

Existing Current Maintenance System in Kyrgyz Republic

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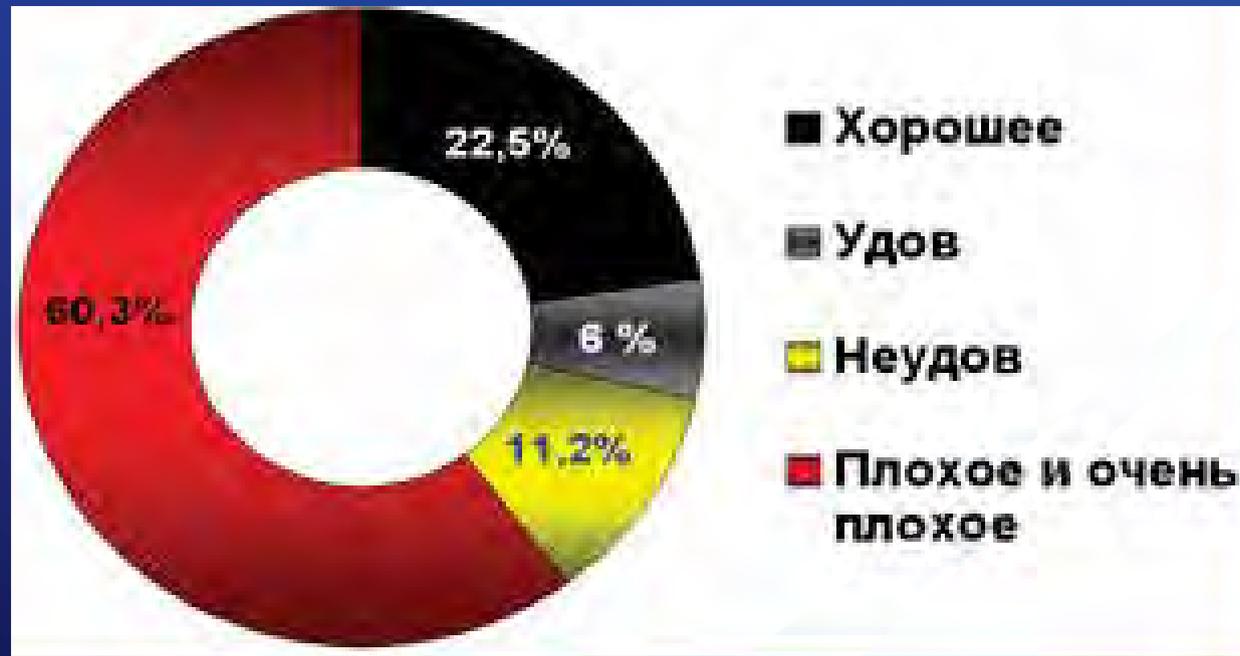
Existing System

- The Ministry is executing the following types of works:
 - - **new construction**
 - - **reconstruction**
 - - **average repair**
 - - **routine repair**
 - - **maintenance**
- New construction of roads and road structures, their reconstruction, major and average repair on the results of bidding are awarded to the contractors, regardless of ownership.
- (PBC) Performance based contracting for road maintenance is not used in Kyrgyzstan.

Existing System

- Routine repairs and maintenance, daily maintenance of roads is financed directly from the national budget and implemented by UAD, PLUAD and DEP.
- Under the existing scheme of management there are 69 organizations in the road sector and 67 of them are financed from the budget, including :
 - ✓ 57 DEPs;
 - ✓ 5 PLUADs;
 - ✓ 3 UADs;
 - ✓ One GDAD is Bishkek-Osh,
 - ✓ one Division for overall weight and dimensions control and inspection of tunnel service,
 - ✓ 2 are on self-financing management (ZHASU and GDRSU).

Network State



The total length of all the internal road network is 16,579 km, of which the length of paved roads is about 5,000 km, gravel roads are 10,000 km and ground roads are 1,600km.

Advantages

- The current system allows to serve all the internal road network, including transport corridors, which are:
 - ✓ In total in Kyrgyz Republic there are 18 650 km of roads, out of which:
 - ✓ 4 131 km – roads of international value;
 - ✓ 5 561 km – roads of national value;
 - ✓ 8 958 km – roads of local value.
- Ministry of Transport and Communications puts the task to the gradual transfer of costly repairs and maintenance to the private sector. This task will be carried out in the framework of the strategic changes to the distribution system inherited from the Soviet times, this sector would be changed to the managing through market mechanisms.

Disadvantages

- Contracts for repairs and maintenance, and daily maintenance of roads should be long-term in order to create conditions for the stable performance of the contract.
- The Department of Roads for repairs and maintenance and daily maintenance of roads directly awards the maintenance contracts to PLUADs and DEPs.
- Lack of competition in road maintenance;
- Road maintenance is carried out using the Soviet time system, based on the maintenance inputs, not on outcomes.
- PBC is not used;
- Lack of experts for implementing PBC;
- Lack of private service companies;
- No legislation for implementing PBC.

