



Limited Liability Company

*Roads
to the future!*









Roads are built with high quality by your Company, There are no problems on the road constructed by your Company. Of course, this requires quality and great experience.

Ilham Aliyev
The president of the Republic of Azerbaijan

PREFACE BY THE FOUNDER AND HONORARY CEO OF AZVIRT LLC



Founder prof. ALI ALIYEV

Since establishment of “AZVIRT” LLC up today notwithstanding the negative effects of the recent global economic crisis in the world “AZVIRT” has been grown parallel to the Economical, Social and Cultural Development of Azerbaijan Republic and has succeeded its mission with impressive and advanced quality.

Today there are hundreds of people who worked with “AZVIRT” who benefit from training that continues to contribute to Social and Economical Development.

As “AZVIRT” our target is to construct important infrastructure Projects such as Motorways, Airports, Bridges which shall carry out the country to the future and be permanent monuments.

“AZVIRT” has been committed to respect the Environment Protection, Quality Assurance and ensuring the Healthy and Safe Working Conditions at all job sites.

Satisfying Employers` needs, Achieving Growth Target, Reliability, High-Level Standards, Sharing the Technological Know - How are all our vision in this sector for major construction projects.

Therefore we will be active and keen on sharing investment projects and work for the benefit of our people and the humanity, to develop the life standards everywhere. Besides that we shall respect the environment and protect the green since the World is not inherited to us.

We are also trying to carry our success to other countries and perform international projects in Serbia, Bosnia and Herzegovina, Ukraine and Kyrgyzstan.

I would like to congratulate and thank to our workers, engineers and to all management team who are members of “AZVIRT FAMILY” and who achieved this success by respecting to Azvirt`s ethic rules, discipline of team work and gave maximum importance to quality.

We are also grateful to our Clients who trusted and gave us those opportunities and thanks to all Governmental Departments who helped and support us during execution of our Projects.

BOARD OF DIRECTORS



KAMIL ALIYEV
General Director



MANFRED MARTIN
Technical Director



ELNUR ALIYEV
Financial Director



AZVIRT IN BRIEF

Among the names of top construction companies in Azerbaijan one name has become synonymous with quality: “AzVirt” limited liability company.

AzVirt is one of the largest and reputable road construction contractors in Azerbaijan. Within more than twenty years since its establishment, AzVirt has grown in size and scope to meet the needs of the region as the demands increased for improved transport infrastructure. Today, AzVirt specializes in the following activities:

AzVirt offers a full range of services including survey, designing and construction.

Because of our broad experience and recognition for high quality standards, we are uniquely qualified to act as a general contractor for the biggest construction projects of the region.

The company follows scientific and technical achievements of highly developed countries in road and highway construction industry and applies in its activity to construct the roads meeting international requirements. AzVirt is the first and only company in Azerbaijan using polymer and mastic asphalt for construction of road pavement. The produced asphalt concrete material contains activated mineral fillers.

It is our aim to meet customers’ needs by providing the best solutions, taking account of all technical, economical, and aesthetic parameters. Founded on integrity, open communication and providing high quality materials and workmanship, we promote the concept of partnership.

Our professionalism stems from the following core values embedded in every aspect of our work: Quality, Safety, Trust, Innovation, Teamwork, Social Responsibility and Continuous Learning.



OUR MAIN SCOPE OF WORKS

HIGHWAYS CONSTRUCTION

- motorways
- bridges
- tunnels
- viaducts
- other road structures

AIRPORTS CONSTRUCTION

- terminal
- runways
- taxi ways
- aprons
- access roads

PRODUCTION OF CONSTRUCTION MATERIALS

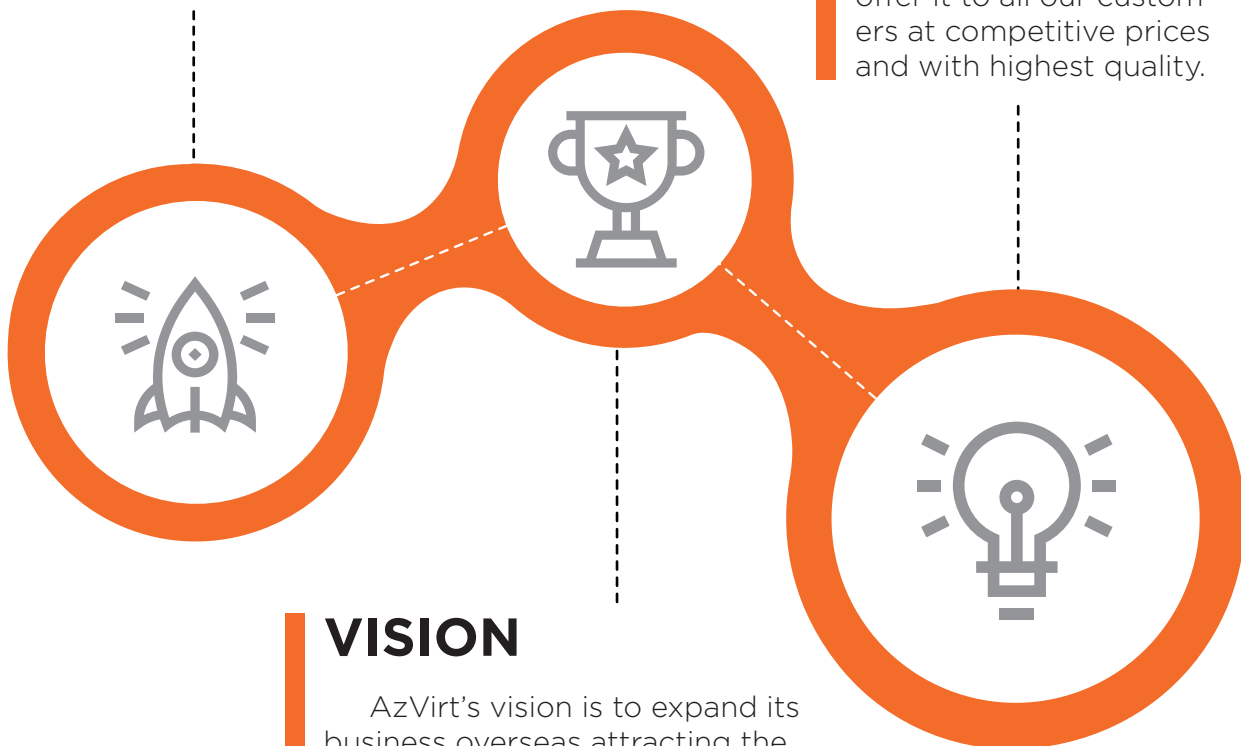
- asphalt concrete
- aggregate
- active mineral powder
- road projects design
- airport projects design

MISSION

AzVirt's mission is to be the company of choice for our customers by providing top quality construction services and maintaining the highest levels of professionalism, honesty and fairness in relationships with our customers, suppliers, subcontractors, professional associates and employees.

STRATEGY

Our strategy for success is simple: hire the best people and keep them, find innovative ways to perform the work, and offer it to all our customers at competitive prices and with highest quality.



VISION

AzVirt's vision is to expand its business overseas attracting the best professionals and providing excellent service, and to become one of the construction giants not only in Azerbaijan but in the international construction industry as well.

HISTORY

HISTORY

The development of highways forms a unity with the development of economy and transport system of the country. Transport infrastructure has been developing dynamically as other industries in the country. New highways, bridges and artificial structures conforming to the most up-to-date standards have been constructed. AzVirt plays an important role in development of transport infrastructure in our country.

AzVirt was founded as German-Azerbaijan Joint Venture in 1995, soon after Azerbaijan gained independence. The company, initially performing urban road reconstruction works throughout Baku area, as time progressed, grew into an international company providing full services in road and airport infrastructure projects. Demonstrating highest possible standards of quality within a short period of time after its establishment, the company expanding its scope of activities, was involved in airport construction works and participation in international projects.

In 2004, AzVirt was reregistered in Azerbaijan as Limited Liability Company.

Within the State Programme on Social-Economic Development of Regions that approved by President of Azerbaijan, we were entrusted the projects of strategic importance throughout all regions of

Azerbaijan, including "Reconstruction of runway, apron, taxiways, access road to Ganja International Airport and the road section from Ganja - Gazakh highway to the airport", "Reconstruction of airfield, cargo terminal territory and access road to Zagatala Airport", "Reconstruction of airfield, cargo terminal territory and access road to Lankaran Airport" in 2004

- 2008 years. Afterwards in 2011, AzVirt constructed a new International Airport in Gabala region meeting all international standards, and to everybody's great surprise completed this project within one year.

Since 2006, "AzVirt" has been making contributions to the development of highway network in our country by implementing reconstruction of Shamkir-Gazakh, Boyuk Shor roundabout-Heydar Aliyev International Airport, Heydar Aliyev International Airport-Mardakan-Bilgah, Bilgah- Novkhani-Sumgait, Buzovna-Mardakan-Gala, Gala-Pirallahi, Gabala-Agdash (km 0,0÷22,0) motorway, Motorway to State Flag Square, New 8-lane highway parallel to Nobel Avenue, highway from Hasan Aliyev street to Koroglu metro station (adjacent roads to the Olympic Stadium), Mingechevir highway - Mingechevir station. Within these projects construction of some bridges and tunnels (Sabunchu



bridge, bridge at Surakhani junction, bridge at Airport junction, overpass bridge at Bina junction, bridge and tunnel at Mardakan junction, tunnel and overpass at Buzovna junction, tunnel in front of Cardiological Center, 2 bridges and

2 tunnels on the access roads to the Olympic Stadium etc.), underground pedestrian passages and pedestrian bridges.

The New Air Terminal which has the capacity to process more than five million passengers a year was inaugurated in 2014.

In 2015-2016, Azvirt was offered another responsible job to build a track for the Formula 1 European Grand Prix, which was held in Azerbaijan for the first time. A 6.1 km track was created. Azvirt LLC developed a road with the most modern capabilities, providing 100% safety for pilots moving at speed up to 340 km/h.

Constantly growing and developing AzVirt has branched out to new subsidiaries in Serbia, Bosnia and Hersegovina, Ukraine, Kyrgyzstan and implements highway construction projects in these countries.

In 2016, in Serbia, the company completed a large-scale project for the construction of the E763 Belgrade-South Jadran highway (Lyig-Preljina section) with a cost of 308 (three hundred and eight) million Euros, including 66 bridges and overpasses, as well as 4 tunnels.

