

12. ROLLING STOCK MAINTENANCE

Geographic Focus:	Republic of Armenia, Azerbaijan Republic, Georgia, Republic of Kazakhstan, Kyrgyz Republic, Republic of Tajikistan, Turkmenistan, Republic of Uzbekistan
Project Budget:	EURO 700,000
Contractor :	SYSTRA
Implementation timetable:	April 1996 through July 1997

Background

The condition of rolling stock is reputed to have seriously deteriorated since the break-up of the FSU. Lack of maintenance was cited as a principal cause.

Objectives

- To provide recommendations to solve existing problems concerning rolling stock maintenance / replacement and manufacturing and supply of spare parts in the TRACECA region.
- To provide guidance to rail organisations in the region for the establishment of commercially viable rolling stock maintenance and manufacturing, within the framework of a market-oriented railway system.
- To design a detailed reorganisation plan in co-operation with the national authorities.

Key Issues

A lack of detailed information led to the need to gather data regarding the existing and required fleet of rolling stock, maintenance strategy and organisation, and to determine the future overall requirements and in the field of spare parts supply and manufacturing.

A survey of facilities and enterprises in the region was needed with recommendations on the future size and structure of the sector and case studies, to demonstrate how to execute rolling stock maintenance and manufacturing services on a commercial and market-oriented basis.

Achievements

The project has provided a very comprehensive overview of the region's rolling stock, locomotive and maintenance facility assets. This information was previously dispersed or non-existent. Existing maintenance management and general operating procedures were very well reported. Later rail restructuring projects have made extensive use of the project output.

The present fleets of rolling stock are revealed as numerically sufficient, but there are imbalances in types of equipment available. Existing equipment is robust but aged, and inefficient from the point of view of fuel consumption and maintenance requirements. Consequent investment plans will be formulated taking into account the present organisational structures for rolling stock operation and maintenance, which do indeed require much attention to accompany physical modernisation.

Since the inception of the project, the EBRD has shown interest in funding improvement of rail maintenance facilities, and traction equipment.

Four case studies have been prepared including a rail tanker repair workshop in Azerbaijan that is the specific subject of discussion of an EBRD loan.

A two-week study tour of Western Europe has been conducted for the participating team members.