

2. Logistics Infrastructure

2.1. Airport Assessment

2.1.1. Civil Aviation

2.1.1.1. Overview

Tajikistan has Dushanbe and Khujand International airports, while there are numerous other national airports/airfields around the country, which are used for internal flights.

Airports - with paved runways: *total: 18*
over 3,047 m: 2
2,438 to 3,047 m: 4
1,524 to 2,437 m: 6
914 to 1,523 m: 3
under 914 m: 3

Airports - with unpaved runways: *total: 8*
under 914 m: 8

Dushanbe International Airport is located within the capital city Dushanbe.

Location: Tajikistan

Airport Type: International Airport

International Civil Aviation Organization Code (ICAO): UTDD **Elevation:** 2575 Feet (785 Meters)

International Air Transport Association Code (IATA): DYU

Dushanbe Airport Runways:

Runway 1: 10170 Feet / 3100 Meters

Khujand Airport. located between Khujand city and Ghafurov district.

Location: Tajikistan

Airport Type: National Airport

International Civil Aviation Organization Code (ICAO): UTDL **Elevation:** 1450 Feet (442 Meters)

International Air Transport Association Code (IATA): LBD

Khujand Airport Runways:

Runway 1: 10450 Feet / 3185 Meters

2.2. Airlines Operating From/To Tajikistan

[Tajik Air](#)

[Somon Air](#)

[Turkish Airlines](#)

[Southern China Airlines](#)

[Airana](#)

[S7 Airlines](#)

[UTAir](#)

IA LCA - Tajikistan

Domodedovo Airlines

Samara Airlines

Vnukovo Airlines

Ural Airlines

2.3. Road Assessment

2.3.1. Roads overview

Narrative

Ministry in Charge	Contact Names / Email	Tel / Fax	E-Mail/Website
Ministry of Transportation and Communications	Address: Rudaki 57, Dushanbe (734025)	Tel1: (992 37) 221-22-84 Fax: (992 37) 221-29-53	info@mincom.tj www.mincom.tj
<p><u>Summary of Role and Services:</u></p> <p>Structure:</p> <ul style="list-style-type: none"> - Management - Central Directorate of Road Transport - Central Directorate of Road Construction - Central Directorate of Communication and Information - Central Directorate of Civil Aviation - Directorate of Analysis and Economic prognosis - Directorate of International relations - Directorate of Finance and Accounting - Directorate of Affairs - Directorate of Transport Security - Department of Human Resources 			

2.3.2. Road Construction / Maintenance

Entity(s) in Charge	Contact Names / Email	Tel / Fax	Website
	Name: Title: Email:	Tel1: Tel2: Fax:	
<p><u>Summary of Role and Services:</u></p> <p>Current Reconstructions/Rehabilitations (Active and Planned)</p> <ul style="list-style-type: none"> Road from Dushanbe to Khujand and Uzbekistan Border. Road from Kurgan-Tyube to Pyanj (Tajik-Afghan Border) Road from Dushanbe to Gharm (Kyrgyzstan Border) Road from Kulob to Darwaz Road from Darwaz to Khorog and Chinese Border (Through Murghob) 			

2.3.3. Road Inventory

Soviet Union system has left a fairly good road system of tarred roads that connect all regions of the country. Harsh winters may disconnect northern part (Sugd) due closure of mountain pass, when alternative road through Uzbekistan lowlands is in use for Sugd and through Shurabad to GBAO. Similarly, road from Osh in Kyrgyzstan to Khorog (GBAO) may be closed for few days occasionally due high mountain pass 4,700 meters. Secondary roads are passable well enough and are used by WFP for distribution at all times. Road from Dushanbe, via Kulyab, Darvaz to Khorog in Badakhshan is improving, as Government is rehabilitating the road along Tajik/Afghan border. Frequent rock falls and land slides close often the passage, especially during winter and rain season. Low level of import/export by road guarantees almost immediate border crossing. Fuel availability in case of emergency situations may be a problem but still available with increased cost for it. Overall transport network counts about 13,6 thousand km of roads in Tajikistan.

2.4. Road from Dushanbe to Khujand

2.4.1. Description

Location Details		
	Origin	Destination
Town or city (closest)	Dushanbe	Khujand
Total Route (distance in km)		365 km

The road from Dushanbe to Khujand is seasonable and currently opened for about 6 months a year from Mid May to End November due to heavy snowfall at high altitudes. Between May and November the road is accessible for trucks and 4x4 vehicles mainly. This road is the only internal road connecting Central and South regions of the country with the North and further to Uzbekistan and Kyrgyzstan from North Tajikistan. Currently the "Anzob Tunnel" is being constructed at the highest altitude to keep the road operational round year.