In 2018, according to the results of an international tender held by the State Agency of Highways of Ukraine "UKRAVTODOR", AzVirt LLC was declared the winner for the overhaul of the highway M-01 Kiev- Chernigov - Novye-Yarilovichi on the section km 18+730 - km 98 +800(3Lots).

In Kyrgyzstan, Azvirt performs construction work on the reconstruction of 67 km of the Bishkek-Osh highway, stage 4, Madaniyat-Jalal-Abad section (km 507.5- km 574.5).

In Azerbaijan the company is currently working on the construction of a new highway Baku - Guba border with the Russian Federation.

In 2015, Azvirt became the Winner of the X International Competition for the title of "Best construction organization" held by the Intergovernmental Council for cooperation in construction activities of the CIS member states.

We are proud to be a part of Azerbaijan's history and we are eager to continue to serve Azerbaijan and international construction markets. Azvirt obtained ISO 9001:2008 certification in quality management in 2008, OHSAS 18001:2007 certification in occupational health and safety management in 2009 and ISO 14001:2004 certification in environmental management in 2010.

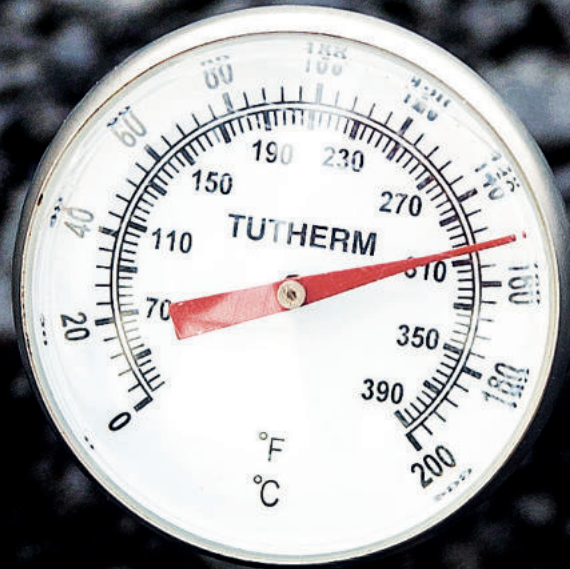




QUALITY STRATEGY

The core targets of the quality strategy for any company are the comprehensive high-level consumer satisfaction, the workflow improvement, and the position strengthening both in the local and foreign markets through upgrading of provided products and services.

AzVirt LLC is no exception here. But let's add "the most" to all the listed items for a full picture of the Company's quality strategy. Using nothing else but the most proper raw and consumable materials, applying the most advanced technologies and equipment, relying on the most up-to-date management methods, we have gained a leading position in the domestic market and have proved ourselves as reliable partners far outside the country.



With this in mind:

- we study the market and meet its needs at the best available rates;
- we conduct a sound personnel policy, train personnel being clearly aware of their official powers and responsibilities, and regularly provide various trainings and courses for the Company's employees;
- we are constantly partnering and sharing the best practices with foreign countries;
- we annually conduct internal audits in accordance with the requirements of ISO 9001:2008, ISO 14001:2004, and OHSAS 18001:2007 standards, and improve our management system;
- we test all the quality parameters to constantly monitor the quality level, in a laboratory equipped with the state of the art equipment.

We see validation of the Company's quality strategy in the approval of our work by the President of the Republic of Azerbaijan, in the high appraisal of cooperation with the AzVirt LLC given by President of Serbia Aleksandar Vucic, as well as the appreciation of our clients and partners.

As a good example of the people's take on the AzVirt activities not only in Azerbaijan, but also abroad, we can refer to the fact that everyone who has ever used the so-called "Azerbaijani Road" - the highway from Serbia to Montenegro and further to Western Europe, pointed out its compliance with the highest international standards.

It is no coincidence that AzVirt has repeatedly earned the "Company of the Year" title in a number of categories in Azerbaijan. It was recognized as the "Best Construction Organization" at the X International Competition among the CIS countries and earned the "Best Manager and Best Company in Europe" title in 2018.

ENVIRONMENTAL PROTECTION

The environmental protection and maintenance of the ecological balance are among the major issues of concern for humanity today. In view of this, the particular responsibility lies with the construction companies.

The AzVirt Company, strictly adhering to the HSE (Health, Safety and Environment) principles, ensures a number of specific measures to be taken in this regard, including:

- provision of an environmental assessment on the territory preparatory to the project implementation;
- evaluation of the possible impact on the environment and the existence of the population to arise as a result of repair and construction works;

- # AL
- implementation of particular measures to protect the environment during construction work;
 - building of special safety fencing during construction work in residential areas;
 - arrangement of the environmentally safe elimination of waste accrued in the course of the works performed;
 - use of the raw and consumable materials meeting the environmental safety standards.

Laboratory tests show that the Company uses the non-hazardous stone-mastic and polymer asphalt concrete mixes, as well as activated mineral powders. They are environmentally safe and do not emit poisonous fumes into the atmosphere.



HUMAN RESOURCES

Teamwork is the key to our success! We continuously invest in our personnel to improve the efficiency and enhance our strength to be recognized as a leader in the road construction industry. We encourage harmonious personnel relationships in order to promote team work among staff.

AzVirt gives great importance for customer satisfaction and employees of AzVirt are its primary customers.

The basic principle of human resources policy of AzVirt is a strict adherence to corporate principles and the creation of favorable conditions for the development of creative initiatives of employees.

The company has developed a team in which the knowledge and experience of professionals who have worked for many years in the construction sector, combined with the energy and healthy ambitions of youth, which makes alloy of innovative and creative ideas and guarantees the stability of the right decisions.

Position changes and giving career opportunities to employees is fulfilled on the base of maxim of equity, as directors and managers are selected out of employees. At the result of annual performance assessment procedure, competent employees are promoted to higher positions.

Training of specialists and development of their work abilities are the personnel policy priorities of the company. At present 1700 people are employed in the company. There are a lot of high qualified road construction specialists among them from Azerbaijan, Germany and Turkey. The main goal of the personnel policy of AzVirt is to bring well trained specialists to

road construction. Professional specialists of the company are familiar with scientific-theoretical and practical aspects of road construction works. There are a doctor of science (professor) and a candidate of technical sciences in the administration of the company and with their scientific researches they are stimulating new successes in the activity of the company. As a result of these scientific-practical researches, various advanced techniques are applied in production and construction. It should be noted that, the president of the Republic of Azerbaijan has awarded Mr. A.M. Aliyev, founder of AzVirt LLC, with "Shohrat" order for his merits in the development of construction industry in Azerbaijan.

The company recruits not only professionals with extensive experience, but also young professionals who are ready to work hard, develop professionally and efforts to achieve better results.

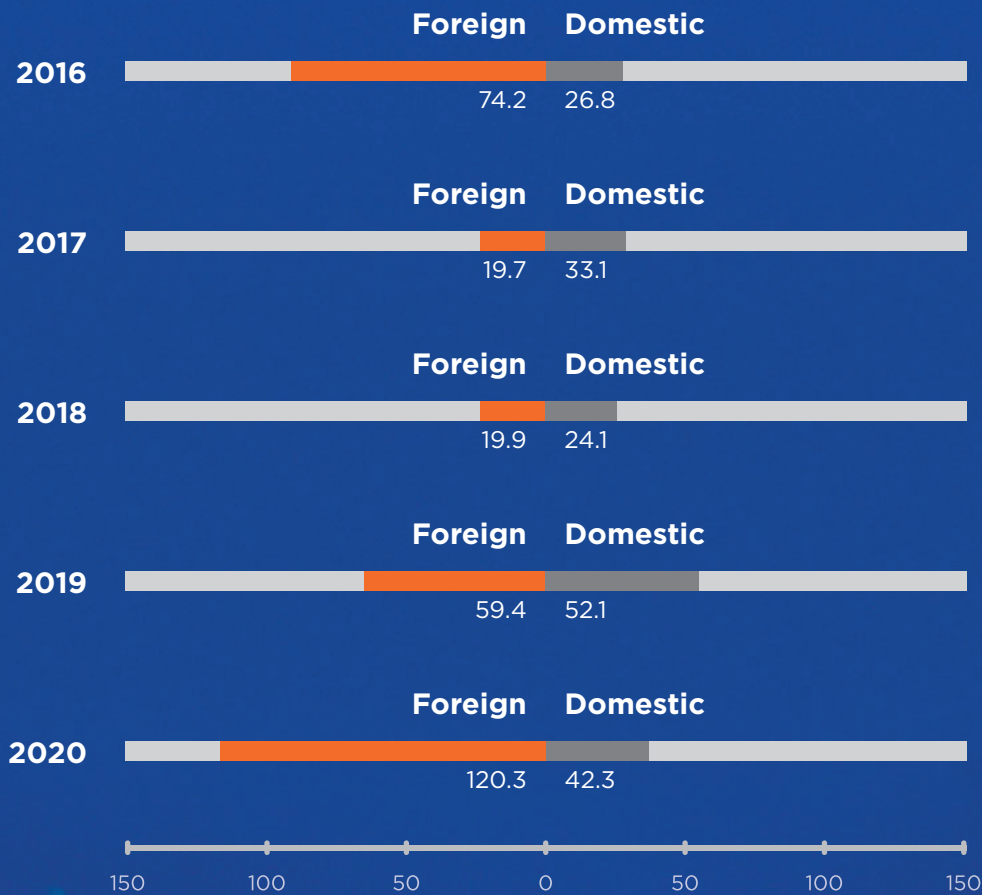
People with disabilities play an important role in our country as equal members of society. AzVirt, taking this fact into consideration, provides jobs for those people with disabilities for whom employment is one of the most problematic aspects of their life.

In AzVirt special importance is attached to development of corporate culture. Corporate events, touristic trips organized by the company allow everyone to see colleagues in an informal atmosphere, to understand each other better and improve their creative potential.

AzVirt has a flexible system of relations based on trust and confidence between employees.

