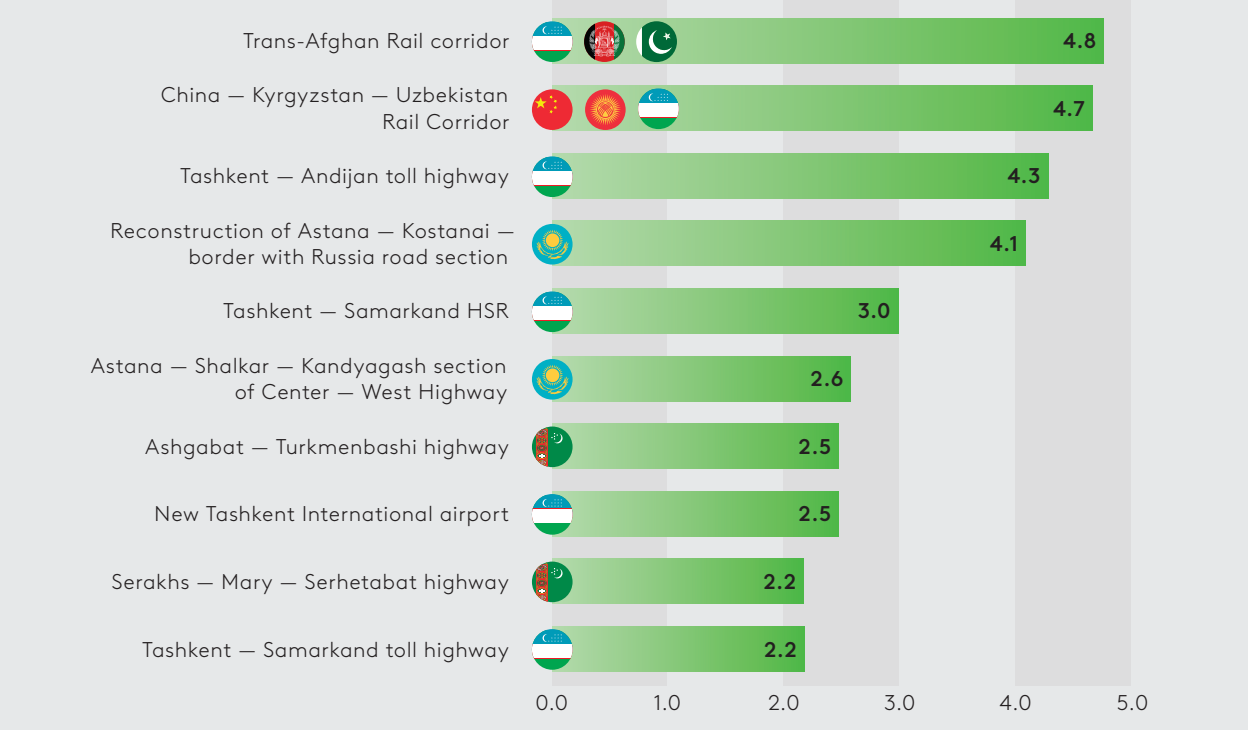


← **Figure 13. Distribution of investments infrastructure development in Central Asia by groups of projects, $bn**

Source: EDB analysts' calculations.

The 10 largest transport corridor development projects account for 42 per cent of total investment in the development of the Eurasian Transport Network in Central Asian countries (Figure 14).

↓ **Figure 14. Top 10 projects in Central Asia, $bn**



Source: EDB analysts' calculations.

Leading in terms of investment volume are the Trans-Afghan railway corridor, the CKU railway corridor, and the Tashkent–Andijan toll highway in Uzbekistan.

Two of the 10 projects listed so far exist only on paper, while project documentation is being prepared for one further project. The reasons for these delays include a lack of funds in national budgets, the difficulty of attracting private investors, and insufficient coordination with other planned and ongoing projects.

Below are case studies on the development of the Eurasian Transport Network in selected countries of the Eurasian region.

Republic of Kazakhstan

Over the past 15 years, Kazakhstan has invested approximately **$35bn** in the development of its transport sector. Over 2,500 kilometers of railways have been built. In 2026, more than 85% of all land freight traffic between China and Europe passes through Kazakhstan.

55 international transport corridor development projects, with a total investment of **$32.6bn,** are currently underway or planned by 2035.

Figure 15. Distribution of investments in the development of the Eurasian Transport Network by mode of transport, $bn.

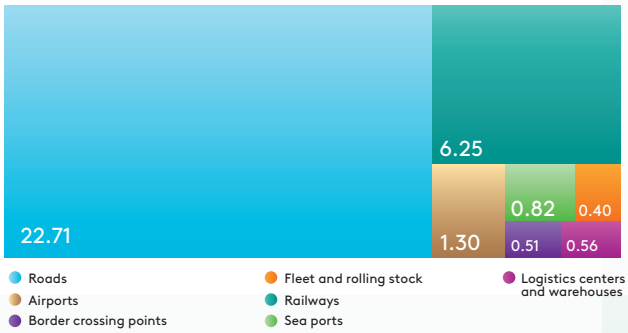


Figure 16. Distribution of investments by stages of investment projects, $bn.

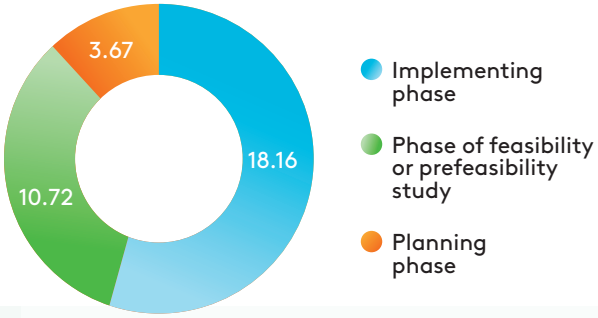


Figure 17. Investments in the development of transport corridors in Kazakhstan, $bn.

