

Current Road Maintenance System in the Republic of Tajikistan

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**Beijing, People's Republic of China
27-29 November 2012**



Current Road Maintenance System

- The current road maintenance system in the Republic of Tajikistan includes the road works and maintenance, technical regulations and road maintenance, developed during the Soviet Union in 1984 and 1989. It should be noted that at present, the system can not fully meet the needs of road maintenance.
- Since the rate of road traffic growth increases much faster than the increase in the length of paved roads, it leads to a substantial increase of wear and damaging effects of cars on to the road resulting in an increased demand for repair and rehabilitation. Unfortunately this trend will inevitably grow in the near term.

Current Road Maintenance System

- A very important is the fact that most of the road length has a thin coating with the capacity of vehicles with an axle load of 60 kN in the designed period .
- However, the automotive industry, despite restrictions on the axial load, produces almost all trucks, buses above parameters calculated for this kind of the road.
- Without a significant increase in the level of technical and operational condition of the roads, it is not possible to address the problem of transfer of road transport from extensive to intensive efficiency costs development for road construction.

Current Road Maintenance System

- Economy and the country's road management actively searches for new forms of governance, including new approaches to arranging road maintenance services. The Ministry of Transport of the Republic of Tajikistan and the Asian Development Bank is implementing a pilot quality-based project for road maintenance.
- In case of a successful implementation of this project, the road sector of Tajikistan will fully switch to the quality-based road maintenance method.

Advantages

- The current road maintenance system is fully implemented on the basis of technical rules of repair and road maintenance BCH 24-88, and defines the basic requirements for the public transport and public roads.
- The principles of assessment of road condition, planning for the road repair and maintenance, the continuous improvement of the safe movement of vehicles with allowed speed and loads reflect the principles of acceptance and evaluation of its quality.
- Technical accounting issues and certification of roads and road structures determine the basic provisions of environmental protection in the road repair and maintenance.

Advantages

- The ultimate goal of the road maintenance service is the facilitation and continuous improvement of the operational status and the technical level of roads, in line with the growth of traffic and load at the lowest cost of labor, material and technical resources, and energy for road repair and maintenance. Thus, it increases the growth of productivity and efficiency of cars, reducing transportation costs required to transfer motor transport to intensive development.
- PBMC system is currently not used in the country, however the Ministry is developing a technical document on the transition to this system.

Disadvantages

- Disadvantages of the existing system are lack of qualified personnel, the latest equipment and machinery for the road maintenance.
- Roads of the Republic of Tajikistan is at a complicated stage of development, when the advantage of building new roads gradually and steadily move to raise the technical level and the operational condition of the existing roads.
- The priority tasks are increase of speed, convenience and safety, as well as development of roads. In this case, it is necessary to develop new basic principles of operation of highways.
- To assess the state of roads an action plan for repair and maintenance is being developed, as well as the technology of the road repairs.

Key Issues

Issues	Measures
Insufficient funding	Adequate financial resources allocation from the state budget, as well as private sector participation in the road industry on the basis of the Public-Private Partnership
Lack of qualified personnel	Capacity building through sharing best practices from other countries using advanced technologies and methods of road maintenance
Outdated machinery and equipment	The introduction of new technologies for road maintenance and use of the best practices of the advanced countries

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