

Transport and Climate Profile

Uzbekistan



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Introduction to the profiles: These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

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This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

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Transport and Climate Profile: Uzbekistan

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Contents

Data Insights

- I Transport and Climate Change
- II Transport Energy Consumption
- III Adaptation and Resilience
- IV Other Externalities
- V Vehicle Fleet
- VI Urban Transport
- VII Transport Investments

Policy Insights

- VIII Transport and Climate Policy Documents
- IX Representation of Transport in Key Climate Policy Documents
- X Distribution of Transport and Climate Policy Measures in Policy Documents
- XI National Policy Priorities on Transport
- XII Direct GHG Targets
- XIII Indirect Transport Climate Change Targets
- XIV Transport and Climate Policy Measures

Executive Summary

Uzbekistan, a lower-middle-income country in Central Asia, faces significant challenges and opportunities in its transport sector concerning climate change. This comprehensive narrative delves into data trends, policy documents, and potential pathways for a sustainable and resilient transport future in Uzbekistan.

CO2 Emissions:

- Uzbekistan's transport sector CO2 emissions in 2023 were 16.3 million tonnes, constituting 12% of the total economy-wide emissions. The sector's emissions intensity with GDP was 46.1 gCO2 per USD in 2023, higher than the Asia-Pacific average of 32.0 gCO2 per USD, and also exceeding the Low and lower middle income and Central and West Asia averages. While the road sector dominated emissions, contributing 98% in 2022, other modes like rail and aviation had negligible shares. The sector's emission growth has been dynamic, with a 9% annual increase since 2015, contrasting with the pre-2015 trend and outpacing the Asia-Pacific average.

Energy Consumption:

- Uzbekistan's transport sector has increased its energy consumption since 2010. Although the energy intensity with GDP has improved, it remains higher than regional averages. The road sector's decreasing reliance on oil products underscores the necessity for diversifying energy sources. The minimal use of biofuels and electricity in road transport presents an opportunity to adopt cleaner alternatives.

Adaptation and Resilience:

- Uzbekistan faces significant climate change-related risks to its transport infrastructure, with potential average annual losses estimated at 8.43 million USD. Roads are the most vulnerable, accounting for 70% of these losses, followed by rail (27%) and airports (4%). Uzbekistan's situation is part of a broader regional challenge, with Central and West Asia facing an estimated 3,021 million USD in annual losses. Regarding national road vulnerability, Uzbekistan ranks 148th out of 208 countries, indicating a need for improved resilience.

Vehicle Fleet:

- In 2022, the Asia-Pacific region averaged 577 vehicles per thousand people, while the Central and West Asia subregion had a significantly lower rate of 128 vehicles per thousand. Uzbekistan, in particular, saw a notable increase in electric vehicle imports, reaching \$1.26 billion between 2017 and 2023. Electric LDVs comprised 86% of these imports, while electric buses accounted for 8%. The country also witnessed a significant rise in the proportion of electric vehicle imports, from 0% in 2017 to 28.5% in 2023, surpassing the Central and West Asia subregion's 13.1% share. Uzbekistan's progress in e-mobility is further reflected in its 2024 E-mobility Readiness Index score of 79/100, indicating strong performance in areas like access to technology, supportive policies, clean energy access, and financial instruments.

Urban Transport:

- While Uzbekistan has invested in metro systems, the coverage remains limited. Enhancing public transport accessibility and expanding rapid transit options are crucial steps towards sustainable urban mobility.

Investments:

- Uzbekistan has received official development assistance for its transport sector, primarily focusing on roads and rail. Public-private partnerships have also played a role in infrastructure development. Continued investments are essential to modernize and decarbonize the transport system.

Policy Landscape: Gaps and Priorities

- Uzbekistan has a comprehensive policy landscape with 26 documents addressing transport, including 4 climate-specific documents and 20 documents integrating climate mitigation or adaptation measures. The 2021 Updated Nationally Determined Contribution (NDC) sets a target of decreasing greenhouse gas emissions per GDP by 35% by 2030 from 2010 levels, surpassing the initial 10% goal. However, there is no net-zero or transport-specific GHG emissions target in the NDC.
- NDCs and Policy Alignment - While Uzbekistan's NDC targets general e-mobility, LPG/CNG/LNG, and renewable energy, it lacks specific alignment with transport policies. The broader policy landscape encompasses various targets for alternative fuels, e-mobility, vehicle improvements, railway electrification, and more. Only 9% of policy measures are from the NDC, indicating a gap between national climate goals and sectoral implementation strategies.
- Uzbekistan's policy landscape lacks long-term emissions targets and specific transport-related emissions goals. The absence of a net-zero target and a comprehensive transport decarbonization strategy presents a significant gap. However, opportunities exist to leverage existing policy measures on e-mobility, alternative fuels, and infrastructure improvements to align with the broader climate objectives. Additionally, integrating adaptation and resilience components into 85% of the measures currently focusing on mitigation can enhance the country's climate resilience.

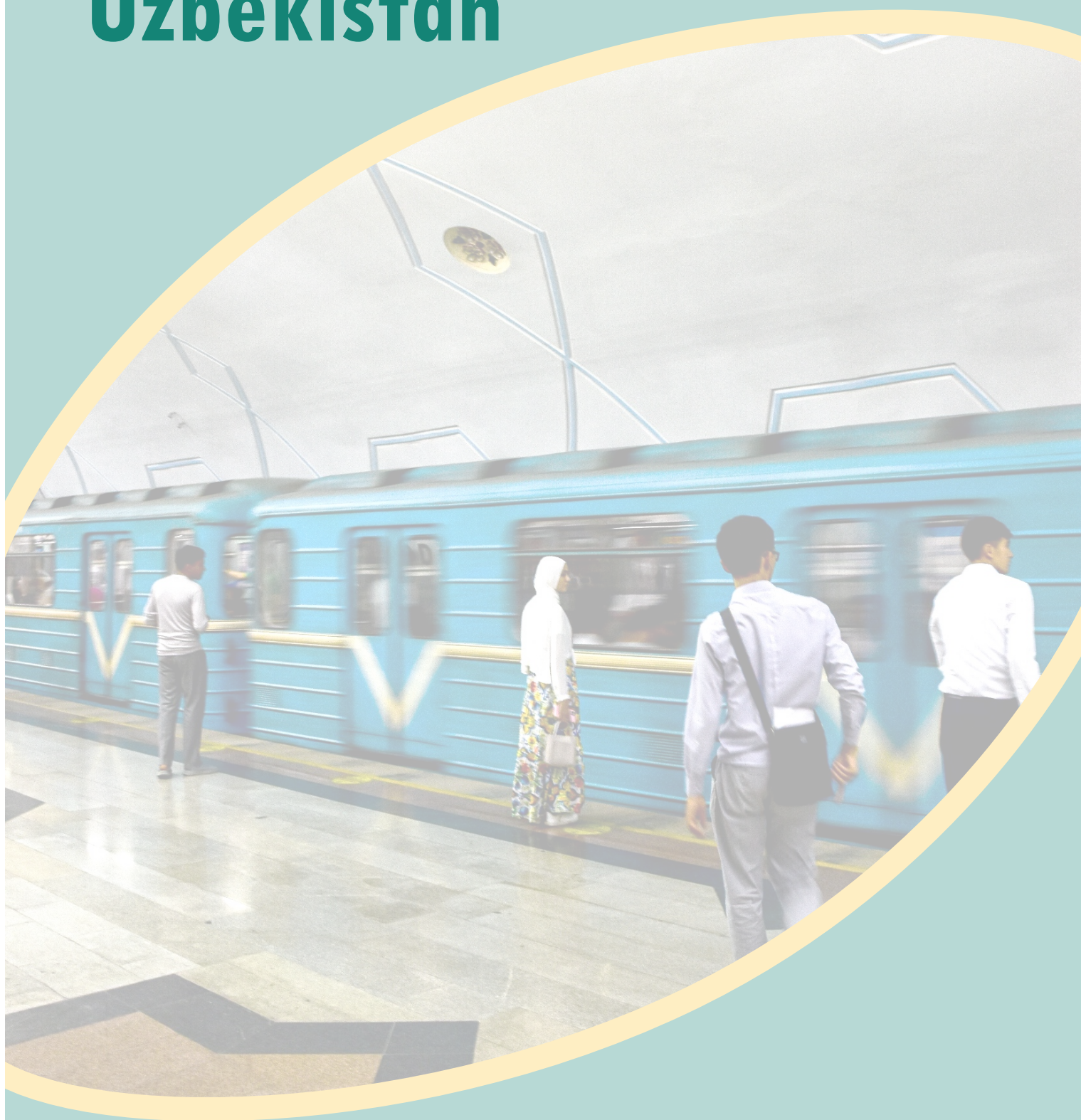
Policy Opportunities:

Uzbekistan has several policy opportunities to address climate change in the transport sector. These include:

- Setting ambitious targets for reducing transport emissions.
- Developing a comprehensive long-term strategy for decarbonizing the transport sector.
- Investing in public transport and promoting active mobility.
- Accelerating the transition to electric vehicles through incentives and infrastructure development.
- Promoting the use of biofuels and other renewable energy sources in transport.
- Mainstreaming climate resilience into transport infrastructure planning and investments.

In conclusion, Uzbekistan's transport sector is at a crossroads. While facing challenges related to emissions, energy consumption, and climate vulnerability, the country also has significant opportunities to transition towards a sustainable and resilient transport system. By strengthening policy commitments, investing in clean technologies, and prioritizing climate resilience, Uzbekistan can pave the way for a greener and more prosperous future.

Data Insights Uzbekistan



Uzbekistan

Transport and Climate Profile

Population (2024)

35.7 million

Urban population

51%

Rural population

49%

Below 18 y.o.

37%

Above 60 y.o.

9%

Population density

80 persons per sqkm

(1) Subregion
Central and West Asia

Income class
Low and lower middle income

(1) Gross domestic product
(GDP PPP, 2023)
354.1 billion USD

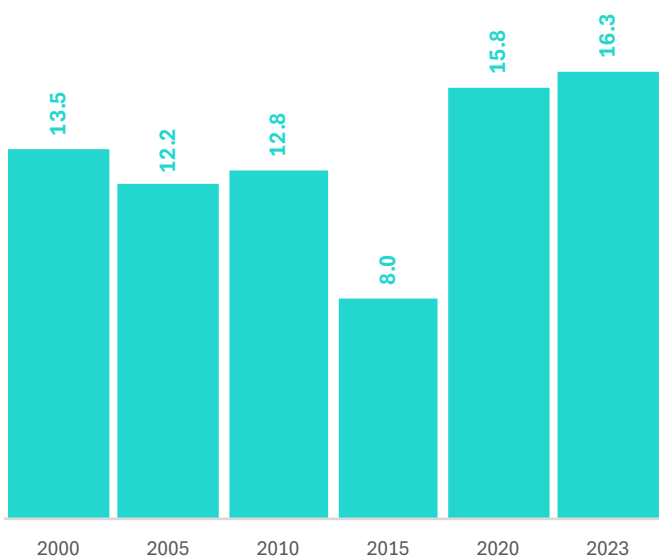
GDP per capita (PPP, 2023)
10,070 USD (1,2)
(2)

(1) Domestic consumption per capita, tonnes (2024)
9.3 tonnes (3)

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 9% of total fossil CO2 emissions. By 2023, transport contributed 12%.

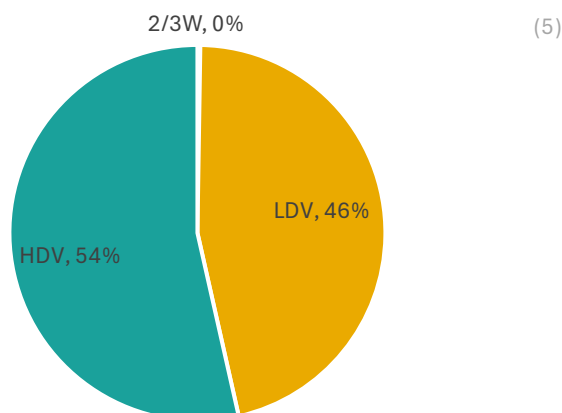
(4) Share of transport CO2 emissions by mode (2022)

Road	97.5%	Rail	2.4%	(4)
Navigation	0.0%	Aviation	0.1%	(4)

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 86% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 97%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)



Transport CO2 emissions intensity (2023)

46 gCO2 per USD

(2,4)

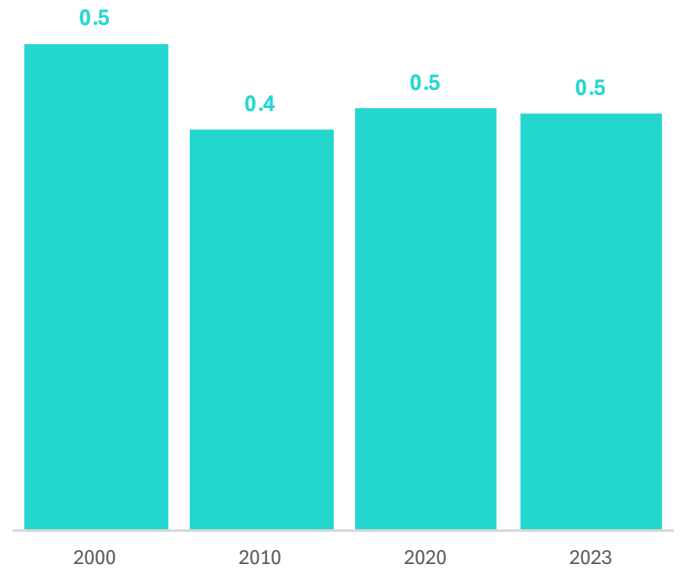
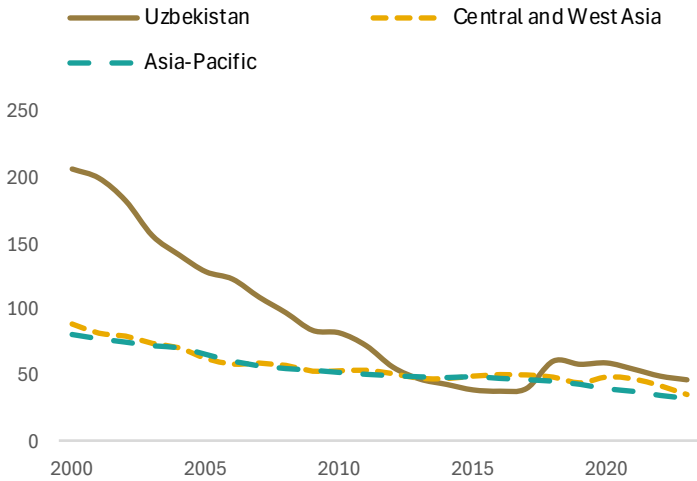
Asia-Pacific average is 32 gCO2 per USD

Transport fossil CO2 emissions per capita, tonnes

(1,4)

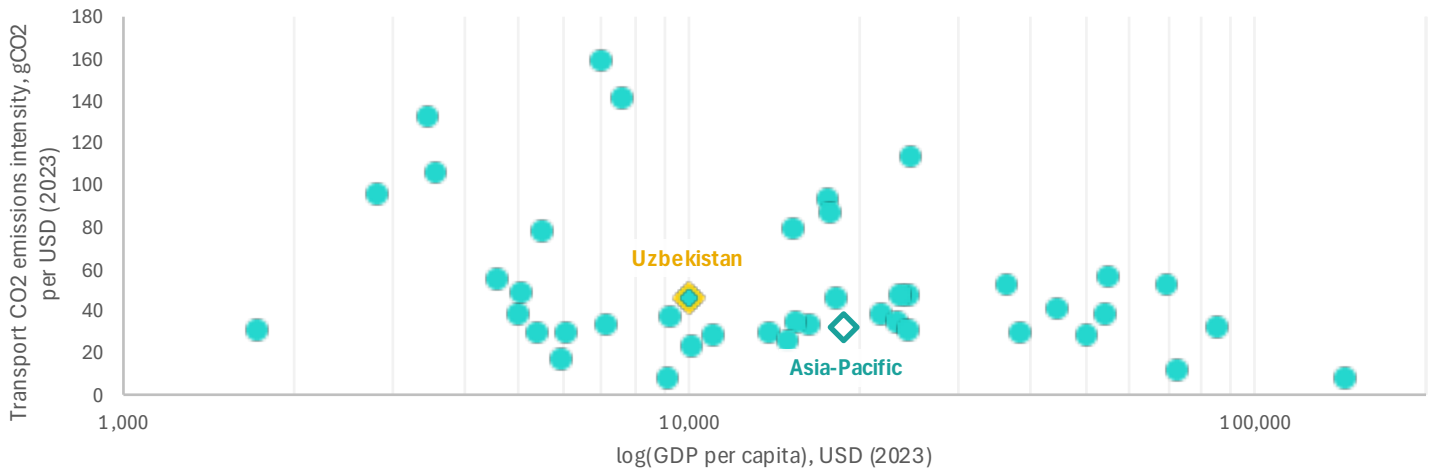
Transport CO2 emissions intensity trend, gCO2 per USD

(2,4)