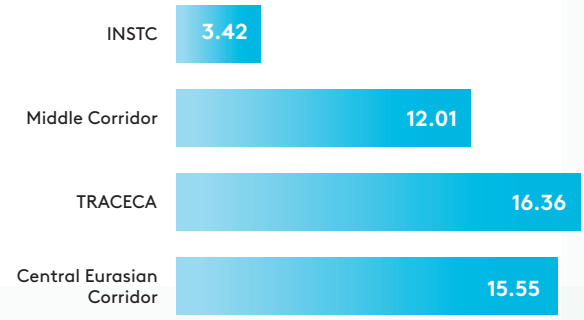
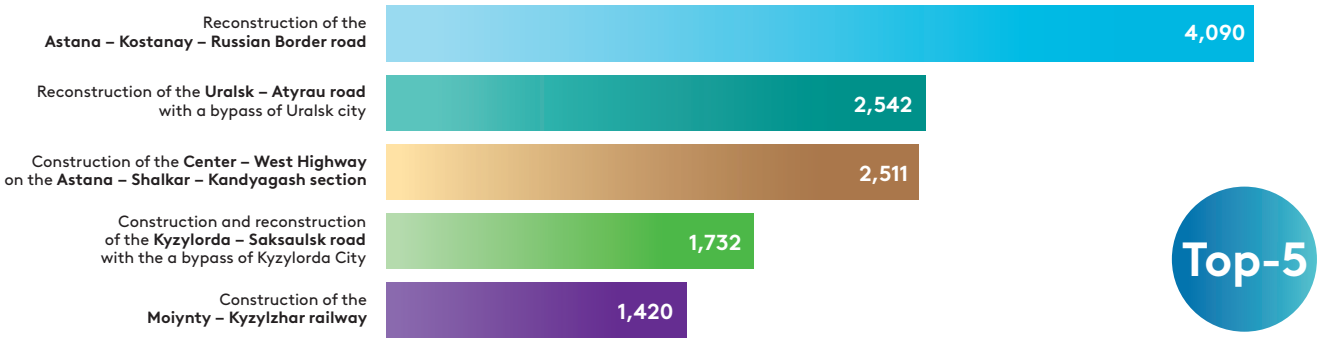


Figure 18. Distribution of projects by funding sources, number of projects

Figure 19. Top 5 projects for the development of transport corridors in Kazakhstan by investment volume, $mn.



Source: estimates of EDB analysts.

Kyrgyz Republic

Kyrgyzstan, a landlocked mountainous country, has made an unprecedented leap in developing its transport infrastructure. In the last five years alone, **over 3,700 km** of roads have been built and modernized, including 1,430 km in 2025. This represents one of the most ambitious achievements in Kyrgyzstan's history. This pace has significantly increased regional transport connectivity and accelerated the development of national and international transport corridors.

Eleven international transport corridor development projects, with a total investment **of $10.8 billion,** are currently underway or planned by 2035.

Figure 20. Distribution of investments in the development of the Eurasian Transport Network by mode of transport, $bn.

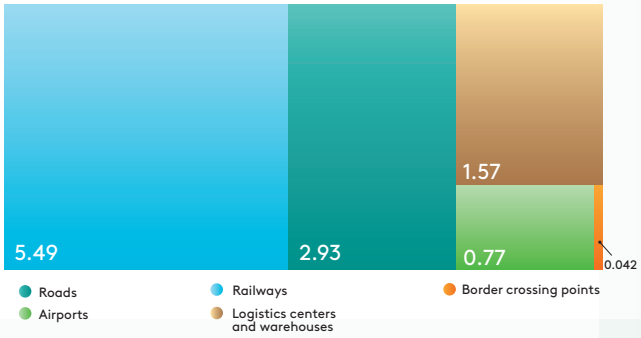


Figure 21. Distribution of investments by stages of investment projects, $bn.

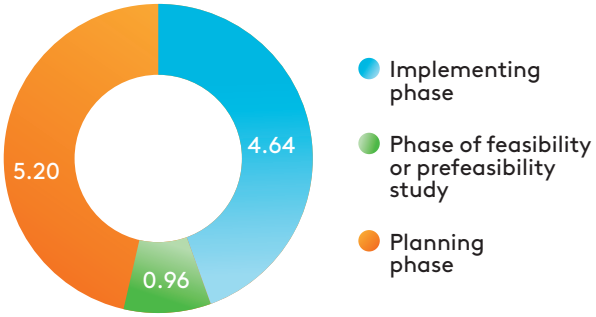


Figure 22. Investments in the development of transport corridors in Kyrgyzstan, $bn.

Figure 23. Distribution of projects by funding sources, number of projects

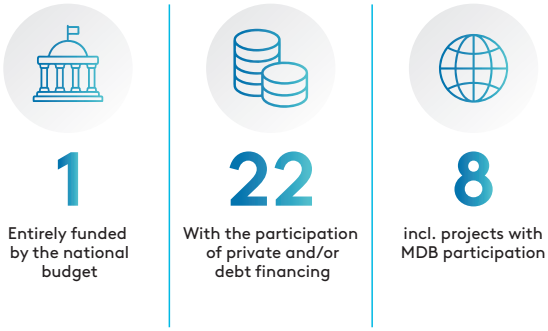
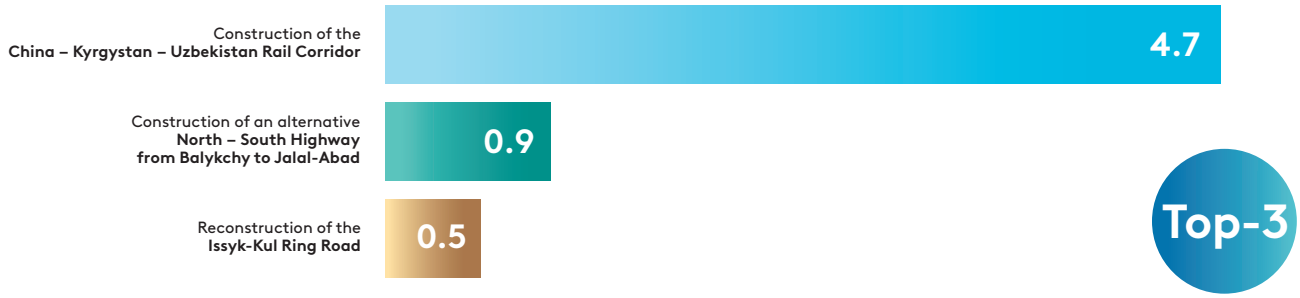


Figure 24. Top 3 projects for the development of transport corridors in Kyrgyzstan by investment volume, $bn.



Source: estimates of EDB analysts.

Republic of Tajikistan

Over the past 25 years, Tajikistan has invested over **$2.2 billion** in the development of the transport sector. These funds, both from the national budget and through foreign grants and loans, have been used to build roads, bridges, and tunnels, and expand the railway network. Over **2,400 kilometers** of roads, **274 bridges, and 7 tunnels** have been constructed.

Eight international transport corridor development projects, with a total investment of **$1.74 billion**, are currently underway or planned for completion by 2035.

Figure 25. Distribution of investments in the development of the Eurasian Transport Network by mode of transport, $mn.

