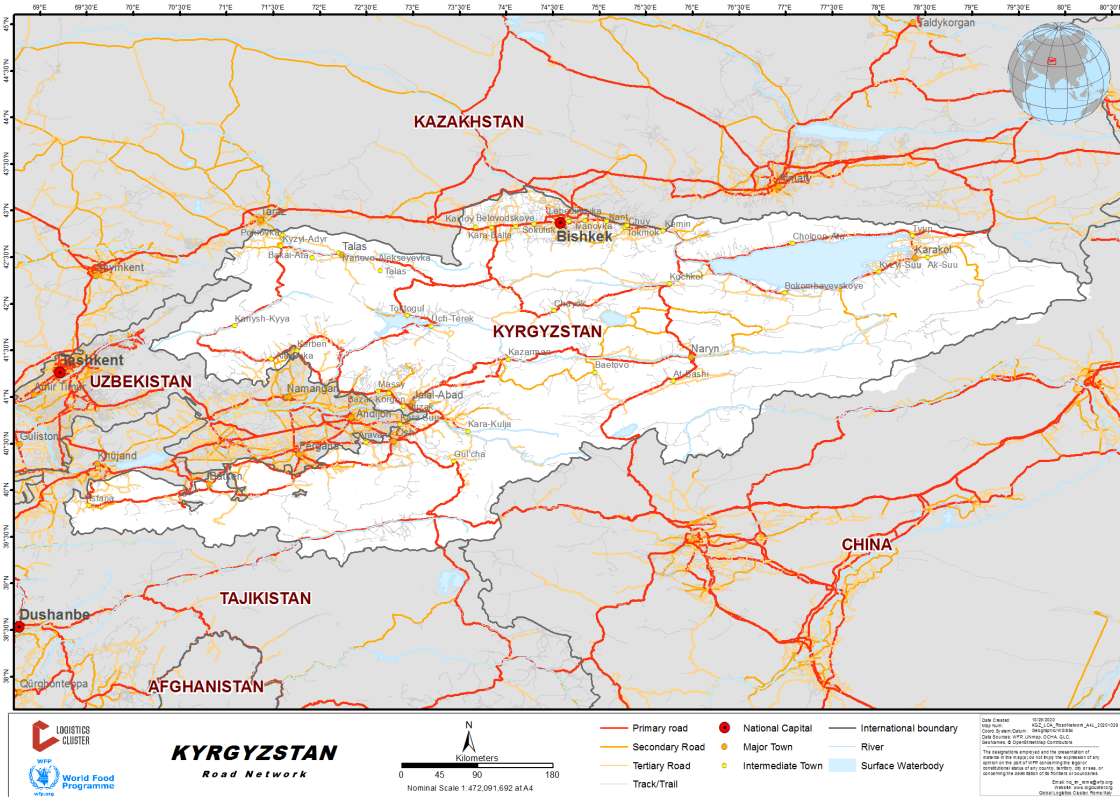


## 2.3 Kyrgyzstan Road Network

- Distance Matrix
- Travel Time Matrix
- Road Security
- Road Class and Surface Conditions
  - Road Construction/Maintenance
  - Road Classification
  - Road Inventory
- International Corridors
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- Road Corridor Assessment



Kyrgyz Republic's roadways total 34,000 km, including 140 km expressways, 22,600 km of paved roads, and 7,700 km of unpaved roads. Most of freight and passenger transport is by road. The surface condition of these roads varies from fair to poor. Road condition is one of the worst among CIS countries. Much of the country is mountainous and many routes involve steep grades and mountain passes. Winter conditions from late October through to April can result in snow, ice, avalanches and fog. Damage to roads due to an earthquake or landslide could severely affect transportation of supplies various regions. Secondary roads are in poor condition and local knowledge is essential before dispatching any supplies along such routes. The main roads such as the Bishkek to Osh are open all year round but include several high passes that are subject to winter conditions. Axle load limitation is 8 ton/per axle in the country and for all neighboring countries. This limitation is applied for all vehicle types.

Construction of the Phase 1 and 2 of the North-South alternative road was planned until 2019, but has been extended until 2023.

For more information on government contact details, please see the following link: [4.1 Government Contact List](#).

