

CADGAT

Central Asia Data Gathering and Analysis Team

**Road transportation in Central Asia**

Central Asia Regional Data Review

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In 2009, the Norwegian Institute of International Affairs (NUPI) and the OSCE Academy established the Central Asia Data-Gathering and Analysis Team (CADGAT). The purpose of CADGAT is to produce new cross-regional data on Central Asia that can be freely used by researchers, journalists, NGOs and government employees inside and outside the region. The project is managed and the reports are edited by Kristin Fjaestad and Indra Overland at NUPI. Comments and questions can be sent to: cadgat@nupi.no. The datasets can be found at: www.osce-academy.net/en/cadgat/

# Introduction

In recent years, considerable attention has been given to the status and development of the transport sector in Central Asia. The war in Afghanistan has not only created a need for distribution networks for military supplies and personnel, but has also accentuated the importance of a viable transport infrastructure that can facilitate cross-border trade and cooperation in the region. This report offers an overview of the transport sector in the five Central Asian republics – Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.

The data were collected between February and April 2012 by individual researchers in each of the five countries. Variations in terms of data availability and quality across the countries must be noted. Sources and methods used are listed in footnotes. The report is divided into three main parts: roads, railways and air transport. The countries transport sector development strategies are briefly introduced; finally, two appendices with details of bilateral and regional transport agreements as well as an overview of road border points are provided.

**Key findings**

* Roads are the main means of transport in Central Asia. Road development is the focus of strategies for transport sector development in the five countries. Road quality is a huge challenge, especially in the mountainous terrain, where road building requires not only initial investments, but also funding for continued maintenance and repair. The five Central Asian countries vary significantly in their financial capacity to invest in transport, and many major infrastructure development projects are initiated and funded by donors and/or international organizations.
* Rail transport is becoming more important, especially for freight traffic and supplies to Afghanistan. Uzbekistan has a fairly well developed rail network, and Turkmenistan is investing in its rail connections to the north and south.
* Moving people or goods from one Central Asian country to another is complicated by the limited number of direct flights between some of the main cities, few rail connections and time-consuming border procedures.

See also CADGAT report no. 4 (July 2012) on the transport sector in Central Asia for more data on air and rail transport as well as transport cooperation in the region.

# Table 1. Bilateral agreements on road transport in Central Asia

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | **Kazakhstan** | **Kyrgyzstan** | **Tajikistan** | **Turkmenistan** | **Uzbekistan** |
| Kazakhstan | – | yes\* | yes\* | yes\*\*\* | yes\*\* |
| Kyrgyzstan | yes\* | – | yes\*\* | yes\*\*\* | yes\*\* |
| Tajikistan | yes\* | yes\*\* | – | yes\*\*\* | no |
| Turkmenistan | yes\*\*\* | yes\*\*\* | yes\*\*\* | – | yes\*\*\* |
| Uzbekistan | yes\*\* | yes\*\* | no | yes\*\*\* | – |
| \* no permits are required for freight transport in two-way, transit traffic or transport from/to third countries  \*\* no permits are required for freight transport in two-way or transit traffic  \*\*\* permits are required for all types of international road transport | | | | | |

Source: M. Bekmagambetov, *The current status and main directions for the development of road transportation in the CA region.* Scientific Research Institute of Transport and Communications, Kazakhstan.

Table 1.2 shows the level of bilateral relations between the Central Asian countries in the field of transport. If governmental agreements on international road transport between two countries exist, this is indicated as ‘yes’; if there are no road transport agreements between two countries, as ‘no’. Each agreement serves as an indicator of mutual relations as regards transport. We note that the transport regime between Turkmenistan and Uzbekistan is complicated, as permits are required for any kind of international transport between two republics. By contrast, the Kazakhstan/Kyrgyzstan transport regime involves no permits for any kind of transport between the two countries.