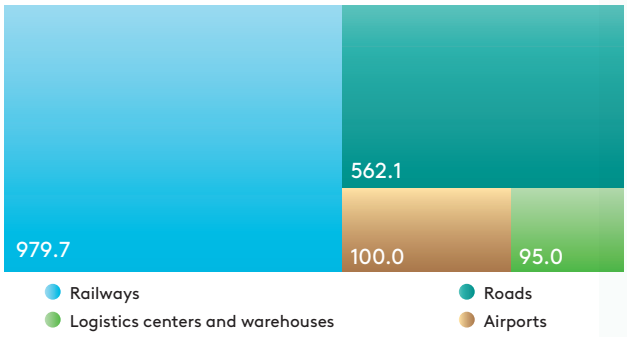


Figure 26. Distribution of investments by stages of investment projects, $mn.

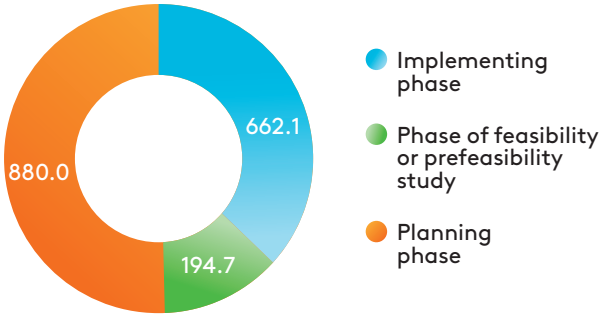


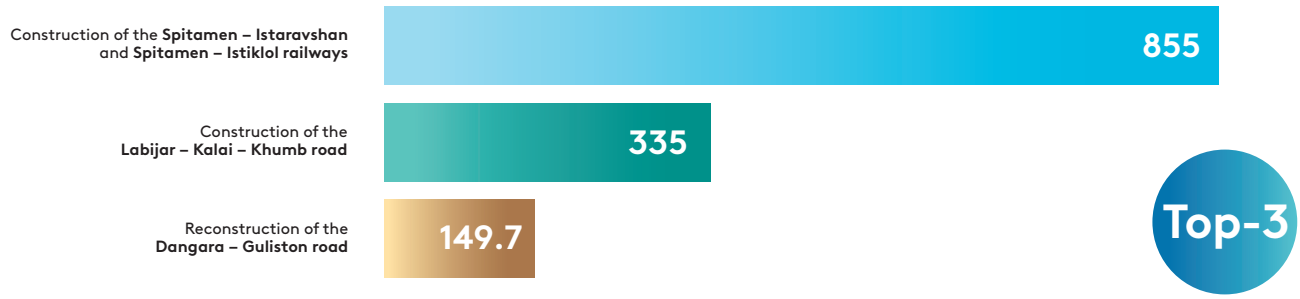
Figure 27. Investments in the development of transport corridors in Tajikistan, $bn.

Figure 28. Distribution of projects by funding sources, number of projects

11
With the participation of private and/or debt financing

6
incl. projects with MDB participation

Figure 29. Top 3 projects for the development of transport corridors in Tajikistan by investment volume, $mn.



Source: estimates of EDB analysts.

Turkmenistan

Turkmenistan is consistently developing its transport system: a modern seaport and logistics center in Turkmenbashi, as well as the Ashgabat International Airport, have been built and commissioned. Multi-lane highways are being constructed in the East-West and North-South directions. On April 10, 2026, with the participation of President of Turkmenistan Serdar Berdimuhamedov, the new Mary — Turkmenabat section was officially opened to traffic, marking the commissioning of the highway from the capital to the border with Uzbekistan.

Six international transport corridor development projects, with a total investment of **$6.05 billion,** are being implemented or planned by 2035.

Figure 30. Distribution of investments in the development of the Eurasian Transport Network by mode of transport, $bn.

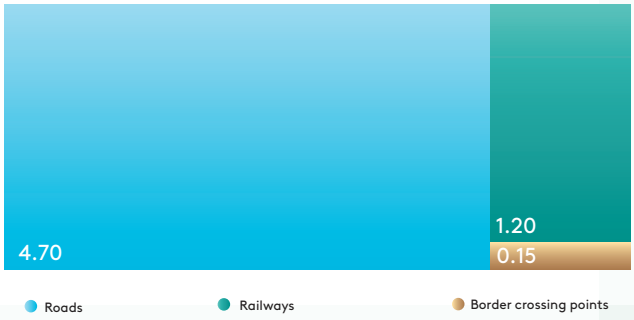


Figure 31. Distribution of investments by stages of investment projects, $bn.

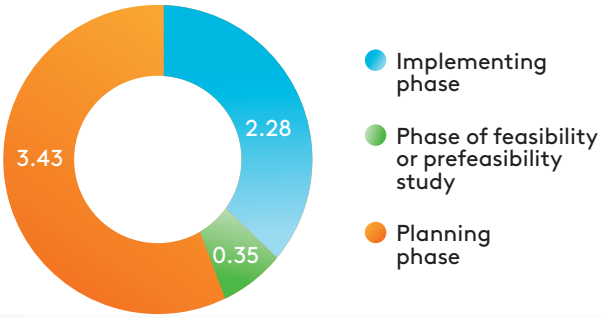


Figure 32. Investments in the development of transport corridors in Turkmenistan, $bn.

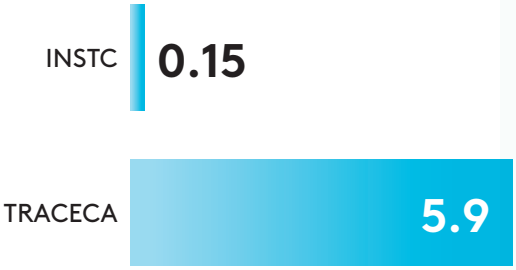


Figure 33. Distribution of projects by funding sources, number of projects

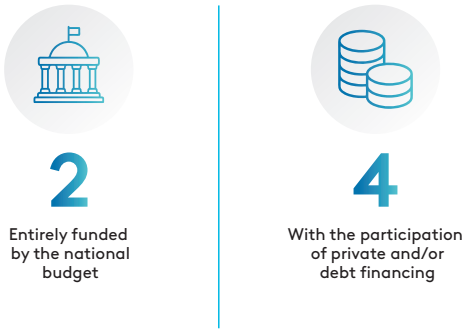
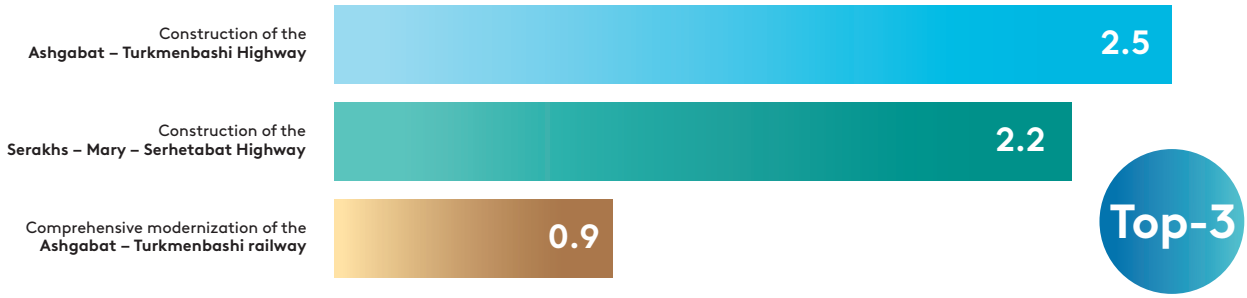


Figure 34. Top 3 projects for the development of transport corridors in Turkmenistan by investment volume, $bn.



