



# Uzbekistan: Central Asia Regional Economic Cooperation Corridor 2 (Bukhara-Miskin-Urgench-Khiva) Railway Electrification Project

Project Name	Central Asia Regional Economic Cooperation Corridor 2 (Bukhara-Miskin-Urgench-Khiva) Railway Electrification Project	
Project Number	53271-001	
Country	Uzbekistan	
Project Status	Proposed	
Project Type / Modality of Assistance	Loan	
Source of Funding / Amount	Loan: Central Asia Regional Economic Cooperation Corridor 2 (Bukhara-Miskin-Urgench-Khiva) Railway Electrification Project	
	Ordinary capital resources	US\$ 157.51 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration	
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships Private sector development	
Sector / Subsector	Transport - Rail transport (non-urban)	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	The project will add electrification, signaling and telecommunication, and traction power management systems to the recently built railway line between Bukhara, Miskin, Urgench, and Khiva, a total of 465 km. The line has a design speed of 250 km per hour and connects to the electrified high-speed railway line between the country's capital Tashkent, Samarkand, and Bukhara.	
Project Rationale and Linkage to Country/Regional Strategy	By doing so, the project will fundamentally change the economic geography of Khorezm, by shrinking the temporal distance to other urbanized areas of Uzbekistan. High-speed trains will reduce travel times between Urgench and Bukhara to 2 hours, compared to the current 6 by road. The total journey from Urgench to Tashkent will be made possible in approximately 6 hours, well within a daily commute. With such improvements, a number of impacts will be felt. Industrial development in Khorezm will be spurred in favor of higher value-added sectors such as tourism. The development of tourism is expected to come with several multiplier effects, as many locals including women will increasingly be employed in the tourism industry. Traditional sectors of agriculture and manufacturing will also increase in their value proposition. For example, higher value agricultural produce will be able to be exported faster and farther through the use of refrigerated wagons. The local population, including women and children will have improved access to safer transport, supported by gender-inclusive facilities in trains and at modernized stations already in place. The project will significantly increase the accessibility of the population of Khorezm to jobs, markets, healthcare and education facilities within the region and in other parts of the country. With the tourism sector in Uzbekistan already being the seventh fastest growing in the world with 13.4 percent growth in 2018, there is a large potential for the project to contribute to a tourism-led development in western Uzbekistan. For this reason, the second output of the project has the objective to develop a Tourism Economic Corridor in Western Uzbekistan, contributing to local inclusive economic activity in municipalities along the corridor. Besides high-speed and quality passenger transport, the project will also contribute to improvements in freight rail services. Freight will consist of domestic, export, import and transit traffic, which is projected by O'zbekiston Temir Yo'llari (UTY) to reach a total of 12 million tons per annum by 2023 on the section between Bukhara and Miskin	
Impact	Sustainable regional trade and economic activity promoted along CAREC Corridor 2	
Outcome	Improved railway services for freight and passengers in Western Uzbekistan	
Outputs	Railway infrastructure along the Bukhara Miskin Urgench Khiva line upgraded	
Geographical Location	Bukhara, Khiva, Miskin, Urgench	
<b>Safeguard Categories</b>		
Environment		B
Involuntary Resettlement		B
Indigenous Peoples		C
<b>Summary of Environmental and Social Aspects</b>		
Environmental Aspects		
Involuntary Resettlement		
Indigenous Peoples		
Stakeholder Communication, Participation, and Consultation		
During Project Design		
During Project Implementation		

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Responsible ADB Officer	Sakamoto, Ko
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	O'zbekiston Temir Yo'llari 7 Taras Shevchenko St. Tashkent 70060 Uzbekistan

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Timetable	
Concept Clearance	10 Mar 2020
Fact Finding	18 May 2020 to 29 May 2020
MRM	19 Jun 2020
Approval	-
Last Review Mission	-
Last PDS Update	14 Feb 2020

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Project Page	<a href="https://www.adb.org/projects/53271-001/main">https://www.adb.org/projects/53271-001/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=53271-001">http://www.adb.org/forms/request-information-form?subject=53271-001</a>
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