Table 1.3 shows motor road entry and transit tariffs in the Central Asian republics, except for Turkmenistan, with a detailed description of entry and transit tariffs for various categories of transport between the five republics and other states. For instance, in Uzbekistan the charge for entry, transit passage and transport to/from the third countries for freight motor vessels is USD 300, whereas in Tajikistan, the transit fee is USD 90 for freight transport from other countries, except Kyrgyzstan.

# Table 2. Motor road entry and transit tariffs in Central Asia

|  |  |
| --- | --- |
| Kazakhstan | **Charge for entry (exit) and transit** in the territory of Kazakhstan of foreign motor vessels, transporting the passengers and freight in international traffic – 10 monthly calculation indexes[[1]](#footnote-1) (USD 105; 1 MCI equals 10.5 USD in 2012)  **Charge for heavy and large-scale motor vessels** is calculated individually. |
| Kyrgyzstan | **Charge for motor vehicle passage** – from USD 0.6 to 2. The charges include: VAT, emergency prevention tax at the rate of 1.5% and road-use tax at the rate of 0.8%.  **Charge for motor vehicle passage through tunnels** on Bishkek–Osh motor road – from 0.2–1.3 USD  **Charge for entry to biosphere territory of Issyk–Kul** – USD 4.6 for foreign vehicles  **Freight charge without specific permission** by foreign transporters (except Kazakh, Turkish and Iranian ones) from/to territory of a third state is equal to 250 USD. For transporters from Kazakhstan, Turkey and Iran the charge is 30% of freight cost calculated at the rate of 1 USD (equiv.) for 1 km at laden running.  **Environmental charges** (for stay in the territory of Kyrgyzstan for over 3 days) for lorries of CIS countries range from USD 8 to 15 USD; for other countries, USD 15 to 30.  **Charge for heavy and large-scale motor vessels** is calculated individually. |
| Uzbekistan | **Payment for entry** at the rate of USD 50–150 for freight motor transport from CIS countries (except the Kyrgyz Republic and Uzbekistan) and USD 100–200 for freight motor transport from non-CIS countries. Lorries from the Kyrgyz Republic are exempt; for cars from Uzbekistan the charge is USD 130.  **Payment for transit**: USD 90 for lorries from all countries, except the Kyrgyz Republic. Lorries from the Kyrgyz Republic are exempt from transit charges. |
| Tajikistan | **Charges for entry, transit passage and transportation to/from third countries** for freight motor vessels and buses to the Republican Road Fund under the Ministry of Finance of the Republic of Uzbekistan – 300 USD. Exception: road charges are not collected from transporters from Belarus, Kazakhstan and Russia (bilateral agreements); for transporters of Tajikistan the charge is USD 130.  **As of 1.01.2009 extra charges for entry and transit are levied for freight motor vessels and buses crossing the frontier of Uzbekistan and Tajikistan, as follows:**  for motor vessels of Tajikistan – USD 50  for motor vessels of Turkmenistan – from USD 20 to 30  for motor vessels of other countries – USD 100  The charge for staying for over 3 days for freight motor vehicles and buses of Tajikistan on the territory of Uzbekistan is USD 70 per day (previously it was USD 50 for stays of over 8 days)  **Payment for excessive axle load** is calculated individually. |
| Turkmenistan | No data available |

# Source: M. Bekmagambetov, *The current status and main directions for the development of road transportation in the CA region.* Scientific Research Institute of Transport and Communications, Kazakhstan.