### Distance Matrix

Distances from Capital City to Major Towns (km)								
	Bishkek	Osh	Jalalabad	Batken	Talas	Naryn	Karakol	Kara Balta
Bishkek		675 km	565 km	910 km	298 km	314 km	408 km	61 km
Osh	675 km		110 km	235 km	579 km	989 km	1,083 km	617 km

<b>Jalalabad</b>	565 km	110 km		345 m	469 km	879 km	973 km	507 km
<b>Batken</b>	910 km	235 km	345 m		814 km	1,224 km	1,318 km	852 km
<b>Talas</b>	298 km	579 km	469 km	814 km		612 km	706 km	240 km
<b>Naryn</b>	314 km	989 km	879 km	1,224 km	612 km		301 km	375 km
<b>Karakol</b>	408 km	1,083 km	973 km	1,318 km	706 km	301 km		469 km
<b>Kara Balta</b>	61 km	617 km	507 km	852 km	240 km	375 km	469 km	

## Travel Time Matrix

Travel Time from Capital City to border check-points (km)			
	Chaldovar	Akjol	Torugart
<b>Bishkek</b>	1 hour 50 min / 95 km	37 min / 24 km	7 hour 15 min / 501 km

## Road Security

Road security in Kyrgyzstan is good.

## Weighbridges and Axle Load Limits

Weighbridges are widely used in Kyrgyzstan in-country transport operations. Private weighbridges are available for commercial purposes at private warehouses and depots in the capital and Osh City.

Location of truck weighbridges	Weight limit (including truck weight)	Truck Dimensions limit (m)	Remarks
<b>Bishkek – Torugart Highway</b>			
1. Weight control point in Torugart (400 km from Bishkek)	55 tons	Height : 4.1 m	Not operational. This weight control point was temporarily relocated to the Customs terminal in Naryn city (334 km from Bishkek). It is still not clear whether it will be installed in Naryn or put back in the old location in Torugart.
2. Weight control point in Kant (30 km from Bishkek)	55 tons	Height: 4.1 m	Operational
<b>Bishkek-Osh Highway</b>			
1. Weight control point in Sosnovka (100 km from Bishkek)	1. For truck KAMAZ up to 12 tons.	Height : 4.4 m Width: 6 m	Not operational. Currently these scales are not operational and trucks drivers carry documents about their loads indicated in waybills. Some drivers do weighting wherever it possible before traveling on this highway (just for their own usage).
2. Weight control point in Karakul town (381 km from Bishkek)	2. For Heavy-load Truck up to 22 tons.		

Currently there is an 8 MT limitation per axle set by the Government all over the country.

## Road Class and Surface Conditions

### Road Construction/Maintenance

According to information from the Ministry of Transport and Communications, the reconstruction of Bishkek-Naryn-Torugart road has finished. Moreover, asphalt has been laid between Bishkek - Balykchy (Issyk-Kul bypass road). Another project of reconstruction of alternative road Bishkek – Osh (through Naryn) has started. The project is divided into three phases with completion of Phase I planned by 2018.

The reconstruction of the Osh – Batken – Isfana road is in progress. The asphalt is being laid on part from Samarkandek – Isfana.

For more information, please see the following link: [4.1 Kyrgyzstan Government Contact List](#)

## Road Classification

Classification	Road Description
<b>Class: (e.g. RN) International</b>	5,697 km (Bitumen) Main international highways of Kyrgyzstan are one lane, bitumen, opened round year. However, there are short closures in winter due to weather conditions (avalanches, heavy snowfall etc.).
<b>Class: National</b>	5,093km (Bitumen and gravel) Nationals roads are the roads connecting districts centres to the highways. Most of these roads are not maintained.
<b>Class: Local</b>	23,240km (Gravel) Local roads are roads connecting district centres to the remote villages.

