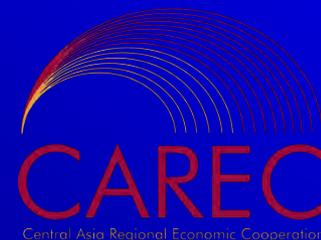


# **Existing Road Maintenance System in the Republic of Uzbekistan**

Fazil Rajabov— Head of Road Department,  
SJSC UZAVTOYUL

**Ministry of Transport, PRC  
Central and West Asia Transport and Communication Division, ADB  
CAREC Institute**

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# Existing System

- Pursuant to the Law On Automobile Roads and Decree of the President of Uzbekistan No. PP-511 of 14.11.2006, the State Joint-stock Company for Road Construction and Operation UZAVTOYUL is an Authorized Body for public roads maintenance. Public roads are maintained by oblast (provincial) and raion (district) units of UZAVTOYUL.
- Maintenance works on roads and road installations are carried out on a systematic basis along the whole length of motor roads, and on all road elements and structures during the year in accordance with the approved cost estimates.
- Seven specialized enterprises within the UZAVTOYUL structure act as Customers for the maintenance of the international/national importance highways, while oblast/territorial UZAVTOYUL road operation organizations are responsible for the maintenance of the local roads.
- Public roads are allocated by the above Customers on contract basis to 161 raion road maintenance enterprises of UZAVTOYUL.
- All types of road maintenance works are carried out on-site by 538 road repair stations, representing part of the UZAVTOYUL raion enterprises structure.
- Completed maintenance works are financed during the year by the Republican Road Fund through the Customers, in accordance with the approved cost estimates.

# Advantages

- The advantage of the existing road maintenance system is that public road sections are assigned to the road repair stations, which are optimally located in the immediate proximity to the relevant road network sections.
- In case of any faults in the public roads, the road repair stations can promptly rectify the defects on the road sections they are responsible for.
- Availability of the Central Road Operation Control Service within the UZAVTOYUL system, and its reliable communication with the counterpart oblast and raion services, facilitate collection of live information on the condition of the roads, making the appropriate agreed decisions, and organization, management and supervision of the works.

# Disadvantages

- On the territorial level, the existing road maintenance management system is divided between two Customers, i.e., there are enterprises responsible for international and national roads maintenance, and territorial organizations, maintaining local roads. Actual maintenance works are supervised and financed by such Customers on the basis of approved budget estimates. In fact, all road maintenance works are performed by the raion enterprises, and then presented to the mentioned Customers for payment.
- Thus, the existing system limits the implementation of a common road engineering policy and management of the road maintenance enterprises.

# Key Issues

Issues	Measures
Limited financing for road maintenance works.	Provision of financing for the existing road network maintenance in accordance with maintenance standards requirements
Shortage of the road-building / maintenance machinery and equipment, small-scale mechanization, mobile asphalt concrete plants, and road menders to carry out the maintenance work.	Purchasing of road-building / maintenance machinery from the proceeds of funds allocated for road maintenance.
Recruitment of maintenance personnel for the road-building and repair works.	Clear division of road-related responsibilities between UZAVTOYUL enterprises, specializing on road building/repair and on maintenance.

# Photos



