Distance	365 km
Passable by:	Trucks, Trailers, 4x4
Operational Period	Mid May to End November
One Way Route Time:	Approx 8 hours

2.4.2. Road characteristics

Road characteristics (over full distance)												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total route time 4x4 (Days)	0	0	0	0	15	30	30	30	30	30	0	0
Passable by (over full distance)	Car	0	0	0	0	15	30	30	30	30	0	0
	4X4	0	0	0	0	15	30	30	30	30	0	0
Truck (rigid)	0	0	0	0	15	30	30	30	30	30	0	0
Trailer	0	0	0	0	15	30	30	30	30	30	0	0
Turn-around time for truck and trailers (Days)	0	0	0	0	15	30	30	30	30	30	0	0

Road class

Class of road	<input type="radio"/> Highway	<input checked="" type="radio"/> Primary	<input type="radio"/> Secondary	<input type="radio"/> Track	<input type="radio"/> Trail	Other:
Surface	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Gravel	<input checked="" type="checkbox"/> Dirt	<input type="checkbox"/> Sand	
Possible weather conditions	<input checked="" type="checkbox"/> Mud		<input type="checkbox"/> Flooded	<input checked="" type="checkbox"/> Snow/Ice	<input type="checkbox"/> Other:	
Passable by	<input checked="" type="checkbox"/> Car		<input checked="" type="checkbox"/> 4X4	<input checked="" type="checkbox"/> Truck	<input checked="" type="checkbox"/> Trailer	
Nature of change to next stretch	<input type="checkbox"/> Getting Worse		<input checked="" type="checkbox"/> Improving	<input type="checkbox"/> Restriction (please specify):		

2.4.3. Road security

Security	
Security	<input checked="" type="checkbox"/> Good <input type="checkbox"/> Bad <input type="checkbox"/> Unknown

2.5 Road from Dushanbe to Kurgan-Tube

2.5.1 Description

Location Details		
	Origin	Destination
Town or city (closest)	Dushanbe	Kurgan-Tube
Longitude (E/W Decimal Degrees)		
Longitude (E/W Decimal Degrees)		
Total Route (distance in km)		100 km

The road from Dushanbe to Kurgan-Tyube is operational round year. Used by all types of vehicles/trailers connecting the capital city with the capital of Khatlon region. The road passes through Fakhrobod pass, which is closed during winter for some hours due to snowfall but operational shortly. The condition of the road is relatively well and being maintained. The road was partially rehabilitated during the year of 2003. The road passes over Kofarnihon and Vakhsh rivers. The bridge over Vakhsh river was maintained and widened.

Distance	100 km
Passable by:	All types
Operational Period	Round Year
One Way Route Time:	Approx 1 hour

2.5.2 Road characteristics

Road characteristics (over full distance)												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total route time 4x4 (Days)	30	28	30	30	30	30	30	30	30	30	30	30
Passable by Car	√	√	√	√	√	√	√	√	√	√	√	√
(over full distance) 4X4	√	√	√	√	√	√	√	√	√	√	√	√
Truck (rigid)	√	√	√	√	√	√	√	√	√	√	√	√
Trailer	√	√	√	√	√	√	√	√	√	√	√	√
Turn-around time for truck and trailers (Days)	√	√	√	√	√	√	√	√	√	√	√	√

2.5.3 Road class

Class of road	<input checked="" type="checkbox"/> Highway	<input type="checkbox"/> Primary	<input type="checkbox"/> Secondary	<input type="checkbox"/> Track	<input type="checkbox"/> Trail	
Surface	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Concrete	<input type="checkbox"/> Gravel	<input type="checkbox"/> Dirt	<input type="checkbox"/> Sand	Other:

Possible weather conditions	<input type="radio"/> Mud	<input type="radio"/> Flooded	<input type="radio"/> Snow/Ice	<input type="radio"/> Other:
Passable by	<input checked="" type="checkbox"/> Car	<input checked="" type="checkbox"/> 4X4	<input checked="" type="checkbox"/> Truck	<input checked="" type="checkbox"/> Trailer
Nature of change	<input type="radio"/> Getting Worse	<input checked="" type="checkbox"/> Improving	<input type="radio"/> Restriction (please specify):	

2.5.4 Road security

Security	
Security	<input checked="" type="checkbox"/> Good <input type="checkbox"/> Bad <input type="checkbox"/> Unknown

2.6 Road from Dushanbe to Khorog

2.6.1 Description

Location Details		
	Origin	Destination
Town or city (closest)	Dushanbe	Khorog
Total Route (distance in km)		700 km

The road is connecting the central the eastern parts of the country. There are 2 departure directions from capital to Khorog. One is through Rasht Valley, arriving Darwaz, where administrative border of GBAO region begins. Alternative road is departure from Capital through Kulob/Shurobod and arriving Darwaz. The alternative road being rehabilitated to be used round year, while the road through Rasht valley is seasonable and is closed during winter due to the snowfall. The second part of the road in GBAO region is also vulnerable to snowfalls, which causes short closures of the road at certain areas. The roads are usually cleaned and accessible round year.

