

EVALUATING CURRENT TRANSPORT POLICIES

Current policies in place make a notable contribution, but they are not sufficient to achieve Tashkent’s climate goals.

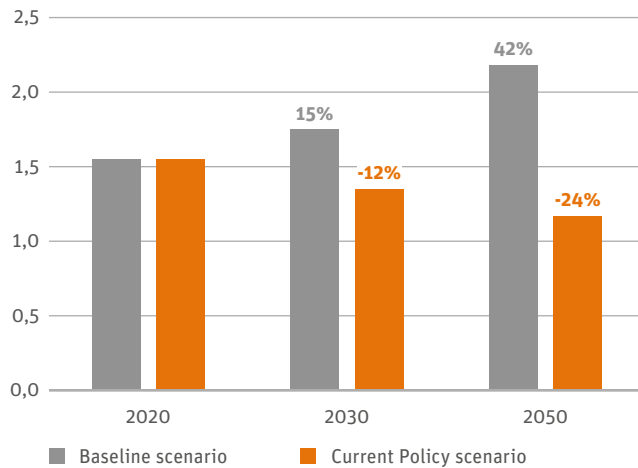
CURRENT POLICY DIRECTIONS:

- New “pool” system for revenue distribution
- Metro network extension and restructuring of bus routes
- Large-scale bus fleet renewal with electric vehicles
- Priority bus lanes on all trunk routes
- Implementation of paid parking
- Expansion of cycling and pedestrian networks

The ITF team projects transport-related CO2 emissions in Tashkent from 2020 to 2050 under two scenarios:

- **Baseline scenario:** no policy action
- **Current Policy scenario:** implementation of planned policies

Annual passenger transport CO2 emissions by scenario (million tonnes)



Current Policy scenario in numbers

-66% **70%** **15%**

Reduction of CO2 emissions by 2050 compared to Baseline

Share of electric bus fleet in 2050

Increase in modal share of public transport in 2050 compared to Baseline

Current Policy changes the main emission trajectory. However, its impact is limited. The measures accommodate the rise of transport demand in a more sustainable way, mainly through enhancing public transport services. A remaining high share of motorised modes and a lack of multimodality constrain the positive outcomes.

POLICY RECOMMENDATIONS FOR TASHKENT



PLANNING AND FINANCING

- Restructure system-wide governance and establish a **Metropolitan Transport Authority (MTA)**
- Adopt a **Sustainable Urban Mobility Plan (SUMP)**
- Improve and **diversify funding streams** for public transport
- Modernize procurement by introducing **Quality Incentive Contracts**
- Adopt **data-driven transport planning and policymaking**
- Integrate **land-use and transport development**



PUBLIC TRANSPORT SERVICE

- Create a hierarchical and intermodal public transport network to **increase ridership** and meet future demand
- **Transform informal public transport** services to strengthen transport supply and improve connectivity
- Implement a **new fare structure** with single ticket for seamless trips



SUPPORTING MOBILITY

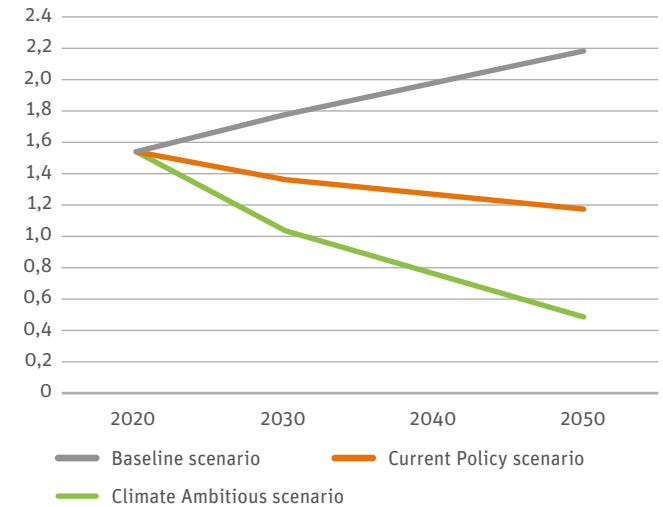
- **Formalise the taxi market** and reduce its competitiveness
- Leverage **micromobility, shared mobility** and **digitalisation** for convenient multimodal integration
- **Regulate** private mobility to maximize the benefits of sustainable urban mobility

ROAD TO DECARBONISATION

The successful implementation of ambitious policy measures allows to significantly cut CO2 emissions.

Climate Ambition scenario builds on the enhanced planned policies and new measures from international best practice.

Annual passenger transport CO2 emissions by scenario (million tonnes)



The policy measures of the **Climate Ambition scenario** can achieve a **68% reduction in CO2 emissions** in 2050 compared to 2020.

Climate Ambition scenario in numbers

-44% **50%** **87%**

Reduction of CO2 emissions by 2050 compared to Current Policy

Share of zero tailpipe emission vehicles in 2050

Modal share of sustainable modes in 2050

Main insights of the scenario:

- **Cleaner vehicles** are essential for significant emission cuts
- Promoting **shared and active mobility** is key for diversifying sustainable transport options
- **Land use planning** can temperate transport demand growth and contribute to decarbonisation

Additional benefits of the ambitious decarbonisation pathway include: **reduced congestion, traffic safety** improvement, positive **health impacts**, enhanced **social activity** and **economic growth**.

ABOUT ITF

The International Transport Forum (ITF) at the OECD is an intergovernmental organisation with 64 member countries. It acts as a think tank for transport policy that covers all modes of transport.

The ITF's mission is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion and to raise the public profile of transport policy. The ITF acts as a platform for discussion of transport policy issues. It analyses trends, shares knowledge and promotes exchange among transport decision-makers and civil society.

ABOUT SIPA

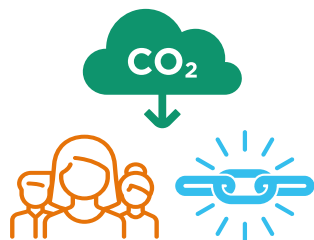
The ITF carries out the transport-related work of the "Sustainable Infrastructure Program in Asia" (SIPA), a four-year program (2021-25) led by the OECD to encourage transition towards cleaner energy, transport and industrial systems in Central Asia and Southeast Asia.

The ITF contribution to the SIPA study focuses on sustainable transport infrastructure development in the region, with studies covering regional and national levels.

NATIONAL ROADMAP STUDY FOR UZBEKISTAN

The national roadmap study for Uzbekistan develops decarbonisation pathways for urban passenger transport in Tashkent, Uzbekistan. It focuses on the role of public transport and its development. The study comprises four parts:

- Overview of the existing urban transport context in Tashkent
- Urban mobility improvement plan for Tashkent
- Quantitative assessment of decarbonising pathways for Tashkent using a case-specific transport model
- Summary of best practices and policy recommendations for low-carbon transport in Tashkent



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Learn more about the study

ITF SIPA-T Website



Decarbonising pathways for Tashkent's urban mobility

Project summary



Supported by:



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