Performed works by years

(in millions EUR)



COMPLETED PROJECTS

2017-2018	Laying of asphalt concrete pavement on the Obrenovac-Ub section of the Belgrade-Ljig highway
2015-2017	Reconstruction of the Mingechevir-Bahramtepe highway, Lot-1, Mingechevir-Mingechevir station.
2014-2017	Lengthening the runway and expanding the apron at the International airport in Zagatala.
2013-2017	The reconstruction of the Altiagaj-Khizi road.
2015-2016	Track construction for the Formula 1 European Grand Prix
2012-2016	Construction of the Ljig-Preljina section of the main highway Corridor XI (Belgrade - South Adriatic)
2012-2016	Construction of the Gala-Pirallahi highway
2010-2016	Construction of the Buzovna-Mardakan-Gala highway
2013-2015	Design and construction of motorway from Hasan Aliyev street to Koroglu metro station parallel to Ziya Bunyadov Avenue, Part I
2013-2015	Construction of new 8 lanes motorway, road junctions, engineering structures and underground pedestrian passages parallel to Nobel Avenue
2013-2015	Construction of access roads, engineering structures and underground pedestrian passages to the 4÷6 km section of Baku-Alat motorway
2011-2014	Construction of New Air Station Complex, Control Tower and Reconstruction of Existing Air Terminal in Baku city, Heydar Aliyev International Airport

2011-2013	Construction of Gabala - Aghdash motorway (0 - 22 km)
2011-2013	Reconstruction of Motorway "Baku - Alat - Gazakh - State Border with the Republic of Georgia", section 2-4 km (road to State Flag Square)
2011-2012	Construction and reconstruction of new runways, apron and taxiways at the Heydar Aliyev International Airport
2011	Construction of Gabala International Airport
2010-2013	Construction of Bilgah-Novkhani-Sumgait motoway (km 0,00÷14,00)
2009-2012	Reconstruction of motorway from Heydar Aliyev International Airport to Bilgah settlement (L=19,0km)
2007-2010	Reconstruction and upgrading of the highway from Boyuk Shor roundabout to Heydar Aliyev International Airport, Baku city, km 0+000 ÷ km 12,2
2006-2008	Construction of Zagatala Airport
2006-2008	Construction of Lankaran International Airport
2004-2006	Reconstruction of runway, apron, taxiways and entrance road of Ganja International Airport
2004-2006	Reconstruction and upgrading of motorway Shamkir - Gazakh

CURRENT PROJECTS

2021	Construction of Zangilan International Airport
2021	Construction of The Victory Road
2021	Construction of Fizuli- Hadrut Highway
2021	“Construction of Lachin International Airport”
2020	The construction of the Ahmadbayli - Fizuli - Shusha highway (km 34+000÷km 51+000);
2020	Construction of a new runway, apron, taxiways and forecourt at Fuzuli international airport;
2019	The reconstruction of the Kyiv - Chernigov - Novye-Yarilovichi highway (Ukraine)
2019	Construction of the Ruma - Šabac - Loznica highway (Serbia)
2019	Construction of Počitelj Bridge at Corridor Vc, section Počitelj - Zvirović
2019	The construction of the Vranduk-Ponirak highway (Bosnia and Herzegovina)
2018	Construction of Belgrade Bypass – Sector B (Serbia)
2018	Rehabilitation of the Madaniyat-Jalal Abad section of the Bishkek - Osh highway (Kyrgyzstan)
2019	Construction of the railway Tunnel Čortanovci (Serbia)
2018	Construction of a new Baku - Guba highway.

COMPLETED PROJECTS



Reconstruction of Gala-Pirallahi motorways from 24+00 km of Baku city, Heydar Aliyev International Airport – Mardakan – Bilgah motorway - 2012-2016

Construction works were started in June, 2012.

Technical specifications and work volumes of the road:

Total length of the road - 21,60 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 4÷6 lanes;
Road pavement - 528 000 m²;
Thickness of asphalt-concrete pavement - 270 mm;
Earthworks (excavation and embankment) - 2 600 000 m³;
Capping layer - 254 000 m³;
Base course - 216 000 m³;
Asphalt-concrete mixture - 350 000 ton;
Concrete kerb stone - 55 800 pm;
Steel hand rails - 18 880 pm;



The road, which was reconstructed under the Plan of Action for the execution of the 2014-2016 State Program on the socioeconomic development of Baku and its suburbs, is nearly 22 km in length.

First section of the motorway Gala-Pirallahi was opened on October 14, 2016. The length of the first section is 15 km. High-quality construction work was carried out at the four-lane facility.

The road was previously too narrow, which hindered traffic and led to its congestion. It was expanded to 19 metres, and this will ensure easy and unhindered movement of vehicles.

Being a part of the state program, this project is primarily aimed at ensuring transport communication in the direction of the city centre and Gala and Pirallahi.

According to the project, road junctions and pedestrian crossings were built.

Second section of the road with the length of 7 km was inaugurated on December 26, 2016. Construction of the road has been fulfilled under the Plan of Action for the execution of the State Program on the socioeconomic development of Baku and its suburbs, and also Additional Plan of Action for developing transport system of Baku city.

7 km length section of Category 1 motorway Gala-Pirallahi has 6 lanes. The width of each lane is 3.75 m. Total width of the road is 34 m. Sidewalks have been constructed in order to ensure comfortable and safe movement of passengers. Drainage line has been built along the motorway. Fourteen bus stops were built along the road. All works were executed according to work schedule, proper to technological order and with high quality.



Construction of Bilgah-Novkhani-Sumgait motoway (km 0,00÷14,00) - 2010-2013

Construction works were started in February, 2010.

Technical specifications and work volumes of the road:

Total length of the road - 14,00 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 6 lanes;
Road pavement - 472 500 m²;
Thickness of asphalt concrete pavement - 270 mm;
Earthworks (excavation and embankment) - 1 435 000 m³;
Capping layer - 244 700 m³;
Base course - 164 000 m³;
Asphalt-concrete mixture - 277 000 tons;
Number of bridges - 1;
Number of tunnels - 1;
Number of pedestrian bridges - 1;
Various diameter drainage pipes - 37 200 pm;
Concrete kerb stone - 107 000 pm;
Steel hand rails - 34 700 pm;

Construction of a tunnel in front of the Cardiology Center, one bridge and one pedestrian underpass were completed within the project. The tunnel in front of the Cardiology Center was built as part of the first phase of reconstruction of the Bilgah-Novkhani-Sumgait highway and the opening ceremony was held on July 4, 2012. Total length of the tunnel is 566 meters, the length of its covered section is 62 meters and its width is 23 meters. The tunnel was built with high quality. For construction of the tunnel and the retaining wall, 6 200 m³ of concrete and 650 tons of reinforcement were used.





Reconstruction of Motorway “Baku - Alat - Gazakh - State Border with the Republic of Georgia”, section 2-4 km (road to State Flag Square) - 2011-2013
Technical specifications and work volumes of the road:

Total length of the road - 2,80 km;
 Width of traffic lane - 3,75 m;
 Number of the traffic lanes - 8 lanes;
 Road pavement - 141 700 m²;
 Thickness of asphalt-concrete pavement - 270 mm;
 Earthworks (excavation and embankment) - 864 000 m³;
 Capping layer - 60 000 m³;
 Base course - 44 000 m³;
 Asphalt-concrete mixture - 95 600 tons;
 Various diameter drainage pipes - 5 660 pm;
 Concrete kerb stone - 13 000 pm;
 Steel hand rails - 1 500 pm;

Construction works were started in June, 2011 and on May 7, 2012 the opening ceremony of a 2-4 - kilometer section of the Baku-Alat highway leading to the State Flag Square was held. The length of the road is 2,80 kilometers and the width of lanes is 3.75 meters. The 8-lanes road has four pedestrian crossings. One of the important factors increasing the value of the road is that it provides convenient movement of vehicles from Azneft Square to the State Flag Square and further to the Bibiheybat mosque.

Construction of Gabala – Agdash motorway (0 - 22 km) - 2011-2013

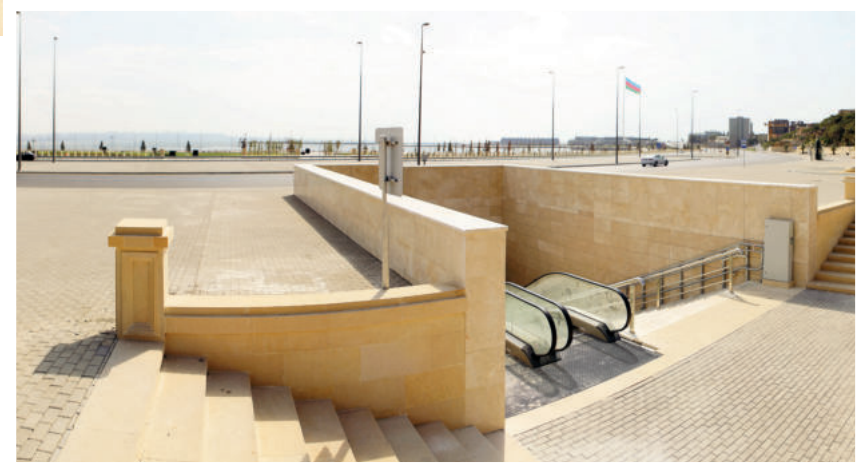
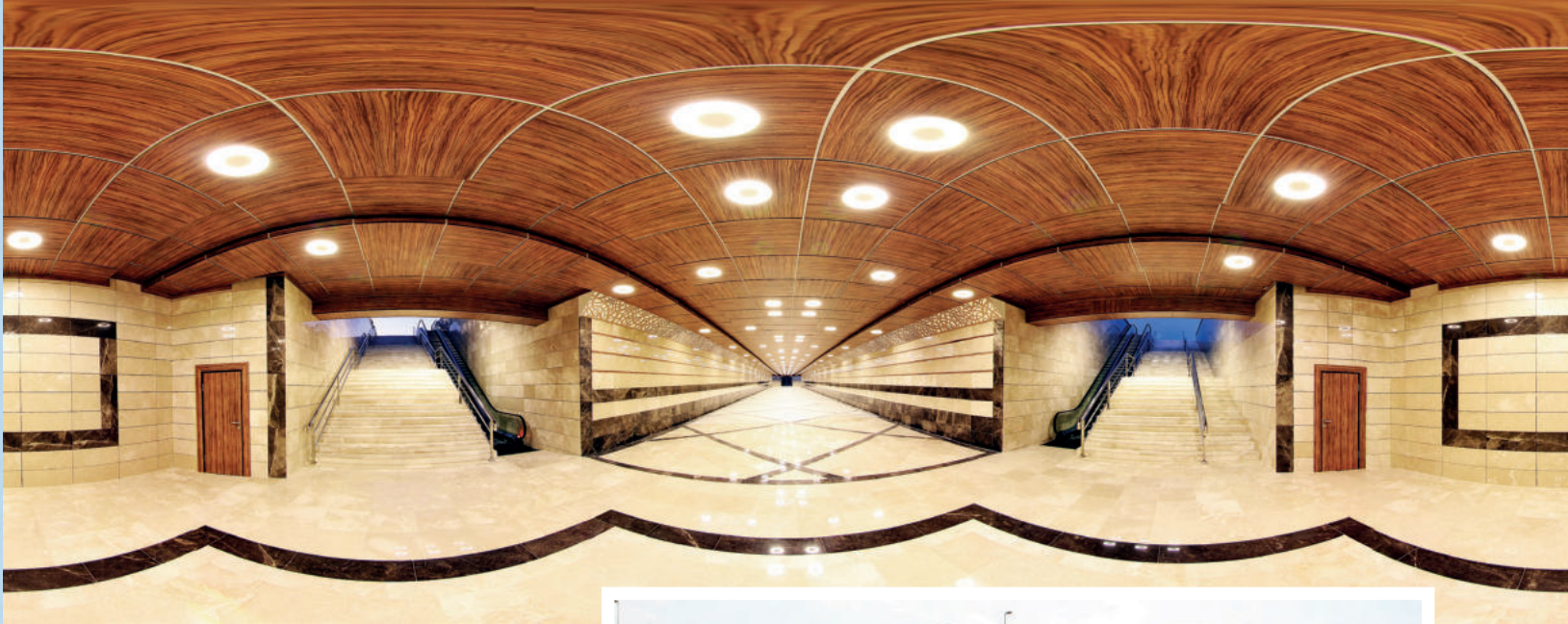
Construction works were started in July, 2011.