Distance	700 km
Passable by:	Trucks, 4x4
Operational Period	Round Year
One Way Route Time:	Approx 14 hours

2.6.2 Road characteristics

Road characteristics (over full distance)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Total route time 4x4 (Days)	30	28	20	20	30	30	30	30	30	30	30	30	
Passable by (over full distance)	Car												
	4X4	30	28	20	20	30	30	30	30	30	30	30	
Truck (rigid)	30	28	20	20	30	30	30	30	30	30	30	30	
Trailer	0	0	0	0	0	0	0	0	0	0	0	0	
Turn-around time for truck and trailers (Days)													

2.6.3 Road Class

Class of road	<input type="radio"/> Highway	<input checked="" type="checkbox"/> Primary	<input type="radio"/> Secondary	<input type="radio"/> Track	<input type="radio"/> Trail	
Surface	<input checked="" type="checkbox"/> Asphalt	<input type="radio"/> Concrete	<input checked="" type="checkbox"/> Gravel	<input checked="" type="checkbox"/> Dirt	<input type="radio"/> Sand	Other:
Possible weather conditions		<input checked="" type="checkbox"/> Mud	<input checked="" type="checkbox"/> Flooded	<input checked="" type="checkbox"/> Snow/Ice	<input type="radio"/> Other:	
Passable by		<input type="radio"/> Car	<input checked="" type="checkbox"/> 4X4	<input checked="" type="checkbox"/> Truck	<input checked="" type="checkbox"/> Trailer	
Nature of change to next stretch		<input type="radio"/> Getting Worse	<input checked="" type="checkbox"/> Improving	<input type="radio"/> Restriction (please specify):		

2.6.4 Road security

Security	
Security	<input checked="" type="checkbox"/> Good <input type="checkbox"/> Bad <input type="checkbox"/> Unknown

2.7 Road from Dushanbe to Kulob

2.7.1 Description

Location Details		
	Origin	Destination
Town or city (closest)	Dushanbe	Kulob
Total Route (distance in km)		265 km

The road connects Capital with south/east of the country. Maintained and operational round year for all types of vehicles.

Distance	265 km
Passable by:	All types
Operational Period	Round Year
One Way Route Time:	Approx 3 hours

2.7.2 Road characteristics

Road characteristics (over full distance)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Total route time 4x4 (Days)	30	28	30	30	30	30	30	30	30	30	30	30	
Passable by (over full distance)	Car	30	28	30	30	30	30	30	30	30	30	30	
	4X4	30	28	30	30	30	30	30	30	30	30	30	
Truck (rigid)	30	28	30	30	30	30	30	30	30	30	30	30	

Trailer	30	28	30	30	30	30	30	30	30	30	30	30
Turn-around time for truck and trailers (Days)												

2.7.3 Road Class

Class of road	<input checked="" type="checkbox"/> Highway	<input type="checkbox"/> Primary	<input type="checkbox"/> Secondary	<input type="checkbox"/> Track	<input type="checkbox"/> Trail	
Surface	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Concrete	<input type="checkbox"/> Gravel	<input type="checkbox"/> Dirt	<input type="checkbox"/> Sand	Other:
Possible weather conditions	<input type="checkbox"/> Mud	<input type="checkbox"/> Flooded	<input type="checkbox"/> Snow/Ice	<input type="checkbox"/> Other:		
Passable by	<input checked="" type="checkbox"/> Car	<input checked="" type="checkbox"/> 4X4	<input checked="" type="checkbox"/> Truck	<input checked="" type="checkbox"/> Trailer		
Nature of change to next stretch	<input type="checkbox"/> Getting Worse	<input checked="" type="checkbox"/> Improving	<input type="checkbox"/> Restriction (please specify):			

2.7.4 Road security

Security
Security <input checked="" type="checkbox"/> Good <input type="checkbox"/> Bad <input type="checkbox"/> Unknown

2.8 Road from Dushanbe to Garm

2.8.1 Description

Location Details		
	Origin	Destination
Town or city (closest)	Dushanbe	Garm
Total Route (distance in km)		190km

The road connects capital with the centre of Eastern Region of Rasht. Passable for almost all types of vehicles round year. The road is occasionally closed due to heavy snowfalls for short period. Regularly cleaned and accessible. Currently the road is being maintained to connect Capital with Kyrgyzstan border through Rasht valley.

