

Azerbaijan

Rail Sector Profile

Population (2023)

10.4 Million

Gross domestic product (GDP), PPP (2022)

180.8 Billion USD (1,2)

PPP = Purchasing power parity

Heavy Railway

Heavy rail route length (2021)

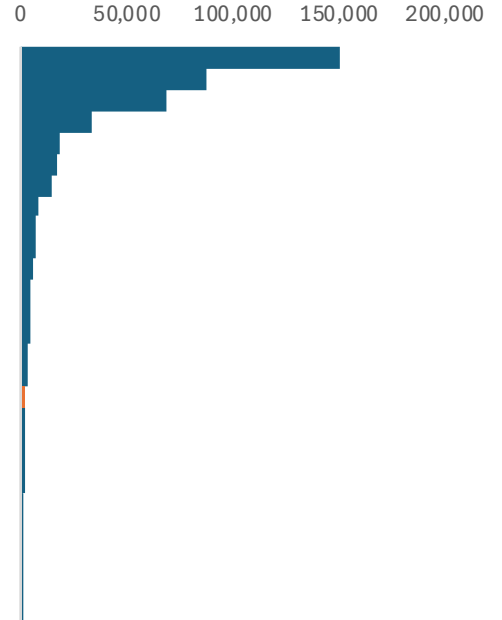
2,139 km

Heavy railway route lengths in Asia-Pacific (kilometers)

(3,6)

(3,6)

China, 2021
Russian Federation, 2021
India, 2021



Between 2011 to 2021, Azerbaijan added 60.0 kilometers of heavy railway routes, expanding 0.3% annually

Single-track routes (2021)

62.3%

Double-track routes (2020)

16.8%

(4)

Electrified routes

n.d.

(3)

Azerbaijan, 2021

Availability per capita

207.4 kilometers per million population

Density per sqkm

(3,6)

25.9 kilometers per thousand sqkm

(3,6)