# 3) Road transport

**3.1 Kazakhstan**

**Roads involving at least one neighbouring country:**

In Kazakhstan there are five officially recognized international motor transport routes, with an overall length of 23,000 km:

1) Almaty–Astana–Kostanay (route М-36), which continues to Chelyabinsk (Russia)

2) Almaty–Petropavlovsk, which continues to Omsk

3) Almaty–Semei–Pavlodar (route М-38), which continues to Omsk

4) Almaty–Shymkent (route М-39), which continues to Tashkent

5) Shymkent–Aktobe–Uralsk (route М-32), which continues to Samara

**Total length of built roads in Kazakhstan, and total length of built roads within the framework of regional transport agreements since 1991:**

**Table 3.1. Roads in Kazakhstan**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| 91,563 (km) | 93,140 | 93,612 | 96,846 | 96,018 | 96,000 |

Source:Statistics Committee, 2012) [[2]](#footnote-2)

**3.2 Kyrgyzstan**

**Number of roads which involve at least one neighbouring country:**

1) Bishkek–Naryn–Torugart, leading to the Kyrgyz–Chinese border

2) Bishkek–Almaty (Kazakhstan)

3) Osh–Sarytash–Irkeshtam, leading to the Kyrgyz–Chinese border

4) From Kyrgyz–Tajik border to Karamyk–Sarytash–Irkeshtam to Kyrgyz–Chinese border

5) Bishkek–Osh–Andijan (Uzbekistan)

6) Bishkek–Chaldovar to the Kyrgyz–Kazakh border

7) Suusamyr–Talas–Taraz (Kazakhstan)

8) Osh–Isfana to Kyrgyz–Tajik border

9) Balykchy–Cholpon Ata–Tyup–Kegen to the Kyrgyz–Kazakh border

**Total length of built roads in Kyrgyzstan and total length of built roads within the framework of regional transport agreements since 1991:**

34,000 km of road total in Kyrgyzstan:

– 124 km rehabilitated, Osh–Gulcha–SopuKorgon, as a part of corridor linking China, KG and UZ funded by ADB, OPEC and KG Gov (completed 2010)[[3]](#footnote-3)

– 120 km rehabilitated, Bishkek–Osh highway, funded by ADB and KG Gov, completed 2007[[4]](#footnote-4)

– 41 km rehabilitated, Bishkek–Almaty project, funded by ADB, KG Gov and TRACECA[[5]](#footnote-5)

**3.3 Tajikistan**

**Number of roads which involve at least one neighbouring country:**

Fourteen regional roads link Tajikistan to Afghanistan (3), the Kyrgyz Republic (5), the PRC (1) and Uzbekistan (5)

With Afghanistan:

1. Qurghonteppa–Nizhny Pyandzh–Shir Khan–Qunduz
2. Kulob–Moskovskiy–Taloqan
3. Ishkashim–Feyzabad

With the Kyrgyz Republic:

1. Khujand–Isfana–Osh
2. Dushanbe–Djirgatal–Karamyk–Sarytash–Irkeshtam
3. Khorog–Murghab–Kyzyl–Art–Saytash–Osh
4. Isfara–Batken
5. Chorkuh–Batken

With the PRC:

1. Dushanbe–Kulyab–Murghab–Kulma

With Uzbekistan:

1. Shahrituz–Termez
2. Dushanbe–Tursunzoda–Sariasiya
3. Konibodom–Besharik
4. Matcho–Bekobod
5. Panjakent–Urgut

**Total length of built roads in Tajikistan, and total length of built roads within the framework of regional transport agreements since 1991:**

**Table 3.2. Road Profile, Tajikistan**

|  |  |  |
| --- | --- | --- |
| **Assets[[6]](#footnote-6)** | **Km** | **% of total roads** |
| Local roads | 8,670 | 62 |
| National roads | 2,120 | 15 |
| International roads | 3,178 | 23 |
| **Total road network** | **13,968** | **100** |

Source: Ministry of Transport, Tajikistan 2011.

Due to the civil war and instability in the 1990s, there was limited construction of new roads. Moreover, about USD1 billion of road assets were lost between 1990 and 2011, and 80% of the 14,000 km road network under the Ministry of Transport’s control is beyond repair. The quality of local roads is even worse.