Technical specifications and work volumes of the road:

Total length of the road - 22,00 km;
Width of traffic lane - 3,50 m;
Number of the traffic lanes - 4 lanes;
Road pavement - 357 000 m²;
Thickness of asphalt-concrete pavement - 240 mm;
Earthworks (excavation and embankment) - 1 100 000 m³;
Capping layer - 176 800 m³;
Base course - 101 000 m³;
Asphalt-concrete mixture - 231 000 tons;
Number of bridges - 1;
Number of pedestrian bridges - 5;
Various diameter drainage pipes - 7 700 pm;
Concrete kerb stone - 38 900 pm;
Steel hand rails - 7 500 pm;

Construction works were completed in 2013.





Construction of new 8 lanes motorway, road junctions, engineering structures and underground pedestrian passages parallel to Nobel Avenue - 2013-2015

Construction works were started in April, 2013.

Technical specifications and work volumes of the road:

- Total length of the road - 2,20 km;
- Width of traffic lane - 3,75 m;
- Number of the traffic lanes - 8 lanes;
- Road pavement - 90 000 m²;
- Thickness of asphalt concrete pavement - 270 mm;
- Earthworks (excavation and embankment) - 927 000 m³;
- Capping layer - 50 000 m³;
- Base course - 29 500 m³;
- Asphalt-concrete mixture - 58 000 tons;
- Number of underpasses and overpasses - 3 e.a;
- Various diameter drainage pipes - 3 000 pm;
- Concrete kerb stones - 15 300 pm;

The new motorway is situated near to White City boulevard. Three pedestrian underpasses, each with eight metres in width were constructed for safe movement of people having a rest here. Official opening ceremony of the road was held on March 15, 2015.



Construction of access roads, engineering structures and underground pedestrian passages to the 4÷6 km section of Baku-Alat motorway - 2013-2015

Construction works were started in April, 2013.

Technical specifications and work volumes of the road:

Total length of the road - 7,10 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 4÷6 lanes;
Road pavement - 147 000 m²;
Thickness of asphalt concrete pavement - 270 mm;
Earthworks (excavation and embankment) - 733 000 m³;
Capping layer - 64 000 m³;
Base course - 35 500 m³;
Asphalt-concrete mixture - 71 600 tons;
Number of pedestrian bridges - 1 e.a;
Various diameter drainage pipes - 9 100 pm;
Concrete Kerb stone - 19 000 pm;

Opening ceremony of access roads on the 4th-6th km of motorway Baku-Alat-Qazakh-State border with Georgia and a pedestrian underpass in Bayil Boulevard was held on June 8, 2015. Construction works were executed in a short time and with high quality by using modern technologies. New motorway plays an important role from the view point of safe and convenient movement of traffic in this area. This motorway will contribute to the development of transport infrastructure of the capital of our country. The underpass is 226 metres in length, 4 metres in height and 8 metres in width. It will provide safety for people coming here. There is also a special installation for the disabled persons. The underpass has four exits and eight escalators. It will provide safe movement of people in the direction of Ahad Yagubov street, State Flag Square and Bibiheybat mosque road.

Design and construction of new motorway from Hasan Aliyev street to Koroglu metro station parallel to Ziya Bunyadov Avenue, Part I - 2013-2015

Construction works were started in May, 2013.

Technical specifications and work volumes of the road:

Total length of the road - 15,00 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 4÷6 lanes;
Road pavement - 290 000 m²;
Thickness of asphalt concrete pavement - 270 mm;
Earthworks (excavation and embankment) - 1 600 000 m³;
Capping layer - 100 000 m³;
Base course - 92 000 m³;
Asphalt-concrete mixture - 184 000 tons;
Number of bridges - 2 e.a;
Number of pedestrian bridges - 1 e.a;
Number of tunnels - 2 e.a;
Number of pedestrian underpasses - 2 e.a;
Various diameter drainage pipes - 19 000 pm;
Concrete Kerb stone - 50 000 pm;
Steel hand rails - 10 000 pm;



The opening of the road and transport infrastructure built around the Baku Olympic Stadium was held on May 19, 2015. The president Ilham Aliyev attended the opening ceremony.

The area of the first section constructed by AzVirt LLC within the project of “Construction of Hasan Aliyev street - Ziya Bunyadov Avenue - Olympic Stadium motorway” covers the area around the Baku Olympic Stadium. Works were fulfilled here in a high level. Two bridges were constructed along the highway. The length of the first bridge is 205 meters, while the second is 162 m long. The motorway is 900 meters in length and



30 meters in width, has two tunnels and a bridge for pedestrians. The length of closed part of the motorway is 92m while the length of open part is 691 m. The length of the bridge is 115 meters. The tunnels link the Baku Olympic Stadium with Olympic Village. The main aim of the project is to provide a road traffic route from all directions leading to Koroglu Metro Station, both to the city centre and to Ganjlik Metro Station, via Hasan Aliyev Street. By creating easier access to international-category highways for vehicles from Baku settlements, the new highway will ease traffic in the city centre.





**Reconstruction of Mingachevir-Bahramtapa Motorway,
Lot 1: Mingachevir-Mingachevir station - 2015-2017**

Construction works were started in January, 2016.

Technical Parameters and work volumes of the road:

- Total length of the road - 16,50 km;
- Width of traffic lane - 3,75 m;
- Number of the traffic lanes - 2 lanes;
- Road pavement - 168 000 m²;
- Thickness of the asphalt concrete layer - 270 mm;
- Earth works (excavation and embankment) - 307 000 m³;
- Capping layer - 146 000 m³;
- Base course - 66 700 m³;
- Asphalt-concrete mixture - 107 000 tons;
- Number of bridges - 1 e.a;

The motorway has been reconstructed and improved from third technical degree to second. At the result of construction the width of road bed has been enlarged from 12 m to 15 m. Within construction of Mingachevir-Bahramtapa motorway a single span bridge on Kurakchay river, 26 round pipes and other infrastructure works have been executed successfully.

With reconstruction of Mingachevir city – Mingachevir railway station easy movement of traffic to Baku-Alat-Gazakh-state border with Georgia has been provided.

Construction works were completed in July, 2017.

Repair works for Formula - 1 European Grand Prix 2016 - 2015-2016

Construction works were started in October, 2015.

Track for Formula-1 Grand Prix 2016 has been designed by German Tilke's Architecture Bureau. The track with the length of 6 km will consist of 20 turns: 8 right and 12 left turns. The track prepared as to order of "Baku Grand Prix" LLC has been designed for 340km/hour speed.

Two layers of asphalt cover will be repaired for races in the following areas: Azadlig Avenue, Pushkin, Khagani, Bul-bul, Zarifa Aliyeva, Aziz Aliyev, Gosha Gala, Istiglaliyyat, Niyazi streets and Neftchilar Avenue. For this purpose 40 000 tons of asphalt concrete works are planned to be executed.

Repair works are being fulfilled proper to high standards specified at the Specification for asphalt works submitted by "Tilke GmbH".

Profiling of existing road pavement in required level is fulfilled by 3D TOPCON electronic measurement equipment more accurately.

The quality of repair works is supervised by "Hart Consult International GmbH". "Armapal GL5/15" geogrid (asphalt reinforcement material) is used for paving asphalt layer. "Armapal" absorbs the tensile forces that occur in the surface structure and distribute them over a larger area. "Armapal" reduces the tendency for cracks to form in the road surface and increases the longevity of the surface.





Reconstruction of Baku city, Buzovna –Mardakan- Gala motorway - 2010-2016

Technical specifications and work volumes of the road:

Total length of the road - 12,70 km;
Width of traffic lane - 3,50 m;
Number of the traffic lanes - 4 lanes;
Road pavement - 265 000 m²;
Thickness of asphalt-concrete pavement - 240 mm;
Earthworks (excavation and embankment) - 942 200 m³;
Capping layer - 83 400 m³;
Base course - 54 900 m³;
Asphalt-concrete mixture - 94 500 tons;
Various diameter drainage pipes - 2 750 pm;
Concrete kerb stone - 16 300 pm;

Construction works were started in December, 2010. Opening ceremony of Buzovna-Mardakan-Gala Motorway Part I was held on May 26, 2013.

During construction of the motorway the infrastructure has been renewed, lighting system has been established, three junctions have been constructed along the motorway.

Construction works were completed in 2016 .

Reconstruction of Gala-Pirallahi highway

Technical specifications and work volumes of the road:

Total length of the road - 26,8 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 4 lanes;
Road pavement - 610.000 m²;
Thickness of asphalt-concrete pavement - 270 mm;
Earthworks (excavation and embankment) - 1.600.000 m³;
Capping layer - 274.000 m³;
Base course - 176.000 m³;
Asphalt-concrete mixture - 396.000 tons;
Drainage pipes with different diameters - 25.600 lm;
Concrete kerb stone - 85.500 lm;
Steel hand rails - 40.500 lm.