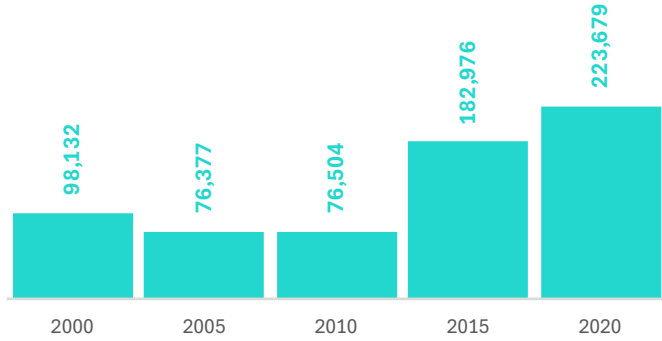
Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD

(2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ

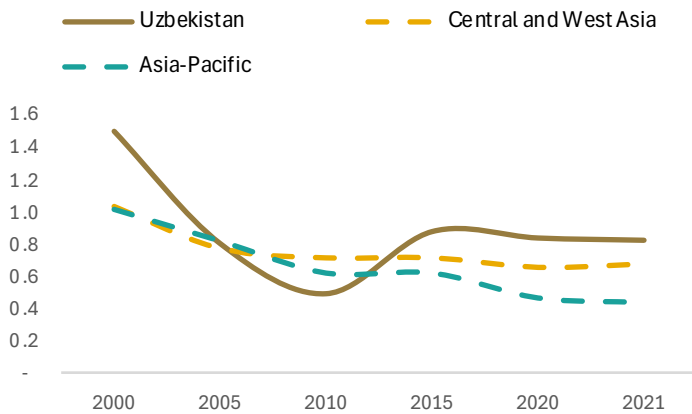


Transport energy intensity (2021)

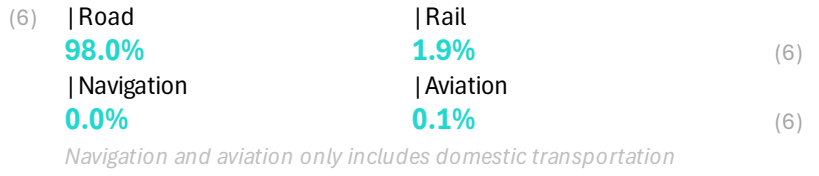
0.8 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

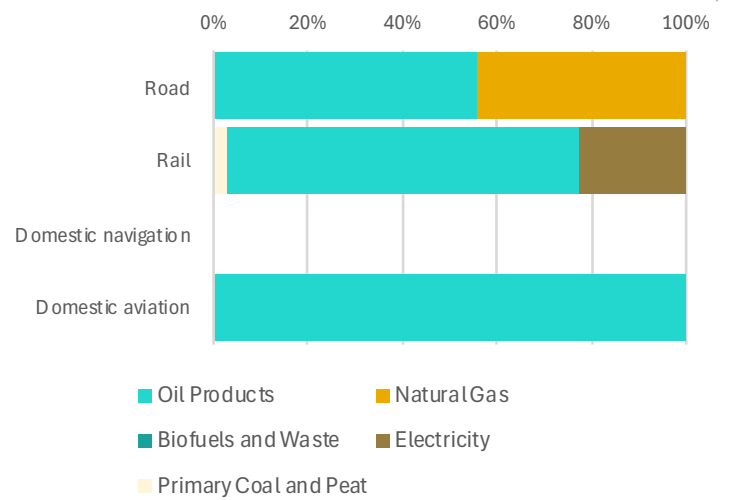
Transport energy intensity trend, MJ per USD



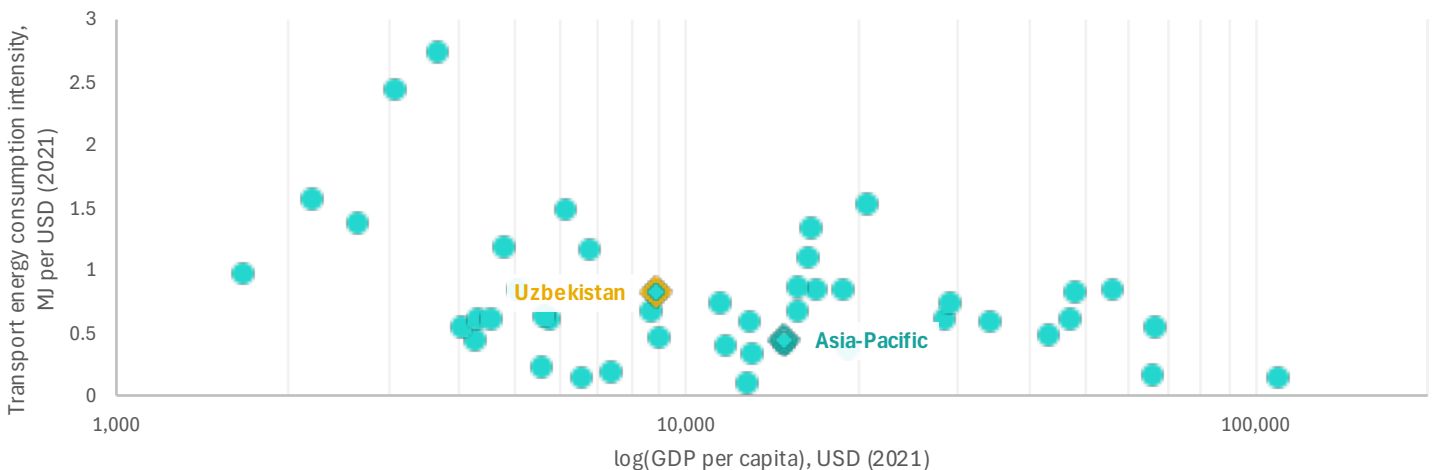
Share of transport energy consumption by mode (2021)



Share of transport energy consumption by source (2021)



Transport energy intensity in Asia-Pacific, MJ per USD

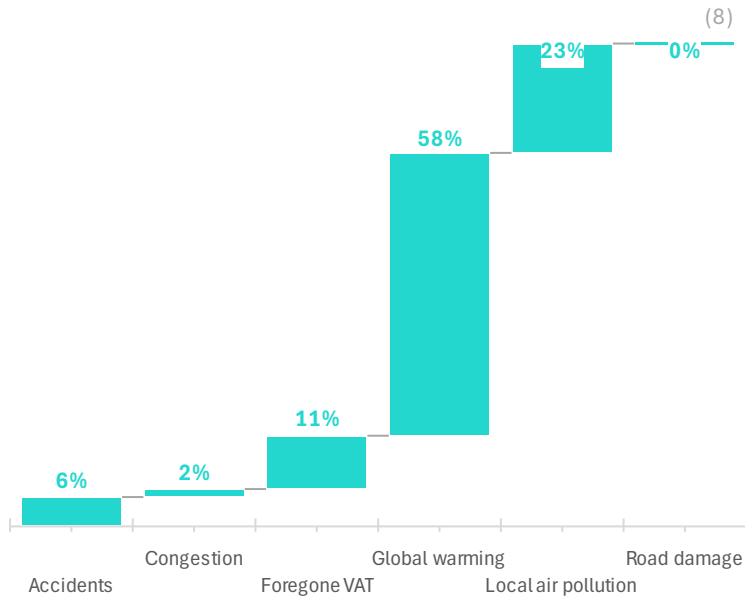


Transport fossil fuel subsidies, cumulative (2010-2022)

3.86 billion USD

0.6% of Asia-Pacific total

Estimated externalities due to fossil fuel subsidies



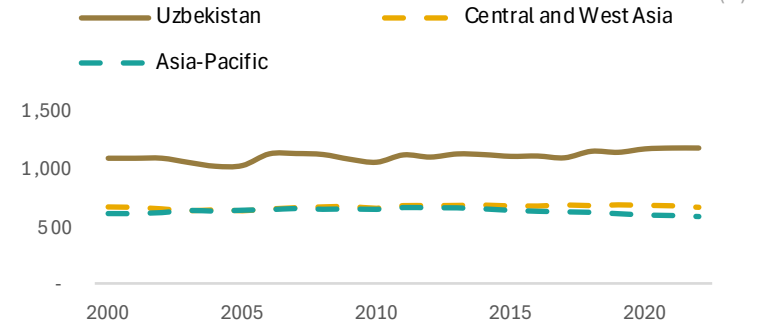
Data includes all sectors and all fuel types

Grid emission factor (2022)

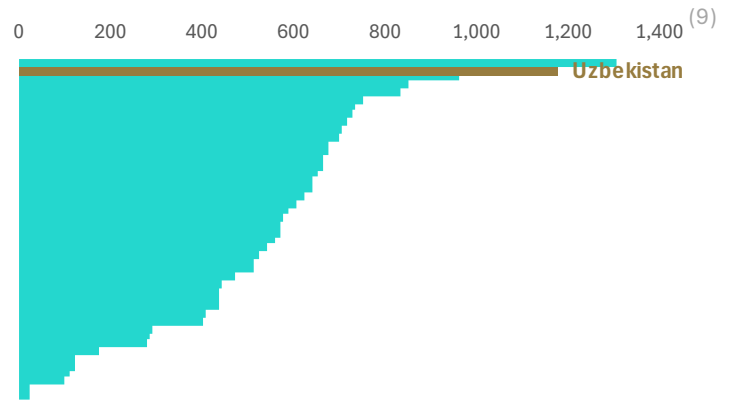
(7) **1177 gCO₂ per kWh**

(9)

Grid emission factor trend, gCO₂ per kWh



Grid emission factors in Asia-Pacific, gCO₂ per kWh



III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

8 million USD

Road	Rail
70%	27%
Ports	Airports
0%	4%

National road vulnerability index ranking (2023)

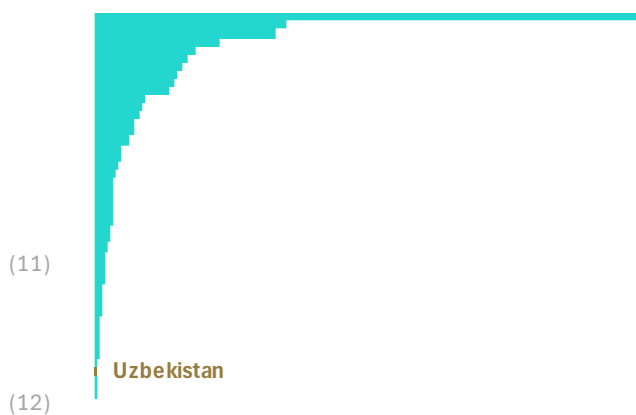
148th out of 208 countries

Share of population in low elevated coastal zones (2018)

n.d.

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)

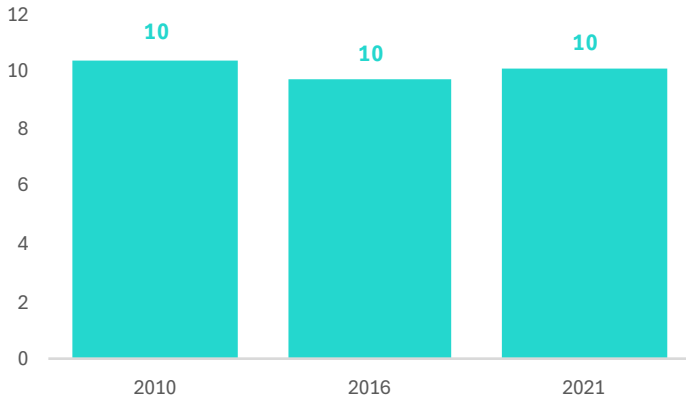
(10) 0.0% 0.1% 0.2% 0.3% 0.4% 0.5% (10)



IV. Other Externalities

Road crash fatalities (2021)
3.2 thousand deaths

Road crash fatality rate per 100 thousand population

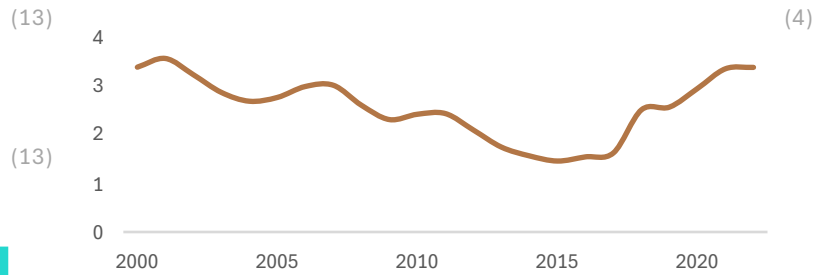


Asia-Pacific average is 16 fatalities per 100 thousand population

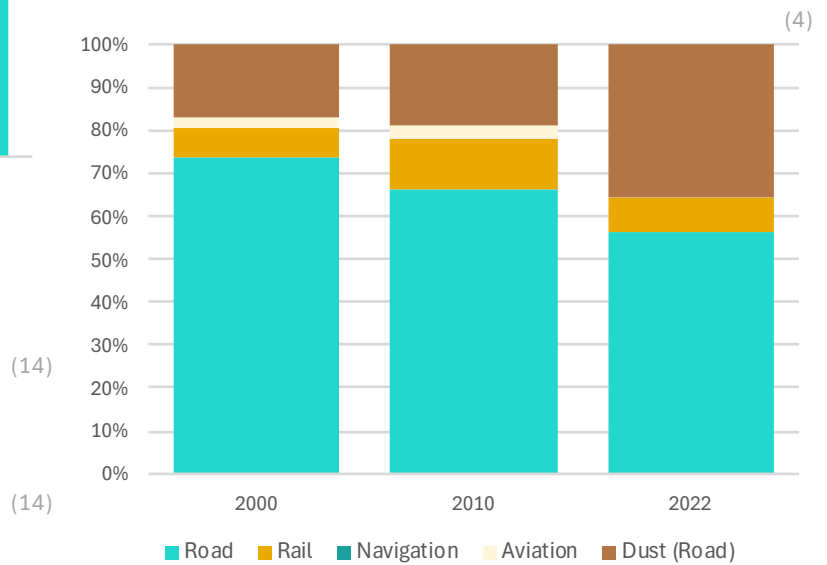
Rural access index (2023)
62%

Rural population without access to all-season roads (2023)
6.3 million

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

Road vehicles (2023)
n.d.

Share of vehicles by type

Road vehicle motorization rate (2023)
n.d.

Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

(15)

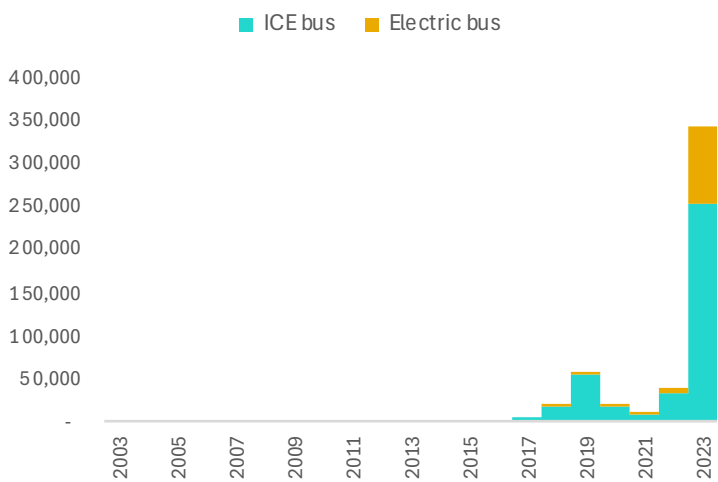
(1,15)

Vehicle motorization per thousand population in Asia-Pacific (2000-2022)

Bus import value (2015-2023)

386.9 million USD

Bus import value, thousand USD

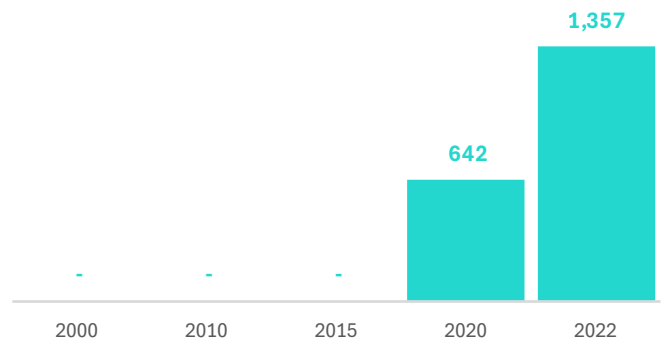


Bus vehicle production, units

(16)

(17)

(16)



E-mobility Readiness Index (2024)

| Technology & Market

17/25

| Policy

20/25

| Energy

20/25

| Financial

22/25

| Overall

79/100

(18)

Electric road vehicle import value (2017-2023)

1.26 billion USD

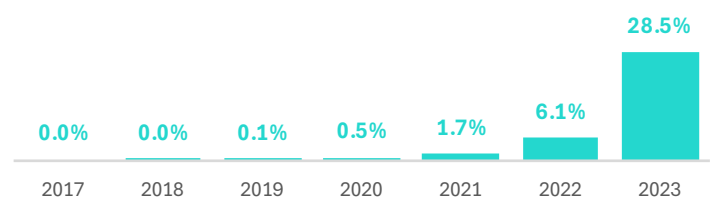
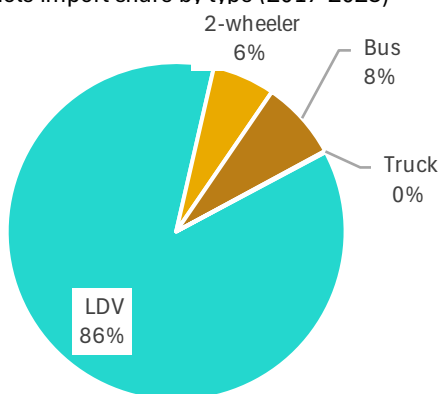
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

