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**Imagery analysis report**

**Soviet Logistics Buildup in Support of  
Afghanistan Invasion, Termez  
USSR (S)**

**Secret**

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### SOVIET LOGISTICS BUILDUP IN SUPPORT OF AFGHANISTAN INVASION, TERMEZ, USSR (S)

1. (S/D) The supply and support of Soviet units which deployed to Afghanistan in late December 1979 has centered around the Termez, USSR, area. Since that time, Termez has served as the primary receiving and forwarding logistics base for Soviet combat units and troops engaged in operations in Afghanistan. Continuing and current activities in the Termez area suggest a permanent Soviet supply effort to troops stationed in Afghanistan and may indicate that the Soviets intend to remain for some time.

2. (S/D) This report identifies and briefly discusses the rapid buildup and construction of the railroad system, the freight transshipment capabilities, and the expansion of a field fuel supply depot within strategic areas of the Termez complex in the Turkestan Military District [redacted]

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3. (S/D) Since February 1980, the railroad system has undergone major and rapid expansion and has at least doubled the freight transshipment capability in the northwest and southeast area of the Termez complex which is less than 1 nautical mile (nm) north of the USSR/Afghanistan border (Figures 1 and 2). In addition, the storage capacity at the Termez field fuel supply depot has been increased to at least five times the minimum estimated capacity of 2,000,000 liters since February 1980. Currently, the primary facilities contained in the Termez complex area include Termez Army Barracks AL-1/Headquarters Motorized Rifle Division [redacted] Termez Army Barracks AL-3 [redacted] Termez Transshipment Port Complex Amu Darya River [redacted] Termez Ammunition Depot DA-1 [redacted] Termez Training Area I [redacted] Termez North Airfield [redacted] and three SA-3 surface-to-air missile (SAM) air defense sites which were newly deployed in January 1980 and include Termez SAM Site [redacted] Termez SAM Site Southeast [redacted] and Termez SAM Site Amu Darya River [redacted]

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#### Expansion of Termez Transshipment Area Northwest

4. (S/D) Railroad transshipment in the Termez area is performed by means of rail-to-road, road-to-rail, and rail-to-water facilities. Since December 1979, the Soviets have built two large transshipment stations—Termez Transshipment Station Northwest [redacted] and Termez Transshipment Station [redacted] added eight rail sidings to the original four; and increased the flow of incoming rail freight to this transshipment area, 6 nm northwest of Termez (Figures 3 and 4). Prior to December, little significant activity was observed at this transshipment area which then only contained Termez Ammunition Storage Depot DA-1; Termez LPG Storage/Distribution Facility Northwest [redacted] one transshipment station; and Termez Transshipment Station North [redacted] which consisted of three rail spurs, a loading platform, two freight buildings, a rail line which ran south to Termez and north through Bukhara, and four rail sidings.

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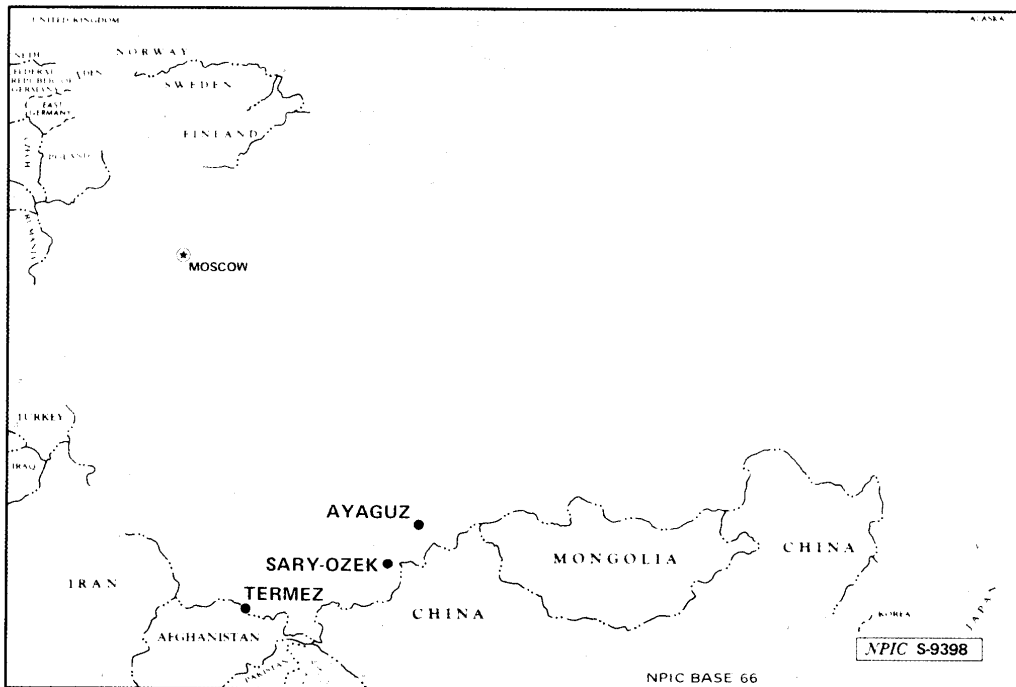


