



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	<p>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 indexes¹ (USD 105; 1 MCI equals 10.5 USD in 2012)</p> <p>Charge for heavy and large-scale motor vessels is calculated individually.</p>
Kyrgyzstan	<p>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%.</p> <p>Charge for motor vehicle passage through tunnels on Bishkek–Osh motor road – from 0.2–1.3 USD</p> <p>Charge for entry to biosphere territory of Issyk–Kul – USD 4.6 for foreign vehicles</p> <p>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.</p> <p>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.</p> <p>Charge for heavy and large-scale motor vessels is calculated individually.</p>
Uzbekistan	<p>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.</p> <p>Payment for transit: USD 90 for lorries from all countries, except the Kyrgyz Republic. Lorries from the Kyrgyz Republic are exempt from transit charges.</p>
Tajikistan	<p>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.</p> <p>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:</p> <p>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</p> <p>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)</p> <p>Payment for excessive axle load is calculated individually.</p>
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.

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).

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 M-36), which continues to Chelyabinsk (Russia)
- 2) Almaty–Petropavlovsk, which continues to Omsk
- 3) Almaty–Semei–Pavlodar (route M-38), which continues to Omsk
- 4) Almaty–Shymkent (route M-39), which continues to Tashkent
- 5) Shymkent–Aktobe–Uralsk (route M-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

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–Irkeshdam, leading to the Kyrgyz–Chinese border
- 4) From Kyrgyz–Tajik border to Karamyk–Sarytash–Irkeshdam 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
- 120 km rehabilitated, Bishkek–Osh highway, funded by ADB and KG Gov, completed 2007⁴
- 41 km rehabilitated, Bishkek–Almaty project, funded by ADB, KG Gov and TRACECA⁵

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).

³ <http://www.carecprogram.org/index.php?page=carec-project-details&pid=11>

⁴ <http://www.carecprogram.org/index.php?page=carec-project-details&pid=12>

⁵ <http://www.carecprogram.org/index.php?page=carec-project-details&pid=9>

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

Assets⁶	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.

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.

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

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 Since 1991, Uzbekistan has built and re-designed more than 3770 km of roads of international and national significance.⁹

⁷ ADB Technical Assistance Consultant's Report *Uzbekistan: Transport Sector Strategy 2006–2020*, prepared by Padeco Co., Ltd. Tokyo, Japan. p. 27.

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.

⁹ http://www.ite-uzbekistan.uz/vis/uzcomak/eng/press/news.php?ELEMENT_ID=5098. Accessed 18 February 2012.

4) Estimated travel time by car between Central Asian capitals¹⁰

	Astana	Bishkek	Dushanbe	Ashgabat	Tashkent
Astana, Kazakhstan		13.5 hours (1187 km)	27 hours (1964 km) 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	8.5 hours (579 km)
Dushanbe, Tajikistan	27 hours (1964 km) ¹³	27 hours (1872 km)		23 hours (1577 km) ¹⁴	6.5 hours (365 km)
Ashgabat, Turkmenistan	34 hours (2811 km)	23 hours (1791 km) ¹⁵	23 hours (1577 km) 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)	

¹⁰ Estimate based on speed 90 km/hour, stopping for no more than 30 minutes at border point(s).

¹¹ Through Uzbekistan.

¹² Through Kazakhstan and Uzbekistan.

¹³ Through Uzbekistan.

¹⁴ Through Uzbekistan.

¹⁵ Through Kazakhstan and Uzbekistan.

¹⁶ Through Uzbekistan.

5) Road border points between Central Asian countries and other neighbouring states¹⁷

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

¹⁷ See Appendix 1 for detailed description of operative road border points between the CA republics and other states.

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.

¹⁹ Kyrgyz sources differ from Kazakhstani as to the number of working border points (Source: <http://www.knews.kg/ru/society/690/>).

²⁰ In parentheses is the number of bilateral crossing points, i.e., open to local traffic between a specific pair of countries.

Appendix 1.

List of functioning road border points in Central Asia

Kazakhstan²¹

<i>Kazakhstan–Kyrgyzstan</i>						
# 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

²¹ Since July 2011 border points between Kazakhstan and Russia are being abolished, due to the Customs Union Agreement between Kazakhstan, Russia and Belarus.

						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
<i>Kazakhstan–Turkmenistan</i>						
# 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
<i>Kazakhstan–P.R. China</i>						

# 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
1.	Khorgos	Almaty region	Khorgos	Xinjiang Uygur Autonomous Region	International	12 hours 5 days a week
2.	Dostyk	Almaty region	Alashankou	Xinjiang Uygur Autonomous Region	International	8 hours 5 days a week
3.	Kulzhat	Almaty region	Durata	Xinjiang Uygur Autonomous Region	International	8 hours 5 days a week
4.	Maikapchagai	Almaty region	Zimunai	Xinjiang Uygur Autonomous Region	International	8 hours 5 days a week

5.	Bahty	Almaty region	Baktu	Xinjiang Uygur Autonomous Region	International	8 hours 5 days a week
6.	Alekseevka	Almaty region	Ahtubekskij	Xinjiang Uygur Autonomous Region	International	8 hours 5 days a week

Uzbekistan

<i>Uzbekistan–Kazakhstan</i>						
# 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
	Gisht–Kuprik pedestrian border	Tashkent region	Jibek–Joli pedestrian	South Kazakhstan	International	Daylight

2.	crossing		border crossing	region		hours
3.	Yallama highway	Tashkent region	B. Konsibaeva highway	South Kazakhstan region	International	Daylight hours
<i>Uzbekistan–Kyrgyzstan</i>						
# 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	International	Daylight hours

				district		
<i>Uzbekistan–Tajikistan</i>						
# 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
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<i>Uzbekistan–Turkmenistan</i>						
# 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
		Republic of	Kunya–	Dashoguz Velayat etrap		Daylight

4.	Khodjeyli highway	Karakalpakstan, Khodjeyli district	Urgench highway	Kunya–Urgench	International	hours
<i>Uzbekistan–Afghanistan</i>						
# 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	Location in Republic	Name of Crossing	Location in Iran	Status of crossing	Operating regime

	Republic of Turkmenistan	of Turkmenistan	Points in Iran		points	
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
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1.	Serhetabat highway and railroad	Mary velayat	Torgundi		International	Daylight hours
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Turkmenistan–Azerbaijan (sea crossing)

# 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