

Pamir Highway (M-ID: 2574)

<https://www.motourismo.com/en/listings/2574-pamir-highway>



from €3,100.00

Dates and duration (days)

The Pamir Highway - one of the most beautiful and highest roads in the world is one of the roads that makes a motorcycle lover's heart beat faster !

The Pamir Highway or the Pamir Motorway, abbreviated as M41, is the main artery of life in Kyrgyzstan. The road was built between 1931 and 1934 for the Soviet military. However, its history dates back thousands of years, when it was part of the Silk Road. Opinions differ as to its beginning (Afghanistan, Uzbekistan or Tajikistan), but the highway ends precisely in the city of Osh in Kyrgyzstan. We will start our journey in Osh, from where we will climb up to the Pamir Plateau, make a circle and return to Osh. Most of the road runs at an altitude of 4000 meters. Due to the high altitude above sea level, the Pamir Highway is one of the highest mountain roads in the world.

Route:

Day 0: Departure.

Today you board the plane and make your way to Osh in Kyrgyzstan. There are two ways to reach Osh, either via Moscow or via Bishkek.

Day 1: Arrival

In Osh we will pick you up at the airport and bring you to the hotel. The rest of the day will be dedicated to the test ride, info briefing and city tour. Osh is the capital of South Kyrgyzstan. The population there is more conservative than in Bishkek. This conservative behavior is evident in the style of dress, behavior, and beliefs. In addition, only a few restaurants offer alcoholic beverages. You can visit the biggest sight of the city "Suleiman Mountain". This is a sacred mountain for Central Asian Muslims and offers a breathtaking panoramic view of the city. In Osh you can feel the real origin and diversity of Central Asia. Furthermore, we will visit the market, taste the real Uzbek or Uighur pilaf/plov and taste famous watermelons as well as melons.

Day 2: Osh - Sary Tash (about 185 km)

The day starts with breakfast at the hotel. When the Kyrgyz wish a happy journey they say "ak zhol" - the white road. Today we will ride on asphalt road. You will reach tangible heights on the mountain pass Taldykb (3615 meters high). Today's destination Sary-Tash is a village between the ridges of the Pamir Highway. It is an important point on the Pamir-Trak, because four roads converge at this place: to the warm and flat Osh, to the highland Murgab, to the Tajik Jirga valley and to the Chinese Kashgar. In the afternoon, Kyrgyz traditional camping houses - yurts - appear on the horizon. This is the last town and shopping opportunity before the border with Tajikistan.

Day 3: From Sary-Tash to Murghab (Tajikistan), (approx. 225 km)

After breakfast we ride to Tajikistan. Immediately after leaving Sary-Tash we will have the opportunity to see Lenin Peak (7,134 meters), weather permitting. We will pass the Kyzyl-Art Pass (4,280 meters). This will be followed by several tens of kilometers of riding on a direct asphalt road to the border point of Kyrgyzstan and then a 30 km ride through "no man's land".

The calmness of the border police as well as the manual check-in without computer and mobile net demand some patience and time. It seems as if we are still in the 70s. After we have passed the border procedure, we will ride in Tajikistan over the Pamir plateau to a real extreme, the Ak-Baital pass (4,655 meters above sea level). Gradually the tarmac disappears and we find ourselves on a gravel road with impassabilities and all that nature has in store for us. You will probably suffer from some oxygen deprivation at an average altitude of 4,000 meters. Be prepared to feel bad or even very bad at times during this adventure due to the altitude until your body adjusts to the altitude.

At the end of the day, we will reach the next place to spend the night. Murghab, the second largest town in Tajikistan is located at 3,612 meters in the mountains of the Eastern Pamirs. This is one of the most remote areas of Tajikistan - almost 1000 kilometers from Dushanbe. Here you can find the famous Lenina Street with administrative buildings, abandoned Russian military barracks from the Soviet era, vintage vehicles made in Russia, monuments to the Kyrgyz and Tajik soldiers who died in World War II, of course, a bazaar, and many happy and carefree children of the Pamirs. The climate here is extreme - down to minus fifty in winter and plus forty degrees Celsius in summer. Even in summer contrasts determine the weather; during the day it is very warm, but at night strong cold wind streams down to the alpine valley. The wind stirs up the smoke from dozens of wood-burning stoves under the huge Pamir stars and fills the air with the pleasant Pamir aroma.

Day 4: From Murghab to Langar (Wakhan/Panj valley, (approx. 225 km)

After breakfast we continue our journey across the Pamir plateau to the Panj valley along the border with Afghanistan. This is one of the wildest and most deserted parts of our adventure. Here, the most remote regions of Tajikistan and Afghanistan border each other. One encounters leisurely wandering caravans on their way to the other side of the border. Such events seem like a mirage, like messengers from the long-gone days of the great Silk Road. A rocky and stony road with several river crossings awaits us. In the afternoon we descend from 4,000 to 2,900 meters into the Panj Valley. It gets warmer, and eventually we reach the village of Langar. Once we arrive, we have the time to relax, rest. Nearby there are ancient petroglyphs (cave paintings) to see.