sqkm = square kilometer

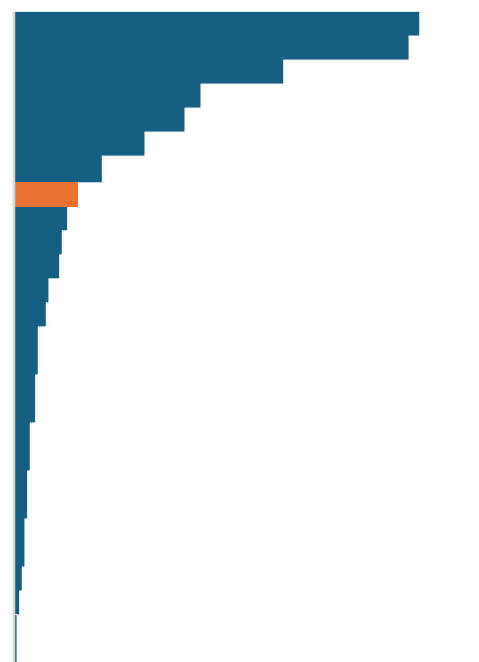
Availability per capita in Asia-Pacific

Density per sqkm in Asia-Pacific

0 200 400 600 800 1,000 1,200 1,400

Australia, 2019
Turkmenistan, 2018
Kazakhstan, 2021

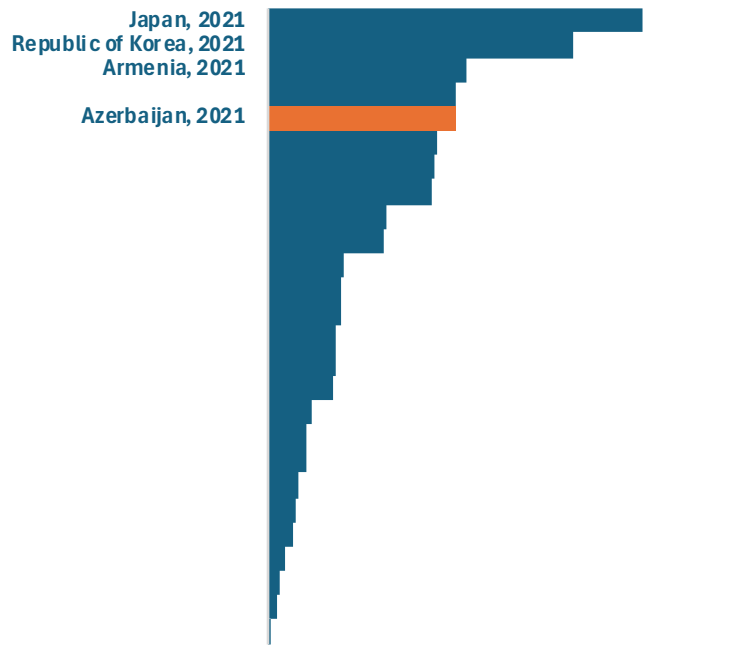
Azerbaijan, 2021



0 10 20 30 40 50 60

Japan, 2021
Republic of Korea, 2021
Armenia, 2021

Azerbaijan, 2021



This rail sector profile was developed by the Asian Transport Outlook (ATO) with the contribution by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), which provided information on the Trans-Asian Railway Network routes. The ATO is an initiative developed under TA-6763 REG: Accelerating Innovation in Transport - Asian Transport Outlook: Phase 3 (55119-001) of the Asian Development Bank (ADB) and is also being supported by the Asian Infrastructure Investment Bank (AIIB) through Purchase Order No. CW39446 AIIB Support: Asian Transport Outlook Phase 3.

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Urban Railway

Metro length (2021)
36 km

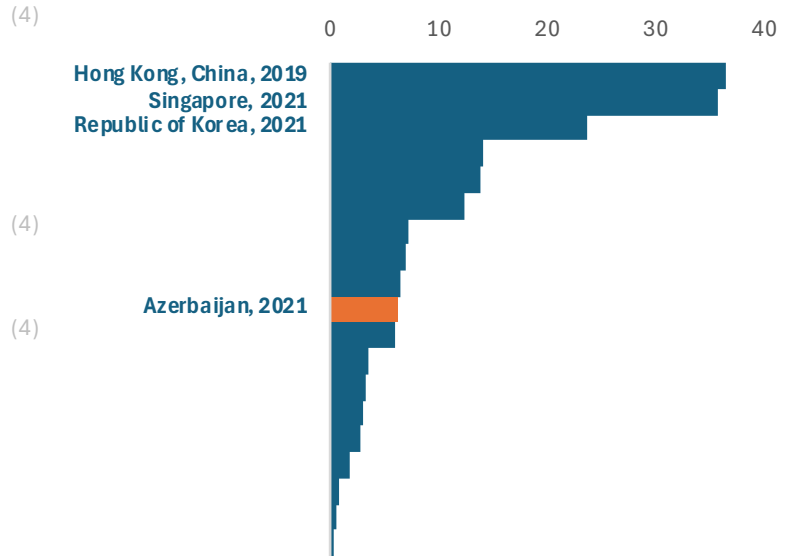
Light rail transit (LRT) length
n.d.

Between 2000 to 2021, Azerbaijan added 9.4 kilometers of urban railway, expanding 1.5% annually