**Table 3.3. Road projects in Tajikistan**

|  |  |  |
| --- | --- | --- |
| **Project** | **Km** | **Type** |
| Dushanbe– Kyrgyzstan Border | 487 | 350 km of regional highway  137 km of rural roads |
| Dushanbe–Khujand–Chanak | 350 | Regional highway |
| Dushanbe–Kurgan–Tyube–Afghanistan Border | 190 | Regional highway |
| Dushanbe–Kurgan–Tyube–Dangara–Kulyab | 191.3 | 100.6 km of national highway  90.7 km of rural roads |
| Dushanbe–Kulyab–Kalaykhum–Khorog–Murghab– PRC Border | 509 | Regional highway |
| **Total** | **1727.3 km** |  |

**3.4 Turkmenistan**

**Number of roads which involve at least one neighbouring country:**

1) Ashgabat–Gawdan, leading to the Turkmen–Iranian border

2) Ashgabat–Tejen–Seraks, leading to the Turkmen–Iranian border

3) Ashgabat–Serdar–Gudriolum station, leading to the Turkmen–Iranian border

4) Ashgabat–Turkmenbashi–Bekdash city, leading to the Turkmen– Kazakh border

5) Ashgabat–Turkmenabat–Farap, leading to the Turkmen–Uzbek border

6) Ashgabat–Turkmenabat–Kerkichi (etrap Birata), leading to the Turkmen–Uzbek border

7) Dashoguz city–Shavat motor road, leading to the Turkmen– Uzbek border

8) Dashoguz city–Kunya–Urgench city, leading to the Turkmen– Uzbek border

9) Ashgabat–Mary–Serhetabat, leading to the Turkmen–Afghan border

**Total length of built roads in Turkmenistan, and total length of built roads within the framework of regional transport agreements since 1991:**

**Table 3.4. Roads constructed in Turkmenistan (by end of year), km**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | 1995 | 2000 | 2005 | 2010 | 2011 |
| **Railways** | 2120 | 2520 | 2523 | 2877 | 3080 |
| **Roads** | 13,600 | 13640 | 13660 |  |  |

Sources: *Statistical Yearbook of Turkmenistan,* 2000–2005, 2002–2007, 2009, *Neutral Turkmenistan* daily newspaper, 2007–2011; *Independent Neutral Turkmenistan: 10 glorious years of Epoch of Turkmenbashi Great*, 2001.

**Within the framework of regional agreements:**

1) North–South railway: 697 km (under construction)

The railway line North–South will provide convenient access to South Asia and to the ports of the Persian Gulf through Iran, Turkmenistan, Kazakhstan, Russia, and Northern and Eastern Europe. The route is three times shorter than the route through the Suez Canal. The total length of railway line Uzen–Gyzylgaya–Bereket–Etrek–Gorgan will be 934.5 km: 722.5 km Turkmenistan, 82 km Iranian territory, 130 km Kazakhstan. Construction is carried out in two directions: Bereket–Gyzylgaya–Turkmen–Kazakh border (466 km), and Bereket–Etrek–Turkmen–Iranian border (256.5 km). According to the Agreement Istisna΄a the development and construction of the southern section of the railway is to be financed by the Islamic Development Bank. The Ministry of Railway Transport of Turkmenistan and the Iranian company Pars Energy have signed a contract worth USD 696 million for the design and construction of the railway.

2) Turkmenistan–Iran:132 km

**3.5 Uzbekistan**

**Number of roads which involve at least one neighbouring country:**

There are twenty transport corridors designated in international agreements; five of these are mainly used by road transporters.[[7]](#footnote-7)

1) (Europe, Russia, China, Kazakhstan and Kyrgyz Republic)–Chimkent (Kaz)–Gisht

Kuprik/Yallama–Tashkent–Samarkand–Bukhara–Alat–Farap

(Turkmenistan)–(Iran and Turkey)

2) Tashkent–Kokand–Andijan–Dustlik–Osh (Kyrgyz Republic)–Kashgar

(China)

3) Samarkand–Karshi–Termez–Saryasiya–Dushanbe (Tajikistan)/Termez –

Ayritom–Hayratan (Afghanistan)–(Iran and Pakistan)

4) Samarkand–Jartepa–Panjikent (Tajikistan)

5) Bukhara–Nukus–Kungrad–Beyneu (Kazakhstan)–Astrakhan (Russia).