Construction works were started in July, 2012 and are planned to be completed in 2016.





**Construction of highway E 763:
Belgrade-Juzni Jadran, Serbia - 2012-2016**

SectorII: Ljig-Pozega

Section 1: Ljig - Boljkovci from km 77+118 to 87+839

Section 2: Boljkovci - Takovo from km 87+839 to km 100+412

Section 3: Takovo - Preljina from km 100+412 to km 117+477

Technical specifications and work volumes of the road:

Total length of the road - 40,36 km;
Width of traffic lane - 3,50 m / 3,75 m;
Number of the traffic lanes - 4 lanes;
Road pavement - 960 500 m²;
Thickness of asphaltconcrete pavement - 200 mm;
Earthworks (excavation and embankment) - 8 300 000 m³;
Capping layer - 474 900 m³;
Crushed-stone mixture - 607 200 m³;
Asphalt-concrete mixture - 399 100 tons;
Concrete works - 311 153 m³;
Number of bridges, underpasses and overpasses - 66 pcs;
Number of tunnels - 4 pcs;
Drainage pipes - 71 960 pm;
Concrete kerb stone - 54 300 pm;
Steel hand rails - 12 100 pm;

Highway Belgrade - South Adriatic, passing through Serbia and its central part - Sumadija, from Ostruznica (detour E-70/E-75) to Pozega, stands as part of connection between Serbia and Montenegro, i.e. the shortest connection of Belgrade and its surroundings with South Adriatic. Existing road net within the area of this section, first of all Main road M-22(Ibarska main road), links several industrial towns (Lazarevac, Gornji Milanovac, Valjevo, Cacak, Pozega, Uzice etc.) and, together with the Highway E-75, represents extremely important part of road traffic in Serbia.

Nowadays, traffic flow from Belgrade to Pozega is carried out through state roads of I rank (main roads M-22 and M-5).

Achieved traffic frequency at certain sections of M-22 is a cause of significant deceleration, choosing alternative routes and reducing traffic safety.

The need to overcome this situation exists for many years. Highway Belgrade - South Adriatic has constantly been part of development plans since the seventies, as a road way planned to be built immediately after the road E-75. This kind of significance and a place in national and European road network has led to categorizing this road corridor as European one (marked as E-763).

Construction works were started in 2012 according to Loan Agreement signed between Azerbaijan Government and Serbia Government.

40.36km long two-sided road with the with four lanes was constructed during 4 years. Three road junctions, 4 tunnels each with the length of 200-890 m, 66 bridges (23 of them are multi-level bridges), abutment walls with the length of 6 km in landsline areas were constructed within the project. Relocation of river delta in the distance of 22 km was fulfilled.

Inauguration ceremony of section Ljig-Preljina was held on November 7, 2016 with participation of Mr. Alexander Vucic the Prime Minister of the Republic of Serbia and Mr. Shahin Mustafayev the Minister of Economy of Azerbaijan Republic.

Hereafter people travelling from Serbia to Montenegro and to Western Europe will pass through the road constructed by Azerbaijan Company AzVirt according to European and world Standards.







**Construction and reconstruction of new runways,
apron and taxiways at the Heydar Aliyev International Airport - 2011-2012**

Construction works were started on March, 2011.

The new runway is 4000 meters long, 75 meters wide. The taxiways cover an area of 309 000 m². The apron covers an area of 210 000 m².

Technical specifications and work volumes of the road:

Earthworks - 1 560 000 m³
Capping layer - 285 000 m³
Base course - 328 000 tons
Asphalt-concrete mixture - 796 000 tons

In order to protect the area from rain and ground waters, an open rainwater canal with the length of 9 000 m and drainage collectors with the length of 16 100 m, a pressured water line with the length of 8 500 m and three pump stations have been built.

On April 20, 2012 a ceremony to commission a new runway at the Heydar Aliyev International Airport was held. The newly-built runway is capable of accommodating the heaviest and most sophisticated aircrafts.

Construction works were completed in 2013.

HEYDAR ALIYEV INTER



INTERNATIONAL AIRPORT





Construction of New Air Station Complex, Control Tower and Reconstruction of Existing Air Terminal in Baku city, Heydar Aliyev International Airport - 2011-2014

Construction works were commenced in March 2011.

Within the mentioned project, reconstruction of existing air terminal, construction of new air station complex, control tower, fire protection station, power station, gallery hall, electron security hence, parking lot and the roads connected to it was performed, as well as communication lines were replaced in the territory air station.

New Air Station complex within the project of “Construction of New Air Station Complex, Control Tower and Reconstruction of Existing Air Terminal in Baku city, Heydar Aliyev International Airport” opened to the public on April 23, 2014. Area of the new air station complex is 65 000 m2m2 and has 6 million passenger traffic capacity in a year. New four-storeyed air terminal in the shape of airplane wings, has outstanding architectural design. The purpose of the project was to improve the quality of passenger and cargo transportation services and bring flight safety in line with international standards.



Reconstruction of runway, apron, taxiways and entrance road of Ganja International Airport - 2004-2006

Reconstruction of runway, apron, taxiways of Ganja International Airport and the road from Ganja-Gazakh highway to the Airport was started in September, 2004.

For the purpose of reconstruction of runway (208 758 m²) with the length of 3 300 m, apron (100 000 m²), taxiways (76 000 m²) approach road to the Airport (60 000 m²), airfield territory and internal road (9 120 m²) the following works were performed by the Company:

Technical specifications and work volumes of the road:

Earth works - 720 000 m³;
Sub-base course - 260 000 tons;
Base course - 150 000 tons;
Asphalt-concrete mixture - 320 000 tons;
Open drainage works - 3 350 pm;
Closed drainage works - 1 006 pm;

For comparison it should be noted that asphalt-concrete and base course used for the reconstruction of the Ganja International Airport would be enough for construction of the highway with 45 km of length and four traffic lanes.

The Airport was put into operation in October, 2006.





Construction of Lankaran International Airport - 2006-2008

Reconstruction of airfield and territories surrounding the cargo terminal, access road to Lankaran Airport

Reconstruction works were started in August, 2006.

For the purpose of reconstruction of runway (210 789 m²), apron (40 267 m²), access road to the airport (18 330 m²), cargo terminal (33 648 m²), the following works were performed by the Company:

Technical specifications and work volumes of the road:

- Earthworks - 750 000 m³;
- Sub-base course - 230 000 tons;
- Base course - 125 000 tons;
- Asphalt-concrete mixture - 214 000 tons;
- Closed drainage works - 9 000 pm;

In order to increase resistance of soil course, 240 000 m² of geogrid material was placed.

On October 08, 2008, the airport was put into operation.

Construction of Zagatala Airport - 2006-2008

Reconstruction of airfield and territories surrounding the cargo terminal, access road to Zagatala Airport

Reconstruction works were started in August, 2006.

For the purpose of reconstruction of runway (80 763 m²), apron (10 450 m²), taxiways approach and internal roads (19 496 m²) the following works were performed by the Company:

Technical specifications and work volumes of the road:

Earthworks - 219 000 m³;

Sub-base course - 75 000 tons;

Base course - 50 000 tons;

Asphalt-concrete mixture - 79 000 tons;

Closed drainage works - 658 pm;

On September 19, 2008, an inauguration ceremony for the airport was held.





Construction of Gabala International Airport - 2011

Construction works were started in February, 2011 and in the same year Gabala International Airport conforming to the highest standards was put into operation. The runway is 3 600 meters long and 60 meters wide. The taxiway covers an area of 26 000 m² and the apron covers an area of 100 000 m².

Technical specifications and work volumes of the road:

Earthworks - 2 100 000 m³;
Sub-base course - 310 000 tons;
Base course - 189 000 tons;
Asphalt concrete mixture - 271 000 tons;

The airport is able to accommodate airplanes with the weight up to 400 tons. Gabala International Airport will be capable to serve 200 passengers per hour.

**Execution of the Works on Highway E-763:
Belgrade – South Adriatic, asphalt concrete construction within the
Sector 1: Belgrade (Ostružnica) – Ljig,
Section 3: Obrenovac – Ub**

Employer: China Shandong International Economic & Technical Branch office
Belgrade-Voždovac, Bul. Oslobođenja No. 131, Belgrade, Serbia (Main Contractor)
Contract Duration: August 2017-December 2018

Technical Parameters and work volumes:

- Length - 15,37 km
- Number of lanes – six lanes
- Width of lane – 3.75 m (4 x driving lanes), 2.50 m (2 x emergency lanes), 0.50 m (2 x emergency stopping lane beside median), 0.50 m (2 x emergency stopping lane between driving and emergency lane)
- Asphalt works – 122.837 ton

As a subcontractor to the Chinese company China Shandong International Economic & Technical, AzVirt has conducted all works related to the sub-base construction and asphalt works at the Corridor XI, Highway Belgrade- South Adriatic, sub-section: Obrenovac – Ub. The quality of the asphalt achieved in this Project is on the level of highest demands.

The Corridor XI, from Obrenovac to Ljig has been opened for a traffic on August 18, 2019.





Reconstruction of Altiagac - Khizi motorway - 2013-2017

Construction works were started in July, 2013.

Technical specifications and work volumes of the road:

Total length of the road - 19,80 km;
 Width of traffic lane - 3,50 m;
 Number of the traffic lanes - 2 lanes;
 Road pavement - 141 200 m²;
 Thickness of asphalt concrete pavement - 180 mm;
 Earthworks (excavation and embankment) - 282 000 m³;
 Base course - 42 200 m³;
 Asphalt-concrete mixture - 68 000 tons;
 Number of bridge - 1;
 Various diameter drainage pipes - 1 500 pm;
 Construction works were completed in October, 2017.

Design, Supply and Installation of Mechanical, Electrical, Power and IT Equipment for Sopot, Sarlah and Bancarevo Tunnels, E80 Highway, Corridor X

Employer: Koridori Srbije d.o.o. Belgrade, Kralja Petra 21, Serbia,

Contract duration: September 2018 – October 2019

Technical Parameters and work volumes:

- Number of tunnels - 3 double tube tunnels
- Bancarevo - left tube 721 m, right tube 705 m
- Sopot- left tube 115 m, right tube 115 m
- Sarlah - left tube 465 m, right tube 478 m

The scope of works in this Project consists of design, supply and installation of the systems vital for traffic and tunnels functioning. Fire protection system; Telecommunication system; Traffic information system; Tunnel and Bridge lighting; Tunnel power supply; Tunnel ventilation system; Design of Control and Management Plans; Tunnel information system; Electronic communications network were installed and the latest technology for all systems has been applied.