Source: estimates of EDB analysts.

Republic of Uzbekistan

Uzbekistan is implementing the largest transport infrastructure modernisation programme since independence. In recent years alone, **63,000 km of roads** have been built and upgraded, and over the coming years there are plans to upgrade a further **21,000 km and repair 325 bridges.**

Uzbekistan is planning to construct Central Asia's first high-speed railway line (HSR) between Tashkent and Samarkand, as well as a new capital city air hub, 'New Tashkent', and several toll motorways.

Thirty-one projects are underway or planned by 2035 to develop international transport corridors, with a total investment of **$17 billion.**

Figure 35. Distribution of investments in the development of the Eurasian Transport Network by mode of transport, $bn.

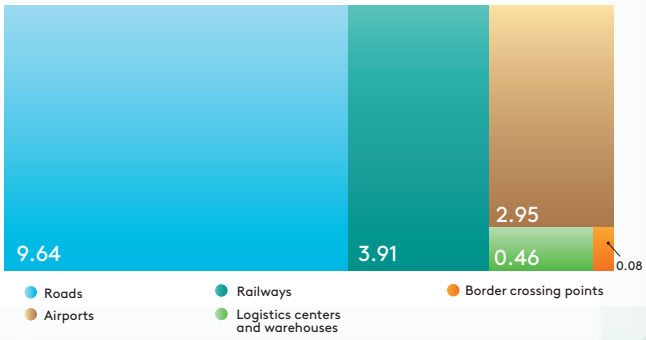


Figure 36. Distribution of investments by stages of investment projects, $bn.

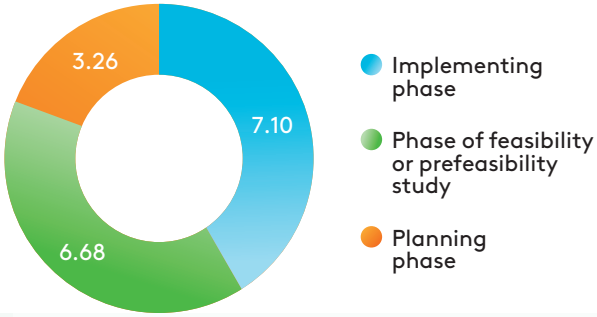


Figure 37. Investments in the development of transport corridors in Uzbekistan, $bn.

Figure 38. Distribution of projects by funding sources, number of projects

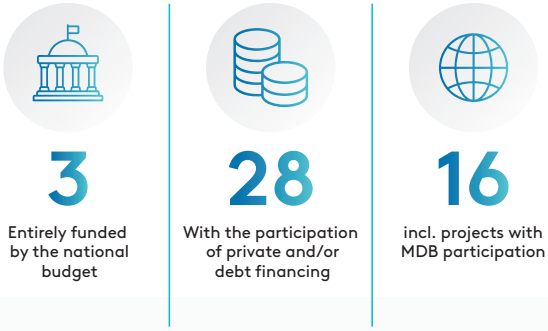
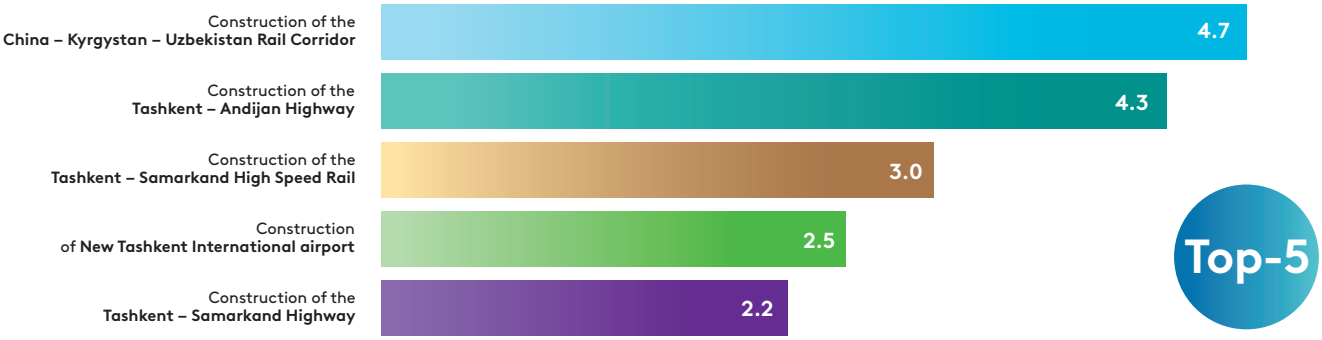


Figure 39. Top 5 projects for the development of transport corridors in Uzbekistan by investment volume, $bn.



Source: estimates of EDB analysts.

5. CHINA'S ROLE IN THE DEVELOPMENT OF TRANSPORT INFRASTRUCTURE IN CENTRAL ASIA

China is actively involved in the modernisation of transport infrastructure and the development of international transport corridors in Central Asia, acting as one of the main investors and builders. Its efforts are aimed at strengthening the trade and logistics links between the countries of the region and the Chinese market, integrating Central Asia into the global economy, and creating reliable land routes for the delivery of Chinese goods to Europe, Russia and the Middle East.

Cooperation between China and the countries of Central Asia in the field of transport infrastructure now goes beyond the scope of a traditional bilateral partnership, acting as a key driver of synergy between the national interests of the region's countries and the global Belt and Road (BRI) initiative, launched by China after its announcement in 2013 in Kazakhstan.

China is thus playing a part in the infrastructural transformation of Central Asia and in the development of the Eurasian Transport Network.

The Observatory contains information on more than 20 transport infrastructure development projects involving Chinese participation. This participation takes the following forms, which may complement one another:

- the provision of credit facilities for transport projects;
- the provision of grant funding, including technical assistance, for project implementation, the preparation of project documentation, etc.;
- the involvement of Chinese companies in the design and construction of transport infrastructure facilities (including the application of advanced Chinese technologies);
- the implementation of public–private partnerships involving Chinese companies, including cross-border PPPs;
- foreign direct investment (FDI), including equity participation by Chinese shareholders in companies that build and operate transport infrastructure facilities.