**Total length of built roads in Uzbekistan, and total length of built roads within the framework of regional transport agreements since 1991:**

The total length of roads in Uzbekistan is about 180,000 km, including 43,000 km of common-use roads and 4600 km of international roads.[[8]](#footnote-8) Since 1991, Uzbekistan has built and re-designed more than 3770 km of roads of international and national significance.[[9]](#footnote-9)

# 4) Estimated travel time by car between Central Asian capitals[[10]](#footnote-10)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | Astana | Bishkek | Dushanbe | Ashgabat | Tashkent |
| Astana,  Kazakhstan |  | 13.5 hours  (1187 km) | 27 hours  (1964 km)[[11]](#footnote-11) | 34 hours  (2811 km) | 19 hours  (1599 km) |
| Bishkek,  Kyrgyzstan | 13.5 hours  (1187 km) |  | 27 hours  (1872 km) | 23 hours  (1791 km)[[12]](#footnote-12) | 8.5 hours  (579 km) |
| Dushanbe,  Tajikistan | 27 hours  (1964 km)[[13]](#footnote-13) | 27 hours  (1872 km) |  | 23 hours  (1577 km)[[14]](#footnote-14) | 6.5 hours  (365 km) |
| Ashgabat,  Turkmenistan | 34 hours  (2811 km) | 23 hours  (1791 km)[[15]](#footnote-15) | 23 hours  (1577 km)[[16]](#footnote-16) |  | 14.5 hours  (1212 km) |
| Tashkent,  Uzbekistan | 19 hours  (1599 km) | 8.5 hours  (579 km) | 6.5 hours  (365 km) | 14.5 hours  (1212 km) |  |

# 5) Road border points between Central Asian countries and other neighbouring states[[17]](#footnote-17)

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Countries*** | **Kazakhstan** | **Kyrgyzstan** | **Tajikistan** | **Turkmenistan** | **Uzbekistan** | **PRC** | **Russia** | **Afghanistan** | **Iran** | **Azerbaijan** |
| **Kazakhstan** | – | 11 (4)[[18]](#footnote-18) | – | 1 | 9 (3) | 6 | 26 (1 by sea) | – | 1 (by sea) | – |
| **Kyrgyzstan** | 11 (5)[[19]](#footnote-19) | – | 5 (2) | – | 11 | 2 | – | – | – | – |
| **Tajikistan** | – | 5 (2) | – | – | 12 (7) | 1 | – | 8 (3)[[20]](#footnote-20) | – | – |
| **Turkmenistan** | 1 | – | – | – | 4 | – | 1 (by sea) | 1 | 4 (1 by sea) | 1 (by sea) |
| **Uzbekistan** | 9 (3) | 11 | 12 (7) | 4 | – | – | – | 1 | – | – |

Appendix 1.

