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**MONITORING OF DEVELOPMENTS RELEVANT FOR THE
PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS**

Infrastructure bottlenecks and missing links

Transmitted by the Government of Kyrgyzstan

From the standpoint of capacity, the following border crossings with Kazakhstan are “bottlenecks”:

- The Akzhol border crossing on the Bishkek - Almaty road (E 125);
- The Chaldovar border crossing on the Bishkek - Chaldovar - Shymkent road (E 40).

Since these crossings account for a major portion of the cargo load, their capacity is considered to be insufficient because of the poor state of the roads. A road refurbishing project is currently being completed on the Bishkek - Almaty road; once it is finished the capacity problems at the Akzhol crossing should be resolved.

Because of the low level of traffic, there are no particular problems at the other border crossing points in Kyrgyzstan.

Seasonal bottlenecks (with problems arising from winter weather conditions) affect such roads as:

- Bishkek - Osh (E 010);
- Bishkek - Naryn - Torugart (E 125);
- Osh - Sary - Tash - Irkeshtam (E 007).

Information is enclosed on the average daily road traffic in 2004 observed at the main traffic point controls in Kyrgyzstan.

The Government has adopted the following decrees in order to alleviate border crossing problems:

- Decrees No. 638 of 28 August 2004 and No. 885 of 4 December 2004 “On measures to improve border crossing operations for international road, air and rail communications and for fixed domestic road checkpoints in Kyrgyzstan”, as amended. They call for the improvement of performance at crossing points, in accordance with the agreements concluded with neighbouring countries on the delimitation and demarcation of State borders;
- Decree No. 739 of 7 December 2004 “On the adoption of provisions for border crossings in Kyrgyzstan”. This specifically sets out the duties of the border control services, and is aimed at improving the capacity of the country’s border crossings.

In order to remove bottlenecks, plans are being drawn up for the refurbishment of the Osh - Sary - Tash - Irkeshtam (E 007) and Bishkek - Naryn - Torugart (E 125) roads.

Road maintenance is funded by annual outlays from the State budget. However, such funding is currently insufficient, owing to budget constraints.

The traffic load on the country’s railways is very low, as the lines are all branch lines. There are just 424.6 km of lines.

There are plans for the construction of a trunk rail line from China through Kyrgyzstan to Uzbekistan. If it is built, Kyrgyzstan, once a dead end for rail transport, will become a country of transit.

Average daily traffic flows, 2004

	International road	Type of vehicles			Average daily traffic flow
		Lorries	Buses	Light vehicles	
1	Bishkek - Almaty, Akzhol crossing	21	55	3 587	3 663
2	Bishkek - Chaldovar - Shymkent, Chaldovar crossing	9	49	n.a.	-
3	Bishkek - Osh	665	38	1 100	1 803
4	Bishkek - Naryn-Torugart	32	1	432	465
5	Osh - Sary - Tash - Irkeshtam	27	1	443	471