As shown in Table 4, China is involved in infrastructure projects across all modes of transport — roads and railways, airports, seaport terminals, logistics centres and warehouses.

↓ Table 4. Indicative list of transport infrastructure projects in Central Asia with the participation of Chinese companies

Project name	Country	Sector	Project status	Form of Chinese participation	Total investment, $mn	of which with Chinese participation, $mn
Construction of the China–Kyrgyzstan–Uzbekistan (CKU) railway corridor	China, Kyrgyzstan, Uzbekistan	railways	Active	**A joint venture** with Chinese participation for the construction and operation of the railway. **Involvement in the design and construction works** (CRI, CRCC). **Loans**. Chinese banks have provided loans (Exim Bank China, China National Development Bank)	4,700.0	2,350 (loan) 1,198.5 (China's share in the joint venture's authorised capital)
Development of the Kuryk international commercial port	Kazakhstan	seaports	Active	**FDI**. The Chinese corporation Guoyou Materials Group is investing in the construction of a new multi-purpose port complex	444.0	300.0 (with a prospective increase to 1,100)
Construction of the Bedel road border crossing	Kyrgyzstan, China	BCP	Active	**Grant provided**	41.4	41.4
Construction and reconstruction of the Barksoon–Bedel–Uchturfan–Aksu road	Kyrgyzstan	roads	Active	**Involvement in the construction works**. Main contractor–CRBC	610.0	-
Construction of the Serakhs–Mary–Serhetabat highway	Turkmenistan	roads	Active	**Involvement in the construction works**. The Chinese companies China-Turkmen Cultural Centre and Sino Hydro Bureau 12 Co., Ltd	2,200.0	-
Coal logistics centre near the Irkeshтам BCP	Kyrgyzstan	logistics centres	Active (project documentation is being prepared)	**FDI**. Xinjiang Dacheng Yuanlong Technology Co., Ltd. is investing in the construction of a logistics centre, storage facilities, a processing plant and a belt conveyor	430.0	430.0

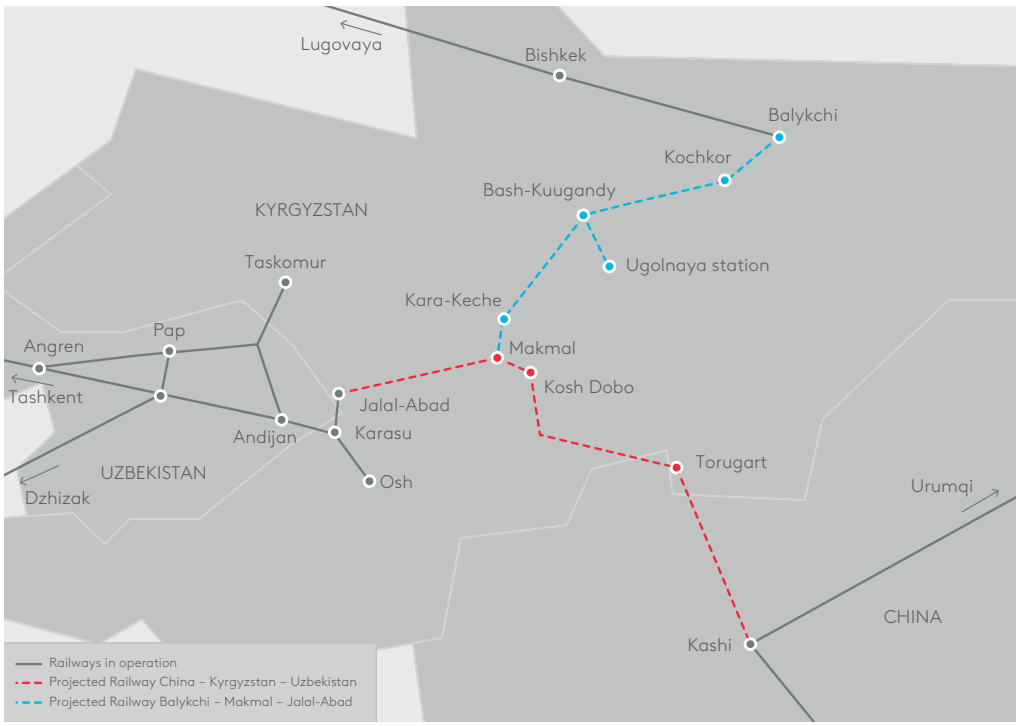
Construction of the Tashkent–Samarkand toll highway	Uzbekistan	roads	Active (project documentation is being prepared)	**Involvement in the construction works**. Chinese companies are part of the consortium that will build the motorway. **Loans**. Chinese banks will provide loans (Exim Bank of China, China Development Bank)	2,185.0	1,857.0
Reconstruction of the Murghab–Kulma road	Tajikistan	roads	Active	**Involvement in construction**. CRBC — main contractor **Loans**. Exim Bank China is providing a loan	75.6	50.5
Construction of Jalal-Abad International Airport	Kyrgyzstan	airports	Active	**Involvement in the construction works**. China Construction Fifth Engineering Division Corp., Ltd — main contractor	362.0	-

Source: EDB analysts' calculations.

In total, projects with a combined investment volume of over $12bn are being implemented in Central Asia, in which Chinese companies are involved in one form or another. The total volume of funds provided in the form of loans, grants or FDI exceeds $7 billion. Most of the projects being implemented and financed in the BRI framework.

The largest project is the construction of the CKU railway corridor. The aim of this cross-border project is to link the railway systems of China, Kyrgyzstan and Uzbekistan and to establish direct passenger and freight services among the three countries. The immediate priority is to create the shortest route for the growing trade flows between China and Uzbekistan. A longer-term objective is to create an alternative route for Chinese containers deliveries to Turkey and EU countries via Turkmenistan and the Turkmenbashi–Alyat/Baku ferry line, as well as to establish a promising railway route linking China, Kyrgyzstan, Uzbekistan and Afghanistan. The project is being implemented as part of the BRI.

Route of the corridor (Figure 40): Kashgar (China)–Torugart–Makmal–Jalal-Abad–Kara-Suu–Andijan (Uzbekistan). The corridor then connects with the Uzbek railway network, which enables transport to Afghanistan, Kazakhstan, Tajikistan and Turkmenistan.



← **Figure 40. Cross-border project for the construction of the China–Kyrgyzstan–Uzbekistan railway corridor**

Source: EDB.