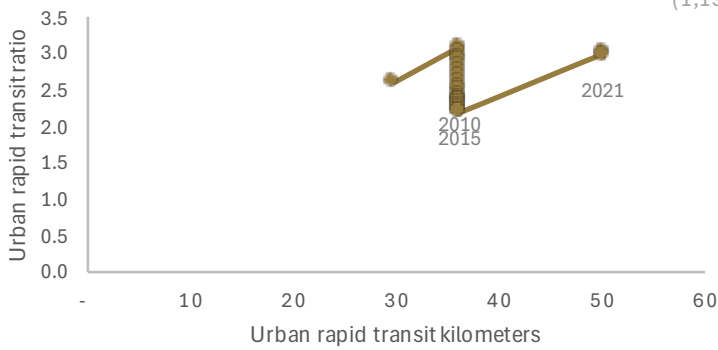
Urban rapid transit length (2021)



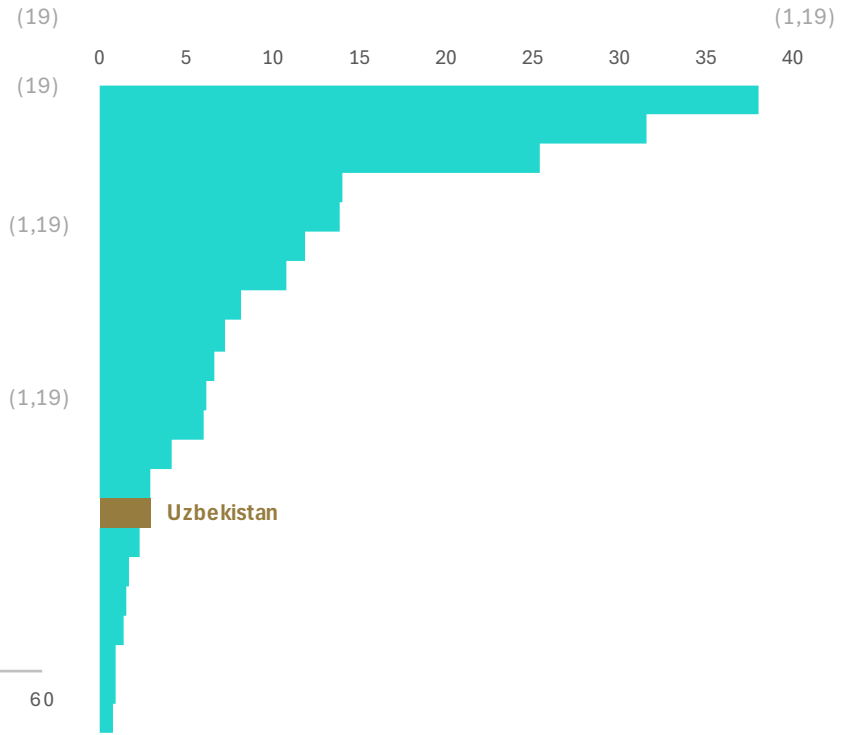
Urban rapid transit ratio (2021)

3 kilometers per million urban population

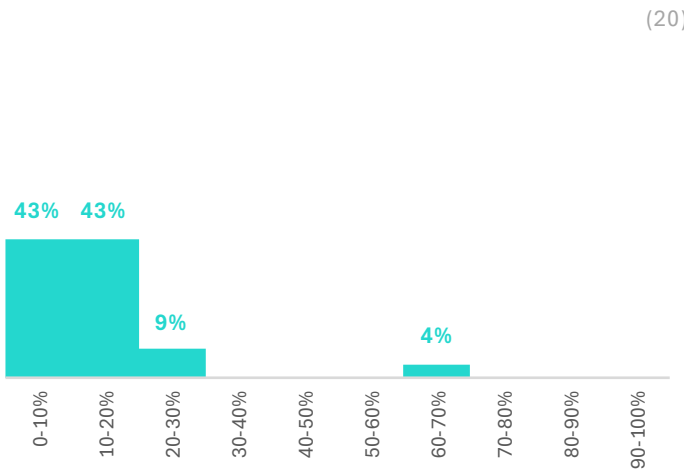
Urban rapid transit ratio, kilometers per million urban population (2000-2021)



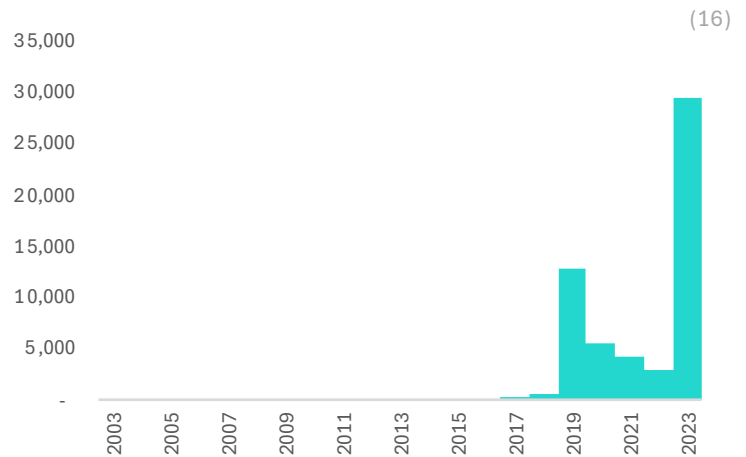
Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)



Share of cities by level of access to public transport (out of 23 cities)



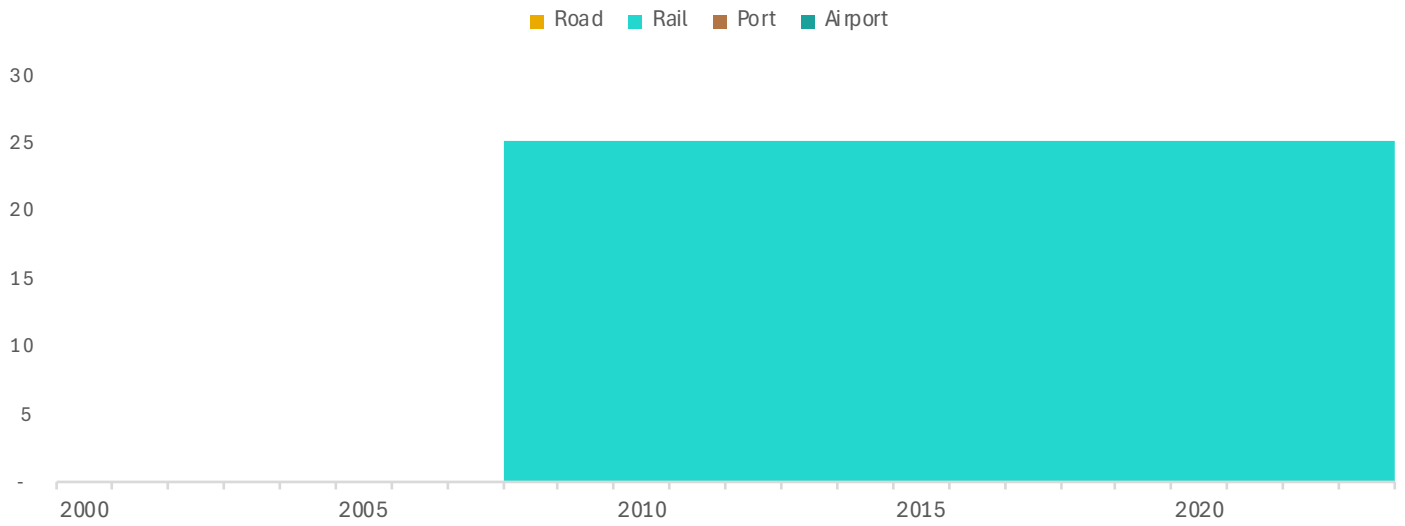
Bicycle import value, thousand USD



VII. Transport Investments

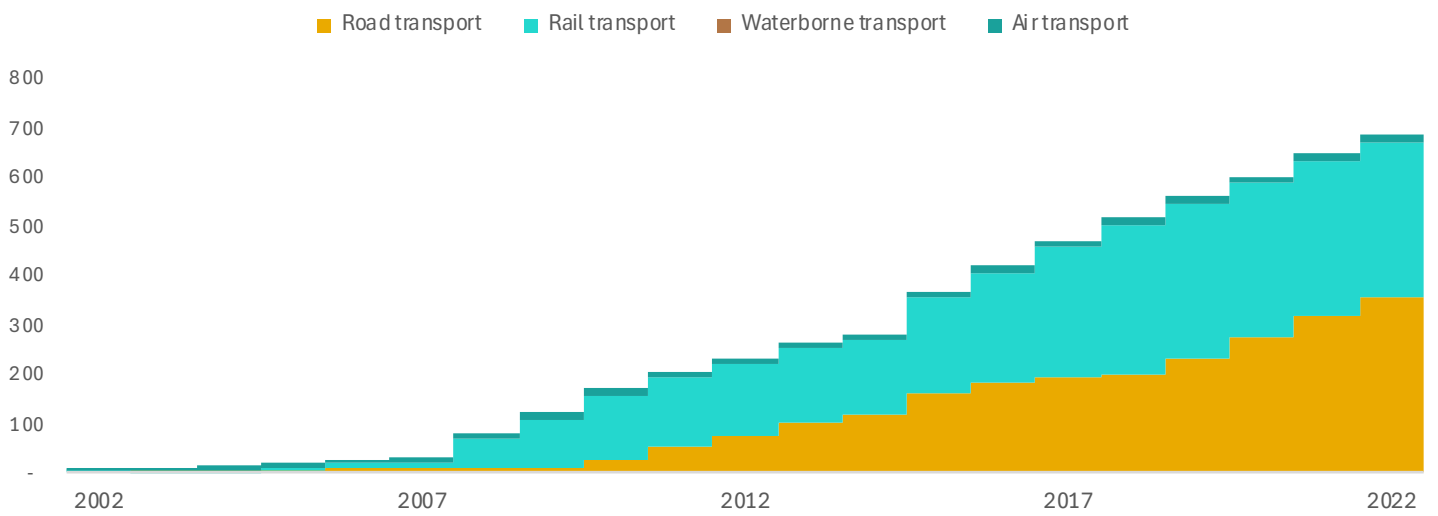
Public-private partnership investments in the transport sector, million USD

(21)

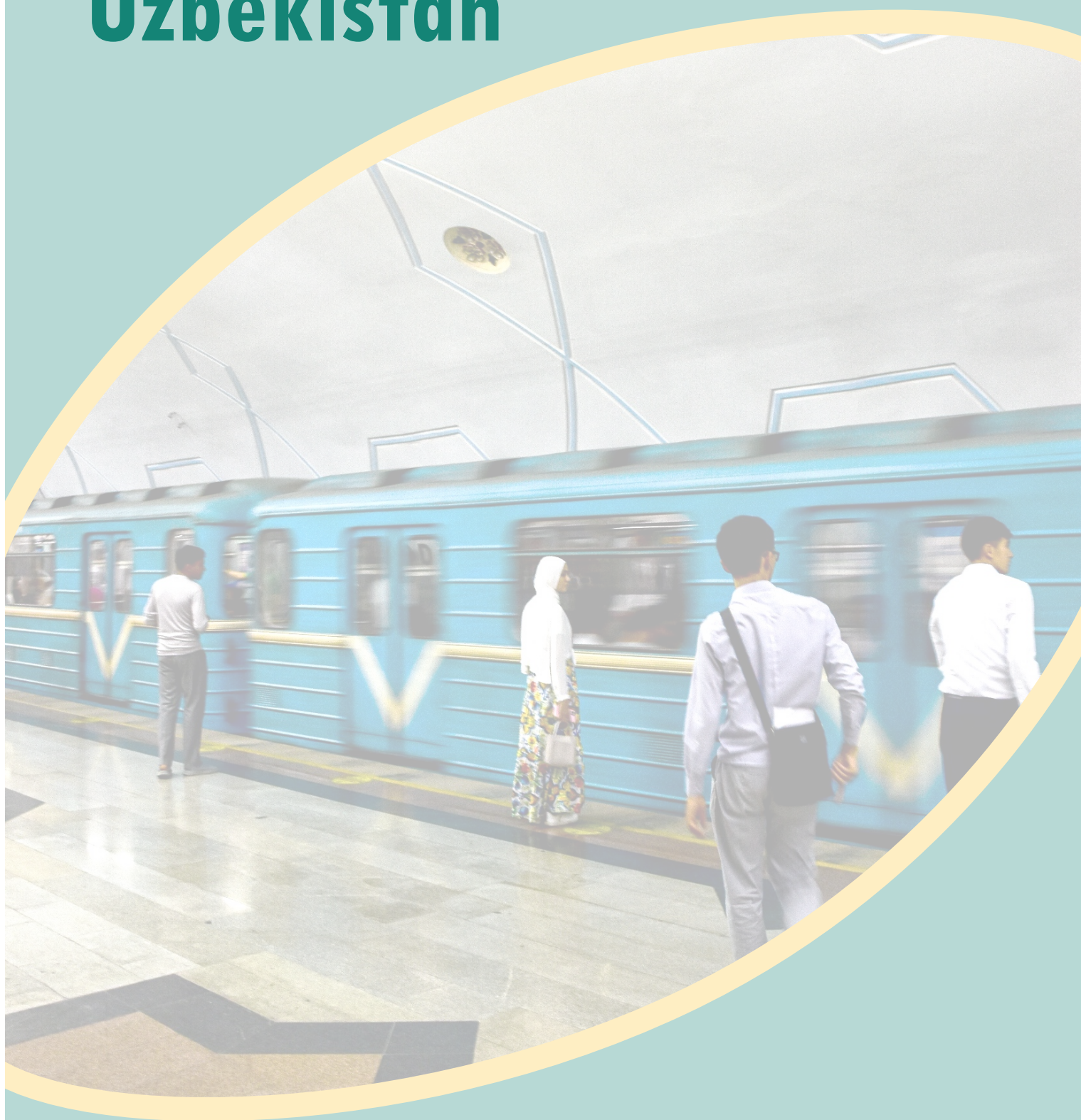


Official development assistance in the transport sector, million USD

(22)



Policy Insights Uzbekistan



VIII. Transport and Climate Policy Documents

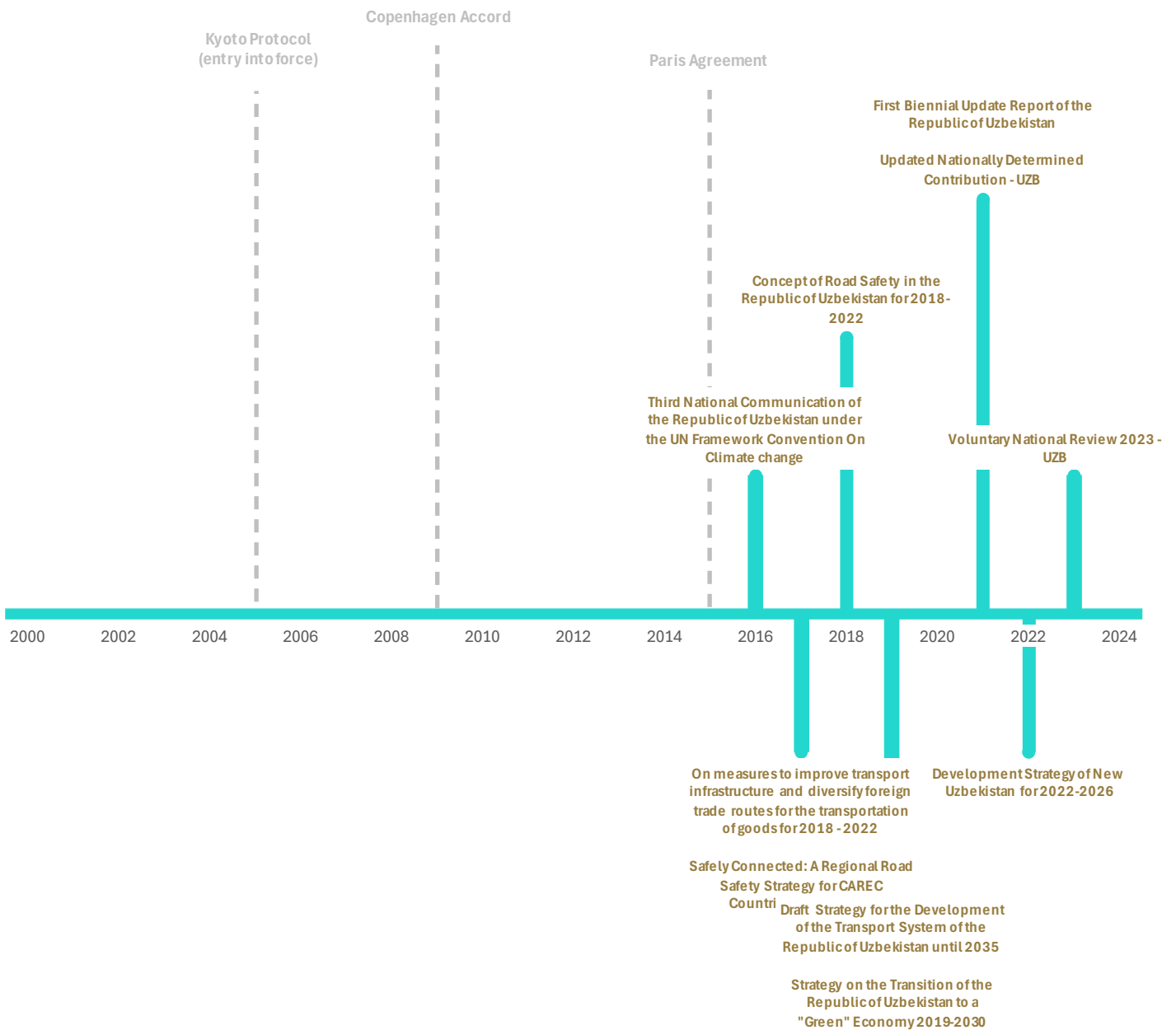
Transport-related policy documents in Uzbekistan

Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Uzbekistan

2015: Intended Nationally Determined Contributions of the Republic of Uzbekistan (INDC)

2021: Updated Nationally Determined Contribution - UZB



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

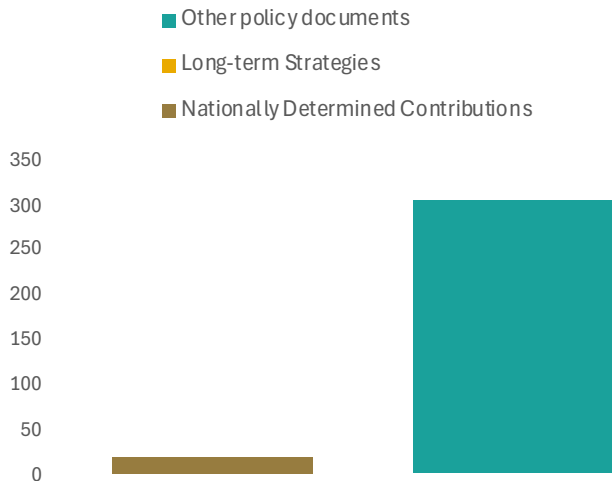
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>Updated Nationally Determined Contribution - UZB (adopted in 2021)</i>	Mitigation measures	Yes	Yes			
	Mitigation targets	Yes	Yes			
	Adaptation measures					
	Adaptation targets					

Long-term Strategies

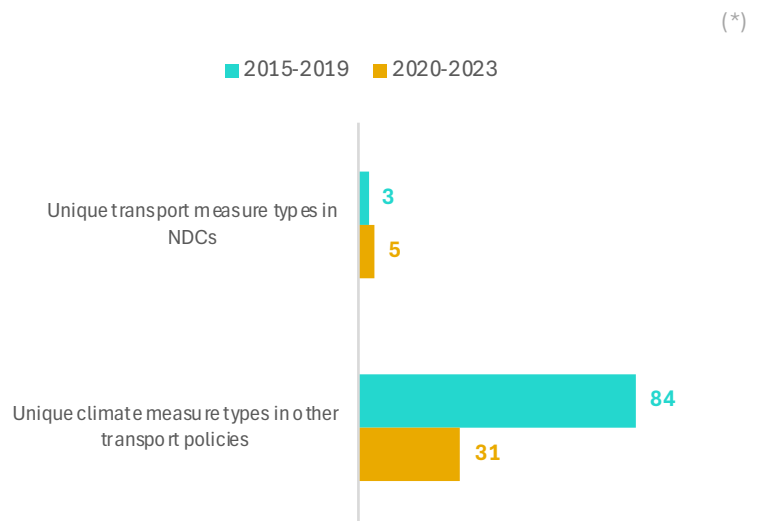
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
None	Mitigation measures					
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source



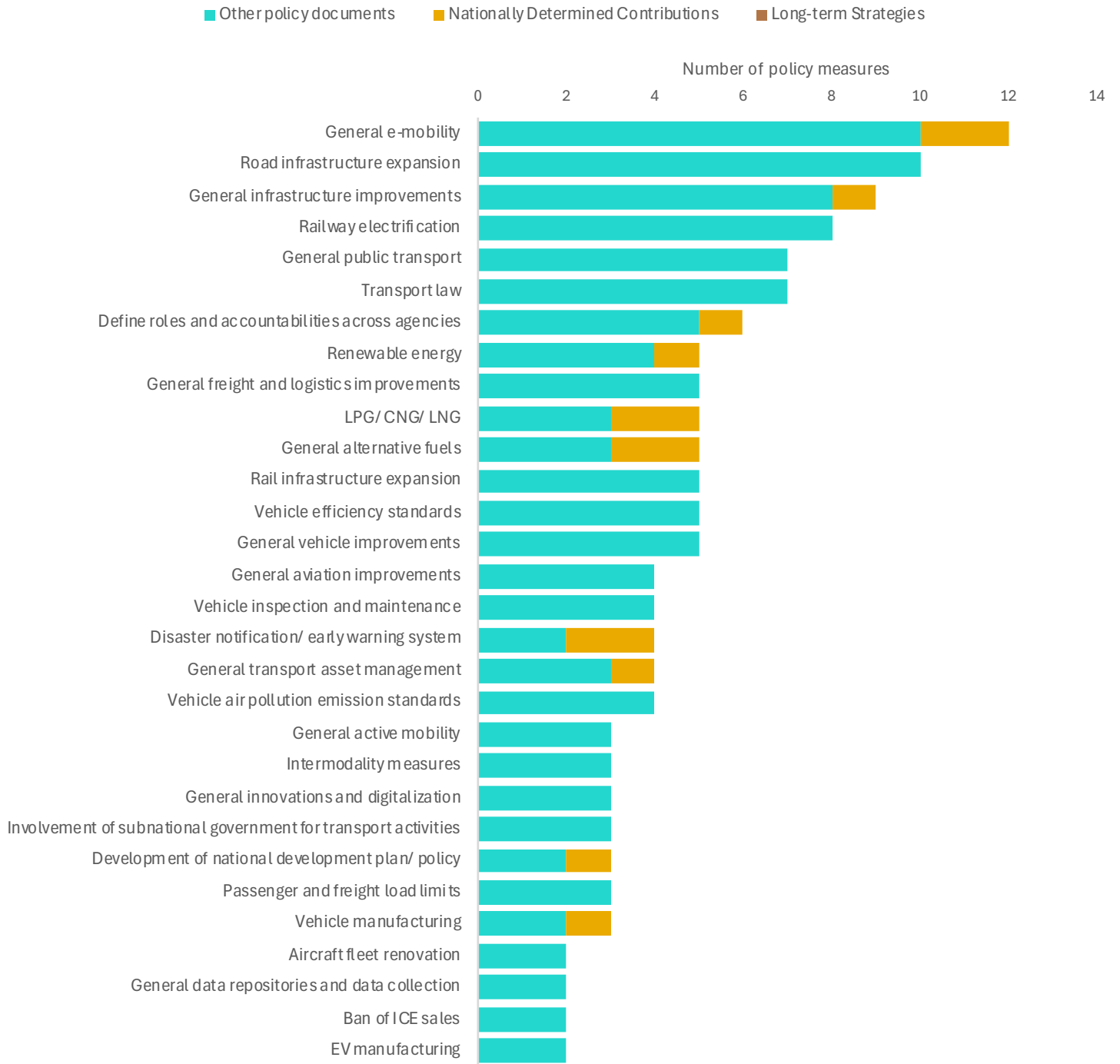
Integration of climate ambition, unique number of policy measures in (*) NDCs and other transport policies



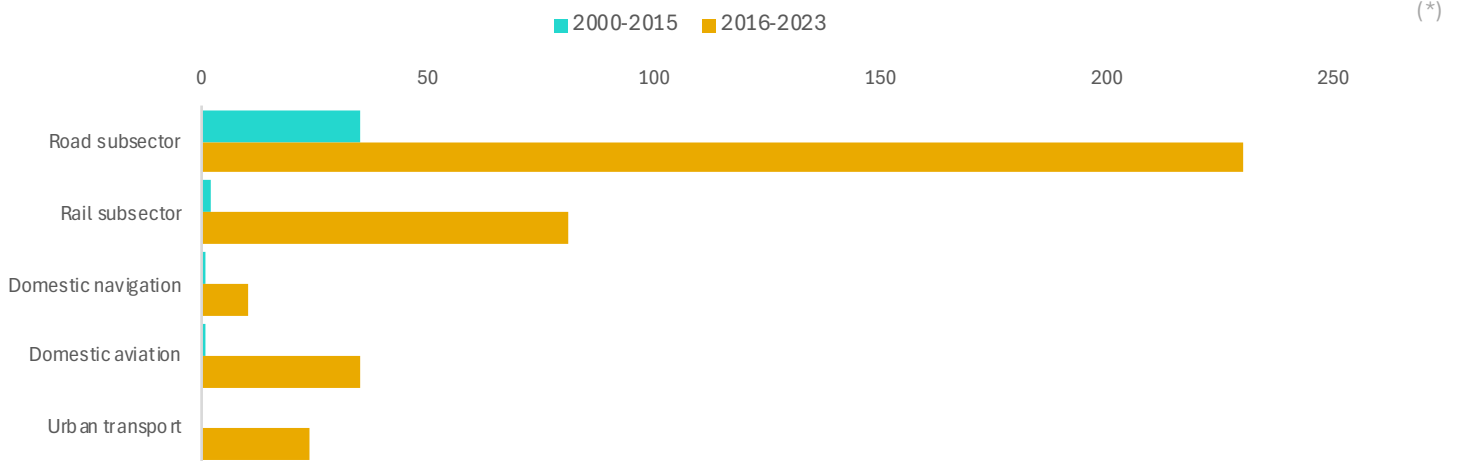
XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)

(*)



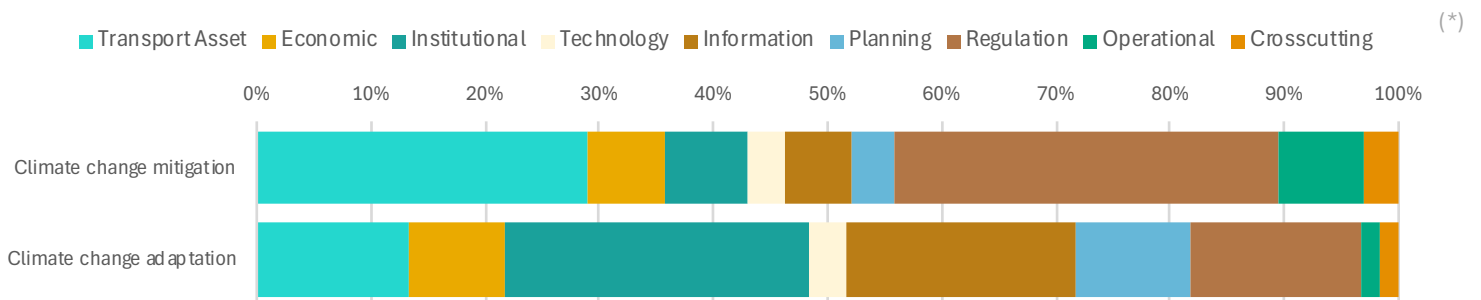
Number of climate change policy measures by subsectors



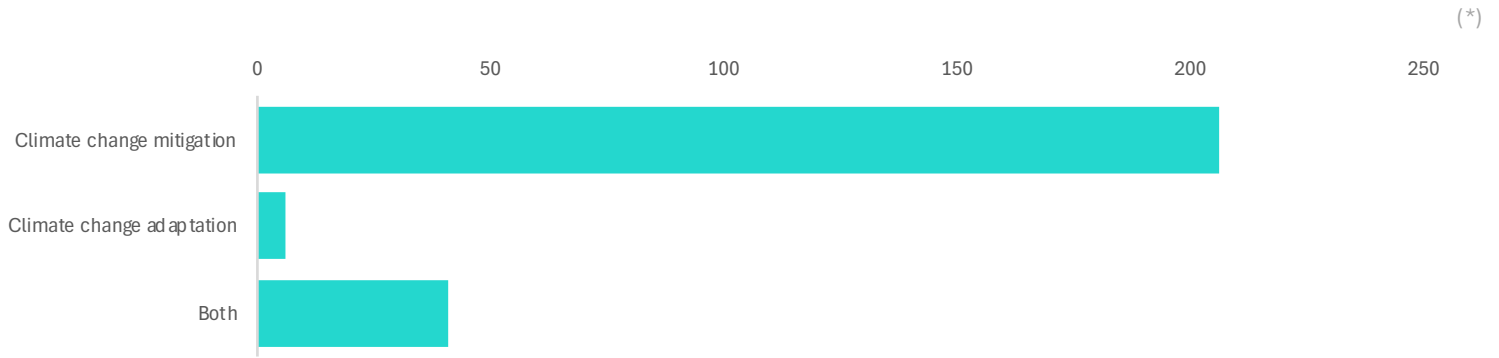
Number of climate change policy measures by passenger vs. freight



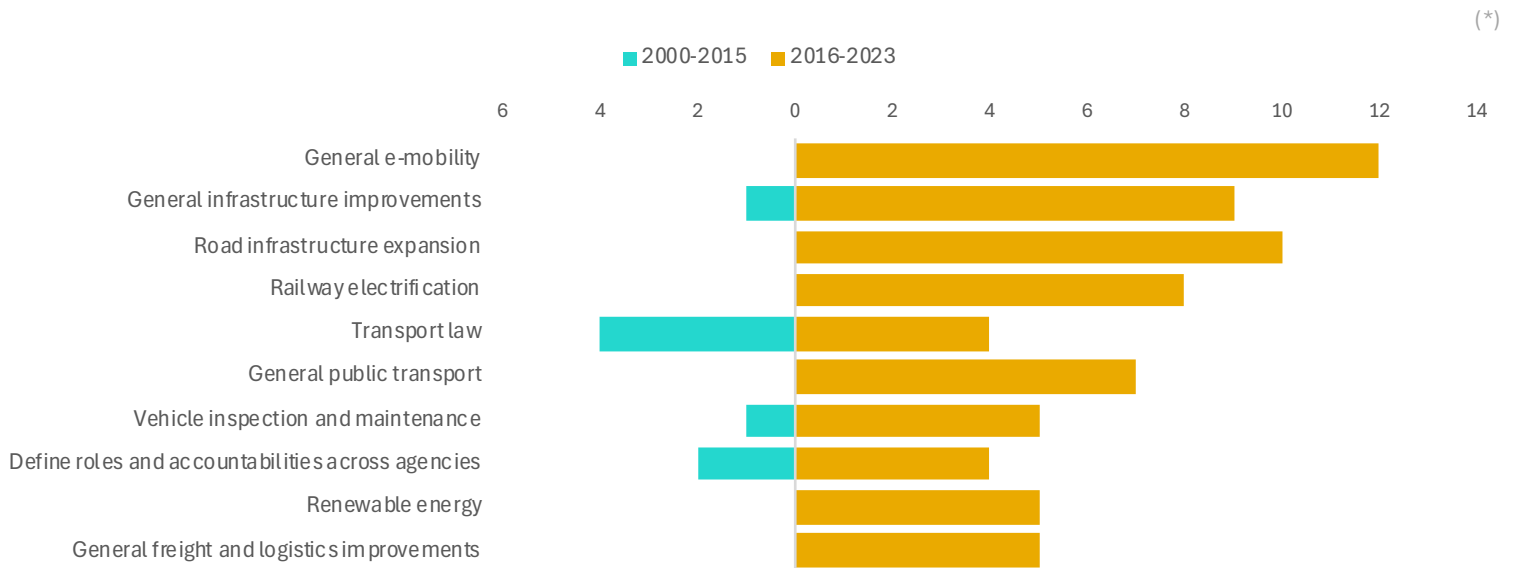
Transport-related climate change policy measures by framework



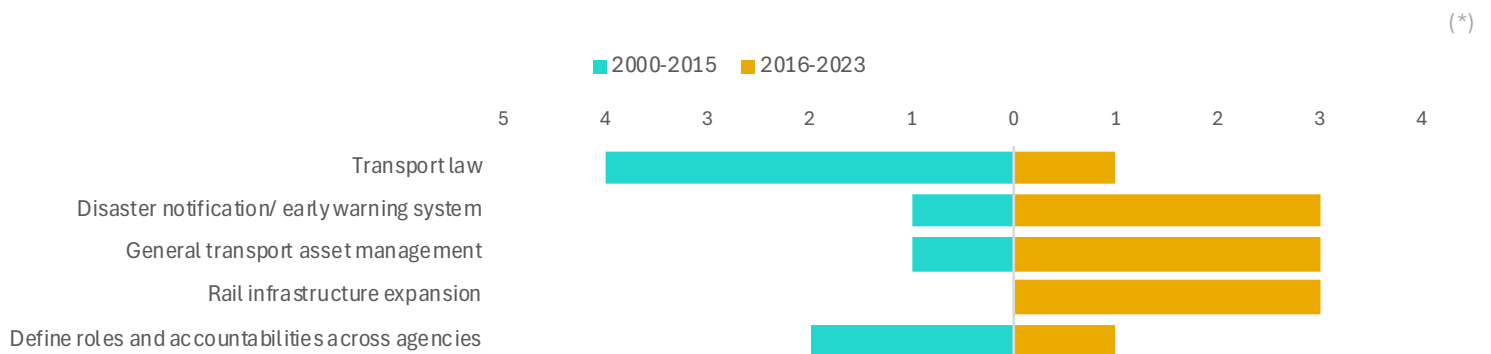
Number of climate change mitigation vs. climate change adaptation policy measures