**List of functioning road border points in Central Asia**

**Kazakhstan[[21]](#footnote-21)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| ***Kazakhstan–Kyrgyzstan*** | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Kazakhstan** | **Location in Republic of Kazakhstan** | **Name of Crossing Points in Republic of Kyrgyzstan** | **Location in Republic of Kyrgyzstan** | **Status of crossing point** | **Operating regime** |
| 1. | Kordai | Zhambyl region | Akjol | Chui region | International | Round-the-clock  7 days a week |
| 2. | Sypatai Batyr | Zhambyl region | Chaldovar | Chui region | International | Round-the-clock  7 days a week |
| 3. | Aukhaty | Zhambyl region | Ken-Bulun | Chui region | International | Round-the-clock  7 days a week |
| 4. | Sartobe | Zhambyl region | Tokmak | Chui region | International | Round-the-clock  7 days a week |
| 5. | Aisha-Bibi | Zhambyl region | Chon-Kapka | Talas region | International | Round-the-clock  7 days a week |
|  | ***Kazakhstan–Turkmenistan*** | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Kazakhstan** | **Location in Republic of Kazakhstan** | **Name of Crossing Points in Republic of Kyrgyzstan** | **Location in Republic of Kyrgyzstan** | **Status of crossing point** | **Operating regime** |
| 1. | Temirbaba | Mangistau region | Bekdash | Balkan region | International | 7 days a week |
| ***Kazakhstan–P.R. China*** | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Kazakhstan** | **Location in Republic of Kazakhstan** | **Name of Crossing Points in PRC** | **Location in PRC** | **Status of crossing point** | **Operating regime** |
|  | Khorgos | Almaty region | Khorgos | Xinjiang Uygur Autonomous Region | International | 12 hours  5 days a week |
|  | Dostyk | Almaty region | Alashankou | Xinjiang Uygur Autonomous Region | International | 8 hours  5 days a week |
|  | Kulzhat | Almaty region | Durata | Xinjiang Uygur Autonomous Region | International | 8 hours  5 days a week |
|  | Maikapchagai | Almaty region | Zimunai | Xinjiang Uygur Autonomous Region | International | 8 hours  5 days a week |
|  | Bahty | Almaty region | Baktu | Xinjiang Uygur Autonomous Region | International | 8 hours  5 days a week |
|  | Alekseevka | Almaty region | Ahtubekskij | Xinjiang Uygur Autonomous Region | International | 8 hours  5 days a week |

**Uzbekistan**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| ***Uzbekistan–Kazakhstan*** | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Uzbekistan** | **Location in Republic of Uzbekistan** | **Name of Crossing Points in Republic of Kazakhstan** | **Location in Republic of Kazakhstan** | **Status of crossing point** | **Operating regime** |
| 1. | Karakalpakia highway | Republic of Karakalpakstan | Tajen highway | Mangistau region | International | Daylight hours |
| 2. | Gisht–Kuprik pedestrian border crossing | Tashkent region | Jibek–Joli pedestrian border crossing | South Kazakhstan region | International | Daylight hours |
| 3. | Yallama highway | Tashkent region | B. Konsibaeva highway | South Kazakhstan region | International | Daylight hours |
| ***Uzbekistan–Kyrgyzstan*** | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Uzbekistan** | **Location in Republic of Uzbekistan** | **Name of Crossing Points in Republic of Kyrgyzstan** | **Location in Republic of Kyrgyzstan** | **Status of crossing point** | **Operating regime** |
| 1. | Dustlik highway | Andijan region Hodjaabad district | Dostuk highway | Osh region Kara-Suy district | International | Daylight hours |
| 2. | Madaniyat highway | Andijan region Pakhtaabad district | Madaniyat highway | Djalal-Abad region Nooken district | International | Daylight hours |
| 3. | Uchkurgan highway | Namangan region Uchkurgan district | Kensay highway | Djalal-Abad region Nooken district | International | Daylight hours |
| ***Uzbekistan–Tajikistan*** | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Uzbekistan** | **Location in Republic of Uzbekistan** | **Name of Crossing Points in Republic of Tajikistan** | **Location in the Republic of Tajikistan** | **Status of crossing point** | **Operating regime** |
| 1. | Gulbakhor highway | Surkhandarya region, Termez district | Ayvadj highway | Khatlon region Shaartuz district | International | Round-the-clock |
| 2. | Sariasiya highway | Surkhandarya region, Uzun district | Bratstvo highway | Tursunzadev district | International | Round-the-clock |
| 3. | Oybek highway | Tashkent region, Bekabad district | Fotekhobod highway | Sugd region Matchin distict | International | Round-the-clock |
| 4. | Andarkhon highway | Fergana region, Besharik district | Patar highway | Sugd region Kanibadam distict | International | Round-the-clock |
| 5. | Djartepa highway | Samarkand region, Urgut district | Sarazm highway | Sugd region Pendjikent district | International | Round-the-clock |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Uzbekistan–Turkmenistan*** | | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Uzbekistan** | **Location in Republic of Uzbekistan** | **Name of Crossing Points in Turkmenistan** | **Location in Turkmenistan** | **Status of crossing point** | **Operating regime** | |
| 1. | Alat highway | Bukhara region, Alat district | Farap highway | Lebap Velayat etrap Farap | International | Daylight hours | |
| 2. | Drujba highway | Khorezm region, Khozrasp district | Gazodjak highway | Lebap Velayat etrap Birata | International | Daylight hours | |
| 3. | Shavat highway | Khorezm region, Shavat district | Dashoguz highway | Dashoguz Velayat etrap S. Niyazov | International | Daylight hours | |
| 4. | Khodjeyli highway | Republic of Karakalpakstan, Khodjeyli district | Kunya–Urgench highway | Dashoguz Velayat etrap Kunya–Urgench | International | Daylight hours | |
| ***Uzbekistan–Afghanistan*** | | | | | | | |
| **# of c/p** | **Name of Crossing Points in Republic of Uzbekistan** | **Location in Republic of Uzbekistan** | **Name of Crossing Points in Afghanistan** | **Location in Afghanistan** | **Status of crossing points** | | **Operating regime** |
| 1. | Friendship bridge – highway and railroad | Termez, Surkhandarya region | Hayraton | Hayraton | International | | Daylight hours |