Number of cities with urban rail systems (2021)
1

Urban rail availability per capita (2021)
6.2 km per million urban population

Urban rail availability per capita in Asia-Pacific



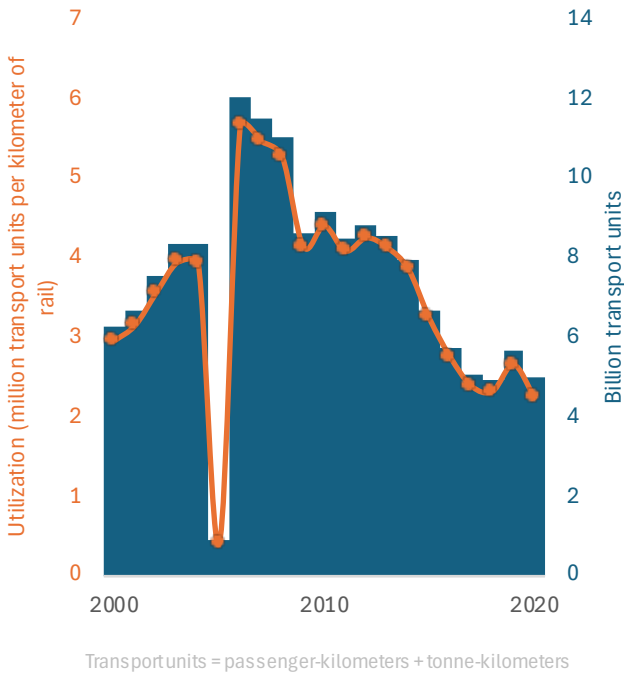
Activity

Passenger-kilometers (PKM) (2020)
172 million

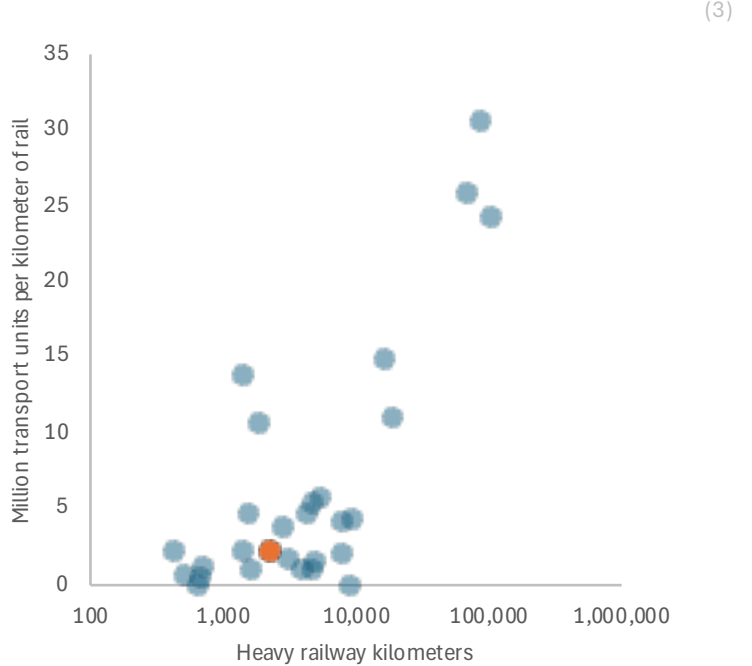
Tonne-kilometers (TKM) (2020)
4.9 billion

Between 2000 to 2020, PKM decreased annually by -5.1%. Between 2000 to 2020, TKM decreased annually by -0.9%

Transport units and utilization trend



Utilization of railways in Asia-Pacific

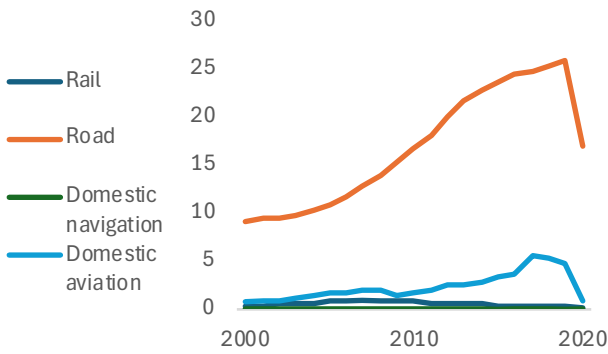


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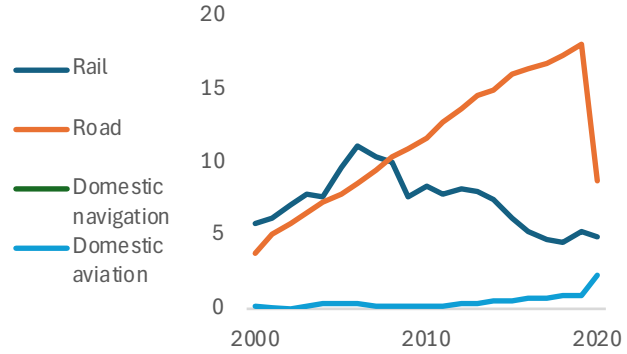
Mode Share

Passenger transport activity (billion passenger-km)



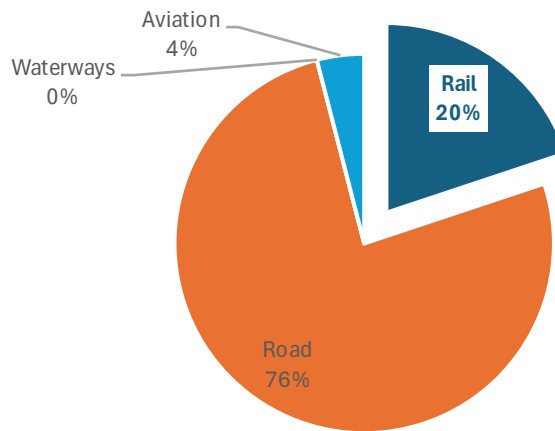
(6)

Freight transport activity (billion tonne-km)



(6)

Freight transport mode share (2018)



(6)

Energy

Rail diesel consumption (2021)
1.7 thousand tonnes

Rail electricity consumption (2021)
216 million kWh

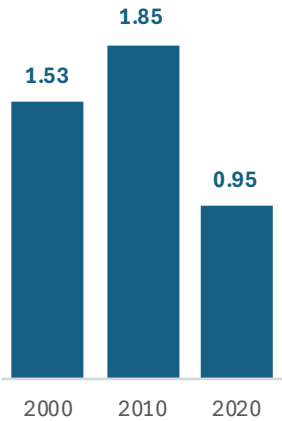
Rail energy intensity with GDP (MJ per USD, PPP)