Distance	190 km
Passable by:	All types
Operational Period	Round Year
One Way Route Time:	Approx 4 hours

2.8.2 Road characteristics

Road characteristics (over full distance)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Total route time 4x4 (Days)	30	28	30	30	30	30	30	30	30	30	30	30	

Passable by (over full distance)	Car	30	28	30	30	30	30	30	30	30	30	30	30
	4X4	30	28	30	30	30	30	30	30	30	30	30	30
	Truck (rigid)	30	28	30	30	30	30	30	30	30	30	30	30
	Trailer												
Turn-around time for truck and trailers (Days)													

2.8.3 Road Class

Class of road	<input type="radio"/> Highway	<input checked="" type="checkbox"/> Primary	<input type="radio"/> Secondary	<input type="radio"/> Track	<input type="radio"/> Trail	Other:
Surface	<input checked="" type="checkbox"/> Asphalt	<input type="radio"/> Concrete	<input checked="" type="checkbox"/> Gravel	<input checked="" type="checkbox"/> Dirt	<input type="radio"/> Sand	
Possible weather conditions	<input checked="" type="checkbox"/> Mud		<input checked="" type="checkbox"/> Flooded	<input checked="" type="checkbox"/> Snow/Ice	<input type="radio"/> Other:	
Passable by	<input checked="" type="checkbox"/> Car		<input checked="" type="checkbox"/> 4X4	<input checked="" type="checkbox"/> Truck	<input type="radio"/> Trailer	
Nature of change to next stretch	<input type="radio"/> Getting Worse		<input checked="" type="checkbox"/> Improving	<input type="radio"/> Restriction (please specify):		

2.8.4 Road security

Security	
Security	<input checked="" type="checkbox"/> Good <input type="checkbox"/> Bad <input type="checkbox"/> Unknown

2.9 Distance Chart

DUSHANBE	Khatlon							
	Kurghon-Teppa	100						
	Kulob	202						
	Norak	68						
	Sarband	120						
	Baljuvon	114						
	Bokhtar	107	Sughd					
	Vakhsh	120	Khujand	341				
	Vose	176	Ghafurov	332				
	Danghara	116	Istaravshan	298				
	Yovon	54	Isfara	450				
	Jalolidini Rumi	128	Konibodom	390				
	Qabodiyon	162	Qayroqum	356	RRS			
	Qumsangir	157	Panjakent	255	Vahdat	19		
	Muminobod	235	Chkalov	420	Roghun	100		
	Panj	203	Taboshar	386	Tursun-Zoda	55		
	Temurmalik	207	Shurob	358	Varzob	26		
	Farkhor	199	Ayni	164	Nurobod	120	Badakhshon	
	Khovaling	165	Asht	448	Rasht	187	Khorog	527
	Khuroson	53	Ghonchi	341	Rudaki	17	Darwoz	270
	Nosiri Khusrav	202	Zafarobod	299	Tavildara	202	Vanj	340
	Hamadoni	183	Kuhistoni Mastchoh	257	Tojikobod		Ishkoshim	620
	Jillikul	135	Mastchoh	400	Faizobod	50	Murghob	830

	Abdurahmoni Jomi	84	Spitamen	309	Hisor	25	Roshtqala	500
	Shahrituz	182	Jabbor Rasulov	319	Jirgatal	284	Rushon	460
	Shurobod	215	Shahriston	236	Shahrinav	46	Shughnon	520

2.10 Bridges

2.10.1 Sughd/Aini

Dimensions

Dimensions		
Length	50	Metres
Width	5	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	ferroconcrete
Material	Iron, concrete
Road surface	Asphalt
Condition	good

Capacity

Capacity	
Normal Capacity	55 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	√ O Good O Bad O Marginal

2.10.2 Kurgan-Tube/ Vakhsh , Kofernigan

Dimensions

Dimensions

Length	100	metres
Width	15	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	ferroconcrete
Material	Iron, concrete
Road surface	Asphalt
Condition	good

Capacity

Capacity	
Normal Capacity	100 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	√ O Good O Bad O Marginal

Kofernigan

Dimensions

Dimensions		
Length	70	metres
Width	15	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	ferroconcrete
Material	Iron, concrete
Road surface	Asphalt
Condition	good

Capacity

Capacity	
Normal Capacity	100 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal

2.10.3 Kulyab/ Norak

Dimensions

Dimensions		
Length	200	metres
Width	20	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	ferroconcrete
Material	Iron, concrete
Road surface	Asphalt
Condition	good

Capacity

Capacity	
Normal Capacity	100 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal

2.10.4 Khorog/ Vanj, Yazgulom, Rushan

Dimensions

Dimensions		
Length	50	metres
Width	10	Metres
Height	15	Metres

Characteristics

Characteristics	
Type of bridge	Iron, Wood, Steel rope
Material	Iron, Wood, Steel rope
Road surface	steel
Condition	good

Capacity

Capacity	
Normal Capacity	50 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal

Yazgulom

Dimensions

Dimensions		
Length	50	metres
Width	10	Metres
Height	15	Metres

Characteristics

Characteristics	
Type of bridge	ferroconcrete

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Material	Iron, concrete
Road surface	Asphalt
Condition	good

Capacity

Capacity	
Normal Capacity	100 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal

Rushan

Dimensions

Dimensions		
Length	150	metres
Width	15	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	ferroconcrete
Material	Iron, concrete
Road surface	Asphalt
Condition	good

Capacity

Capacity	
Normal Capacity	100 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal



2.10.5 Garm/ Nurobod, Dashti Rasht

Dimensions

Dimensions		
Length	70	metres
Width	8	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	Iron, Wood, Steel rope
Material	Iron, Wood, Steel rope
Road surface	steel
Condition	good