**Kyrgyzstan**

***Kyrgyz–Tajik border points (none reported not to be functioning)***

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Name of Crossing Points in Republic of Kyrgyzstan** | **Location in Republic of Kyrgyzstan** | **Name of Crossing Points in Republic of Tajikistan** | **Location in  Republic of Tajikistan** | **Status of crossing point** | **Operating regime** |
| Kyzyl Bel | Batken region | Guliston | Sugd region | International | Round-the-clock |
| Kulundu | Batken region | Ovchikalacha | Sugd region | International | Round-the-clock |
| Karamyk | Osh region | Karamyk | Republican districts | Bilateral | Daylight hours |
| Bor Dobo | Osh region | Kyzyl Art | GBAO (Badakshan region) | International | Round-the-clock |
| Kairagach | Batken region | Madaniyat | Sugd region | Bilateral | Round-the-clock |

***Kyrgyz–Chinese border points***

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Name of Crossing Points in Republic of Kyrgyzstan** | **Location in Republic of Kyrgyzstan** | **Name of Crossing Points in PRC** | **Location in PRC** | **Status of crossing points** | **Operating regime** |
| Torugart | Naryn region |  |  | International | Round-the-clock |
| Irkeshtam | Osh region |  |  | International | Round-the-clock |

**Turkmenistan**

***Turkmenistan–Iran***

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **# of c/p** | **Name of Crossing Points in Republic of Turkmenistan** | **Location in Republic of Turkmenistan** | **Name of Crossing Points in Iran** | **Location in Iran** | **Status of crossing points** | **Operating regime** |
| 1. | Gawdan highway | Ashgabat city | Badjigiran | Mashad city, Khorasan province | International | Daylight hours |
| 2. | Serakhs highway and railroad | Ahal velayat, Tejen city | Sarakhs | Khorasan province | International | Daylight hours |
| 3. | Gudriolum motor road | Balkan velayat, Serdar city | Incheborum |  | International | Daylight hours |
| 4. | Artyk motor road | Ahal velayat, Kaka etrap | Loftabad |  | International | Daylight hours |

***Turkmenistan–Afghanistan***

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **# of c/p** | **Name of Crossing Points in the Republic of Turkmenistan** | **Location in the Republic of Turkmenistan** | **Name of Crossing Points in Afghanistan** | **Location in Afghanistan** | **Status of crossing points** | **Operating regime** |
| 1. | Serhetabat highway and railroad | Mary velayat | Torgundi |  | International | Daylight hours |