(2,5)

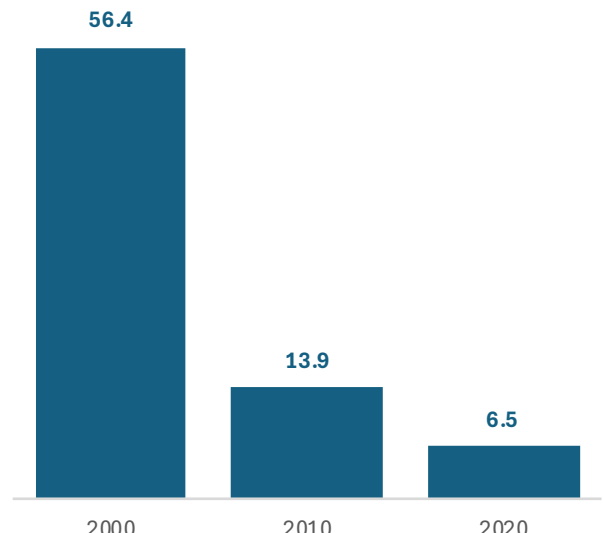
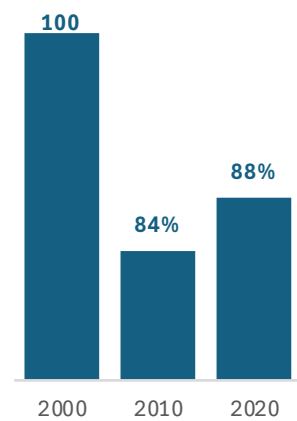
Rail energy consumption (PJ)

Share of electricity in rail energy consumption

(5)



PJ = petajoule



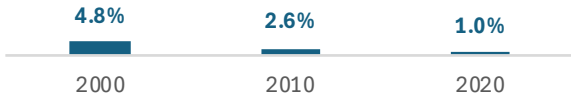
MJ = megajoule

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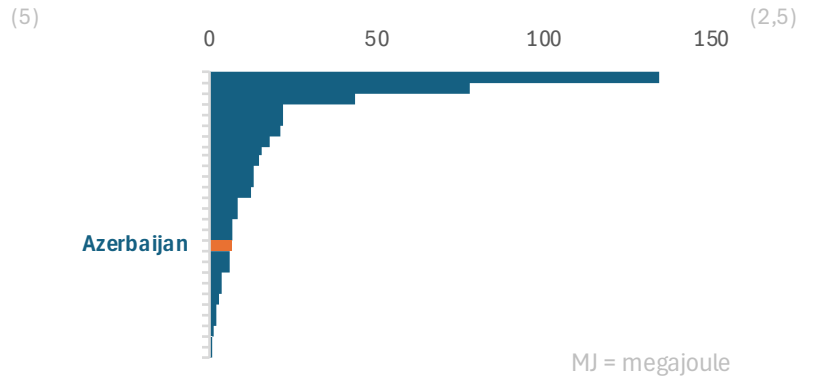
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Energy

Share of rail in total transport energy consumption

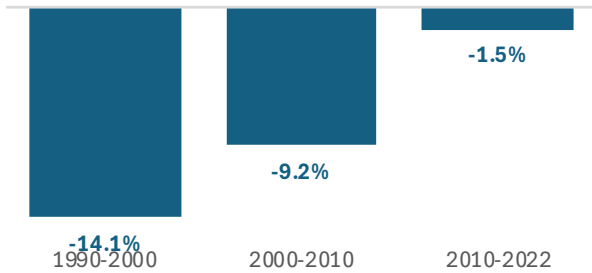


Rail energy intensity with GDP in Asia-Pacific (MJ per USD, PPP, 2020)