Day 5: From Langar to Ishkashim (through Wakhan/Panj valley), (approx. 135 km)

Breakfast - on the mopeds and off through the most picturesque part of the Panj valley, the Vakhan corridor! This narrow strip of land along the valleys and the rivers Panj(Pandsch), Pamir and Wakhan, which in the beginning of the 20th century divided the territories and spheres of influence of the Russian and British Empires on the border with Asia. The Pamir Highway, which we will follow, runs along the majestic Panj River and the Afghan border. There is a lot of fertile soil here compared to the rest of the country. We will ride through traditional Central Asian villages, see irrigated fields, rows of poplars and traditional huts on the slopes of the mountains. Another prominent landmark of the Wakhan Valley is the Yachmun Fortress. This fortress was built in the 3rd century BC to protect against military attack and to control the main trade routes from the Pamirs to India and Persia, which passed through the Panj Valley. Life on both sides of the border river is about the same. On one bank in Tajikistan is the village of Ishkashim and on the other bank in Afghanistan is a twin village of Ishkashim. On Saturdays, the residents of both twin villages gather on an island in the river and engage in visa-free and duty-free trade with each other.

Day 6: From Ishkashim to Khorog (about 105 km)

Today we get our breakfast from a local family. Afterwards the journey continues. Our destination is the autonomous district Badakhshan with the capital Khorog. The road leads through numerous villages and apricot plantations.

Here is some information about the city:

Khorog is the capital of Pamir, an island of civilization with 30,000 inhabitants and located at 2,200 meters above sea level. The main attraction is the botanical alpine garden. One meets here again the Lenina road, a nostalgic greeting from the Soviet times. The two mountain rivers Panj and Gunt flow into Khorog. There are government offices, the residence of the Tajik President, a university, banks and restaurants in Khorog.

After checking in at the hotel and a short rest, we set out to explore the city.

Day 7: From Khorog to Savnob (Bartang valley), (approx. 185 km)

We start the day with a tasty breakfast and leave civilization behind us on the following ride. We ride through barren mountain landscapes towards the Bartang valley. The beginning of the route is quite easy, but becomes increasingly challenging as the road conditions deteriorate. Flooding and landslides make some sections difficult to traverse, but we are hopeful of encountering acceptable conditions. If the road is blocked, we will provide you with an alternative route that our experienced guides will determine depending on the situation. We end this challenging day in Saynob, one of the most beautiful places to stay on our motorcycle tour. The village is located on the edge of a deep gorge and is surrounded by mighty mountains with snow-capped peaks. The flowering gardens in the village form a pleasant contrast to the otherwise rugged mountain landscape. Insider tip: for the best view of the village, head to the nearby stream and you'll be amazed!

Day 8: From Savnob to Karakul (Bartang valley), (approx. 180 km)

We put on our helmets, mount our motorbikes and set off motivated! The most technically difficult day lies ahead of us. The further we go, the more demanding and exhausting the road conditions seem to be. After these exertions, however, we are rewarded with picturesque views of the wonderful landscape of the Bartang valley, which we cross in the afternoon to return to the Pamir plateau. Here, rough terrain with difficult road conditions awaits us, but these are quickly forgotten in the evening when you let your gaze wander over the idyllic Karakul Lake in the Tajik National Park. Like the famous Kaali Lake in Saaremaa, Estonia, the lake was formed by a meteorite impact, the only difference being that the Karakul has a much larger surface area. However, due to the barren conditions, only a few living creatures have settled in the lake and the only local fish species is unfortunately inedible.

We spend the night in accommodation on the Pamir plateau, one of the world's most impressive and little explored landscapes, which has so much to offer and is particularly appreciated by motorcycle enthusiasts.

Day 9: From Karakul to Osh (approx. 280 km)

The penultimate day of the trip begins early in the morning, because a long and adrenaline-charged return journey awaits us. Again we have to cross the border, this time from Tajikistan back to Kyrgyzstan. We hope for a fast handling of the customs and border controls, whereby we have planned enough time for it. Our tour leads again through wild, adventurous no man's land where you can prove your skills once again. With the Kyrgyz border post the asphalted route begins, which runs mainly downhill and leads us directly back to Osh. Now we would be back where we started, but richer by countless impressions and

experiences.

Day 10: Flight home

This is the end of this extraordinary motorcycle adventure. We are looking forward to welcoming you again soon on one of our motorcycle tours, on another tour through Central Asia, in India or in Iran.

Countries	Kyrgyzstan
	Tajikistan
Category	Motorcycle Tour
Terrain	Onroad
Vehicle	motorcycle rent incl.
Tourguide / Coach	yes (guided)
Accommodation	Hotel / B&B or similar
Flight to / from	no, not incl.
Ferry	no, not incl.
Support vehicle (luggage/service)	yes
Level of difficulty	difficult
Customer payment protection	yes
* PRICING	Minimal without optional extras, see pricing

Pricing

per rider in a shared/double room with Pamir 450 Enduro	€3,100.00
per pillion passenger in a shared/double room	€2,450.00
per person single room (surcharge - only available with an additional selection of the basic price "per rider in shared twin/double room")	€250.00

Included

9 x overnight stays in hotel
 9 x breakfast
 Rental motorcycle: Pamir 450 Enduro (included in the tour price)
 Royal Enfield Himalayan (option)
 Petrol / Oil
 Service vehicle
 Osh airport transfer
 Mineral water

Not included

Everything that is not specified under services

More details

Total distance approx. 1520 km

Difficulty: High

min: 4 - max: 10 riders

Important notes:

Participation as a pillion passenger on the motorcycle is unfortunately not possible. But there are a limited number of seats available in the support vehicle for guests who do not want to ride the motorcycle.

EU citizens need a visa for Tajikistan and a permit for Mount Badakhshan. Information is available here: <https://www.evisa.tj/index.evisa.html#/getinformed>

No visa is required for Kyrgyzstan.

The organizer requires from you to have of a travel insurance. Please check if your insurance covers the risk of a motorcycle off-road trip.

In the event of damage to the motorcycle caused by accident, the maximum amount of liability is 600.00 €.