The Corridor X, east section has been opened for traffic on November 9th, 2019.





Design, Supply and Installation of Mechanical, Electrical, Power and IT Equipment for Manajle and Predejane Tunnels, E75 Highway, Corridor X

Employer: Koridori Srbije d.o.o. Belgrade, Kralja Petra 21, Serbia,

Contract duration: October 2018 – May 2019

Technical Parameters and work volumes:

- Number of tunnels -2 double tube tunnels
- Predejane - left tube 873,77 m, right tube 1.072,77 m
- Manajle - left tube 1.808,70 m, right tube 1.800,00 m

The scope of works in this Project consists of design, supply and installation of the systems vital for traffic and tunnels functioning. Fire protection system; Telecommunication system; Traffic information system; Tunnel lighting; Tunnel power supply; Tunnel ventilation system; Design of Control and Management Plans; Tunnel information system; Electronic communications network were installed and the latest technology for all systems has been applied.

Corridor X, south section has been opened for traffic on May 17th, 2019.





Asphalt works on Section Obrenovac-Ub (km27+300- km40+645) of Belgrade - Lyig Motorway - 2017-2018

Construction works were started in 2017.

Technical Parameters and work volumes of the road:

- Total length of the road - 13,350 km;
- Width of traffic lane - 3,75 m;
- Road pavement - 791 000 m²;
- Thickness of the asphalt concrete layer - 200 mm;
- Asphalt-concrete mixture - 120 000 tons;

Construction works were completed in December, 2018.





Extension of existing runway and enlarging of apron in Zagatala Airport 2014-2017

Reconstruction works were started in March, 2014.

The existing runway with the length of 2000 m and the width of 35 m has been extended to the length of 3000 m and the width of 60 m. The apron with the area of 16000 m² has been enlarged to the area of 30800 m² and the area of taxiways was enlarged to 4000 m².

Work volumes fulfilled within the project:

Earthworks (excavation and fill) - 750 000 m³;
Capping layer from crushed stone mixture - 47 100 m³;
Subbase course from the crushed stone mixture - 28 200 m³;
Asphalt concrete mixture - 121 000 ton;

Construction works were completed at the end of 2017.



Reconstruction and upgrading of motorway Shamkir - Gazakh - 2004-2006

In 2004, the company (in consortium with other construction company) started works related with the reconstruction of the Shamkir - Gazakh highway with the length of 73 km and two traffic lanes, which is considered an integral part of Great Silk Road.

Technical specifications and work volumes of the road:

Earthworks - 120 000 m³;

Base course - 34 000 m³;

Asphalt-concrete mixture - 190 000 tons;

The opening ceremony of the road was held on November 1, 2006.



Reconstruction of motorway from Heydar Aliyev International Airport to Bilgah settlement (L=19,0km) - 2009-2012

Construction works were started in March, 2009.

Technical specifications and work volumes of the road:

Total length of the road - 18,90 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 8 lanes;
Road pavement - 995 000 m²;
Thickness of asphalt concrete pavement - 270 mm;
Earthworks - 3 528 000 m³;
Base course - 346 000 m³;
Asphalt-concrete mixture - 645 000 tons;
Number of bridges - 6;
Number of tunnels - 2;
Number of pedestrian bridges - 5;
Various diameter drainage pipes - 61 500 pm;
Concrete kerb stone - 145 000 pm;
Steel hand rails - 91 000 pm;

On January 24, 2011, an inauguration ceremony for Airport and Bina road junctions was held.

Airport's cloverleaf type junction has two levels. This junction will ensure fully safe and unimpeded co-ordination of vehicles traffic in two directions: ZykH Settlement - Airport and Baku City - Mardakan Settlement.

Junction's total length is 6 757 meters. The structure of bridge is made of post tensioned reinforced concrete slab. The bridge has the length of 127 meters and width of 39.8 meters. For construction of the bridge 2 190 pm piling works (the diameter of piles is 1 200 mm) were fulfilled, 9 303 m³ of concrete and 1 270 tons of reinforcement were used. The area of 26 hectares surrounding the bridge has undergone reconstruction and landscaping work. Lighting works were fulfilled.



Bina junction was constructed to ensure unimpeded movement of vehicles from Bina settlement to the direction of Baku city and Mardakan settlement. Total length of junction roads is up to 3 700 meters. Bina junction overpass bridge is a cable stayed steel structure, with 40 cables holding the composite slab. The length of cable stayed bridge is 95 meters. Its width is 27,5 meters. The width of pedestrian sidewalks is 4 meters. It should be mentioned that Bina overpass bridge will serve as pedestrian crossing as well. For the construction of the bridge, 8 600 m³ of concrete, 870 tons of reinforcement and 2 200 tons of structural steel were used. The area of 8 hectares surrounding the bridge has undergone reconstruction and landscaping work. The modern irrigation system is created at the site. Lighting works were fulfilled.

Mardakan road junction was put into operation on October 4, 2011.

Mardakan junction is three leveled road junction with overpass bridge and tunnel. The overpass is an extradosed bridge with 28 cables. The structure of bridge spans is post tensioned reinforced concrete slab. The bridge has the length of 225 meters and width of 23,5 meters. Total length of the tunnel is 400 m. The length of the covered section of the tunnel is 55 m. 22 000 m³ of concrete and 2 615 tons of reinforcement were used for the construction of the bridge and the tunnel.

Opening ceremony of a tunnel and overpass of the Buzovna road junction was held on December 29, 2011. The construction of the Buzovna overpass and tunnel, which facilitate convenient entry into the Buzovna, Mashtagha, Bilgah settlements and the city of Baku, is also part of the measures to develop the road transport infrastructure in the capital. The tunnel is 365 meters long and 17 meters wide, while the length of its covered section is 41,5 meters. High quality building materials were used in the construction. The width of a two-lane overpass is 5 meters. A crossing has been built for the safety of pedestrians.

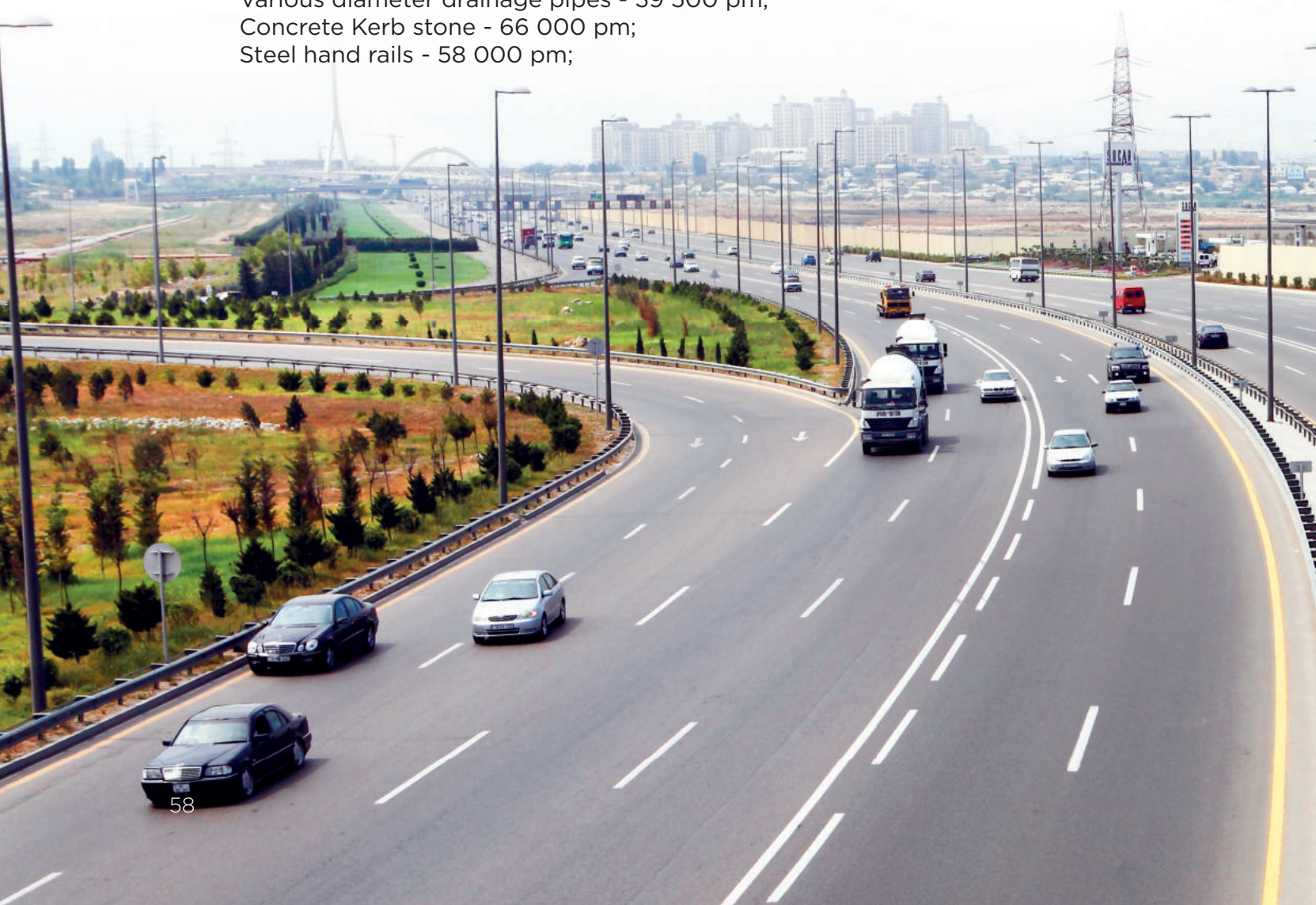


Reconstruction and upgrading of the highway from Boyukshor roundabout to Heydar Aliyev International Airport, Baku city, km 0+000 ÷ km 12,2 - 2007-2010

Under the decree of the President of the Republic of Azerbaijan about approval of «Plan of additional measures to improve the transport system in Baku», in March of 2007 «AZVİRT» LLC started execution of works under the project of “Reconstruction and upgrading of the highway from Boyukshor roundabout to Heydar Aliyev International Airport”.