Capacity

Capacity	
Normal Capacity	70 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal

Dashti Rasht

Dimensions

Dimensions		
Length	50	metres
Width	4.5	Metres
Height		Metres

Characteristics

Characteristics	
Type of bridge	Iron, Wood, Steel rope
Material	Iron, Wood, Steel rope
Road surface	steel
Condition	good

Capacity

Capacity	
Normal Capacity	70 MT
Estimated Capacity considering damage	MT

Security

Security	
Security	<input checked="" type="radio"/> Good <input type="radio"/> Bad <input type="radio"/> Marginal

2.5. Railway Assessment

2.5.1. Management / Consortium

WFP uses rail transport to bring cargo ex Baltic ports Riga/Ventspils. Alternate corridors are the Black Sea one (Poti port, by rail Turkmenistan-Uzbekistan-Tajikistan) and recently opened Iran corridor Port Bandarabas – by rail to Turkmenabad.

Rail enters Tajikistan in Aivaj- in the south, near Dushanbe- in central part and Khujand- in the northern part. In case road transport is necessary, the entry points at same locations as rail ones. One parallel to Dushanbe recommended as main customs point with all facilities. The regulations and procedures do not differ from any other country and do not require special attention. Occasionally owing to bureaucratic government officials one may encounter delays, but usually resolved easily.

The rail network well established during Soviet system and connected all Soviet Republics. Tajikistan connected to this system and able to move/ receive any cargo to/ from any of these countries. There is passenger rail traffic moving mostly to Russia three times a week.

The rail network well established during Soviet system and was connected to all Soviet Republics. Tajikistan connected to this system and able to move/ receive any cargo to/ from any of these countries. There is passenger rail traffic moving mostly to Russia twice a week.

Import – There are several main stations in Tajikistan, along the rail route through the country. Importing party should provide the railway codes as destination. Tajikistan Railway authorities collect the railway tariff for Tajikistan territory. The tariffs vary depending on the wagon load. The importing party or consignee should pay the tariff at Railway central offices in the cities.

Steps to follow when imported by railway:

- Provide information of the cargo to the railway authorities, who will calculate the “tariff” (approximately 200 USD to 250 USD for 60 MT loaded wagon) and payment should be made through bank account of “Tajikistan Railway”. It is very important to note that “Tajikistan Railway” tariff cannot be paid from offshore. Only those parties, officially registered in Tajikistan are authorized to pay the above-mentioned fees. The best solution in this case is the consignee to take control of payment of these fees to facilitate the process.
- Once payment is through, Railway office will issue invoice, stating the payment has been made
- Once the wagon arrived the destination station, the station authorities will inform consignee on the arrival of wagons

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- Invoice on tariff payment should be submitted to the railway station for the release of wagons (if your warehouse does not have railway link) and cargo can be off-loaded at special parks at railway station
- If your warehouse has railway link, there are other costs involved, such as shunting, cleaning, guarding and etc from station to the warehouses. These amount is (varies depending on the distance between station and warehouse) should be paid at railway station, and only after payment of these costs, the wagons will be shunted to your warehouses. Example, WFP warehouses in Dushanbe are linked to the railway station(6 km), approximate expenses for the services for one wagon of 60 MT load is 60 USD to 70 USD.
- Once the wagons off-loaded, you should notify the railway station to return the wagons to the railway station. Authorities at station will examine the condition of the wagon and if no damages found the wagons will be sent back to the origin railway station. In case of any damage to the wagon, the consignee will be penalized, the amount varies depending on the damage evaluation.
- Demurrage will be charged in case of late off-loading and delay of wagon at Railway Station and at warehouses (usually 12 hours free time is granted)

Some railway codes shown in below table.

Export – Tajikistan Railway has over 2,000 cargo carriages/wagons, which could be used for export of cargo out of Country. To export any cargo by Railway, you should follow the steps below:

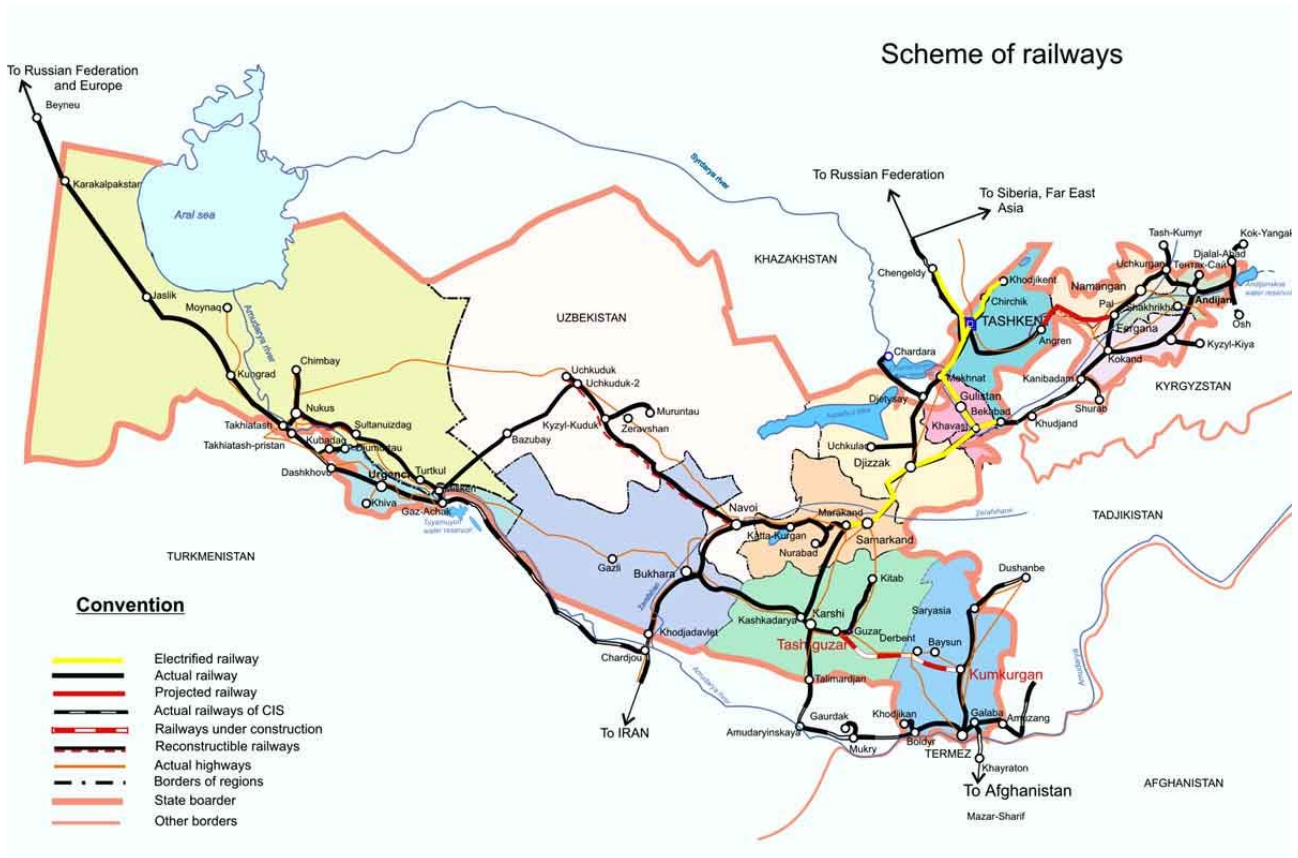
- Request the Railway central offices in the cities on the availability of the wagons and provide information about the cargo to be shipped.
- Prepare all necessary export documentations (customs, state standard, certificates of origin and health and etc)
- Pay the "tariff" for the railway charges of Tajik territory and provide statement all tariffs along the transit route of other countries are paid.
- In case you load the cargo at Railway Station, you pay tariff and minor fees and load the wagon, seal it together with authorities and issue waybills.
- In case you load the cargo at your warehouse with railway link, payment should be made to cover shunting, cleaning, guarding and etc expenses.
- Wagon will be shunted to you warehouse for loading and once loading completed, the railway authorities will inspect and seal the wagon at your warehouses.
- Wagon will be shunted to railway station, where the waybill will be issued.
- Wagon is delivered to the destination according to the schedule of Tajikistan Railway
- Demurrage will be charged in case of delay at loading point (usually there is only 12 hours free time for loading)

Railway Station	Railway Code
746602	Shaartuz
746509	J. Rumi
746405	Qurghon-Teppa
745205	Dushanbe - 1
745309	Dushanbe - 2
747802	Khujand
747802/1377	Khujand-Ghafurov

WFP has been using rail in the past ten years for all cargo deliveries and found railroad reliable in terms of deliveries ex Baltic and other ports. However, losses have been observed (1%) due thefts on the leg through Uzbekistan, where organized criminals use the tense political situation between Uzbekistan and Tajikistan to perform unhampered thefts ex old type rail wagons used for transport.

And also WFP Khujand SO has been using the rail more than 6 years for all cargo deliveries from Riga and Kazakhstan. The only problem faced Khujand SO is the delivery the wagons from RWS Khujand to Gafurov WH sidings with delays as Khujand RWS has only one locomotiv which cannot handle the volume of work (sometimes 80-100wagons arrive to RWS Khujand in a day).

Railway Scheme of Central Asia



2.11 Railroad from Dushanbe to Khujand

Substitute 'A' and 'B' above with location names.