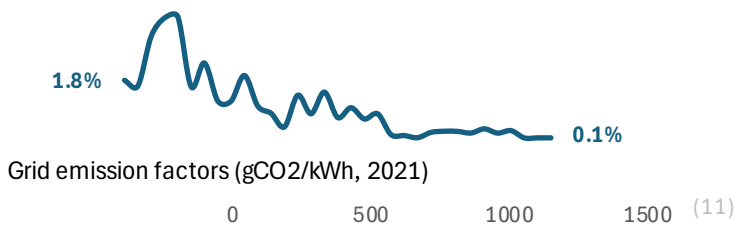


Rail CO2 emissions (2022)
8 thousand tonnes

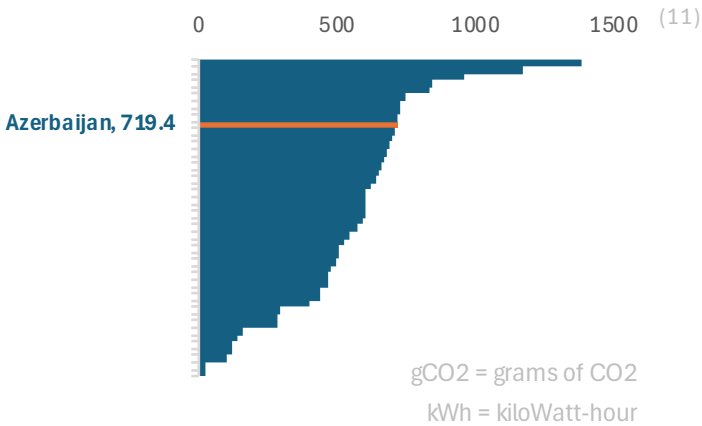
Rail CO2 emissions annual average growth



Share of rail in transport CO2 emissions (1990-2022)

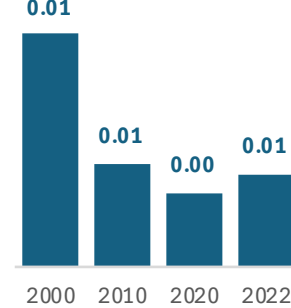


Grid emission factors (gCO2/kWh, 2021)

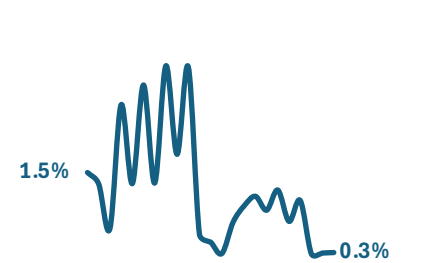


PM 10

Rail air pollutant emissions (thousand tonnes)

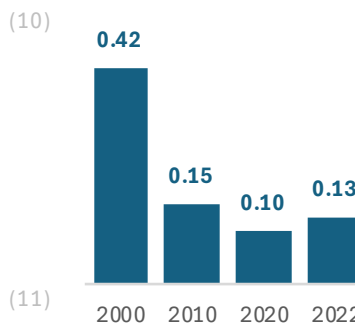


Share of rail in transport air pollutant emissions (2000-2022)

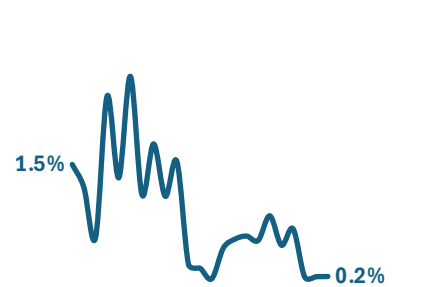


NOx

Rail air pollutant emissions (thousand tonnes)

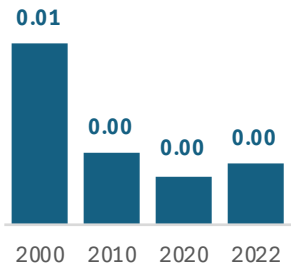


Share of rail in transport air pollutant emissions (2000-2022)

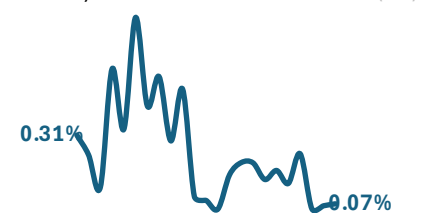


SOx

Rail air pollutant emissions (thousand tonnes)



Share of rail in transport air pollutant emissions (2000-2022)



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Investment

Public-private partnership (PPP) investments in rail (Million USD)

(17)

Official development assistance (ODA) in rail (Million USD)

(18)

2002-2015

2016-2021

247

Share of rail in transport PPP

| Between 2000-2015

n.d.

| Between 2016-2022

n.d.