The total length of the railway lines will be 523 km — 213 km will run through China, 260 km through Kyrgyzstan and 50 km through Uzbekistan. The project involves the construction of 27 tunnels (103 km), passing loops, 48 bridges (16 km), 20 local stations and passing loops, including two border and transhipment stations. In accordance with the feasibility study, a single-track, non-electrified line will initially be built;

however, the bridges and tunnels will be designed to allow for the construction of a second main track. In the second phase, the line is to become double-track and fully electrified. In western China and Kyrgyzstan, a number of sections of the railway will be at high altitude.

The freight transport capacity is estimated at between 7 million tonnes (single-track option) and 20 million tonnes per year (double-track line).

The idea for the project emerged in 1996, but until 2023 there was no consensus amongst the countries in the region regarding its implementation. The preliminary feasibility study and the full feasibility study for the project were carried out by Chinese design organisations, funded by the Chinese side.

A trilateral intergovernmental agreement on cooperation in jointly promoting the China–Kyrgyzstan–Uzbekistan railway project was signed on 6 June 2024 in Beijing. In September 2024, a joint venture (China–Kyrgyzstan–Uzbekistan Railway Company LLC) was established for the construction and operation of the railway. The project is a joint commercial partnership, which is similar to a cross-border PPP. The China–Laos high-speed railway project, linking Kunming and Vientiane, was previously implemented in a similar manner.

On 27 December 2024 and 29 April 2025, ceremonial ground-breaking ceremonies were held to mark the start of construction and the commencement of work on bridges and tunnels.

The project is valued at $4.7 billion, the majority of which will be financed by China:

- $2.35bn (50 per cent) — a non-commercial loan provided by the Export-Import Bank of China and the China National Development Bank;

- $2.35bn (50 per cent) will be contributed by a joint venture in which China will hold a 51 per cent stake ($1,198.5mn), Kyrgyzstan a 24.5 per cent stake ($575.75mn), Uzbekistan a 24.5 per cent stake ($575.75mn).

Chinese companies specialising in railway construction, bridge and tunnel building, the supply of rolling stock, the provision of equipment and materials, and the recruitment of staff, amongst other areas, have been engaged to implement the project. The design and construction of the railway are being carried out by the China Railway Construction Corporation (CRCC) and China Railway International (CRI).

An additional factor is the incompatibility of the track gauge standards used in China (1,435 mm) and those in Kyrgyzstan and Uzbekistan (1,520 mm). Makmal station in Kyrgyzstan has been designated as the gauge change and transhipment point.

Consequently, the 167.5 km section of the railway within Kyrgyzstan will have a track gauge of 1,435 mm.

Benefits of the project for Kyrgyzstan: improved transport connectivity within the country, increased transit revenue, and the development of internal transport links between the country's northern and southern regions. Furthermore, the new cross-border corridor will enable container transport between China and Uzbekistan via the shortest route.

Benefits of the project for Uzbekistan: improved logistical capabilities for trade with China, as well as strengthening the country's status as a transit nation and realising the potential for the development of container transport, the volume of which could increase fivefold by 2030, from the current 100,000 TEU to 500,000 TEU.

For China, Kyrgyzstan and Uzbekistan, the CKU could serve as an economic corridor, as resources will begin to be explored and extracted along its route, and new businesses will be established. Large deposits of copper, iron ore, gold, antimony and coal are located along the railway line.

The development of the railway network will have an impact on the development of many sectors of the economies of Kyrgyzstan and Uzbekistan through reduced transport costs and multiplier effects.

The project plays an important role in addressing environmental and climate issues. The corridor is intended to shift part of the freight traffic currently carried by road between China and the countries of Central Asia to more environmentally responsible rail transport.

The project contributes to realising the 'transport hub' effect for the whole of Central Asia by linking the CKU Corridor with other regional corridors, both existing ones — in particular, the INSTC, the Middle Corridor, and the Tajikistan–Uzbekistan–Turkmenistan corridor — as well as prospective ones, including the future Trans-Afghan Railway Corridor, which will provide access to the seaports of South Asia.

APPENDIX 1. METHODOLOGY FOR ESTABLISHING THE EURASIAN TRANSPORT NETWORK OBSERVATORY

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 uses a public–private partnership mechanism. If the project crosses borders, it is indicated as "Cross-Border PPP."

11. **Project 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 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

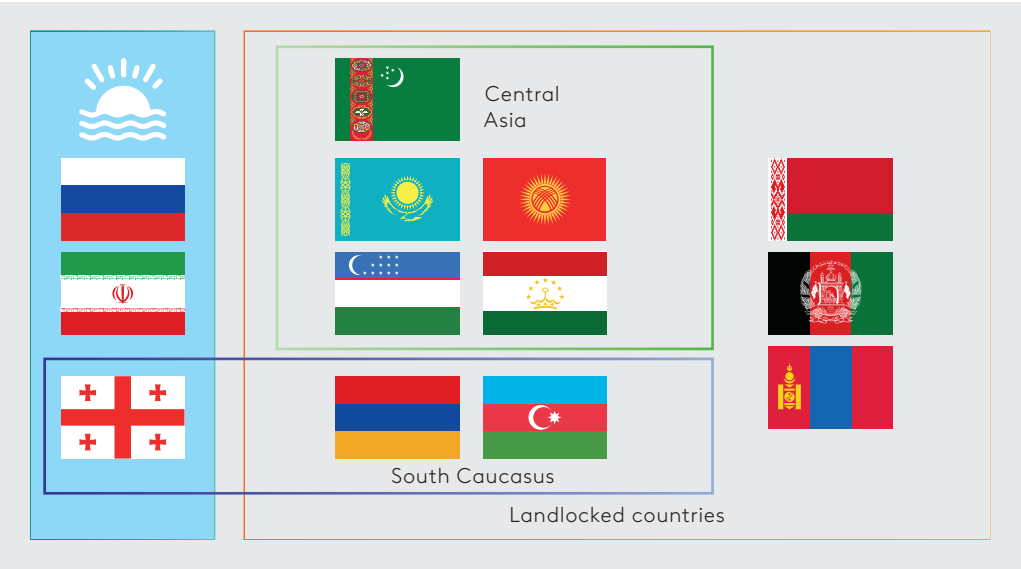
1. The Observatory does not include completed projects and commissioned transport infrastructure.

2. The Observatory does not include projects related to urban 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).

Geography

The Observatory contains information on transport infrastructure development projects in 13 countries in the Eurasian region (Figure 41). They play a significant role in the development of Eurasian land transit of goods in the east–west and north–south directions.



← **Figure 41. 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).

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 road route 3e on the section Volgograd–Kamensk–Shakhtinsky (coincides with the INSTC on the section Volgograd–Astrakhan and with TRACECA on the section Beineu–Nukus–Bukhara–Navoi–Samarkand–Tashkent–Shymkent);
- **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 is shown in Appendix 2.

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.