Technical specifications and work volumes of the road:

Total length of the road - 12,20 km;
Width of traffic lane - 3,75 m;
Number of the traffic lanes - 8:12 lanes;
Road pavement - 580 000 m²;
Thickness of pavement - 910 mm;
Thickness of asphalt pavement - 270 mm;
Earthworks - 2 800 000 m³;
Capping layer - 182 000 m³;
Base course - 123 000 m³;
Asphalt-concrete mixture - 384 000 tons;
Concrete works - 38 700 m³;
Number of bridges - 3;
Number of pedestrian bridges - 7;
Various diameter drainage pipes - 39 500 pm;
Concrete Kerb stone - 66 000 pm;
Steel hand rails - 58 000 pm;



“Reconstruction and upgrading of the highway from Boyukshor roundabout to Heydar Aliyev International Airport” provides timely and safe arrival of vehicles to Heydar Aliyev International Airport coming from the city. 4 lanes of 8-12 lanes road are the express roads and they provide direct movement of the vehicles to the airport. In order to provide more convenient movement of vehicles in the area of settlements 12 lanes road from Boyukshor roundabout to Sabunchu roundabout and 8 lanes road from Sabunchu roundabout to the Airport were constructed. The length of the road is 12,2 km.

In order to regulate traffic on the road, 3 multi-level overhead crossings - road junctions (Sabunchu junction, Bridge over railway, Surakhani junction), 1 bridge over channel, underground tunnel (6,0m x 2,5 m with the total length of 120m) for oil pipelines, 6 overpasses and 1 pedestrian underpass were constructed at the intersections. Drain pipes with the total length of 39 500 pm have been installed to remove rain and underground waters from the road.

For the first time in Azerbaijan “AzVirt” LLC used in road construction:

- Crushed stone-mastic and polymer asphalt covering;
- Construction of soil reinforced retaining wall;
- Intellectual system of traffic control;

Construction works were completed in 2010.





CURRENT PROJECTS

CURRENT
PROJECTS





"Construction of Zangilan International Airport"

Construction works were started in May, 2021.

Technical specifications:

Length of runway - 3000 m;
Width of runway (with shoulders) - 60 m;
Area of apron - 60000 m²;
Area of taxiways - 6360 m²

Work volumes:

Excavation works (excavation and embankment) - 640 000 m³;
Capping layer - 91 800 m³;
Base course - 56 700 m³;
Asphalt-concrete mixture - 203 100 ton

Construction works are planned to be completed in 2022.







Construction of “Victory Road”

Construction Works were started in March, 2021.

Technical specifications and work volumes of the road:

Total length of the road - 17,00 km;
Width of traffic lane - 3,50 ÷ 3,75 m;
Number of traffic lanes - 2÷4 lanes;
Road pavement - 238 000 m²;
Thickness of asphalt-concrete pavement - 180 mm;
Earthworks (excavation and embankment) - 1 130 000 m³;
Capping layer - 136 000 m³;
Base course - 68 000 m³;
Asphalt-concrete mixture - 110 000 tons;
Number of underpasses - 1 ea;
Number of bridges - 2 ea;
Construction works are planned to be completed in 2022.



Construction of the Ahmadbayli - Fizuli - Shusha highway (km 34+000÷km 51+000);

Construction works were started in December, 2020.

Technical specifications and work volumes of the road:

Total length of the road - 17,00 km;
Width of traffic lane - 3,75 m;
Number of traffic lanes - 4÷6 lanes;
Road pavement - 464 000 m²;
Thickness of asphalt-concrete pavement - 270 mm;
Earthworks (excavation and embankment) - 4 370 000 m³;
Capping layer - 140 000 m³;
Base course - 112 000 m³;
Asphalt - concrete mixture - 303 000 ton;
Number of bridges - 1 ea;
Construction works are planned to be completed in 2022.





“Construction of a new runway, apron, taxiways and forecourt at Fuzuli international airport”

Construction works were started in January, 2021.

Technical specifications:

- Length of runway - 3000 m;
- Width of runway (with shoulders) - 60 m;
- Area of apron - 60000 m²;
- Area of taxiways - 6360 m²

Work volumes of aerodrome areas (runway, apron, taxiways, forecourt and internal roads):

- Excavation works (excavation and embankment) - 640 000 m³;
- Capping layer - 91 800 m³;
- Base course - 56 700 m³;
- Asphalt-concrete mixture (with polymer modified bitumen asphalt) - 203 100 ton.

Construction works are planned to be completed by the end of 2021.



“Construction of Lachin International Airport”

Technical specifications:

Length of runway - 2800 m;
Width of runway (with shoulders) - 60 m;
Area of apron - 60000 m²;
Area of taxiways - 6400 m²

Work volumes of aerodrome areas (runway, apron, taxiways, forecourt and internal roads):

Excavation works (with blast method) - 6 900 000 m³;
Embankment works - 3 800 000 m³;
Capping layer - 83000 m³;
Base course - 54 000 m³;
Aphalt-concrete mixture (with polymer modified bitumen asphalt) 196 000 ton

Construction works are planned to be started in 2021 and completed by the end of 2022.





M01 Road Kyiv - Chernigiv - Novi Yarylovychi

Construction works were started in 2019, April.

Technical specifications and work volumes of the road:

Total length of the road - 80,07 km;
 Width of the traffic lane - 3,75 m;
 Number of traffic lanes - 4 lanes;
 Road Pavement - 2 275 681 m²;
 Thickness of asphalt-concrete pavement - 210 mm;
 Earthworks (excavation and embankment) - 500 000 m³;
 Asphalt-concrete mixture - 1 170 263 ton;
 Number of bridges - 4 ea;
 Road Interchange - 4;
 Number of underpasses and overpasses - 33 ea;
 Steel hand rails - 258 921 pm;

Construction works are planned to be completed in 2022.

Lot 1 - km 18+730 - km 37+000

Lot 2 - km 37+000 - km 61+160

Lot 3 - km 61+160 - km 98+800



Design and Execution of the Works on the Project Ruma - Sabac - Loznica

On the day of November 19, 2019 the Commercial contract for design and construction of the Highway Ruma-Sabac and speed road Sabac - Loznica including the bridge over Sava River in Sabac has been signed by the Deputy Prime Minister and Minister of Construction, Transport and Infrastructure prof. dr Zorana Mihajlovic and Mr. Kamil Aliyev, as a executive director of Azvirt LLC, in the presence of Mr. Aleksandar Vucic, President of the Republic of Serbia.

The value of the Contract is 467,5 mil EUR.

Time for completion of the design is one year and the time for completion of the works is 3 years for the highway (LOT1) and the bridge (LOT2) and 5 years for the speed road (LOT3).

Commencement date for the works at LOT2 - Bridge over Sava River is June 18, 2020, and the works on the bridge construction are ongoing.

Employer: Koridori Srbije d.o.o. Belgrade, Kralja Petra 21, Serbia,









Construction of motorway on corridor Vc, Seciton: Počitelj - Bijača, Subsection Počitelj-Zvirovići, LOT 2: Bridge Počitelj

Employer: PE Autoceste FBiH, Adema Buca 20, Mostar, Bosnia and Herzegovina
 Contract duration: September 2019 - December 2022

Technical Parameters and work volumes:

- Length- 945 m
- Number of lanes - 3.75 m (4 x driving lanes), 2.50 m (2 x emergency lanes)
- Width of lane - 3.75 m (4 x driving lanes), 2.50 m (2 x emergency lanes)
- Earthworks - 100,000 m³ (excavation=82,000 m³, filling=18,000 m³)
- Asphalt works - 1,600 m³
- Concrete works - 40,000 m³
- Number of bridges - 1 (one)

This Project is to be conducted by Azvirt in Consortium with Powerchina and Sino-hydro.

The Bridge Počitelj crosses Neretva river with a single, continuous, 945 m long box prestressed concrete deck. Five main spans are 147 m long, while two side spans are 105 m long (105 + 5×147 + 105 = 945m).

The deck's 21,92 m wide cross section is single cell box, varying in depth - with both constant and variable depth areas. Boxes have constant depth of 3,6 m on side spans near the abutments, while the rest of the superstructure, constructed by the balanced cantilever method, has variable depth being minimum 3,6 m in span centers and maximum 8,0 m at piers.

The cross section of the piers, designed as a hollow thin walled box, has varying geometry as a function of structural loads, both in construction as in service. Piers are 92m, 97m, 92m, 91m, 88m and 66m high, respectively. All piers have monolithic connection to the superstructure.

Both abutments as well as piers S1 and S6, are founded on shallow foundations, while piers S2, S3, S4 and S5 are founded on Ø1500 piles (25 pieces per pier). Piles are 25m (pier S2), 15m (pier S3), 28m (pier S4) and 20-23m (pier S5) long.

Construction of motorway on corridor Vc, Seciton Poprikuše – Zenica North (Donja Gračanica), Subsection Vranduk – Ponirak

Employer: PE Autoceste FBiH, Adema Buca 20, Mostar, Bosnia and Herzegovina

Contract duration: August 2019 – December 2023

Technical Parameters and work volumes:

- Length- 5,3 km
- Number of lanes – 3.75 m (4 x driving lanes), 2.50 m (2 x emergency lanes)
- Width of lane – 3.75 m (4 x driving lanes), 2.50 m (2 x emergency lanes)
- Earthworks – – 2,865,000 m³ (excavation=2,078,600 m³, filling =786,400 m³)
- Asphalt works – 18,000 m³ /41.522 tons
- Sub-base – 21.200 m³
- Base – 53.000 m³
- Concrete works – 75.000 m³
- Number of bridges – 2 (two) bridges (l=385 m; l=360 m) and 3 (three) viaducts (l=81 m; l=90 m; l=112 m)
- Number of tunnels – 1 (one) left tube l=456 m and right tube l=312 m

Together with its Consortium partner, Hering d.d. from Sirokii Brijeg, Bosnia and Herzegovina, Azvirt is conducting the works at this Project.

The route of the motorway subsection Vranduk - Ponirak is connected to the section Nemila - Vranduk in the north and to the section Ponirak - Vraca in the south.

This subsection was designed using spatially adjusted continual curves of situational plan to satisfy the boundary elements for design speed Vr 120 km/h.

Subsection starts in the south part of Nemila settlement - location “Stara stanica” and further runs toward south. With two bridges over river Bosna and through one tunnel, the route passes area of the Vranduk town. The alignment then passes in the vicinity of settlement Koprivna, on the right side of river Bosna and ends just before the Ponirak settlement.