Climate change mitigation top 10 typology, number of policy measures



Climate change adaptation top 5 typology, number of policy measures



XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Uzbekistan

Document	Year published	Target	Target year
Economy-wide emissions			
Intended Nationally Determined Contributions of the Republic of Uzbekistan (INDC)	2015	To decrease specific emissions of greenhouse gases per unit of GDP by 10% by 2030 from level of 2010. decreasing their specific emission per unit of GDP by 10% by 2030 from level of 2010	2030
Updated Nationally Determined Contribution - UZB	2021	The Republic of Uzbekistan has increased its commitments in the updated nationally determined contribution (NDC) and intends to reduce specific greenhouse gas emissions per unit of GDP by 35% by 2030 from the level of 2010 instead of 10% specified in the NDC1. double the energy-efficiency indicator and reduce the carbon intensity of GDP The favorable conditions for achieving the target indicator of reducing by 2030 the carbon intensity of the country's economy by 35% against 2010, which is outlined in the updated NDC2 of Uzbekistan	2030
First Biennial Update Report of the Republic of Uzbekistan	2021	reduction of specific greenhouse gas emissions per unit of gross domestic product by 10% from the level of 2010 a twofold increase in the energy efficiency indicator and a decrease in the carbon intensity of GDP	2030
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	reduction of specific greenhouse gas emissions per unit of gross domestic product by 10% from the level of 2010 double increase in energy efficiency and reduction carbon intensity of gross domestic product	2030
Net zero, carbon neutrality, and other long-term climate action			
Transport GHG emission			
First Biennial Update Report of the Republic of Uzbekistan	2021	reduction of CO2 emissions per 1 reduced t-km by automobile transport- by 2025 by 5%, by 2035 by 10%, by railway transport- by 2025 by 15%, by 2035 by 24%,	2025
First Biennial Update Report of the Republic of Uzbekistan	2021	reduction of CO2 emissions per 1 reduced t-km by automobile transport- by 2025 by 5%, by 2035 by 10%, by railway transport- by 2025 by 15%, by 2035 by 24%,	2035

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Uzbekistan which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
General e-mobility			
Updated Nationally Determined Contribution - UZB	2021	ensure transition of 80% (about 6,500) of public transport units to gas fuel and electric traction	2030
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The share of the vehicle fleet with hybrid, electric and alternative fuel engines will be 20 percent by 2035.	2035
First Biennial Update Report of the Republic of Uzbekistan	2021	an increase in the share of the fleet of vehicles with hybrid, electric and alternative fuels by 2025 by 10%, by 2035 by 20%.	2025
First Biennial Update Report of the Republic of Uzbekistan	2021	an increase in the share of the fleet of vehicles with hybrid, electric and alternative fuels by 2025 by 10%, by 2035 by 20%.	2035
First Biennial Update Report of the Republic of Uzbekistan	2021	The concept of environmental protection until 2030 contains measures to: a) transfer 80% of public transport to gas fuel and electric traction	2030
Voluntary National Review 2023 - UZB	2023	to convert 80% (about 6,500 units) of public transport to gas-fueled and electrically-powered;	2030
LPG/ CNG/ LNG			
Updated Nationally Determined Contribution - UZB	2021	ensure transition of 80% (about 6,500) of public transport units to gas fuel and electric traction	2030
Renewable energy			
Updated Nationally Determined Contribution - UZB	2021	further development of renewable energy sources to bring their share to 25% of the total power generation	2030
First Biennial Update Report of the Republic of Uzbekistan	2021	development of renewable energy sources (RES) with bringing their share to 25% or more of the total volume of electricity generation.	2030
First Biennial Update Report of the Republic of Uzbekistan	2021	by 2030, bringing the share of RES to 25% or more of the total volume of electricity generation	2030
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	further development of renewable energy sources, bringing their share to more than 25% of the total volume of electrical energy generation	2030
General alternative fuels			
First Biennial Update Report of the Republic of Uzbekistan	2021	an increase in the share of alternative fuels in the total fuel consumption of vehicles by 2025 by 9.3%, by 2035 by 18.7%, incl. share of gas engine fuel by 2025 by 9.7%, by 2035 by 18.7%,	2025
First Biennial Update Report of the Republic of Uzbekistan	2021	an increase in the share of alternative fuels in the total fuel consumption of vehicles by 2025 by 9.3%, by 2035 by 18.7%, incl. share of gas engine fuel by 2025 by 9.7%, by 2035 by 18.7%,	2035
General vehicle improvements			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Uzbekistan which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
First Biennial Update Report of the Republic of Uzbekistan	2021	The concept of environmental protection until 2030 contains measures to: a) transfer 80% of public transport to gas fuel and electric traction gas-fueled	2030
Voluntary National Review 2023 - UZB	2023	to convert 80% (about 6,500 units) of public transport to gas-fueled and electrically-powered;	2030
Intermodality measures			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a program of measures for the introduction of transport interchange systems, primarily through the introduction of a model of transport interchange nodes in large, large and major cities of the country (14 units by 2035);	2035
Railway electrification			
Voluntary National Review 2023 - UZB	2023	The targets have been defined to increase the electrification level of railway infrastructure to 60%	2026
Reduction of transport/ logistics costs			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Reducing the level of specific transportation costs in the price of products by 2035 according to the basic option - from 15 percent in 2018 to 10% in 2035, according to the innovative option - up to 7 percent.	2035
Target - Road crash fatalities			
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	the overall target of the CAREC road safety strategy would be to reduce the number of fatalities on CAREC road corridors by 50% in 2030 as compared with the 2010 base level	2030
Target - Transport activity			
Development Strategy of New Uzbekistan for 2022-2026	2022	Expansion of "green corridors" and transit opportunities in the transport system for foreign trade, as well as an increase in the volume of transit cargo turnover up to 15 million tons.	2026
Voluntary National Review 2023 - UZB	2023	increase the transit cargo turnover to 15 million tons.	2026
Vehicle air pollution emission standards			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The phased implementation of the first part of the Euro-4 standard, which requires a reduction in fuel consumption by 5%, should be put into effect in 2021. the second - with the requirement of a 10% reduction in fuel consumption by cars of all classes by weight - in 2025. By 2025, it is necessary to establish a fuel consumption level of about 48 l / 100 km (Euro-5 standard);	2025
Vehicle efficiency standards			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The phased implementation of the first part of the Euro-4 standard, which requires a reduction in fuel consumption by 5%, should be put into effect in 2021. the second - with the requirement of a 10% reduction in fuel consumption by cars of all classes by weight - in 2025. By 2025, it is necessary to establish a fuel consumption level of about 48 l / 100 km (Euro-5 standard);	2025

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Define roles and accountabilities across agencies							
Updated Nationally Determined Contribution - UZB	2021	The Ministry of Transport implements the gradual transition of public transport to natural gas and electric traction, and conducts measures to expand the production and use of vehicles with improved energy efficiency and environmental friendliness	x				
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Taking effective measures to improve the efficiency of organizing the work of the State Road Safety Service, including through the rational distribution of forces and means of the road patrol service, taking into account the principles of dividing the territories of the Republic of Karakalpakstan and regions into sectors for integrated socio-economic development.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	ensure the transfer of the river port of Termez from the jurisdiction of the State Security Service of the Republic of Uzbekistan to the jurisdiction of the Ministry of Transport of the Republic of Uzbekistan			x		
LAW OF THE REPUBLIC OF UZBEKISTAN of April 25, 1997 No. 419-I About urban passenger transportation	1997	The state regulates activities of urban passenger transportation by licensing, the taxation, crediting, financing and pricings, implementation of investment, single scientific and technical policy, and also other stipulated by the legislation means. Public administration urban passenger transportation is exercised of the Cabinet of Ministers of the Republic of Uzbekistan, public authorities on places, and also specially authorized Cabinet of Ministers body for management of urban passenger transportation.	x				
LAW OF THE REPUBLIC OF UZBEKISTAN of August 29, 1998 No. 674-I About road transport	1998	State regulation of activities of road transport is performed by certification, licensing, the taxation, forming of rates for socially important transportations, single scientific and technical policy, and also other stipulated by the legislation forms. Public administration road transport is exercised of the state body authorized by the Cabinet of Ministers of the Republic of Uzbekistan on management of road transport, and also public authorities on places. State governing bodies have no right to interfere with economic activity of carriers, and also to distract their operating personnel for other works, except as specified, stipulated by the legislation.	x				

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
LAW OF THE REPUBLIC OF UZBEKISTAN of August 9, 2021 No. ZRU-706 About transport	2021	State regulation in the field of transport is performed by licensing, certification, application of allowing and notifying procedures, technical regulation, implementation of scientific and technical policy, the taxation, carrying out tariff policy, including socially important transportations, ensuring the state control of compliance with law about transport, carrying out personnel policy, and also application of other methods of regulation, stipulated by the legislation. State bodies and their service employees have no right to interfere with economic activity of transport organizations and to attract operating personnel of these organizations for other works, except as specified emergence of emergency situations of natural and technogenic nature, introduction of emergency state. Cabinet of Ministers of the Republic of Uzbekistan: provides realization of state policy in the field of transport; coordinates activities of bodies of the public and economic board, public authorities on places in the field of transport activities; determines priority development trends of transport system, will organize development and implementation of state programs in the field of transport; will organize scientific and technical and investing activities in the field of transport; provides forming of transport infrastructure and its effective functioning; determines procedure for licensing, certification, passing of allowing and notifying procedures in the field of transport; determines amount of categories and criteria of categorization of objects of transport infrastructure and vehicles; approves the list of transit transport corridors; determines procedure for preparation, retraining and advanced training of personnel in the field of transport; takes measures for development of international cooperation in the field of transport. The Cabinet of Ministers of the Republic of Uzbekistan can perform also other powers according to the legislation. The ministry of transport of the Republic of Uzbekistan is specially authorized body of public administration in the field of transport (further - specially authorized state body). Specially authorized state body: performs state policy in the field of transport; develops and realizes the state and other programs, concepts and strategy in transport; develops within the powers drafts of regulatory legal acts in the field of transport; develops actions for safety control on transport and will organize their realization; will organize system of preparation, retraining and advanced training of personnel in the field of transport, including abroad; takes measures for creation of the single integrated transport system based on modern methods of management; takes measures for digitalization of transport system by implementation modern innovative and information and communication technologies; performs licensing, allowing and notifying procedures, and also certification according to the legislation; performs international cooperation in the field of transport. Specially authorized state body can perform also other powers according to the legislation.	x	x	x	x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Development of national development plan/ policy							
Updated Nationally Determined Contribution - UZB	2021	Uzbekistan has approved and is now implementing a five-year development strategy, the Action Strategy on Five Priority Areas for Development of the Republic of Uzbekistan in 2017-2021 the Strategy on Transition of the Republic of the Republic of Uzbekistan to a Green Economy for 2019-2030					
First Biennial Update Report of the Republic of Uzbekistan	2021	In support of the implementation of the obligations under the PA, the "Strategy for the transition of the Republic of Uzbekistan to a "green" economy for the period 2019-2030" was approved					
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	Report "Toward sustainable energy: strategy for low carbon development of the Republic of Uzbekistan", prepared under the joint UNDP/Ministry of Economy Project "Support to Uzbekistan in transition to low carbon development of national economy". Report of the Center for economic studies (CES) "Uzbekistan towards 2030: Transition to Resource-efficient Growth Model (Vision-2030)", prepared under the UNDP/CES Project "Strategy of Structural Reforms of Uzbekistan for 2030 "Vision-2030"					
Disaster notification/ early warning system							
Intended Nationally Determined Contributions of the Republic of Uzbekistan (INDC)	2015	Development of early warning systems about dangerous hydrometeorological phenomena and climate risk management					
Updated Nationally Determined Contribution - UZB	2021	Uzbekistan intends to strengthen its adaptive capacity, establish early warning and risk management systems at all levels in synergy with mitigation actions.					
Development Strategy of New Uzbekistan for 2022-2026	2022	Modernization of the public warning system in emergency situations.					
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	Improvement of warning systems.					
General alternative fuels							
Intended Nationally Determined Contributions of the Republic of Uzbekistan (INDC)	2015	Expansion of measures on motor vehicles change over to run on alternative fuel.	x				
Updated Nationally Determined Contribution - UZB	2021	introducing alternative fuels in transportation	x	x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The share of alternative fuels in total vehicle fuel consumption under the base case will be 80 percent in 2035, increasing from 55.9 percent in 2018.	x	x			

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
General e-mobility							
Updated Nationally Determined Contribution - UZB	2021	expand the production and use of motor fuels and vehicles with improved energy efficiency and environmental performance, as well as develop electric transport; The Ministry of Transport implements the gradual transition of public transport to natural gas and electric traction, and conducts measures to expand the production and use of vehicles with improved energy efficiency and environmental friendliness	x	x			
Development Strategy of New Uzbekistan for 2022-2026	2022	Taking action on the production and use of electric vehicles.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Develop and put into effect government regulation mechanisms that encourage the transfer of vehicles to environmentally friendly fuels, increase the share of hybrid, electric and hydrogen engines in vehicles in the total number of vehicles.	x				
First Biennial Update Report of the Republic of Uzbekistan	2021	electric vehicles, cars with hybrid engines stimulating the development of electric transport	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	expanding the production and use of motor fuels and vehicles with improved energy efficiency and environmental friendliness, as well as the development of electric transport ensuring a phase-out of the use of hydrocarbon fuels and stimulating the development of electric transport;	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	introduction of hybrid electrical automobile transport	x				
General infrastructure improvements							
Intended Nationally Determined Contributions of the Republic of Uzbekistan (INDC)	2015	Extension of transport and logistics communication systems, ensuring efficient energy resources use (including optimization of transportation routes, improvement of motor roads quality, etc.)'	x				
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Improving the system of the road network of cities and towns, ensuring a reduction in the risk of road accidents.	x				x
Development Strategy of New Uzbekistan for 2022-2026	2022	Development of the market for transport and logistics services and infrastructure, bringing the level of electrification of the railway infrastructure to 60 percent and accelerated development of the road network.	x	x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	increasing the capacity and speed parameters of transport infrastructure, including the creation of high-speed and high-speed traffic infrastructure; develop a program of measures to equip highways with modern engineering means to protect the environment from harmful influences, including artificial and plant barriers to reduce pollution of adjacent areas and the level of noise exposure;	x	x		x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Biennial Update Report of the Republic of Uzbekistan	2021	ensuring the expansion of transport and logistics communication systems development of transport, engineering and communication infrastructure of the region's settlements	x	x		x	
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	further development and strengthening of the material and technical base of railway, road and air transport ensuring the safest operating conditions for checkpoints at the State Border	x	x		x	
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Establish an effective system for blackspot identification for the CAREC road network with a system of value for money assessment built in.	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	development of new transport and logistics systems	x	x		x	
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	renewal of transport park	x	x	x	x	
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	further renewal of automobile, air and railroad transport parks	x	x		x	
General transport asset management							
Intended Nationally Determined Contributions of the Republic of Uzbekistan (INDC)	2015	Extension of transport and logistics communication systems, ensuring efficient energy resources use (including optimization of transportation routes, improvement of motor roads quality, etc.)'	x				
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Improving the infrastructure of international highways, aimed at creating acceptable conditions for the implementation of transit and domestic transport flows.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	reconstruction and development of existing ones, as well as the creation of new transport corridors development and improvement of roads in recreational areas of highly urbanized areas ensuring the safety of the road network with the priority implementation of work on the maintenance of the existing road network carrying out repairs in volumes that ensure restoration of wear of the road surface and other road structures Ensure the implementation of a separate program for the introduction of new design and technological solutions and materials to reduce dust generation on roads, as well as prevent violation of natural landscapes (overpasses, tunnels).	x				x