Share of rail in transport ODA

| Between 2002-2015

(17) **0%**

| Between 2016-2021

77%

(18)

Import value (Million USD)

2003-2012

1,213

2013-2022

1,229

National investment in rail - capital expenditure (2000-2021)

(20) **80 mln. USD**

(19)

Includes locomotives, railcars, passenger coaches, freight wagons, rail fixtures, rolling stock parts, and containers

Digitalisation

Internet speed (2022)

| Broadband
25 Mbps

| Mobile

41 Mbps

Mbps = Megabits per second

(8)

Digital readiness index (2021)

0.1/2.5

(9)

Others

Share of transport in gross value added (GVA) (2022)

8.0%

(12)

Average annual losses to rail infrastructure due to all potential hazards (2023)

0.25 mln. USD

(21)

Quality of railway infrastructure (2017)

4.7/7

(13)

Share of rail infrastructure in multihazard average annual loss to transport infrastructure (2023)

3.5%

(21)

Percent of firms identifying transportation as a major constraint - services (2015)

15.3%

(14)

Efficiency of train services (2019)

5.2/7

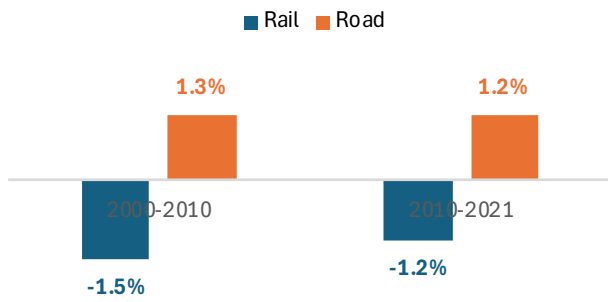
(16)

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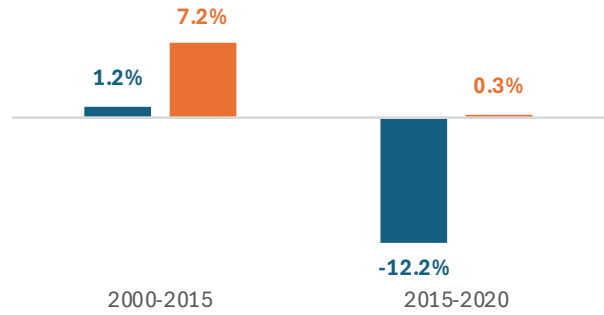
Benchmarking Rail and Road Sectors

Infrastructure annual average growth of rail (including HSR, LRT, and metro) vs. road



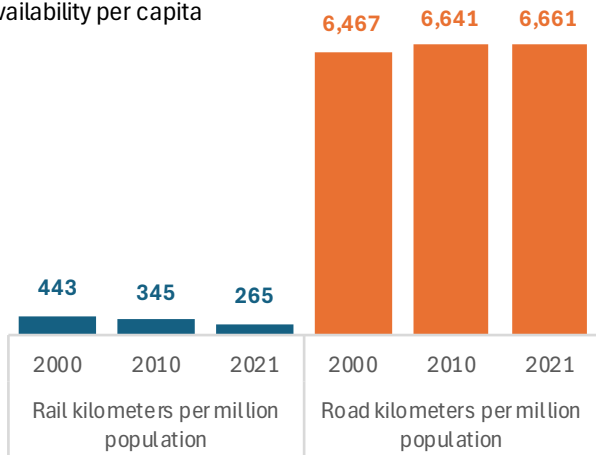
(3,6)

Rail vs. road energy consumption annual average growth rate



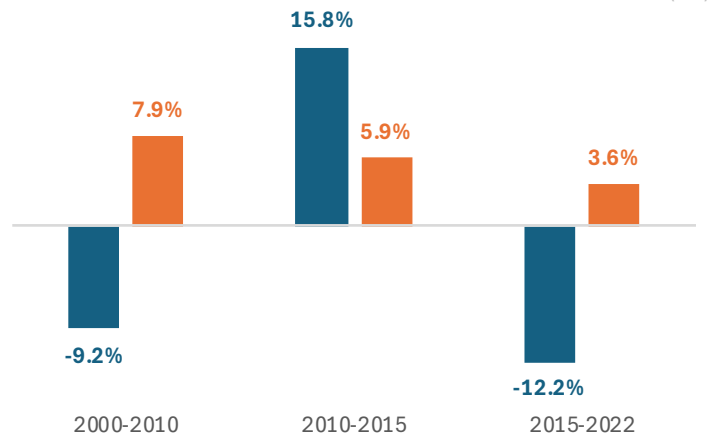
(5)

Rail (including HSR, LRT, and metro) vs. road infrastructure availability per capita



(3,6)

Rail vs. road CO2 emissions annual average growth rate



(10)