Location Details		
	Origin	Destination
Railway station name	Dushanbe	Khujand
Town or city (closest)	Dushanbe	Khujand
Longitude (E/W Decimal Degrees)		
Longitude (E/W Decimal Degrees)		
Total Route distance (km)		

2.11.1 Railroad characteristics

Railroad characteristics (over full distance)												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total route time (Days)	30	28	30	30	30	30	30	30	30	30	30	30

Turn-around time (Days)	30	28	30	30	30	30	30	30	30	30	30	30
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2.12 Railroad from Dushanbe to Kurgan-Tube

Location Details		
	Origin	Destination
Railway station name	Dushanbe	Kurgan-Tube - Kulob
Town or city (closest)	Dushanbe	Kurgan-Tube - Kulob
Longitude (E/W Decimal Degrees)		
Longitude (E/W Decimal Degrees)		
Total Route distance (km)		

2.12.1 Railroad characteristics

Railroad characteristics (over full distance)												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total route time (Days)	30	28	30	30	30	30	30	30	30	30	30	30
Turn-around time (Days)	30	28	30	30	30	30	30	30	30	30	30	30

2.12.2 Railroad capacity

Usage (From Origin to Destination)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Turn-around time (Days)	30	28	30	30	30	30	30	30	30	30	30	30	
Total capacity (*)													
Monthly activity on the railroad (MT)													
Current monthly use by WFP (MT)													
Potential monthly use by WFP (MT)													
Monthly use if augmented (MT)													
augmentation to be presented in narrative report													

2.12.3 Interconnections and Main Stations

2.12.3.1 List

Stations (indicate in the Intersections column the other lines using the station)			
Name of station	km	Time	Intersections
Dushanbe 1			
Shartuz			
Kolkhozobod			
Kurgan-Tube			
Dangara			
Sangtuda			
Kurbon Shahid			
Kulob			

2.6. Waterways Assessment

2.6.1. Waterways overview

The only corridor from Tajikistan through the river is to Afghanistan (in Nijniy Pyanj- by barge; In Darwaz, Khorog and Ishkashim – by bridges). Tajikvneshtrans, a company operating 3 barges on Nijniy Pyanj is considering moving 2 of the barges to Chartuz or Fahrur area (Uzbek border).

2.7. Storage facilities Assessment¹

2.7.1. Storage overview

Storage facilities are available throughout the country. The Red Crescent Society and the CoES have their own stores in every district. The commercial stores are generally in good condition. Price of warehousing in Dushanbe (being the major city and the biggest trade center in the country) are higher than in other cities/districts.

2.7.2. Storage used by humanitarian organizations

Conditions for sharing of storage space depend on the season. WFP/FSD/MCI/CARE have all storage capacities and depending on the volume of the operation might be able to allocate some temporary space to other agencies requiring short term storage.

Agency	Location	WH space (m2)	Forklifts	Comments	Contact person
Care international	Dushanbe	2867m2		Some 860m2 currently available	Farrukh Nuriddinov
WFP	Dushanbe	4400m2	4		Manuchehr Aminov
WFP	Khujand	2500m2	0		Manuchehr Aminov
WFP	Khorog	120m2	0		Manuchehr Aminov
MSDSP	Gharm			small WH	Kishwar Abdulailshoev
MCI	Gharm	1080m2	0		Behruz Janobilov
FSD	Dushanbe	2000m2			Valeria Fabbroni

3. Logistics related services

3.1. Fuel

3.1.1. Fuel overview

Fuel is being imported generally from Kazakhstan and Turkmenistan. In case of emergencies there might be a temporary shortage of fuel. However, this shortages do not last long (1-2 weeks) and fuel might be available but on a higher price. Some of the transporters visited reported having several hundred liters of fuel as an emergency stock.

3.1.2. Fuel supply

All types of fuel is being imported into the country, mainly from Kazakhstan, Russia, Turkmenistan and Uzbekistan. Fuel price range and increase during harvesting seasons and during winter seasons, when the supply of fuel decreases. Fuel is mainly being imported into the country by private traders. There are enough number of Fuel station around the country. In terms of quality, the fuel, which is supplied into the country does not correspond to the one declared. Plus, the fuel at most fuel stations being mixed with other liquates, thus lowering the quality. Diesel price grow up during cultivation and harvest period (mainly of wheat) which is during October to November and June to July. Prices are well connected to the availability and very vulnerable to world market prices.

3.1.3. Fuel demand

Demand	
Does local supply (domestic refinery and import combined) meet the needs of the country, especially for aviation and ground fuels?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not consistent
More detailed narrative	All fuel is being imported

3.1.4. Fuel transportation

Transportation	
How is internal transportation of fuel products carried out?	Fuel is being transported into the country by Railway
Is the transportation infrastructure and fleet sufficient to handle current domestic needs as well as increased demand from Humanitarian community?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
More detailed narrative	

3.2. Transporters

3.2.1. Transport market overview (trucking)

Transport market in Tajikistan is fragmented with only few companies with very limited number of trucks and many individual transporters. On the international transport to Tajikistan the Turkish, Kazakh and Uzbek companies who are better organized, have established trade routes are much more competitive than the Tajik companies. Recently also Afghan companies have been registered in Tajikistan and are trying to get a share of the increased transport / trade between Tajikistan and Afghanistan. It is important to mention that most of the foreign companies registered in Tajikistan are primarily doing international transport. Main reason for that is the fact that they are having big trucks with capacity of 30mt that can not operate on the secondary roads in Tajikistan. Therefore the internal transport and especially the transport to the disaster prone areas in the mountainous region is generally done by the local Tajik transporters. Tajik trucks are between 8-10mt capacity which makes them expensive and less competitive on the primary roads but are very often the only choice of transport for the secondary roads and mountain passes. The construction of the new roads to Khujand and Rasht Valley will perhaps address part of the problem.