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Voluntary National Review 2023 - UZB	2023	In particular, 125 km of A-380 highway "Guzor- Bukhara-Nukus-Beineu" was reconstructed; 58-km section of A-373 "M-39 Gulistan-Buka-Angren-Kokand-Andijan-Osh Highway" passing through the Kamchik Pass was reconstructed with cement-concrete cover; 115 km of M-39 highway "Almaata-Bishkek-Tashkent-Termiz" was reconstructed with asphalt-concrete cover;	x				
LPG/ CNG/ LNG							
Updated Nationally Determined Contribution - UZB	2021	The Ministry of Transport implements the gradual transition of public transport to natural gas and electric traction, and conducts measures to expand the production and use of vehicles with improved energy efficiency and environmental friendliness	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	to ensure the phased implementation of the program for the acquisition of 2,375 new large-capacity buses running on compressed natural gas by 2025;	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	change-over of automobile transport to run on liquefied and compressed natural gas	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	further change-over of automobile transport to run on liquefied and compressed natural gas	x				
Transport infrastructure resilience							
Updated Nationally Determined Contribution - UZB	2021	introduce adaptation criteria into public investment projects for construction, modernization, operation and maintenance of infrastructure in various sectors of the economy					
Vehicle manufacturing							
Updated Nationally Determined Contribution - UZB	2021	expand the production and use of motor fuels and vehicles with improved energy efficiency and environmental performance, as well as develop electric transport; The Ministry of Transport implements the gradual transition of public transport to natural gas and electric traction, and conducts measures to expand the production and use of vehicles with improved energy efficiency and environmental friendliness	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	expanding the production and use of vehicles with improved energy efficiency and environmental performance in accordance with Euro-4 and higher standards, electric vehicles, vehicles with hybrid engines, gas fuel; production of motor fuel with improved characteristics;	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	organization of serial production in the country of automobile transport run on gas fuel construction of automobile gas refilling stations and workshops for re-equipment of automobiles to run on gas fuel	x				
Access restriction by corridor/ road							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Implementation of zoning mechanisms for urban areas (car-free, public transport only, etc.);	x				x
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	“modal shift” or priority development of urban public transport, including access limitation to cities center, establishment of paid parking, development of bicycle infrastructure;	x				x
Accreditation of driver training agencies							
Traffic laws	2000	A driving instructor must have with him documents for the right to teach driving, as well as a certificate for the right to drive a vehicle of the appropriate category and a direct driving experience of three years.	x				
Accreditation of road inspection and auditing agencies							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop and implement a mechanism for licensing/certifying or issuing permits for repair and maintenance services in road transport (qualification requirements for personnel). develop a system for training personnel (inspectors) to monitor the safety of road transport. (refresher courses)	x				
Accreditation of vehicle inspection centers							
The Law of the Republic of Uzbekistan “On road safety”	2013	monitors the technical condition of vehicles in operation, conducts technical inspection of vehicles;	x				
The Law of the Republic of Uzbekistan “On road transport”	1998	Organization, coordination and provision of work on standardization, metrology and certification of vehicles is carried out by the Uzbek State Center for Standardization, Metrology and Certification under the Cabinet of Ministers of the Republic of Uzbekistan and other government bodies in accordance with the law.	x				
Active transport infrastructure expansion							
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	“modal shift” or priority development of urban public transport, including access limitation to cities center, establishment of paid parking, development of bicycle infrastructure;	x				x
Air traffic management							

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	development and modernization of air navigation services systems to increase the air transit flow, as well as increase the number of aerodromes categorized according to ICAO meteorological minimums for their use as alternates for flights between Asia and Europe.				x	
Aircraft fleet renovation							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a program of measures to improve the system of monitoring and maintaining the airworthiness of aircraft;				x	
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	increase and renewal of the aircraft fleet ships				x	
Ban of ICE sales							
First Biennial Update Report of the Republic of Uzbekistan	2021	ensuring the phase-out of the use of hydrocarbon fuels	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	ensuring a phase-out of the use of hydrocarbon fuels and stimulating the development of electric transport;	x				
Bike sharing							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Development of measures to stimulate the use of public transport vehicles: Carsharing (car rental), Carpooling and Ridehailing (calling a car from the road), Bikesharing (bicycle rental), popularization of narrow-purpose transport (feed transport and school buses), dynamic pricing policy for paid parking depending on from demand, etc.	x				
Bus fleet renewal							
RESOLUTION OF THE PRESIDENT OF THE REPUBLIC OF UZBEKISTAN of February 16, 2023 No. PP-59 About measures for reforming of system of public transport	2023	Large-scale work on improvement of motor transportation servicing of the population, expansion of route network of public transport and updating of the park of railway vehicles by modern environmentally friendly buses is in recent years carried out.	x				
Convention on Road Traffic 1968							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Coordinate planning across government agencies							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Biennial Update Report of the Republic of Uzbekistan	2021	increasing the efficiency of institutions that form and implement a single national transport policy	x	x		x	
Customs Convention on Containers 1972							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country					
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) 1975							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country					
Data modelling improvements							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Methodology for determining the optimal need for freight rolling stock fleets that provide the required volume and quality of transport services in the field of freight transportation; methodology for forecasting investments in fixed capital for updating the rolling stock fleet and replacing production equipment for repair and maintenance of rolling stock; The Ministry of Transport should develop a scientific rationale for minimum social transport standards for ensuring transport mobility for all segments of the population throughout the country; create and implement a monitoring system and an information-analytical system for assessing the level of negative impact of transport on the environment in the territorial context and by modes of transport, in particular, develop and implement a methodology for calculating the volume of CO2 emissions per 1 normal ton-km by mode of transport; shares of waste disposal (including recycling) by mode of transport;	x	x			
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Yes	x				
Development of automotive plan/ policy							
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	Decree of the President of RUz No PP-531, dated 14 December 2006 “On Measures for Further Development of Production in Samarkand Automobile Plant and Renewal of Automobile Transport Park in the Republic”	x				
Development of aviation plan/policy							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop and introduce appropriate amendments to the Air Code and antimonopoly legislation to introduce the mechanism of no-baggage and non-refundable fares				x	
Development of other transport-related plan/ policy							
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	Decree of the Cabinet of Ministers No.30, dated 10 February 2007 "On Measures for Developing Network of Automobile Gas Filling Compressor Stations and Gas Refilling Stations, and Gradual Change-over of Automobile Transport to Run on Liquefied and Compressed Natural Gas"	x				
Voluntary National Review 2023 - UZB	2023	adoption of master plans for urban development and strict compliance with urban planning and sanitary norms and rules when building;					
Development of road plan/ policy							
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	In 2015, the Program for development and modernization of engineering/communication and road transportation infrastructure for 2015-2019 was adopted	x				
Development of transport plan/ policy							
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	the formation of a unified comprehensive development policy aimed at reducing transport costs and ensuring the effective functioning of the transport sector, the development of "green" transport in accordance with long-term urban development plans and environmental safety measures;	x	x			x
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	On 21 December 2010, the President of the Republic of Uzbekistan signed the Decree "On Acceleration of Development of Transport and Communications Infrastrucure in 2011-2015"	x	x		x	
Employment in transport, communication, and storage							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The increase in the number of jobs by 2035 under the innovative option will be 648,000 units, under the basic option - 477,625 units.	x	x		x	
EV charging infrastructure							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a program of measures for the construction of filling stations for electric vehicles on the basis of PPP, primarily in large, large and largest cities and along the main highways, with the largest transport and passenger traffic;	x				x
EV manufacturing							
Development Strategy of New Uzbekistan for 2022-2026	2022	Taking action on the production and use of electric vehicles.	x				
First Biennial Update Report of the Republic of Uzbekistan	2021	In the free economic zone "Kokand", together with the "Silk Road Company" (China), a plant for the assembly of electric vehicles is being built.	x				
Express lanes/ public transport priority							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Creation of a separate road lane for public and special transport and modern bicycle paths.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	granting priority rights to public transport at controlled intersections	x				
Financial instruments to support decarbonisation							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop and implement measures to optimize tariff policy based on energy efficiency and environmental impact criteria in order to economically stimulate the implementation of environmentally friendly transport technologies.	x	x			
Fiscal incentives for EVs and components							
Voluntary National Review 2023 - UZB	2023	In particular, electric car imports are exempt from excise taxes and customs duties, as well as automobile fees.	x				
Fuel quality							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a program of measures, including legislative ones, for the gradual transition to global environmental standards in relation to fuel consumed,	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	quality improvement of engine fuel and development of new types of engine fuel	x				
General active mobility							

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Introduction of modern warning systems for stopping and starting the movement of vehicles and pedestrians, creation of new pedestrian crossings.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	determination of the minimum requirements necessary to ensure the mobility of non-motorized vehicles;	x				
First Biennial Update Report of the Republic of Uzbekistan	2021	Promotion of cycling in large cities and towns of the country	x				x
General aviation improvements							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	construction and reconstruction of 11 international airports				x	
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	a program of measures to improve the training of civil aviation specialists, develop the infrastructure of educational institutions, harmonize the training system with ICAO recommendations; develop a program of measures to open branches of foreign aviation universities or a separate aviation faculty in Uzbekistan. develop a program of measures to introduce new routes of direct aviation between cities of the country; develop a program for the development of international air traffic at the country's regional airports by developing a flexible system of discounts and preferences for foreign carriers; develop a set of measures to resolve issues of tariff regulation of domestic passenger air transportation between cities of the republic; implement a program of measures to reduce airline costs and optimize air ticket prices for consumers through: a) establishing a zero VAT rate on jet fuel; b) improving the mechanism for purchasing jet fuel from foreign suppliers. develop and implement a program of measures to improve the airport management system and improve airport infrastructure develop and approve the Concept of a Central Asian hub, aimed at the gradual creation of a center for servicing transfer flows between points in Southeast Asia, South Asia, the CIS and Europe develop a program of measures to develop airport infrastructure in order to bring them up to international standards, as well as prepare airfields (necessary repairs, increasing the number of runways and apron parking areas) for a possible increase in the flow of aircraft.				x	
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	Within the framework of this program, a number of projects for the development of railway infrastructure and in the field of air transport were implemented with a total value of more than 1,580 million US dollars, and roads with a total length of 695 km were built and reconstructed.				x	

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	further increase in the volume of cargo transportation and expansion of the geography of flights promotion of the existing infrastructure and range of services provided to the international air transport service markets application of a flexible tariff policy in the implementation of air cargo transportation				x	
General capacity building							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Strengthening the material, technical and personnel potential of the State Road Safety Service in the field of organizing propaganda work.	x				

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The Ministry of Transport, together with interested ministries and departments, should develop: - a program of measures aimed at improving existing programs for training, advanced training and retraining of personnel in the field of transport and road management, with the widespread use of specialized simulators, various applications, the introduction of mainly distance learning, field studies, etc. into the education process; - a set of measures to improve the system of training and retraining, advanced training of teachers, through: a) development and approval of criteria for assessing the activities of teachers of sectoral educational institutions; b) a system of periodic certification; c) the introduction of measures to motivate the teaching staff; d) support for young scientists (decent level of payment, package of social guarantees); - a set of measures to solve problems of employment of graduates of transport educational institutions in accordance with the acquired specialty through the creation of effective mechanisms for interaction between transport educational institutions and employers; introduction of public-private partnerships with the attraction of private investments in the educational process; - a program of measures aimed at radically revising the areas of education in industry universities, in particular , organizing the training of highly qualified personnel in the following areas: transport logistics, the use of economic and mathematical methods for modeling the transport network and passenger flows, the development and implementation of modern logistics solutions for regulating transport and cargo flows; - a program of measures for the development of the material and technical base of higher and secondary specialized vocational educational institutions, the continuous improvement of educational programs for the training of qualified specialists in accordance with international standards that meet the requirements of the safety and sustainability of the transport system; a set of measures to introduce a system for monitoring the needs of the motor transport complex for labor resources with the participation of private employers a program of measures to improve the driver training system, requirements for professional training, retraining, and advanced training for managers and specialists in the road transport sector; strengthening the material and technical base of design organizations and staffing them with highly qualified management and engineering personnel to achieve their goals ensure increased efficiency of the training and certification system for specialists in the field of transport security for all types of transport, for transport infrastructure of all types of property. develop a set of measures (including improving the training programs of Retraining and Advanced Training Centers) to improve the qualifications of transport company personnel, teach effective management techniques and modes of driving vehicles, and ways to rationalize traffic routes; improve the system (first of all, through the improvement of the regulatory framework) aimed at stimulating transport organizations to introduce into their activities systems of environmental management of environmental quality and ensuring environmental safety in transport; development of scientific foundations for the implementation of a unified comprehensive scientific and technical policy in the transport sector; support for the development of human resources in research organizations (universities, research institutes, research centers) in the transport	x	x		x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide training for those responsible for management and coordination. Provide training for those responsible for the management of data systems. Provide training to highway engineers to support implementation of revised design standards for CAREC highways at the national level in each member country. Ensure that the skills of those maintaining and testing vehicles are at a level that maximizes the safety of vehicles on roads in CAREC countries.	x				
General data repositories and data collection							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Determining the limit values for the scale of roads of various categories (intra-quarter, distribution, collector, main, etc.), and their technical parameters;	x				
First Biennial Update Report of the Republic of Uzbekistan	2021	Providing information on the transport sector for estimating greenhouse gas emissions and updating NDC.	x	x		x	
General economic instruments							

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a mechanism for the formation of regulated tariffs for the provision of services for the transportation of goods and passengers. Develop a mechanism for subsidizing certain types of transportation of goods and passengers by rail and road transport, as well as domestic passenger air transportation between the cities of the republic; to form, based on the analysis and forecast of transit flows (Iran, Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan, Turkmenistan and the transit of goods of these states through the territory of Uzbekistan), a preferential tariff system, mainly on a bilateral basis; make changes to the tax legislation to introduce new taxes (mandatory payments for the import of tires, fuels and lubricants, etc.) instead of the existing turnover tax in order to reduce the tax burden for enterprises; a program of measures for state support for the implementation of investment programs of motor transport organizations in terms of measures for the acquisition and modernization of rolling stock by compensating for part of the costs of relevant activities; a mechanism for providing financial guarantees for lending by banking institutions, providing loans to renew the vehicle fleet; to introduce a system of providing credit (borrowed) resources to leasing companies from commercial banks on preferential terms to carry out leasing activities aimed at financing transactions for the purchase of domestically produced trucks; to develop a mechanism for expanding long-term concessional bank lending for the purchase of modern vehicles and trailers of foreign production, not produced in Uzbekistan; develop proposals to reduce customs payments when importing trucks of a model range that are not produced in the country; Improve the regulatory framework to create incentives for vehicle fleet renewal by strengthening fuel efficiency and emissions standards for domestic and imported vehicles. amend the regulations governing the tariffs for container transportation, including to address issues of the return loading of empty containers. exemption from land tax for bus stations, bus stations, railway stations, airports and river ports improve the mechanism for subsidizing certain types of transportation of goods and passengers by road transport develop a mechanism for subsidizing certain types of transportation of goods and passengers by rail to ensure the introduction of efficient lending schemes for the renewal of passenger vehicle fleets.	x	x			

General education and behavior change

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Formation among young people, especially among students of educational institutions, the necessary knowledge, skills and habits of safe and law-abiding behavior in the framework of road traffic. Taking effective measures to improve the culture and civic consciousness of all road users. Organization of speeches, interviews and meetings with responsible employees of internal affairs bodies on republican and local television channels, aimed at ensuring professional and intelligible coverage of the causes and consequences of non-compliance with road safety rules, including issues of pedestrian liability in road traffic. Based on the analysis of advanced foreign experience, the introduction of qualitatively new mechanisms for attracting insurance, cellular and advertising organizations to participate in promoting the importance and need to support ongoing road safety measures. Installation of thematic advertising and promotional means (posters, banners, stands, etc.), other means designed to ensure road safety, primarily in places of heavy traffic, on public roads, international and republican significance. Preparation and broadcast of social videos aimed at improving the culture of traffic, mutual respect and solidarity of road users in the media and the global information network Internet.	x				
General freight and logistics improvements							
Development Strategy of New Uzbekistan for 2022-2026	2022	Expansion of "green corridors" and transit opportunities in the transport system for foreign trade, as well as an increase in the volume of transit cargo turnover up to 15 million tons.	x	x			

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	an information and analytical system for the motor transport sector to ensure constant monitoring of services and prices throughout the country, to provide information on the services offered and the prices of freight carriers to ensure that consumers of services choose optimal transport links in order to minimize costs; Develop and adopt a draft regulation on the introduction of electronic air waybills for the carriage of goods. develop and adopt a program for the modernization of the fleet of containers and container ships; to organize the production of containers in the republic ensure the modernization of existing container terminals and the development of a network of similar facilities. As part of the national transport and economic balance, the task of combining 5-6 largest terminals in border transport hubs with similar facilities within the country can be set develop measures to improve transport and customs technologies with the expansion of the use of electronic document management. develop and implement an information system to support container terminals, which records the container fleet, controls the procedure for issuing transportation documents, and paying for services while minimizing the human factor; encourage national exporters and importers to use the services of national road carriers create a specialized website where information about tenders for international transportation will be posted, which will become the basis for creating an information database on transport and forwarding services. increasing the efficiency of state regulation of logistics activities through the development of measures to encourage transport and logistics companies to modernize and increase the availability and quality of transport and logistics services in the field of cargo transportation, the formation of new transport services, the creation of quality management systems, the creation of conditions for the effective development of transport and logistics activities, including logistics 3PL and 4PL providers capable of competing in the global market; increasing the flexibility of tariffs for transit traffic, simplifying border crossing procedures; creating attractive economic conditions for servicing goods of foreign cargo owners by Uzbek companies and thereby increasing the tax base of transport services; protection of the rights of domestic companies in the international market of transport services, including through participation in multilateral projects of international organizations; assistance in increasing the participation of domestic transport organizations in the transportation of Uzbek export and import cargo; assistance in expanding the access of domestic carriers to the transportation of passengers and goods between third countries, by servicing the goods of foreign cargo owners to turn Uzbekistan into a net exporter of transport services; regulatory and legal assistance to the processes of integration and formation of large transport and logistics companies that are able to compete in the market of transport and logistics services; development of freight forwarding services; government support for the development of airports, especially those that are promising from the point of view of using hub technologies; development of transfer passenger flows through the international airports of Uzbekistan.	x	x			