Sources

(1) UN Population Database (2022), <https://population.un.org/wpp/>
 (2) World Bank (2022), <https://data.worldbank.org/indicator/NY.GDP.MKTP.PP.CD>
 (3) International Union of Railways (2021), <https://uic-stats.uic.org/>
 (4) Rapid Transit Database (ITDP, 2022), <https://www.itdp.org/rapid-transit-database/>
 (5) UN Energy Statistics (2021), <https://unstats.un.org/unsd/energystats/dataPortal/>
 (6) Country Official Statistics
 (7) Rail Company
 (8) OOKLA (2023), <https://worldpopulationreview.com/countries/internet-speeds-by-country/>
 (9) CISCO (2022), <https://www.cisco.com/c/en/us/about/csr/research-resources/digital-readiness.html>
 (10) Emissions Database for Global Atmospheric Research (EC, 2023), <https://edgar.jrc.ec.europa.eu/>
 (11) Ember (2023), <https://ember-climate.org/data-catalogue/yearly-electricity-data/>
 (12) UN Statistics (2022), <https://unstats.un.org/unsd/snaama/Downloads>

(13) World Economic Forum (2019), http://www3.weforum.org/docs/WEF_TheGlobalCompetitivenessReport2019.pdf
 (14) World Bank (2020), <https://datacatalog.worldbank.org/dataset/enterprise-surveys>
 (15) Koks, et al. (2019), <https://www.nature.com/articles/s41467-019-10442-3>
 (16) World Economic Forum (2019), https://www3.weforum.org/docs/WEF_TheGlobalCompetitivenessReport2019.pdf
 (17) PPI Database (World Bank, 2023), <https://ppi.worldbank.org/en/ppi>
 (18) Organisation for Economic Co-operation and Development (OECD) (2022), <https://stats.oecd.org/Index.aspx?DataSetCode=CRS1#>
 (19) Country Data
 (20) Trademap (ITC, 2024), <https://www.trademap.org/>
 (21) Global Infrastructure Risk Model and Resilience Index (CDRI, 2023), <https://giri.unepgrid.ch/>

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Azerbaijan Rail Network



Border Crossings to/from Azerbaijan

Source: UNESCAP

Country	Border Crossing
Azerbaijan - Georgia	Beyouk Kesik-Gardabani
Azerbaijan - Russian Federation	Jalama-Samur
Azerbaijan - Iran (Islamic Republic of)	Astara-Astara
Azerbaijan - Iran (Islamic Republic of)	Djulfa-Jolfa
Azerbaijan - Armenia	Barkhudarly-Ijevan
Azerbaijan - Armenia	Belidag-Ordubad-Yeraskh
Azerbaijan - Armenia	Agbent-Niuedi

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Trans-Asian Railway Lines in Azerbaijan

Source: UNESCAP

Line	Length (km)
Yalama – Beyouk Kesik	701
Alyat – Astara	243
Ali-Bairamli – Djulfa	391
Akstafa – Bakhudarli	30

Total distance 1,365 km

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Policy Measures and Targets

Policy document	Year	Rail-related measures
LAW OF THE AZERBAIJAN REPUBLIC of June 11, 1999 No. 683-IQ About transport	1999	
PRESIDENTIAL DECREE OF THE AZERBAIJAN REPUBLIC of January 12, 2018 No. 1785 About some measures connected with enhancement of management	2018	
Socio-economic development strategy of the Republic of Azerbaijan for 2022-2026	2022	General rail improvement
Strategic Roadmap for Development of Logistics and Trade in the Republic of Azerbaijan	2016	General rail improvement
Updated Nationally Determined Contribution of the Republic of Azerbaijan	2023	Urban passenger rail infrastructure improvement, General public transport, Railway electrification
FOURTH NATIONAL COMMUNICATION	2021	Urban passenger rail infrastructure improvement, General rail improvement, Railway electrification
ORDER OF THE PRESIDENT OF THE AZERBAIJAN REPUBLIC of July 6, 2010 No. 1002 About approval of the State program on development of system of rail transport	2010	General rail improvement, Railway electrification
PRESIDENTIAL DECREE OF THE AZERBAIJAN REPUBLIC of June 10, 2003 No. 880 About approval of the Regulations on the Ministry of transport of the Azerbaijan Republic	2003	
Transport Sector Development Strategy	2006	Rail infrastructure expansion
Azerbaijan – 2020 Outlook for the future	2012	Urban passenger rail infrastructure improvement, Logistics hub
Azerbaijan First Nationally Determined Contributions	2017	Urban passenger rail infrastructure improvement, Railway electrification
LETTER OF THE MINISTRY OF TAXES OF THE AZERBAIJAN REPUBLIC of March 27, 2001 No. 08/08-25/549-1242 About VAT liability of transport services	2001	

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Policy Measures and Targets

Policy document	Target year	Rail-related targets
Azerbaijan First Nationally Determined Contributions	2030	35% reduction at total emissions level compared to the base year. Total emissions reduction for 2030 compared to the base year: 25.666 Gg CO ₂ equivalent (excluding LULUCF) 24.374 Gg CO ₂ equivalent (including LULUCF)