Execution of the Works on Belgrade Bypass Project, Construction of Highway E70/E75, Sector B, Section: Bridge over Sava River near Ostruznica - Bubanj Potok (Sectors 4, 5 and 6)

Employer: Power Construction Corporation of China, Limited, No. 22, Chegong-zhuang West Avenue, Haidian District, Beijing, 100048, People's Republic of China, Power Construction Corporation of China, Limited Branch office Beograd, Bulevar vojvode Mišića 15, 11000 Beograd, Republic of Serbia (The Main Contractor)

Contract duration: September 2019 - September 2022 (expected)

Technical Parameters and work volumes:

- Length-20.34 km
- Number of lanes - six lanes
- Width of lane - 3.75 m (4 x driving lanes), 3.00 m (2 x emergency lanes), 0.50 m (2 x emergency stopping lane beside median), 0.50 m (2 x emergency stopping lane between driving and emergency lane), 4.00 m (1 x median), 1.50 m (shoulders)
- Earthworks - cut -1,459,474.33 m³
- Earthworks - fill -1,473,772.64 m³
- Asphalt works -191,194.70 ton
- Sub-base - 17,865.40 m³
- Base - 62,966.93 m³
- Number of bridges - 7 (seven)
- Number of tunnels - 3 (three)

Belgrade Bypass Project consists of three sections A, B and C. At the moment, as a subcontractor to Powerchina, Azvirt is conducting following works at Section B:

- Sector 4 - Construction of the whole alignment km 578+150 - km 585+867,
- Sector 5 - Asphalt Pavement Works km 585+867 - km 588+916.3
- Sector 6 - Construction of the main alignment km 588+916,3 - km 593+150 with construction of a bridge and Tunnel "Beli Potok", and asphalt pavement works at km 593+150 - km 598+489,89





**Rehabilitation of the road “Bishkek - Osh”, km 508 - km 575.
(pk 0+000 - pk 670+94.09, Madaniyat - Jalal Abad)**

Agreement between Eurasian Development Bank and the Ministry of Finance of the Kyrgyz Republic dated 20 March 2014.

Contract with Consulting Company Renardet signed on 28 December 2017.

Contract with Contracting Organization “AZVIRT” Limited Company (Azerbaijan) signed on 11 June 2018.

The contract period with Contractor is 48 months (between 29 June 2018 and 29 June 2022).

Length: 67 km.

Contributor: Eurasian Development Bank.

The development project on the Bishkek-Osh Road Rehabilitation Project, the section between km 507.5 and km 574.8, within the framework of Central Asia Regional Economic Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4 developed according to the technical specifications, issued on 26 September 2018 by “AzVirt” LLC.

The projected highway refers to the 2nd technical class. The road is located in Jalal-Abad region of the Republic of Kyrgyzstan.

The development project provides replacement of road surfacing with a new one, bringing the road geometry to the required class, an increase in the radius at bend in plan and longitudinal section ensuring visibility.

In order to improve the water drain, the project provides for the reconstruction of the entire irrigation canal network and pipe culverts based on a survey of existing engineering structures, the repair of existing bridges in good condition and the replacement of obsolete bridges in accident conditions with new ones.

Reconstruction of pavements, border crossings and bus stops along the entire road is provided.

The project also provides for the reconstruction of utilities system falling under the construction area of surfaced portion of the road.

The projected road section Bishkek-Osh is located in the West-Central part of the country and connects its two largest cities and other important residential areas.

**Reconstruction, modernization and construction of double-track railway
Beograd-Stara Pazova-Novi Sad - Subotica - state border,
Section: Stara Pazova - Novi Sad,
Subsection: Construction of the railway Tunnel Čortanovci, Republic of Serbia**
Construction works were started in March 2018.

General Information:

The tunnel "Cortanovci" is part of the high speed railway line according to the design of the reconstruction, modernization and construction of double track railway line Beograd - Stara Pazova - Novi Sad - Subotica - state border, section: Stara Pazova - Novi Sad. On this section of tunnel design speed is 200 km/h.

Due to complex geotechnical conditions of the tunnel location, the tunnel Cortanovci is designed with two separate tunnel pipes, each for one track. Axial distance of the tunnel pipes is 22,00 m on the entry zone and decreases up to 18,00 m on the exit portals.

For the observed geotechnical conditions both tunnel pipes are designed according to following tunnel structure types:

1. "Cut and cover" tunnel structure type in the exit section of both tunnel pipes;
2. Excavated tunnel structure type secured by a primary protective system.

The tunnel has the following characteristics:

The total length of the left tunnel pipe: 1.087,90 m;

The length of the left tunnel pipe executed from the exit (northern) portal:

"Cut and cover" tunnel structure type: 56,0 m;

Excavated tunnel structure type: 417,06 m;

The total length of the right tunnel pipe: 1.156,00 m;

The length of the right tunnel pipe executed from the exit (northern) portal:

"Cut and cover" tunnel structure type: 81,36 m;

Excavated tunnel structure type: 331,65 m;

Useful width of tunnel opening: 8,07 m;

Useful height of tunnel opening: 7,45 m;

Minimum thickness of reinforced concrete arch: 30,00 cm.

Main executed quantities:

Tunnel excavation: 74.300,0 m³;

Concrete: 21.000,0 m³;

Shotcrete: 19.500,0 m³;

Reinforcement: 2.100,0 t;

Steel arches: 1.900,0 t;

Ø114 Steel pipes (L = 12,00 m): 107.152,0 m;

Fiberglass anchors (d = 32mm, L = 12,00 m): 33.000,0 m;

Radial anchors (d = 32mm, L = 6,00 m): 13.300,0 pcs;

Micropiles (d = 38mm, L = 5,00 m): 8.100,0 pcs.

Applied technology

For purpose of execution of the tunneling works in present geological conditions the new Austrian tunneling method is applied. Planned average advance speed on primary lining is 0,75 m pipe per day.

Construction works are planned to be completed in February, 2021.





The road technical characteristics and physical work volume:

- The total length of the road - 92.00 km;
- Width of traffic lanes - 3.75 m;
- Number of traffic lanes - 4 lanes;
- The total area of pavement - 2 400 000 m²;
- Total thickness of asphalt concrete layers - 290 mm;
- Earthworks (excavation and embankment) - 11,200,000 m³;
- Capping layer (the bottom layer of the base) -1,055,000 m³;
- Base course - 950,000 m³;
- Asphalt concrete mixture - 1 570 000 tones;
- Number of bridges and road interchanges - 16 pieces;
- Underground car crossings - 11 pieces;
- Tunnel - 1 piece

The construction works are expected to be completed at the end of 2021.



QUALITY CONTROL DEPARTMENT





MACHINERY PRODUCTION OF AZVIRT LLC



POOL AND

MACHINERY POOL AND PRODUCTION PLANTS OF AZVIRT LLC

AzVirt has been enlarging production basis and renovating machinery pool continuously, taking into consideration the importance of equipments for the quality of fulfilled work. AzVirt has a wide production basis as well as machinery pool comprised of the following road construction equipments: 4 asphalt mixing plants (WIBAU, LINTEC CSD 2500, SIM CB210, TELTOMAT-200), 4 stone crushing-screening plants, polymer modified bitumen plant, mechanical mixer, 18 asphalt pavers, 53 rollers, excavators, loaders, bulldozers, graders, bitumen trucks, cement trucks, milling machines, dump trucks (BMC-10, Fatih-10, MAN-47) and etc.



HEALTH, S



HEALTH, SAFETY AND ENVIRONMENT POLICY

AzVirt follows HSE policy as an integral part of its activities and commits itself to the following priorities:

- To refer to HSE rules and effective government laws in its activities.
- Fulfillment of HSE requirements, documentation works and achieve development in this field
- To prepare a plan for administrative and environmental measures, to complete risk assessment by defining risk levels. To take measures in order to prevent work accidents or minimize accident probabilities according to the results of these assessments.
- To prevent possible dangers which may be caused by work accidents and occupational diseases in construction sites by means of risk analysis
- To inform employees about HSE rules and conduct trainings continuously for improvement of their abilities in this sphere.
- To act in accordance with international standards (ISO 14001 və OHSAS 18001) and government legislation for the purpose of minimizing or eliminating possible damages to employees working at construction sites, other people or environment.
- To prepare HSE procedures connected with dangerous activities and to apply these procedures at work.

OUR ACHIEVEMENTS



Azeri Business Magazine Award
2009 / 2012



Caspian Energy Award
2009 / 2011



Caspian Energy Award
2009 / 2011

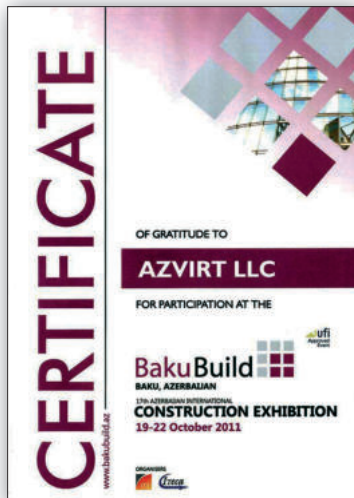
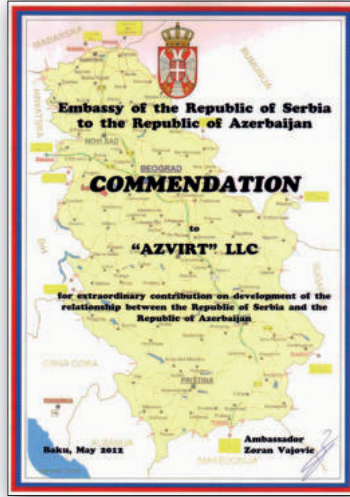
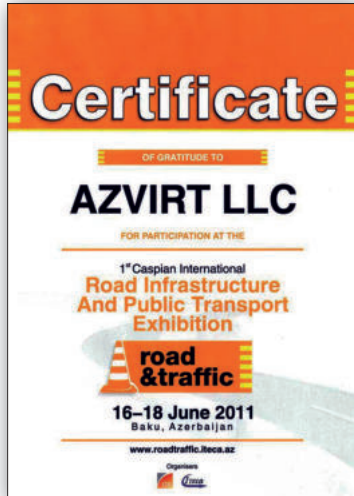


Baku city,
Surakhani 2010



National Business Award "UGUR" 2009-2013

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