XIV. Transport and Climate Policy Measures

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First Biennial Update Report of the Republic of Uzbekistan	2021	ensuring the quality and availability of transport services in the field of freight transportation to ensure the accelerated modernization of the economy	x	x			
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	increasing the level and quality of goods transportation services they provide increasing the capacity of freight transportation creating a transparent and competitive environment expanding the rolling stock of heavy vehicles of national road carriers	x	x			
Voluntary National Review 2023 - UZB	2023	expand transit opportunities in the transport system for foreign trade	x	x			
General inland waterways (IWT) improvement							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	ensure the preparation and conclusion of an agreement in the field of transportation of goods by river transport with the Republic of Tajikistan, the resumption of the route for cabotage transportation of goods to ports and piers in hard-to-reach areas of the Islamic Republic of Afghanistan and the Republic of Tajikistan (port "Shirkhan" IRA, pier "Fayzabdkala" Tajikistan), provided development of ports and marinas in these neighboring states. ensure the commissioning of the required number of support vessels (emergency rescue vessels, etc.) in the river fleet, the creation and maintenance at the proper level of coastal means of ensuring the safety of navigation, search and rescue, and communications;			x		
General innovations and digitalization							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Organizing measures to equip vehicles of individuals and legal entities with video recorders, establishing a regulatory procedure for their use in order to prevent offenses in the field of road safety. Creation of an electronic system for expedited registration and consideration of materials on administrative offenses in the field of road traffic. Introduction of an effective mechanism to ensure the accelerated creation and subsequent effective operation of an electronic system for identifying persons and vehicles put on the wanted list. Introduction of mechanisms for actively involving eyewitnesses of traffic violations in assisting internal affairs bodies, including through Internet technologies and social networks.	x				

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	a global positioning system for rolling stock with the expansion of service functions for consumers through the introduction of an automated dispatch control system and accounting for completed transport work using monitoring information about vehicles involved in regular transportation; develop and implement an information system to support container terminals, which records the container fleet, controls the procedure for issuing transportation documents, and paying for services while minimizing the human factor; create a specialized website where information about tenders for international transportation will be posted, which will become the basis for creating an information database on transport and forwarding services. improving information provision to the population about the operation of public passenger transport (creation of a network of electronic displays; mobile applications, free Internet, equipping rolling stock with video surveillance, etc. development and implementation of state support measures for the development of integrated transport and logistics and intelligent technological systems for managing the supply chains of goods on transport corridors that ensure a competitive commercial speed of movement of commodity flows; formation of a single digital platform for logistics centers and large roadside infrastructure facilities, adaptation of the digital infrastructure of the Uzbek part of international transport corridors with international information systems;	x	x		x	
First Biennial Update Report of the Republic of Uzbekistan	2021	increasing the innovativeness of the transport system, accelerated digitalization of the transport sector	x	x		x	
General international conventions							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	expansion of participation in the system of international agreements and conventions in the field of transport, protection of national interests within the framework of participation in the activities of international organizations. Participation in international projects and programs aimed at developing interregional, including Eurasian, transport links;	x	x		x	
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Establish a biennial CAREC Road Safety Conference that helps to build communications, co-operation and confidence amongst member countries towards tackling road safety issues with a regional focus.	x				
General land use							

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	to interchanges to the Urban Planning Code, aimed at improving the mechanism for mandatory approval of residential and industrial projects under construction with the Ministry of Transport, in particular, when developing master plans for the development of cities and towns, it is necessary to introduce a mechanism for mandatory synchronization of urban development (programs and projects of industrial and residential construction) with capacity of the transport system. Introduce into the practice of urban planning and transport planning a methodology for calculating the balance between the functional load (density, number of floors and purpose of development, density and level of motorization of the population) and the transport resource of the territory (the share of the territory occupied by the road network and surface public transport networks, the capacity of street road network, carrying capacity of public transport systems) Regulation of interdepartmental activities in long-term planning of urban areas and transport systems (formation of mechanisms regulating the processes of short-term and long-term master planning of urban and transport infrastructure; development of mechanisms for assessing future transport demand at facilities under construction, etc.);	x	x			x
General public transport							
Development Strategy of New Uzbekistan for 2022-2026	2022	Improving the public transport system and developing its infrastructure in the city of Tashkent and the regions.	x	x			x
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	reconstruction and modernization of the Tashkent passenger bus station	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	ensure the implementation of the program for the reconstruction of 25 and the construction of 45 new bus stations and bus stations. ensure the repair and reconstruction of about 700 stopping points on passenger routes, which are under the jurisdiction of local government authorities; additionally build more than 800 new comfortable stopping points; develop a program to assign to all transport infrastructure facilities and, first of all, passenger-generating ones (bus terminals, bus stations, airports, railway stations and stations, passenger automobile enterprises) certain levels or categories for which safety requirements should be established and implemented. Reducing the share of the population without access to public transport services by 2035 under the base case to 5 percent.	x	x		x	

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
RESOLUTION OF THE PRESIDENT OF THE REPUBLIC OF UZBEKISTAN of February 16, 2023 No. PP-59 About measures for reforming of system of public transport	2023	Large-scale work on improvement of motor transportation servicing of the population, expansion of route network of public transport and updating of the park of railway vehicles by modern environmentally friendly buses is in recent years carried out.	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	development and improvement of efficient public transport systems (increasing the share of public transport with improved characteristics);	x	x			
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	priority development of urban transport "modal shift" or priority development of urban public transport, including access limitation to cities center, establishment of paid parking, development of bicycle infrastructure;	x				x
Voluntary National Review 2023 - UZB	2023	increasing the share of public transport use by the population in large, medium and small cities of the Republic further adaptation of public transport infrastructure (intermediate and end stations, bus stations and bus terminals) for sedentary populations, including people with disabilities ¹ ;	x	x			x
General rail improvement							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop and gradually introduce the procedure for setting tariffs for railway services subject to state regulation for a long-term period in order to reduce risks for exporters ; Methodology for determining the optimal need for freight rolling stock fleets that provide the required volume and quality of transport services in the field of freight transportation; methodology for forecasting investments in fixed capital for updating the rolling stock fleet and replacing production equipment for repair and maintenance of rolling stock; - renewal of the locomotive fleet for the period 2019-2024: 39 units. (21 units - cargo, 18 units - cargo-passenger); - updating the fleet of shunting locomotives for the period 2019-2024: - 42 units; - construction of freight cars for the period 2019-2024: 8500 cars; - restoration with service life extension, modernization and re-equipment of freight cars for the period 2019-2024: 7849 cars.		x			
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	expanding the rolling stock fleet the creation of the necessary conditions for the intensive development of the railway industry of the Republic of Uzbekistan by improving the quality and safety of railway transport services further developing and improving the activities of international transport corridors for the country's foreign trade goods to enter the main global and regional markets the use of a flexible tariff policy increasing the investment attractiveness of the industry		x			
General shared mobility							

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Development of measures to stimulate the use of public transport vehicles: Carsharing (car rental), Carpooling and Ridehailing (calling a car from the road), Bikesharing (bicycle rental), popularization of narrow-purpose transport (feed transport and school buses), dynamic pricing policy for paid parking depending on from demand, etc.	x				
General shipping improvement							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	improving the economic activities of the Termez river port, which transports goods along the Amu Darya River to the Islamic Republic of Afghanistan			x		
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop and adopt a program for the modernization of the fleet of containers and container ships; ensure the replenishment of the river fleet through the construction at the shipyards of the Republic of Uzbekistan and the purchase of tugboats with a capacity of 500-600 Vs, platform barges with a carrying capacity of 450-500 tons, including those transporting oil products and wheeled vehicles, for the period 2019-2035			x		
General transport finance							
Development Strategy of New Uzbekistan for 2022-2026	2022	Attraction on the basis of public-private partnership of investments in the amount of 14 billion US dollars in the energy, transport, healthcare, education, ecology, utilities, water management and other sectors.	x	x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Uzbekistan Temir Yollari JSC will develop a program for wider involvement of the private sector in infrastructure maintenance, intensifying outsourcing in service sectors, in order to reduce corporate costs. develop and implement a mechanism for conducting competitive selection for the implementation of projects on public-private partnership terms at the selected airport or group of airports improving the regulatory framework aimed at unifying the basic concepts of PPP, increasing the transparency of this area and increasing the investment attractiveness of the transport industry;	x	x		x	
General transport institutional reform							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Create a CAREC Road Safety Working Group to monitor progress at the regional level.	x				
General vehicle improvements							
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	expanding the production and use of motor fuels and vehicles with improved energy efficiency and environmental friendliness, as well as the development of electric transport	x				
The Law of the Republic of Uzbekistan "On road safety"	2013	The technical condition and equipment of vehicles involved in road traffic must comply with the standards, rules and regulations of road safety.	x				

XIV. Transport and Climate Policy Measures

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The Law of the Republic of Uzbekistan "On road transport"	1998	Motor vehicles must have a certificate for their compliance with the requirements of safety, labor protection, ecology, as well as standards and specifications, health and fire safety standards.	x				
Global Technical Regulations for Wheeled Vehicles, Equipment and Parts 1998							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
High-speed rail (HSR)							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	organization of high-speed traffic of passenger trains on the section of the railway line Tashkent - Samarkand-Navoi - Bukhara and Tashkent - Samarkand - Karshi		x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Electrification of railways Misken-Nukus sections with the organization of high-speed passenger train traffic Electrification of railways Kashkadarya-Bukhara section with the organization of high-speed passenger train traffic Construction of the second track of the electrified high-speed railway line on the Navoi-Bukhara section develop and implement a program of measures to develop high-speed long-distance passenger transportation and suburban transportation, in particular: - acquisition of high-speed passenger electric trains; - acquisition of passenger cars; - renewal of the electric train fleet; - organization of high-speed movement of passenger trains on the railway section. line "Salar-Khojkent"; - modernization of the Andijan-Savay-Khanabad railway section with the organization of suburban traffic.		x			
Intelligent transport systems (ITS)							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Implementation of intelligent control systems and road safety.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	improving the level of service for road users through the development of traditional road services and automated traffic control systems using the latest computerization and communication capabilities develop a program of measures to improve the safety of road transport and pedestrians by improving the organization of road traffic and introducing intelligent transport systems that ensure the management of traffic flows and vehicles; to develop a program for the introduction in large, large and largest cities of the country (urban agglomerations) of intelligent transport systems that reduce traffic congestion and optimize traffic speeds.	x				x
Intermodality measures							

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	create a multimodal logistics center based on the Termez river port, consisting of transport, transshipment, warehouse and trade links to expand interaction with other modes of transport and organize a mixed (intermodal) transport process	x	x	x	x	
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	improvement of logistics services and rationalization of interaction between various types of transport	x	x		x	
Investment volume for transport							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The Strategy is to be financed from the state budget, local budgets and extra-budgetary sources. In accordance with the base case, the total volume of total investments for the implementation of projects and activities of the Strategy for the period of its implementation will approximately amount to about 46.6 trillion rubles. UZS, including with funding from the state budget - 4.66 trillion. UZS, from non-budgetary sources (private investments, attracted borrowed funds, loans) -41.4 trillion. sum.	x	x		x	
Involvement of subnational government for transport activities							
LAW OF THE REPUBLIC OF UZBEKISTAN of April 25, 1997 No. 419-I About urban passenger transportation	1997	On places in the field of regulation and management of activities of urban passenger transportation treat powers of public authorities: determination of main routes of development and approval of comprehensive regional programs; conclusion of the contract for transport servicing of the population with body for management of urban passenger transportation and approval of the traffic flow plan; limiting establishment of rates and organization of control of their observance; solution of questions of placement, construction and arrangement of passenger stations, stopping and control offices, other objects; control of quality of passenger traffic; implementation of other powers according to the legislation.	x				
LAW OF THE REPUBLIC OF UZBEKISTAN of August 29, 1998 No. 674-I About road transport	1998	The main powers of public authorities on places in the field of road transport are: development and implementation of complex regional development programs of road transport; assistance to forming and market development of motor transportation services, to creation of equal conditions for activities of all carriers; assistance to strengthening of material and social base of road transport. Public authorities on places according to the legislation can have also other powers in the field of road transport	x				

XIV. Transport and Climate Policy Measures

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LAW OF THE REPUBLIC OF UZBEKISTAN of August 9, 2021 No. ZRU-706 About transport	2021	Public authorities on places within the powers: participate in realization of main routes of state policy in the field of transport; develop territorial programs in the field of transport and provide their realization; participate in forming of priority development trends of transport system; promote development of transport system and creation of modern transport infrastructure; promote forming and market development of transport services, creation of equal conditions for all participants of transport complex, and also implementation of measures for strengthening of material and technical resources of transport system; take measures for introduction of reduced rates for separate categories of citizens when using urban passenger transportation. Public authorities on places can perform also other powers according to the legislation.	x	x	x	x	
Local production, services, contracting etc.							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	to increase the capacity of the Samarkand Automobile Plant for the production of heavy vehicles, including those meeting the Euro-6 standard, as well as to optimize the costs of their production in order to reduce the cost.	x				
Logistics hub							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	ensure the modernization of existing container terminals and the development of a network of similar facilities. As part of the national transport and economic balance, the task of combining 5-6 largest terminals in border transport hubs with similar facilities within the country can be set create a multimodal logistics center based on the Termez river port, consisting of transport, transshipment, warehouse and trade links to expand interaction with other modes of transport and organize a mixed (intermodal) transport process formation of a modern network of logistics centers and roadside infrastructure facilities; development of large transport hubs, logistics distribution centers, dry ports and terminals on the main transportation routes and at the junctions between modes of transport. determination of basic regulatory, financial and economic conditions/requirements aimed at enhancing the participation of private business, including in the form of public-private partnerships in projects for the construction and operation of logistics centers and roadside infrastructure facilities. system integration and consolidation of logistics centers into existing and future international delivery chains, international transport corridors, global integration schemes for goods distribution;	x	x	x		
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	creating international logistics centers effective and full use of the capabilities of the Navoi International Intermodal Logistics Center	x	x			
National speed law							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Uzbekistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Global Status Report on Road Safety 2018	2018	Yes	x				
Traffic laws	2000	The driver must drive the vehicle at a speed not exceeding the established limit, taking into account the intensity of traffic, the characteristics and condition of the vehicle and cargo, road and meteorological conditions, as well as visibility in the direction of travel.	x				
Non-urban passenger rail infrastructure improvement							
Development Strategy of New Uzbekistan for 2022-2026	2022	Increasing the attractiveness of intercity and suburban rail routes.		x			
Parking pricing							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Development of measures to stimulate the use of public transport vehicles: Carsharing (car rental), Carpooling and Ridehailing (calling a car from the road), Bikesharing (bicycle rental), popularization of narrow-purpose transport (feed transport and school buses), dynamic pricing policy for paid parking depending on from demand, etc.	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	“modal shift” or priority development of urban public transport, including access limitation to cities center, establishment of paid parking, development of bicycle infrastructure;	x				x
Passenger and freight load limits							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	to implement a system of weight and dimensional control, combined with a system for issuing special permits for road transportation of large and heavy cargo, which will allow redirecting an overloaded vehicle along a different route set the maximum fines for exceeding weight and size parameters for all trucks. Grant the authority to monitor compliance with weight and size parameters to line inspectors of the territorial departments of transport of the Ministry of Transport of the Republic of Uzbekistan	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Ensure that information on national load limit regulations is shared among CAREC countries.	x				
The Law of the Republic of Uzbekistan “On transport”	2021	Based on the technical characteristics of vehicles and the capabilities of the infrastructure, the legislation establishes the permissible dimensions and weight parameters of vehicles carrying passengers, luggage, cargo luggage, cargo, postal and courier items.	x				

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Traffic laws	2000	The number of people transported should not exceed the number of places equipped for seating. The mass of the transported cargo and the distribution of the load along the axles must not exceed the values established by the manufacturer for this vehicle.	x				
Port infrastructure improvements							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	equip port terminals with modern loading and unloading mechanisms and gantry cranes; equip and expand berthing facilities for various types of cargo; purchase reloading equipment for moving cargo onto ships					
Public transit integration							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	ensure the phased introduction of a flexible fare payment system in passenger transport, primarily in the city of Tashkent and large regional centers, stimulating the use of a single transport card used in all types of public transport, with bonuses or discounts for its use, with differentiation of fares in depending on the distance of travel and type of transport; construction of intercepting parking lots for personal vehicles at large transfer hubs close to the metro and at transport hubs being built at the entrance to the city.	x	x			x
Rail infrastructure expansion							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	reconstruction and construction of a new railway line Navoi - Uchkuduk-Sultanuizdag - Nukus construction of a new railway line Guzar - Boysun - Kumkurgan; construction and electrification of the double-track Yangier-Jizzakh railway line and the single-track Yangier-Farhad railway line construction of the electrified railway line Angren-Pap construction of the Bukhara-Misken railway line		x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Construction of a new electrified Angren-Pap railway line with electrification of the Pap-Kokand-Andijan section Construction of the second track of the electrified high-speed railway line on the Navoi-Bukhara section develop a program for the phased construction of railway tracks to separate (separate) passenger and cargo railway routes;		x			
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	Within the framework of this program, a number of projects for the development of railway infrastructure and in the field of air transport were implemented with a total value of more than 1,580 million US dollars, and roads with a total length of 695 km were built and reconstructed.		x			
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	building new railway lines		x			

