



# Uzbekistan: Preparing Railway Modernization Projects

Project Name	Preparing Railway Modernization Projects				
Project Number	53337-001				
Country	Uzbekistan				
Project Status	Proposed				
Project Type / Modality of Assistance	Technical Assistance				
Source of Funding / Amount	<table border="1"> <tr> <td>TA: Preparing Railway Modernization Projects</td> <td></td> </tr> <tr> <td>Technical Assistance Special Fund</td> <td>US\$ 600,000.00</td> </tr> </table>	TA: Preparing Railway Modernization Projects		Technical Assistance Special Fund	US\$ 600,000.00
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Technical Assistance Special Fund	US\$ 600,000.00				
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration				
Drivers of Change	Governance and capacity development Knowledge solutions Private sector development				
Sector / Subsector	Transport - Rail transport (non-urban)				
Gender Equity and Mainstreaming	Some gender elements				
Description	The Government of Uzbekistan (the government) and O'zbekiston Temir Yo'llari (UTY) have requested technical assistance from the Asian Development Bank (ADB) to prepare two projects to further modernize railways in Uzbekistan, namely (i) Central Asia Regional Economic Cooperation (CAREC) Corridor 2 (Pap Namangan Andijan) Railway Electrification Project-Additional Financing, and (ii) CAREC Corridor 2 (Bukhara Miskin Urgench Khiva) Railway Electrification Project. The preparation of the two projects require a similar set of due diligence, including safeguards, financial management, and economic assessments.				
Project Rationale and Linkage to Country/Regional Strategy	Central Asia Regional Economic Cooperation (CAREC) Corridor 2 (Pap Namangan Andijan) Railway Electrification Project-Additional Financing. The project aims to complete the modernization of the railway network linking Tashkent with major cities and towns in the populous Fergana Valley. It directly complements the work currently being undertaken under the current project to electrify and modernize the Pap Namangan Andijan section in the Fergana Valley, as well as the work completed by the government and UTY with assistance of People's Republic of China and the World Bank for the construction of the Angren Pap railway through the Kamchik Pass. Despite these efforts, signaling and telecommunications systems remain uninstalled on the section Angren Pap Kokand Andijan, greatly affecting efficiency and safety of rail operations. Although all sections are already electrified (or soon to be electrified), there are limits on the frequency and number of trains that can be run, due to the shortage of traction substations. The additional financing will help install signaling and telecommunications on the Angren Pap Kokand Andijan line, as well as construct two new traction substations to relieve the shortage of electric power on the line. The additional financing will also aim to upgrade train control and management systems. CAREC Corridor 2 (Bukhara Miskin Urgench Khiva) Railway Electrification Project. The project aims to electrify the existing railway line linking Bukhara, Miskin, Urgench and Khiva. The project is aligned with the government's strategy to diversify the economy and develop the tourism sector in the Khorezm region. With electrification, the route can be served by high-speed passenger trains already in operation on other parts of the network. This will shorten travel times between Bukhara and Khiva from the current 6 hours by road, down to 2. The top tourist destinations of Tashkent, Samarkand, Bukhara, and Khiva will be connected by high-speed rail, significantly improving the attractiveness of Uzbekistan as a tourism destination. The project will upgrade the railway along the Bukhara Miskin Urgench Khiva line, including (i) construction of 8 traction substations, (ii) construction of 8 section posts, (iii) installation of catenary systems, (iv) installation of signaling, telecoms and Supervisory Control and Data Acquisition (SCADA) systems, and (v) construction of external power supply. The project will also help create a tourism economic corridor by supporting sustainable tourism, transit-oriented development along the railway corridor, and an electronic ticketing system to enhance the attractiveness of railway transport.				
Impact					
Outcome					
Outputs					
Geographical Location	Nation-wide				
<b>Summary of Environmental and Social Aspects</b>					
Environmental Aspects					
Involuntary Resettlement					
Indigenous Peoples					
Stakeholder Communication, Participation, and Consultation					
During Project Design	The transaction TA facility will support meaningful consultations to prepare two ensuing projects in the railway subsector in Uzbekistan. Such consultations will include aspects relating to land acquisition and resettlement, environment and women empowerment.				
During Project Implementation	The transaction TA facility will support meaningful consultations to prepare two ensuing projects in the railway subsector in Uzbekistan. Such consultations will include aspects relating to land acquisition and resettlement, environment and women empowerment.				
<b>Business Opportunities</b>					

Consulting Services	The transaction TA facility will require approximately 23 person-months (PMs) of international consultants and 11 PMs of national consultants' inputs. This includes 1 PM of national, and 1 PM international resource person inputs to provide short-term, highly specialized inputs. Consultants will support ADB staff in the conduct of standard due diligence on the proposed projects, including technical, economic and financial, governance, poverty and social (including gender), safeguards and strategic procurement planning. They will also provide capacity building to the EA on procurement, safeguards and gender. Consultants and resource persons will be recruited individually, with either input-based or output-based contracts as appropriate. For project due diligence in a highly specialized subsector such as railways, hiring individual consultants, rather than firms, is faster to mobilize, and more cost-effective. ADB will engage the consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated TA staff instructions. Apart from work on common due diligence and capacity building, the consultants will be sent separate notices-to-proceed for preparatory work on each of the two projects, following the approval of each project's concept paper.
Procurement	The consultants will procure goods, mainly in the form of software to be used for noise and environmental modeling and monitoring, and railway traffic modeling. These will be handed over to the EA upon TA completion.

Responsible ADB Officer	Ko Sakamoto
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

Timetable	
Concept Clearance	-
Fact Finding	-
MRM	-
Approval	-
Last Review Mission	-
Last PDS Update	28 Aug 2019

Project Page	<a href="https://www.adb.org/projects/53337-001/main">https://www.adb.org/projects/53337-001/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=53337-001">http://www.adb.org/forms/request-information-form?subject=53337-001</a>
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