***Turkmenistan–Azerbaijan (sea crossing)***

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| --- | --- | --- | --- | --- | --- | --- |
| **# of c/p** | **Name of Crossing Points in Republic of Turkmenistan** | **Location in Republic of Turkmenistan** | **Name of Crossing Points in Azerbaijan** | **Location in Azerbaijan** | **Status of crossing points** | **Operating regime** |
| 1. | Bekdash highway | Balkan velayat, Bekdash city | Baku city | Baku city | International | Daylight hours |

1. The monthly calculation index (MCI) is part of the Law of the Republic of Kazakhstan on the Republican Budget and is set every year. According to the law on Republican Budget for 2011–2013 years, from 1 January to 31 December 2012, the MCI is 1618 KZT (USD 10.5) (Source: Ministry of Justice of the Republic of Kazakhstan, 2012). The index is used for calculating social welfare benefits as well as penalty sanctions, taxes and other payments in line with the laws of the Republic of Kazakhstan (Electronic Government of Kazakhstan, 2012). [↑](#footnote-ref-1)
2. In 2011, railways accounted for 15,000 km; there were 4,100 km of internal navigable waterways; 318.6 km of trolleybus and tram roads; and 20,200 km of pipelines (Statistics Committee, 2012). [↑](#footnote-ref-2)
3. http://www.carecprogram.org/index.php?page=carec-project-details&pid=11 [↑](#footnote-ref-3)
4. http://www.carecprogram.org/index.php?page=carec-project-details&pid=12 [↑](#footnote-ref-4)
5. http://www.carecprogram.org/index.php?page=carec-project-details&pid=9 [↑](#footnote-ref-5)
6. Information provided on roads under the Ministry of Transport’s jurisdiction only. Another 18,000 km of local roads, mostly rural and industrial access roads, are under the jurisdiction of local authorities or enterprises. [↑](#footnote-ref-6)
7. ADB Technical Assistance Consultant’s Report *Uzbekistan: Transport Sector Strategy 2006–2020*, prepared by Padeco Co., Ltd. Tokyo, Japan. p. 27. [↑](#footnote-ref-7)
8. According to presentations of the Head of Department at the Ministry of Foreign Economic Relations of Uzbekistan Mr. A. Khashimov - http://www.osce.org/ru/eea/28620. Accessed 14 February 2012. [↑](#footnote-ref-8)
9. http://www.ite-uzbekistan.uz/vis/uzcomak/eng/press/news.php?ELEMENT\_ID=5098. Accessed 18 February 2012. [↑](#footnote-ref-9)
10. Estimate based on speed 90 km/hour, stopping for no more than 30 minutes at border point(s). [↑](#footnote-ref-10)
11. Through Uzbekistan. [↑](#footnote-ref-11)
12. Through Kazakhstan and Uzbekistan. [↑](#footnote-ref-12)
13. Through Uzbekistan. [↑](#footnote-ref-13)
14. Through Uzbekistan. [↑](#footnote-ref-14)
15. Through Kazakhstan and Uzbekistan. [↑](#footnote-ref-15)
16. Through Uzbekistan. [↑](#footnote-ref-16)
17. See Appendix 1 for detailed description of operative road border points between the CA republics and other states. [↑](#footnote-ref-17)
18. In parentheses is the number of functional road border points. Status as of April 2012; border point open and close depending on government decisions. [↑](#footnote-ref-18)
19. Kyrgyz sources differ from Kazakhstani as to the number of working border points (Source: http://www.knews.kg/ru/society/690/). [↑](#footnote-ref-19)
20. In parentheses is the number of bilateral crossing points, i.e., open to local traffic between a specific pair of countries. [↑](#footnote-ref-20)
21. Since July 2011 border points between Kazakhstan and Russia are being abolished, due to the Customs Union Agreement between Kazakhstan, Russia and Belarus. [↑](#footnote-ref-21)