FIGURE 1. LOCATIONS OF LOGISTICS FACILITIES IN SUPPORT OF SOVIET/AFGHANISTAN DEPLOYMENT

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5. (S/D) Termez Transshipment Station Northwest, directly north of Termez Ammunition Depot DA-1, was constructed in late February 1980. The facility contains three freight storage quonset huts, two rail spurs, two concrete loading platforms with gantry cranes (one under construction), a large open storage area containing construction materials, a support bivouac, house trailers, and crates. This station is operational with high levels of rail-to-road transloading activity usually observed.

6. (S/D) Termez Transshipment Station, approximately 1 nm southeast of Termez Ammunition Depot DA-1, has been under construction since early June 1980 and contains a large construction support bivouac with tents and semipermanent shelters and four rail spurs which lead off the rail line. The rail spurs were completed by the end of June and appeared to be ready for rail traffic [redacted] This station was still under construction in early July and showed low levels of rail traffic. When this station is complete, it will at least double the railroad transshipment capability of the entire Termez complex.

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7. (S/D) Since the construction of the two freight transshipment stations and the Afghanistan invasion, an increase has been observed in the overall number of crates being stored at Termez Ammunition Depot. Little activity was usually observed there prior to the Afghanistan invasion. An increase in stacked crated materials and SA-4 SAM canisters and boosters was observed in the open storage areas of the installation beginning in February 1980. The SA-4 SAM canisters and boosters had been removed from the depot by early July. They were probably being stored at this depot for resupply of the SA-4 brigade which withdrew from Afghanistan and returned to its usual garrison at Ashkhabad Army Barracks West AL-1/SAM Support [redacted]

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8. (S/D) Supplies and units currently stationed in and around this transshipment area include petroleum, oil, and lubricants (POL) heavy-lift transport units; construction and maintenance units; an SA-3 SAM support unit; a railroad construction unit (Figure 3); an R-410 TWIN PLATE troposcatter relay station; and one operational SA-3 SAM air defense site (Figure 4).

#### Expansion of Termez Transshipment Area Southeast

9. (S/D) Expansion of a railroad system and freight transshipment area, 7 nm southeast of the Termez complex and less than 1 nm south of Termez Training Area 1 (Figures 2 and 5), began in February and continued [redacted] Prior to the Soviet invasion into Afghanistan, the area served as a military combat training area for divisional units stationed at Termez Army Barracks AL-1 and AL-3. In January, the training area was transformed into a staging area, and a primary river-crossing point (PPS/PMP bridge) was established across the Amu Darya (river), 7 nm southeast of Termez. This area now supports the military combat units and troops both entering and leaving Afghanistan.

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10. (S/D) A new rail line, which leads south to a new transshipment station with three rail spurs at the Amu Darya bank and east to Termez Tactical POL Site [redacted] has been under construction since early May 1980. The new transshipment station will probably be semioperational in August, but as of early July construction was continuing.

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11. (S/D) Units and activity in this training area include Termez SAM Site Amu Darya River, which is an operational SA-3 SAM air defense site; a probable army-level motor transport unit; an operational PPS/PMP floating bridge; a permanent reinforced concrete bridge, which has been under construction since at least 1975; and Termez Tactical POL Site, which is a field fuel supply depot.

12. (S/D) The combined expansion of the railroad system and freight transshipment areas to the northwest and southeast of Termez has enabled the Soviets to transfer supplies, POL, and equipment via rail-to-road through the Turkestan Military District, across the border, and into Afghanistan at a rapid rate. This expansion also indicates the permanence of the Soviet effort to supply major logistics to the Soviet military deployed in Afghanistan.