## Road Inventory

Classification	Administering Agency	Network Length
<b>Class: International</b>	Ministry of Transport and Communications	5,697 km
<b>Class: National</b>	Ministry of Transport and Communications	5,093 km
<b>Class: Local</b>	Ministry of Transport and Communications	8,059 km

## International Corridors

### Osh – Irkeshtam (route from People's Republic of China)

This corridor provides the only direct connection between the Fergana Valley region of Kyrgyzstan, and south western portion of the Xinjiang Uigur Autonomous Region (XUAR) of PRC. This route has high passes that are frequently blocked by drifting snow, which can cause road closures for several days. The road is also prone to erosion from the flooding during the spring thaw. (ADB report)

### Bishkek – Torugart (route from People's Republic of China)

This is an important regional route linking the People's Republic of China (PRC) to Central Asia and Europe on what was once part of the Silk Road. Reconstruction of this road already completed and operational without any interruption. Some short-time closure may happen due to heavy snow.

### Bishkek – Taraz (Kazakhstan)

This route connects the Chui, Osh and Jalal-Abad provinces with Kazakhstan. This route is open all year round but may be blocked by heavy snowfalls in winter.

### Osh – Isfana (Kyrgyz – Uzbek/Tajik border)

Main connection road between southern city of Osh to Uzbekistan and Tajikistan border in the southern region of Kyrgyzstan. Road is operational round year.

### Saritash – Karamik (Kyrgyz-Tajik border)

Connecting south of Kyrgyzstan with border city of Karamik. Road is operational round year.

## Main domestic road corridors

Kyrgyzstan highways connect main cities from the north to the south. Mainly 1 Lane/side roads are accessible round year, except during heavy weather conditions (snowfall, avalanches and etc.)

### Bishkek – Osh

Bishkek – Osh, distancing 672 km is main highway used between capital city of Bishkek and southern capital city of Osh. Road is accessible round year by all types of vehicles. Operation could be stopped up to one day due to heavy snowfall. About 6000 vehicles/trucks crossing this road a day.

### Bishkek-Naryn-Torugart (China border)

The 539-km Bishkek – Naryn – Torugart road is a significant national and international highway in Kyrgyzstan that connects the southern part of the country with northern region. The road connects with neighboring countries such as Kazakhstan, China and the Karakoram Highway with Pakistan. The road was constructed in 1930 during the former Soviet Union period. The route includes 48 bridges, nine underpasses and one aqueduct. The road reconstruction was completed in 2015.

### Osh-Batken-Isfana (Tajik border)

The road runs south-west from Osh, and then westwards from Kyzyl-Kiya to Koktala village, which is located very close to the border with Uzbekistan. Soon after that, at km 108.6, the first detour around Uzbekistan territory was constructed.

The Osh – Isfana road has, so far, not been given an international identification. One of reasons for this road to be included in the Asian Highway network is that it can form an alternative route to AH7 through the Fergana valley to Tajikistan (Hudjant).

## Road Corridor Assessment

Kyrgyzstan highways connect main cities from the north to the south. Mainly 1 lane/side roads are accessible round year, except during heavy weather conditions (snowfall, avalanches and etc).

	Osh-Irkeshtam corridor	Bishkek - Torugart corridor	Bishkek - Taraz corridor	Osh-Isfana corridor	Osh-Sarytash corridor	Sarytash-Karamyk corridor	Sarytash-Murgab corridor
<b>Description</b>	Route to Peoples' Republic of China	Route to Peoples' Republic of China	Route into Kazakhstan	Border with Uzbekistan		Border with Tajikistan	
<b>Total Distance</b>	258 km	550 km	285 km	274 km	185 km	133 km	230 km
<b>Travel Time</b>	3.5 hours	7 hours	4 hours	4 hours	4 hours	2.5 hours	5 hours
<b>Road Classification</b>	International / National	National	International	National	National	National	International
<b>Security</b>	Marginal	Marginal	Good	Marginal	Good	Marginal	Marginal
<b>Main towns / hubs</b>	Osh, Sary Tash, Irkeshtam	Bishkek, Kochkor, At Bashy, Naryn	Bishkek, Sokuluk, Karabalta, Chaldovar	Nookat, Kadamjai, Batken	Gulcho	Sarytash, Karamyk	Sarytash
<b>Surface</b>	100% paved (asphalt or concrete)	100% paved (asphalt or concrete)  70% highway, 30% primary roads	100% paved (asphalt or concrete)				
<b>Road Conditions</b>	80% compacted smooth, snow and ice depending on the season	Ice on mud, depending on the season	Snow and ice depending on the season				
<b>Types of Traffic</b>	All vehicles	All vehicles	All vehicles				