XIV. Transport and Climate Policy Measures

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Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	In accordance with the Decree of the President of the Republic of Uzbekistan, the new electrified railroad from Angren to Pap86 is being constructed.		x			
Railway electrification							
Development Strategy of New Uzbekistan for 2022-2026	2022	Development of the market for transport and logistics services and infrastructure, bringing the level of electrification of the railway infrastructure to 60 percent and accelerated development of the road network.		x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	construction and electrification of the double-track Yangier-Jizzakh railway line and the single-track Yangier-Farhad railway line		x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Construction of traction substations "Chinaz" and "Dashtabad". In general, for the construction of the Chinaz and Dashtabad traction substations in the period 2021-2024. an estimated cost of \$19.0 million is planned. Electrification of the railway line Marokand-Navoi Electrification of railways Misken-Nukus sections with the organization of high-speed passenger train traffic Electrification of railways Kashkadarya-Bukhara section with the organization of high-speed passenger train traffic Electrification of the Bukhara-Urgench-Khiva railway line Electrification of the railway line "Pap-Namangan-Andijan"		x			
First Biennial Update Report of the Republic of Uzbekistan	2021	Supply of 24 modern electric locomotives, modernization of the locomotive depot in Tashkent		x			
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	increasing the level of electrification of railway lines		x			
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	Electrification of 186 km long railroad "Pap-Kokand-Andijan" will continue railroad "Angren-Pap".		x			
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	further electrification of railroads		x			
Relocation from climate-risk areas							

XIV. Transport and Climate Policy Measures

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Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	The Program envisages construction of protective structures, relocation of some infrastructure objects from zones of danger, repair and strengthening waterworks, roads, power supply lines, and gas pipelines on account of the state budget, ministries and agencies own resources, the Republican road fund under the Ministry of Finance and other sources.	x				
Renewable energy							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a program of measures for the construction of energy facilities for the needs of transport infrastructure using renewable energy sources;	x	x			
Reporting, transparency, feedback mechanism							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	creation of a system for monitoring and managing the implementation of the Strategy, state, sectoral and regional programs, in part related to transport for the period up to 2035	x	x		x	
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Undertake regular monitoring of national road safety action plans and evaluate outcomes to provide feedback to improve road safety intervention development and delivery Review the effectiveness of the legislation framework for vehicle insurance requirements across CAREC countries	x				
Request for financial support to develop transport							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Seek funding from external sources to augment road safety national budgets.	x				
Road charging and tolls							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	to implement the program for the construction of toll highways "Tashkent-Andijan" and "Tashkent-Samarkand-Bukhara".	x				
Road infrastructure expansion							
Development Strategy of New Uzbekistan for 2022-2026	2022	Development of the market for transport and logistics services and infrastructure, bringing the level of electrification of the railway infrastructure to 60 percent and accelerated development of the road network.	x	x			
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	construction of the Uzbek national highway	x				

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	reconstruction and development of existing ones, as well as the creation of new transport corridors development of traditional road corridors, improvement of the technical level of existing roads by upgrading them to ensure a high level of convenience and safety of modern motor vehicles, reconstruction of the busiest sections of highways on the approaches to major cities and construction of bypasses of settlements in order to remove transit flows from them and reduce negative impact on the environment; formation and development of a network of multi-lane highways and high-speed roads to ensure communication between the largest centers as part of international transport corridors and their integration into the European and Asian systems of international highways, promoting the harmonious development of the country's transport system by providing access to the most important transport hubs, seaports, terminals and other objects of transport infrastructure completion of the formation of a network of regional highways, construction of new chord and connecting roads, complementing the existing structure of the regional road network, in order to eliminate the overrun of vehicles and ensure communication between regional centers and large settlements along the shortest routes completing the inventory of on-farm roads connecting rural settlements and ensuring their year-round operation (in total there are 116 thousand km of such roads), creating a network of paved roads in rural areas, ensuring connections between all settlements and the centers of rural administrations and farms, as well as the backbone road network development of roads in the border areas with the arrangement of transport outlets abroad development and improvement of roads in recreational areas of highly urbanized areas Creation of a backbone network of public roads along a paved road network with a total length of 43,693 km, connecting all the settlements of the country.	x				x
First Biennial Update Report of the Republic of Uzbekistan	2021	development of road infrastructure	x				
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	construction and reconstruction of highways of international importance creating new road corridors that provide optimal access to international transport communications and increase in the volume of transit traffic	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	development of road infrastructure;	x				

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	In 2013-2014, construction and reconstruction of approximately 800 km of motor roads was completed that ensuring development of overall industrial potential. which also approved targeted list of roads to be constructed and reconstructed as part of Uzbekistan's national motor roads network According to the above document, in 2015-2019, on account of the Republican road fund it will be constructed and reconstructed 1,227.8 km of motor roads with bridges, viaducts and road interchanges as part of Uzbekistan's national motor roads network, and 299.5 km of public motor roads	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	reconstruction and construction of motor roads	x				
Voluntary National Review 2023 - UZB	2023	a bridge over Syrdarya river with the length of 250 meters was built on the 208-274 km section of A-373 highway "Tashkent-Osh"; new highway of 19.2 km long was built through Kibray and Yukorichirchik districts of the Tashkent province.	x				
Voluntary National Review 2023 - UZB	2023	accelerate the road network development	x				
Road space repurpose to allow access for other modes							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Creation of a separate road lane for public and special transport and modern bicycle paths.	x				
Road-side checks on overloading							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	install stationary or mobile weight control posts at all border checkpoints . Both versions of weight control posts can be configured to a single control center, which will directly and in real time receive data	x				
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	100 km/h	x				
Traffic laws	2000	In settlements, the movement of vehicles is allowed at a speed of no more than 70 km / h;	x				
Speed limits on urban roads <= 30 kph							
Global Status Report on Road Safety 2018	2018	70 km/h	x				x
Traffic laws	2000	In settlements, the movement of vehicles is allowed at a speed of no more than 70 km / h;	x				
Stakeholder Involvement							

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Wide involvement of representatives of the public and civil society institutions in the organization and conduct of propaganda measures in the field of ensuring road safety.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	ensure the formation and effective functioning of a system for the active involvement of citizens and civil society organizations in participation in public expertise and resolving issues related to environmental protection and ensuring the environmental safety of the transport complex.	x	x			
Target - Transport activity							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Freight turnover according to the conservative scenario will reach 102,364 million tkm in 2035. Passenger turnover by 2035 will amount to 513,272.9 million passenger km, increasing more than three times compared to 134,426.5 million passenger km. in 2018	x	x		x	
Target - Transport GHG emission							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Reducing the harmful impact of transport on the environment. The volume of specific CO ₂ emissions in road transport will be reduced according to the base case - by 70 percent, in rail transport - by 58.1 percent.					
Technical standards for general transport infrastructure							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	The Ministry of Transport should develop a scientific rationale for minimum social transport standards for ensuring transport mobility for all segments of the population throughout the country;	x	x	x		
LAW OF THE REPUBLIC OF UZBEKISTAN of August 29, 1998 No. 674-I About road transport	1998	Vehicles shall have the certificate on their compliance to safety requirements, labor protections, to ecology, and also standards and technical specifications, medical and sanitary and fire protection regulations. The organization, coordination and ensuring works on standardization, metrology and certification of vehicles are performed by the Uzbek state center of standardization, metrology and certification under the Cabinet of Ministers of the Republic of Uzbekistan and other state bodies according to the legislation. The vehicles which did not undergo certification and are not registered in accordance with the established procedure are not allowed to operation	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Conduct a legislative review of vehicle standards across CAREC countries to ensure that these are at a level that promotes safety	x				
Technical standards for road infrastructure							

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	development of traditional road corridors, improvement of the technical level of existing roads by upgrading them to ensure a high level of convenience and safety of modern motor vehicles, reconstruction of the busiest sections of highways on the approaches to major cities and construction of bypasses of settlements in order to remove transit flows from them and reduce negative impact on the environment; prepare a program of measures to bring to a standard state and improve the level of equipment of highways with means that ensure traffic safety implement a program of measures to improve special technical regulations and standards that ensure road safety by establishing loads and speeds, geometric parameters of roads, requirements for transport and operational indicators and technical means of organizing traffic. development of a regulatory framework that regulates the standards of urban and road transport infrastructure to ensure a barrier-free environment and mobility, non-motorized vehicles;	x				x
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Review existing design standards for CAREC highways in the light of international good practice Develop and implement a system to improve design standards for CAREC highways to conform with internationally accepted standards of road safety engineering.	x				
Technology and knowledge transfer							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide opportunities for CAREC countries to share expertise and knowledge to ensure consistency of vehicle inspection and maintenance systems across CAREC countries	x				
Traffic management							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a program of measures to improve the safety of road transport and pedestrians by improving the organization of road traffic and introducing intelligent transport systems that ensure the management of traffic flows and vehicles;	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	public transport traffic optimization in large cities of the republic	x	x			x
Training of enforcement authorities							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Development and implementation of criteria for assessing the performance of employees of the State Road Safety Service. Implementation of comprehensive measures to strengthen the scientific, human and material and technical potential of the State Road Safety Service, the introduction of criteria for evaluating the performance of its employees.	x				

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide training for traffic police and engineers in crash investigation and blackspot identification.	x				
Transport law							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Improving measures to prevent road accidents caused by exceeding the established speed, as well as as a result of the use of faulty vehicles. Improving legal mechanisms for holding pedestrians accountable for violating traffic rules . Increased liability for intentional violation of traffic rules . Improving the procedure and clarifying the list of grounds for stopping vehicles and carrying out special events on highways. Introduction of amendments and additions to the Rules of the Road aimed at improving the quality level and reliability of road safety.	x				
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	preparation, discussion and adoption of laws: - "On Transport" (with the obligatory establishment of norms for transit, combined (mixed) freight traffic, transport security requirements, etc.) - "On toll roads" and a number of other legal acts. to make changes to regulatory legal acts in order to cancel the procedure for depositing by a foreign carrier to the deposit account of the customs authorities of the Republic of Uzbekistan the entire amount of monetary security for the payment of the relevant customs payments and obtaining permission from the Cabinet of Ministers of the Republic of Uzbekistan for transit movement; make additions and amendments to legislative acts on the provision of tax, customs and other benefits for the purchase of rolling stock (cars, diesel locomotives, electric locomotives, aircraft, etc.), used primarily in public transportation and international communications, equipment, inventory , components and spare parts; a mechanism for continuous monitoring of technical standards for the costs of operating rolling stock and infrastructure; make additions and changes to the Code of the Republic of Uzbekistan on administrative responsibility , providing for administrative punishment for the use of vehicles with excess dimensions, total actual weight and axle loads relative to those allowed without appropriate payment for excesses, as well as for the use of vehicles owned by foreign carriers for transportation of goods and (or) passengers between points located on the territory of the Republic of Uzbekistan develop a legal framework and methods of state regulation to ensure a guaranteed level of accessibility and quality of transport services for the population in accordance with minimum social transport standards; harmonization of transport legislation of Uzbekistan with international standards; develop and adopt a new version of the Law "On Road Traffic Safety", which provides for strengthening measures to ensure the safety of road transport, to formulate a regulatory framework for ensuring public safety at transport facilities, taking into account international experience;	x	x			

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
LAW OF THE REPUBLIC OF UZBEKISTAN of April 15, 1999 No. 766-I About rail transport	1999	In this Law the following basic concepts are applied: rail transport (railroad) - one of modes of transport public representing single production and technological complex with entering it the companies, organizations and the organizations of production and social assignment providing in interaction with the railroads of other states and other modes of transport of need for transportations; the company of rail transport - the structural division of the main activities of the railroad which is directly providing transportation process; organization of rail transport - the structural division of the railroad occupied in the field of training, social and cultural servicing of workers of rail transport; the organization of rail transport - the structural division of the railroad which is performing subsidiary and auxiliary activities and not being directly involved in transportation process;		X			
LAW OF THE REPUBLIC OF UZBEKISTAN of April 25, 1997 No. 419-I About urban passenger transportation	1997	The purpose of this Law is forming of the legal basis of activities of urban passenger transportation in the Republic of Uzbekistan	X				
LAW OF THE REPUBLIC OF UZBEKISTAN of August 29, 1998 No. 674-I About road transport	1998	The purpose of this Law is forming of the legal basis of activities of road transport in the Republic of Uzbekistan	X				
LAW OF THE REPUBLIC OF UZBEKISTAN of May 7, 1993 No. 866-XII About obligatory personal passengers insurance of air, rail, inland water and road transport public	1993	This Law governs the relations on compulsory insurance of passengers of air, rail, inland water and road transport (further - to passengers insurance) arising from the moment of approach of insurance event between bodies of national insurance and passengers of air, rail, inland water and road transport.	X	X	X	X	
On measures to improve transport infrastructure and diversify foreign trade routes for the transportation of goods for 2018 - 2022	2017	creating conditions for the development of international cooperation by accelerating the harmonization of the national legal framework with the international one improving the licensing system for international road transport	X	X			
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Strengthen legislative frameworks based on the findings of the review. Introduce modifications and amendments to the legislative framework in each CAREC country.	X				
Urban passenger rail infrastructure improvement							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	development of urban, suburban passenger and local transport systems, including the metro and electric passenger transport, in particular: - construction of the 2nd stage of the Yunusabad metro line (2 stations) - construction of the Sergeli subway line (7 stations) - construction of a circular elevated metro line in the city of Tashkent - renewal of the rolling stock of the subway, by acquiring new and modernizing part of the used cars.		X			X
Vehicle air pollution emission standards							

XIV. Transport and Climate Policy Measures

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First Biennial Update Report of the Republic of Uzbekistan	2021	To reduce emissions of pollutants, a phased production of motor fuel of ecological classes Euro-3 Euro-5 for the period until 2023 for all categories of vehicles is envisaged. expanding the production and use of vehicles with improved EE and environmental friendliness in accordance with Euro 4 and higher standards Revision of standards for air emissions from road transport, taking into account international standards (transition to environmentally friendly fuel in accordance with Euro-4 and higher standards).	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	expanding the production and use of vehicles with improved energy efficiency and environmental performance in accordance with Euro-4 and higher standards, electric vehicles, vehicles with hybrid engines, gas fuel;	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	gradual introduction of the standards on fuel consumption and CO2 emissions introduction of fuel consumption standards	x				
Vehicle efficiency standards							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a set of measures aimed at expanding the use of more economical vehicles with lower motor fuel consumption, stimulating the introduction of energy-efficient technologies of the transportation process by transport enterprises;	x				
First Biennial Update Report of the Republic of Uzbekistan	2021	expanding the production and use of vehicles with improved EE and environmental friendliness in accordance with Euro 4 and higher standards	x				
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	expanding the production and use of vehicles with improved energy efficiency and environmental performance in accordance with Euro-4 and higher standards, electric vehicles, vehicles with hybrid engines, gas fuel;	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	gradual introduction of the standards on fuel consumption and CO2 emissions establishment of CO2 emission standards	x				
Vehicle import inspections							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
Concept of Road Safety in the Republic of Uzbekistan for 2018-2022	2018	Improving the procedure for passing the mandatory technical inspection of vehicles.	x				

XIV. Transport and Climate Policy Measures

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Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	develop a set of measures aimed at improving the technical level of vehicles registered for the first time in Uzbekistan through the introduction of restrictions on the supply of vehicles to Uzbekistan with low environmental performance.	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Review legislative framework for vehicle inspection and maintenance systems in CAREC countries.	x				
The Law of the Republic of Uzbekistan “On road safety”	2013	Maintenance and repair of vehicles must comply with road safety requirements.	x				
Third National Communication of the Republic of Uzbekistan under the UN Framework Convention On Climate change	2016	carrying out “clean air” campaigns	x				
Vehicle restrictions (import, age, access, sale, taxation)							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	Improve the regulatory framework to create incentives for vehicle fleet renewal by strengthening fuel efficiency and emissions standards for domestic and imported vehicles. develop a set of measures aimed at improving the technical level of vehicles registered for the first time in Uzbekistan through the introduction of restrictions on the supply of vehicles to Uzbekistan with low environmental performance.	x				
The Law of the Republic of Uzbekistan “On transport”	2021	Vehicles must have a certificate of conformity or vehicle type approval and be registered. Import into the territory of the Republic of Uzbekistan, production, sale (realization) or use of vehicles that do not meet safety requirements are prohibited.	x				
Vehicle scrappage scheme							
Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019	to develop a number of legal acts aimed at developing measures to encourage transport enterprises to upgrade the fleet, including passenger cars, public vehicles, and watercraft. In particular, to adopt legislative norms providing for the phased decommissioning of city buses and minibuses intended for the transport of passengers, the service life of which exceeds 7 years. develop a compensation mechanism for the decommissioning of passenger buses whose service life exceeds 7 years, but not more than 10 years.	x				x
Strategy on the Transition of the Republic of Uzbekistan to a "Green" Economy 2019-2030	2019	continued renewal of the vehicle fleet, development of an incentive programs for the recycling of old and the purchase of new, more environmentally friendly cars;	x				

References:

- 1) UN Population Database (2022), <https://population.un.org/wpp/>
- 2) World Bank (2022), <https://data.worldbank.org/>
- 3) Global Materials Flow Database (UNEP, 2023), <https://www.resourcepanel.org/global-material-flows-database>
- 4) Emissions Database for Global Atmospheric Research (EC, 2023), <https://edgar.jrc.ec.europa.eu/>
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