Policy measures and targets were extracted from policy documents as listed in the ATO National Transport Policies Database
<https://bit.ly/ATOpolicyrepository>

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Infrastructure:

Azerbaijan boasts a substantial, heavy rail infrastructure, spanning 2,139 kilometers, with 207.4 kilometers per million people in 2021. Most of these routes are single-track (62%), while 17% are double-track. The country has seen a modest expansion of its heavy rail network, adding 60 kilometers between 2011 and 2021. In terms of land area, Azerbaijan has 25.9 kilometers of heavy rail per thousand square kilometers.

The urban railway system is relatively limited, with only one city featuring rapid urban transit. However, 36 kilometers of rapid urban transit lines consist entirely of MRT (Mass Rapid Transit) and no LRT (Light Rail Transit). Between 2000 and 2021, Azerbaijan added 9.4 kilometers of urban railway, achieving 6.2 kilometers of rapid urban transit per million urban population by 2021.

Activity:

In 2020, Azerbaijan's railways transported 172 million passenger-kilometers (PKM) and 4.9 billion tonne-kilometers (TKM). However, both PKM and TKM have experienced declines between 2000 and 2020, with annual decreases of 5.1% and 0.9%, respectively. Rail utilization, measured as transport units (PKM+TKM) per kilometer of heavy rail, has also decreased from 4.4 million in 2010 to 2.2 million in 2020.

The rail sector's energy consumption has declined from 1.9 PJ in 2010 to 1.0 PJ in 2020. Electricity remains the primary energy source, accounting for 88% of rail energy consumption in 2020. Despite these figures, the rail sector only consumes about 1.0% of the total energy used in the transport sector.

Emissions:

In 2020, Azerbaijan's rail sector emitted 8000 tonnes of CO₂, a relatively small contribution (0.1%) to total transport fossil CO₂ emissions. The sector's CO₂ emissions experienced a significant decline from -9% per annum between 2000-2010 to -1.5% between 2010-2022. This improvement is partly due to the increasing use of electricity and the declining grid emission factor.

Investments:

Azerbaijan has not seen significant public-private partnership (PPP) investments in the rail sector between 2000-2022. However, the sector has received substantial official development assistance (ODA), totaling 247 million USD between 2016-2021, representing 77% of total transport ODA during that period.

Imports:

Azerbaijan's rolling stock and rail fixtures imports have remained relatively stable, with approximately 1.2 billion USD imported between 2003-2012 and 2013-2022.

Digitalization:

Azerbaijan's digital readiness is relatively low, with a score of 0.1 out of 2.5 on the CISCO digital readiness index. However, the country has decent broadband and mobile internet speeds, with 25 Mbps and 41 Mbps, respectively.

Quality and Efficiency:

The World Economic Forum's 2017 assessment rated Azerbaijan's railway infrastructure quality at 4.7 out of 7, with the efficiency of train services scoring 5.2 out of 7 in 2019.

Adaptation and Resilience:

Azerbaijan's rail infrastructure faces an estimated 0.2 million USD in annual losses due to climate hazards, representing 4% of the average annual losses to the entire transport infrastructure.

Policy:

Azerbaijan has several key policy documents guiding the rail sector, including the Transport Sector Development Strategy, Presidential orders, and socio-economic development strategies. These documents outline measures for rail infrastructure expansion, urban passenger rail improvement, general rail enhancements, public transport development, railway electrification, and the establishment of logistics hubs.

NDC Gaps and Alignment:

Azerbaijan's Nationally Determined Contributions (NDCs) target a 35% reduction in total emissions by 2030 compared to the base year. While the policy documents outline measures for rail improvement, there seems to be a misalignment between the NDCs and specific targets for emission reduction in the rail sector.

Priorities and Opportunities:

To achieve climate targets and boost the rail sector's sustainability, Azerbaijan could focus on electrifying railways, enhancing energy efficiency, and incorporating renewable energy sources into rail operations. Furthermore, it could explore strategies to increase rail usage and shift freight transportation from road to rail to reduce overall emissions. Developing integrated transportation hubs and logistics centers that enable smooth transitions between rail and other modes of transport, such as ports, airports, and road networks, can help optimize the efficiency of the entire transportation system. Lastly, exploring green financing mechanisms to fund sustainable rail projects could be crucial.

By addressing these priorities and leveraging existing policy frameworks, Azerbaijan can create a more sustainable and resilient railway system that contributes to the country's climate goals and economic development.

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