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

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

Project groups

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

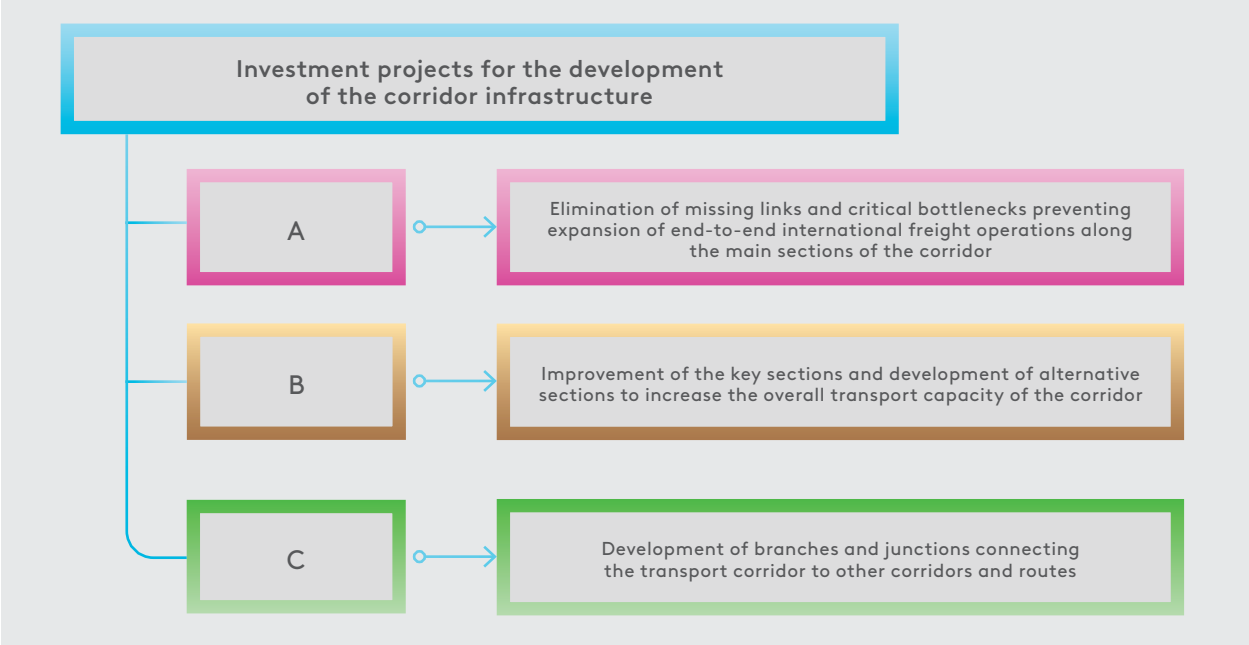
The first group (A) includes projects aimed at **eliminating missing links and critical transport infrastructure bottlenecks** along the main corridor sections that are currently hindering the development of through international freight transport and transit (see Figure 42).

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 42. Classification of Investment Projects for Transport Corridor Development



Source: EDB.

Project status

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.

Project cost

One unit of measurement is used for all projects: the U.S. 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.

APPENDIX 2. 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)[2]	**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

[2] One of the TRACECA routes.

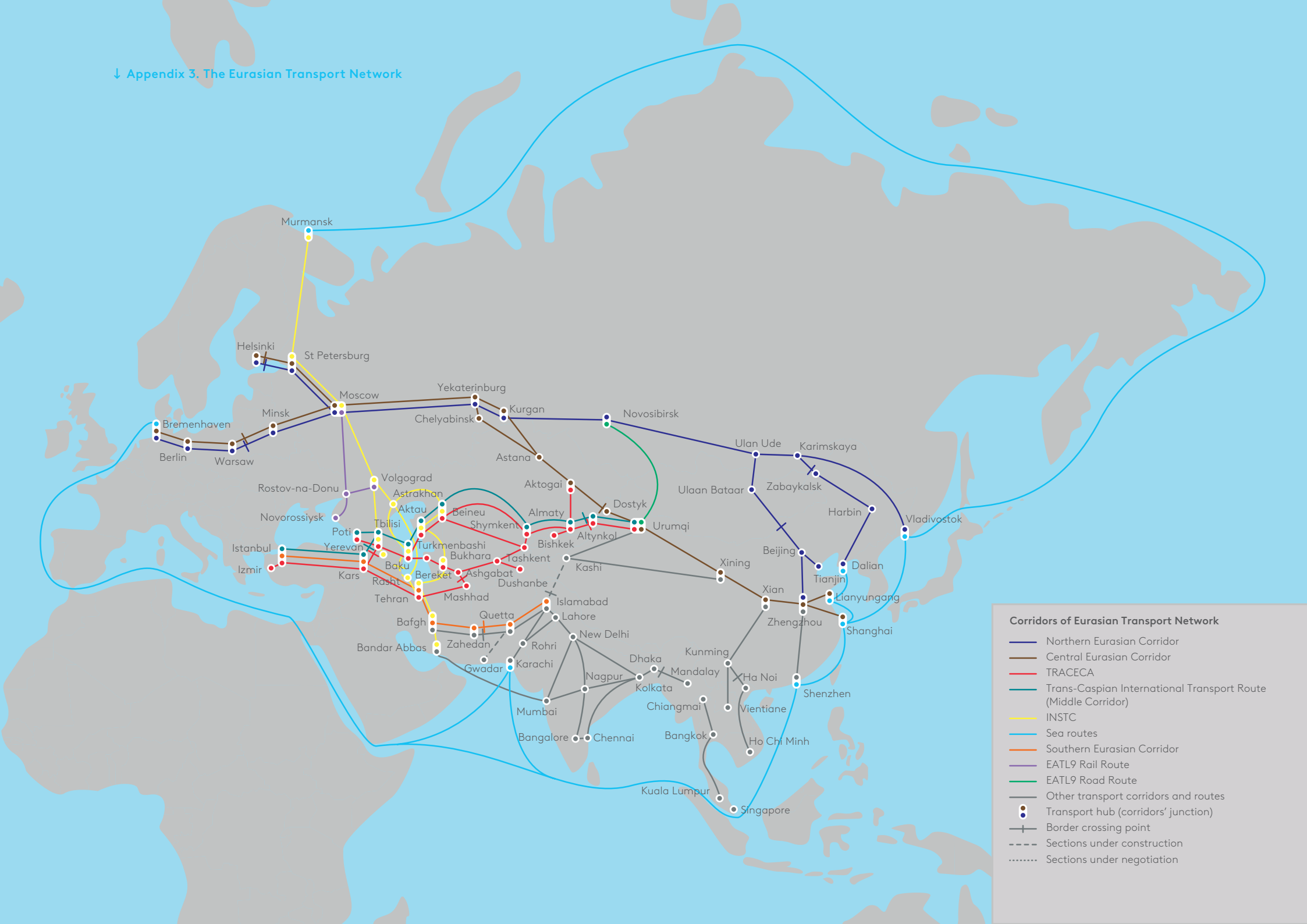
Corridor / Route	Route Location	EATL, OSJD Corridors, AGC, AGR, AH, TAR networks
Southern Eurasian Corridor	**Rail Route:** Dragoman — Sofia — Svilengrad — Kapikule — Istanbul — Eskisehir — Ankara — Malatya — Kapikoye — Razi — Qazvin —¸ Tehran — Sarakhs — Mary — Turkmenabat — Navoiy — Tashkent — Shymkent — 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 3. The Eurasian Transport Network