The ministry of transport apparently made an attempt to organize the individual transporters into some form of association so they can compete with big transport companies/associations from the neighbouring countries but without success.

Starting may all mountain passes will be open for transport and an increased trade is expected, especially with China. However, current transport capacity available seems sufficient to cover the increased demand. Some of the increased demand is also offset by allowing some Afghan trucks to be registered in Tajikistan.

3.2.2. Transporters

Transporters based in Dushanbe:

KN Ibrakom. Mr. Najib Ashfar – Country Head. Tel +992372244030

KN Ibrakom is a Tajikistan representative for Kuhne and Nagel, a global logistics company. They have been working in Tajikistan for 3 years. They are a freight forwarding company specialized in transport of oversized cargo, such as big turbines, transformers, generators. The company does not own any trucks but can subcontract large amounts of trucks if and when necessary from any of the neighbouring countries as well as Tajikistan. Having representatives in every country in the region makes them a reliable partner for transit cargo and custom clearance.

Aoot Avtokolona 2927. Mr. Kurbonali Kodirovic, General Manager. Tel. 2276131

This transport company works mainly with subcontractors and can subcontract up to 70 trucks from individual transporters they are working with regularly. They also have warehouse space of around 1200m² divided into smaller space and currently occupied by commercial traders. They are also available to assist with providing additional warehouse space if required. Company also deals with transport of passengers.

Globalink Mr. Siddique Khan, Owner. Tel 918621924, Mr. Mizrobidin

Primary activity of this company in Tajikistan is moving of household items for expatriates. They are also interested and have perhaps recently started also doing freight forwarding for some commercial trade companies in Tajikistan. The company does not own any trucks in Tajikistan and is mainly using vehicles from their HQ in Kazakhstan. They are present in all neighbouring countries and that can make them a reliable customs clearing agent for import or transit of cargo.

Degertaj, Mr. Arif Zakirov, tel 992907700442

Degertaj is a Tajikistan branch of a Turkish based company Degersoy. They also have branches in Germany and Czech Republic. In Tajikistan they have a fleet of 10x25mt trucks. The big trucks can not be used on some of the secondary roads in Tajikistan and some of the mountain passes which makes them limited in the services they can provide. They do not work with subcontractors but could be a reliable partner for the international transport. They can obtain TIR certificates that facilitate the transit customs formalities.

OOO Abdukarim, Mr. Abdukarimovic, tel.

The company owns a fleet of 13x11mt trucks. Established in Tajikistan in 2004, the company has a good record of working with UN agencies and NGOs. In case of increased volume can also subcontract additional trucks for the internal transport within Tajikistan.

ABM Transervice, Tel 2270046

The company owns 1x11mt, 6x25mt and 2 trucks with capacity above 25mt. They have worked with a number of agencies and foreign representatives in the country. The company is also a TNT agent for Tajikistan and provides courier services. Can be a reliable forwarder and customs clearing agent.

OOO Kas Mr. Sirov Sadon, Director, tel. 2359691

This transport company owns 10x25mt and 5>25mt trucks. It is also working with sub-contractors (individual transporters) and can secure up to 50 trucks if required. The company has been working with UN agencies and NGO in Tajikistan. It also as its own 2000m² covered warehousing space in Dushanbe.

Tajikvnestrans, Mr. Baboev Golib Gosevic, Tel. 935002611

This transport company is a successor of what used to be the only company licensed to make international transport in Tajikistan during the Soviet Union. The break up left the company with only 6x25mt trucks and 1x15mt truck. The company is planning to increase its fleet with additional 10-12 trucks by the end of the year. The company has also its own warehouses of around 1500m² that are currently occupied by commercial companies. They have large compound and can do the open storage if required. The company has also 3 barges (one for transporting trucks and the other two for bulk cargo up to 200mt), currently located in Niznjj Pianj but since the opening of the bridge there are considering moving them to Chartuz or Fahrro. They do not work with subcontractors and are using only their own trucks.

Other companies not surveyed

Ashiq Mohammdi International Transport Transit Forwarding Company,
Kamaz Express, Mr. Kostyaev Alexandr Sergeevich, Director, tel. 907903845
Orien trans – Tel. 2366642
OSPU – Tel 2359426
Muasisai Nakliotii 1 – tel. 918819262