#### Expansion of Field Fuel Supply Depot at Termez Southeast

13. (S/D) Initial construction of a field fuel supply depot, Termez Tactical POL Site, was first identified [redacted] in the southern portion of Termez Training Area 1 (Figures 2 and 6). [redacted] eight MR-250 fuel containers (also referred to as soft tanks or rubberized bladders) were newly identified at this site. In February, the minimum estimated storage capacity was 2,000,000 liters. POL storage containers at this facility had been significantly increased [redacted] 112 R-50 horizontal fuel tanks, three MR-250 bladders, and one MR-150 bladder were added. This addition of fuel storage containers increased the minimum estimated capacity to 9,250,000 liters. In May, some of the horizontal fuel tanks were covered with earth, [redacted] the minimum estimated capacity was between 12,000,000 and 13,000,000 liters.

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14. (S/D) This field fuel supply depot serves as a fuel resupply base for ground and air units stationed in Afghanistan. The fuel from this depot is transported primarily by POL trucks which cross the Amu Darya via the PPS/PMP floating bridge to resupply Afghanistan field fuel depots or nearby deployed combat units. An operational tactical pipeline, extending from the fuel supply depot both underground and underwater across the Amu Darya and connecting with the Khairabad (Kheyraabad) Tactical POL Site [redacted] in Afghanistan, is also used for fuel transshipment.

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15. (S/D) Two central petroleum products storage facilities, which may be examples of how POL has been consolidated and forwarded to the Termez area and into Afghanistan, have been identified in the Central Asian Military District. The usual fuel storage capacity of both Ayaguz Petroleum Production Storage Northwest [redacted] and Sary-Ozek Petroleum Production Storage North No 2 [redacted] has recently increased through the use of MR-series bladders and additional R-series horizontal tanks (Figures 7 and 8).

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16. (S/D) Approximately 171 MR-25 fuel bladders and one MR-250 fuel bladder were added to the central storage facility at Ayaguz Petroleum Production Storage Northwest in June 1980. This increased the Ayaguz usual capacity by an estimated 4,525,000 liters. At least 93 R-50 horizontal fuel tanks, five MR-250 fuel bladders, and five MR-150 fuel bladders were added to the Sary-Ozek Petroleum Production Storage North No 2 in June, increasing the Sary-Ozek usual storage capacity by an estimated 8,275,000 liters.

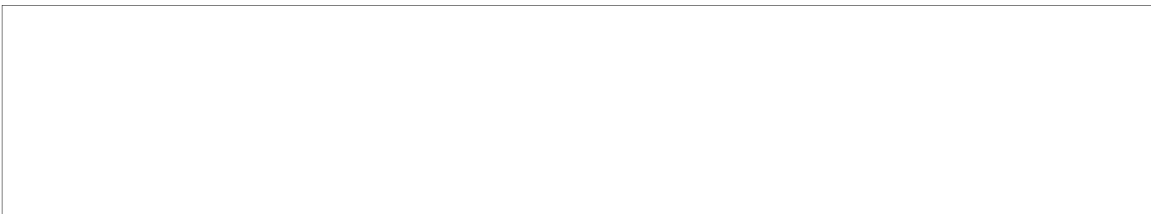
17. (S/D) The increased number of fuel storage containers at the two petroleum products storage facilities enabled the Soviets to forward POL via rail, by using rail tank cars or horizontal POL tanks, to the Termez area and into Afghanistan and to still maintain usual levels of stored POL within each petroleum products facility.

18. (S/D) An example of how POL was probably transferred from the Sary-Ozek Petroleum Production Storage North No 2 to the Termez area was observed in mid-May 1980. [redacted] R-series horizontal POL tanks, which were probably filled with POL, and elements of a heavy-lift unit with 60-ton trailers and prime movers were observed loading onto flatcars at a nearby railyard extension. [redacted] elements of a heavy-lift unit with 60-ton trailers, prime movers, and R-series horizontal POL tanks were observed offloading at Termez Transshipment Station Northwest. It is possible that these were elements of the same heavy-lift unit which loaded at Sary-Ozek. After the arrival of the heavy-lift unit and R-series fuel tanks at Termez Transshipment Station Northwest, numerous R-series tanks were loaded onto 60-ton trailers and were transported by road across the PPS/PMP floating bridge. This massive POL transfer into Afghanistan was probably to resupply field fuel supply depots and permanent petroleum products storage facilities in that country for Soviet combat use.

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**Summary**

19. (S/D) Observations of the transshipment of POL products from the USSR into Afghanistan continue on a regular basis. All main rail lines, petroleum products storage facilities, and major highways capable of supporting the transshipment of POL through the Turkestan Military District into Afghanistan are being used. The extent of POL transfer extends well into the interior of the Soviet Union, as evidenced by the activity at Sary-Ozek and Ayaguz. This POL transfer activity and the massive buildup of the Termez complex area indicate a permanent effort on the part of the Soviets in logistical supply to units stationed in Afghanistan.



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