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ABBREVIATIONS

BCP	border crossing point
BRI	Belt and Road Initiative
CAREC	Central Asian Regional Economic Cooperation
CKU	China–Kyrgyzstan–Uzbekistan railway corridor
CRBC	China Road and Bridge Corporation
CRCC	China Railway Construction Corporation
CRI	China Railway InternationalEAEU — Eurasian Economic Union
EDB	Eurasian Development Bank
EEC	Eurasian Economic Commission
EU	European Union
FDI	foreign direct investment
GDP	gross domestic product
GIS	geographic information system
HSR	high-speed rail
ITC	International Transport Corridor
MDB	Multilateral Development Bank
PPP	public-private partnership
TAR	Trans-Asian Railway
TAT	Tajikistan–Afghanistan–Turkmenistan transport corridor
TEN-T	Trans-European Transport Network
TITR	Trans-Caspian International Transport Route (Middle Corridor)
TLC	Transport and Logistics Centre
TRACECA	Europe–Caucasus–Asia Transport Corridor
XUAR	Xinjiang Uyghur Autonomous Region of China
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
bn	billion
km	kilometre
m	meter
mln	million
USD	United States dollar

Research at the EDB website

Macroeconomic Outlook
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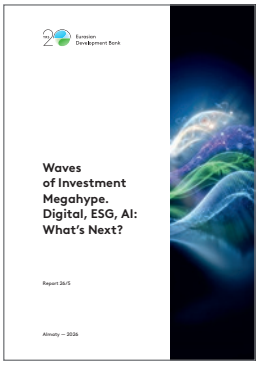
Macroeconomic Outlook 2026–2028

The analysis reviews economic development of the Bank's member states in early 2026 and outlines key macroeconomic forecasts for late 2026 and for 2027–2028.



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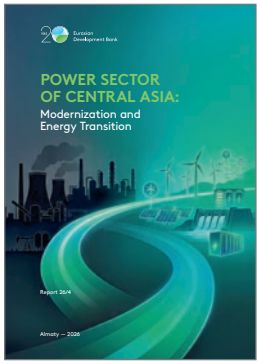

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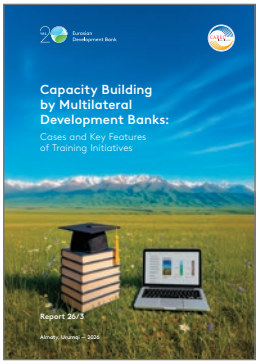
How can Central Asia secure a reliable and clean energy future? The answer lies in the «Middle Path» strategy. The report substantiates a balanced modernization model, integrating renewable energy potential with the stability of traditional generation and the synergies of regional cooperation.



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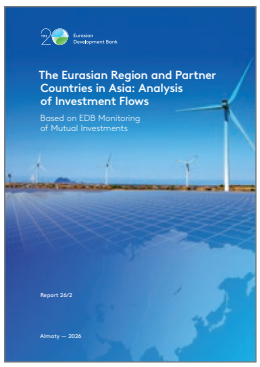
The report provides an overview of MDBs training initiatives (academies, institutes, training programs), analyzes their goals, governance and financing models, thematic areas, and other characteristics, outlines the long-term outlook for the development of the MDB training initiatives.



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The Eurasian Region and Partner Countries in Asia: Analysis of Investment Flows based on EDB Monitoring of Mutual Investments

The report provides detailed information on the scale, dynamics, geographical and sectoral structure of mutual direct foreign investment stock between Asian countries and countries in the Eurasian region for the period from 2016 to the first half of 2025.

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The report examines seven promising areas for MDB cooperation: 1) mobilizing capital, 2) capital markets, 3) local currencies, 4) project expertise, 5) pooling knowledge, 6) technical assistance, 7) cross-border projects.

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(RU/EN)

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(RU/EN)

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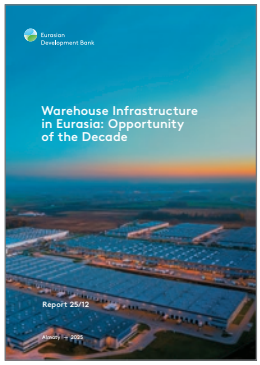

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Warehouse Infrastructure in Eurasia: Opportunity of the Decade

The report presents an analysis of the current state of the warehouse logistics and storage sector in the Eurasian region, examines the main factors influencing its development, and provides a detailed forecast of demand for warehouse infrastructure in the region up to 2040.

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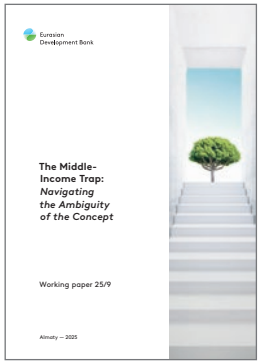
The transition to high value-added production could become a powerful driver of economic growth in the region. The study identifies priority industries and niche markets for each country, and provides estimates of export potential and import substitution potential.



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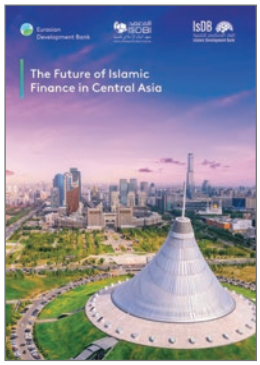
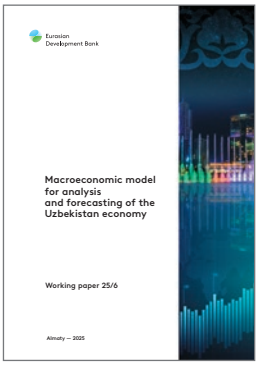
This joint report focuses on a comprehensive analysis of the current state and potential for improving bilateral trade and investment relations between India and Central Asia, and provides policy recommendations for closer cooperation.



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).



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(RU/EN)

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- The key challenges and emerging trends in the development of green finance in Central Asia
- The role of international development banks in supporting green projects.

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