Key Issues

Issues

[Describe the issues encountered in the implementation of the existing system of road maintenance]

- The main part of the road network is currently in a very poor condition
- A key issue is the ratio of funding to the size of maintained road network.
- PLUADs, UADs and DEPs have less than 25% of the required road maintenance equipment and facilities at present.

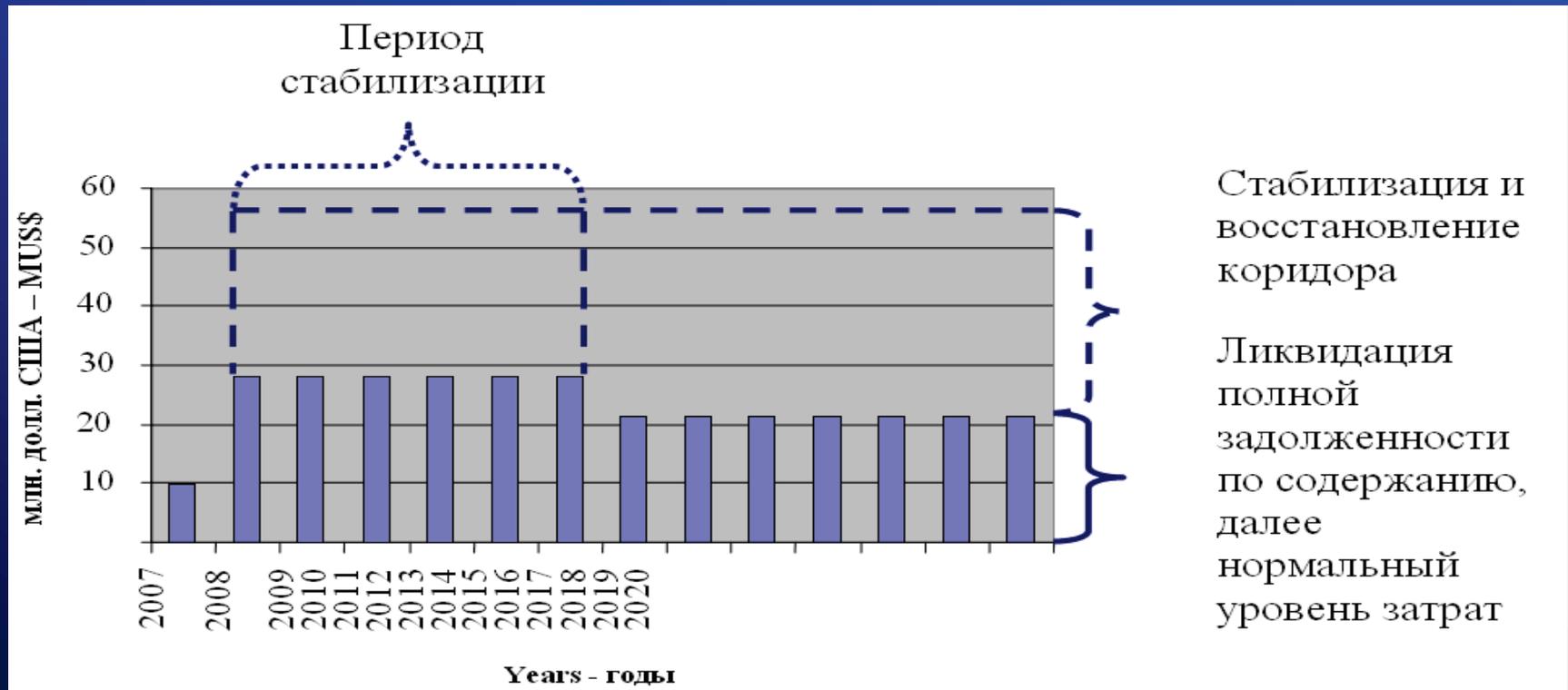
Measures

[Recommend the measures to address these issues]

- MOTC policy in this sector should be to maintain paved roads.
- To allocate budget in the republican budget to response to emergency situations ;
- Establishment of sinking funds for the restoration of wear of road-building machinery.
- Exemption of PLUADs and DEPs from 50% charges of net profit to the Ministry of State Property.

Necessary Level of Costs

The proposed effective level of minimum costs and their distribution is shown in the following chart :



For the six-year period of "stabilization" sufficient budgetary resources should be directed to preserving the core network, while at the same time, the development of regional corridors should be addressed using the attracted foreign investment. It would be required the restrictions on spending in any part of the road as long as it reaches the level of funding recommended in this chart.

Photos



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