

Draft Social Due Diligence Report (SDDR)

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UZB: Railway Efficiency Improvement Project

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**«O'ZBEKISTON TEMIR YO'LLARI»
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№ TP17-T-18/46

**To: Dong-Soo Pyo
Director, Transport and Communications Division
Central and West Asia Department
ADB**

Herewith we would like to extend our appreciation to you and to your colleagues for the assistance provided within the preparation of the Project "Uzbekistan. Railway Efficiency Improvement Project".

Please, find enclosed the Social Due Diligence Report for review and publication on the web site of ADB.

In our turn, we would like to inform you that this report will be also published on the web-site of the JSC Uzbekiston Temir Yullari.

**Sincerely,
Head of PIU-T**

Z. Kashaev

Copies: Ko Sakamoto, Shokhimardon Musaev.

GLOSSARY

Affected household	A household consists of one or more people who live in the same dwelling and also share at meals or living accommodation, and may consist of a single family. In the project, household is the unit for compensation and all the members in a household are considered affected persons.
Compensation	Payment for an asset to be acquired or affected by a project at replacement cost.
Displaced persons (DPs)	In the context of involuntary resettlement, displaced persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Economic Displacement	Loss of land, assets, access to assets, income sources, or means of livelihoods as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or access to legally designated parks and protected areas.
Entitlement	The range of measures such as cost of compensation, relocation cost, income rehabilitation assistance, transfer assistance and relocation assistance which are depending on the type, degree and nature of their losses, to restore their social and economic base. All entitlements will be given to all affected households as per the entitlement matrix.
Kokimiyat	Local government authority that interfaces between local communities and the government at the regional and national level. It has the ultimate administrative and legal authority over local populations residing within its jurisdiction.
Land acquisition	The process whereby a person is compelled by a public agency to alienate all or part of the land s/he owns or possesses, to the ownership and possession of that agency, for public purposes, in return for fair compensation.
Land use rights	According to Land Code (Article 17) natural persons are entitled to lifelong, inheritable, transferable and alienable possession of land plots. This right extends to residential housing, collective farms and vineyards (orchards), and individual farms. Juridical entities (such as enterprises, stores, and business) are entitled to land parcels according to the rights of permanent possession, permanent use, temporary use, lease and property.
Low Income	According to the Government of Uzbekistan, low-income households are classified as households whose monthly per capita income is less than the equivalent of UZS 258,360 per month. According to WB (UNDP Human Development Index) poverty data in 2013 the number of people living in poverty in Uzbekistan constitutes 14.1% of the population.
Makhalla	A local level community organization recognized official by the Government of Uzbekistan serving as an interface between the state and community which is responsible for a range of social support facilities and ensuring the internal social and cultural cohesiveness of its members. Mahalla leaders are elected by their local communities.

Meaningful consultations	A process that (i) begins early in the project preparation stage and is carried out on an ongoing basis throughout the project cycle; (ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people; (iii) is undertaken in an atmosphere free of intimidation or coercion; (iv) is gender inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and (v) enables the incorporation of all relevant views of affected people and other stakeholders into decision making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation issues.
Replacement cost	The principle to be complied with in compensating for lost assets. Its calculation should include: (i) fair market value; (ii) transaction costs; (iii) interest accrued, (iv) transitional and restoration costs; and (v) other applicable payments, if any. Where market conditions are absent or in a formative stage, DPs and host populations will be consulted to obtain adequate information about recent land transactions, land value by types, land titles, land use, cropping patterns and crop production, availability of land in the project area and region, and other related information. Baseline data on housing, house types, and construction materials will also be collected. Qualified and experienced experts will undertake the valuation of acquired assets. In applying this method of valuation, depreciation of structures and assets should not be considered.
Severely affected households	Severely affected households are those which lose 10% or more of their productive asset (income generating productive land) and or are physically displaced.
Significant impact	A project is classified as having significant impact if 200 persons or more will experience major impacts, defined as; (i) being physically displaced from housing, or (ii) losing 10% or more of their productive assets (income generating).
Vulnerable households	Low-income households, female-headed households, elderly people-headed households, households with persons who have a disability.

CURRENCY EQUIVALENTS

(as of December 2017)

Currency unit	–	Uzbekistan sum (UZS)
\$1.00	=	UZS8,095.88

ABBREVIATIONS

ADB	-	Asian Development Bank
CSC	-	Construction Supervision Consultant
DP	-	Displaced Person
EA	-	Executing Agency
GRM	-	Grievance Redress Mechanism
ha	-	Hectare
LAR	-	Land Acquisition and Resettlement
LARP-	-	Land Acquisition and Resettlement Plan
MOF	-	Ministry of Finance
PIU-T-	-	Project Implementation Unit
SDDR-	-	Social Due Diligence Report
SCLR	-	State Committee on Land Resources, Geodesy, Cartography and State Cadaster
SPS	-	Safeguard Policy Statement
TRTA	-	Transaction Technical Assistance
UTY-	-	O'zbekiston Temir Yo'llari

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1. PROJECT BACKGROUND

1. Uzbekistan has a population of over 32 million and is the most populous country in Central Asia. It borders Kazakhstan to the north and northwest, Turkmenistan to the southwest, Tajikistan to the southeast and Kyrgyzstan to the northeast. It also shares around 150 km of borders with Afghanistan to the south. The country is double-landlocked which means that the crossing of at least two national borders is required to reach seaports. Transport plays an important role in sustaining its socioeconomic development.

2. Uzbekistan has a 4,669 km rail network which carries about 60 million tons of freight and 15 million passengers annually. Out of this, 2,446 km (52% of the network) is electrified. The steady increase in economic activities in the last decade, contributed to a strong demand for railway transport. Uzbekistan has continued to modernize its railway infrastructure and has the scope to further improve transport times, improve service quality, and reduce operating costs, through upgrading infrastructure, improving operational efficiency, becoming competitive and upgrading its locomotive fleet. This would improve economic opportunities, boost regional trade, and reduce environmental impacts.

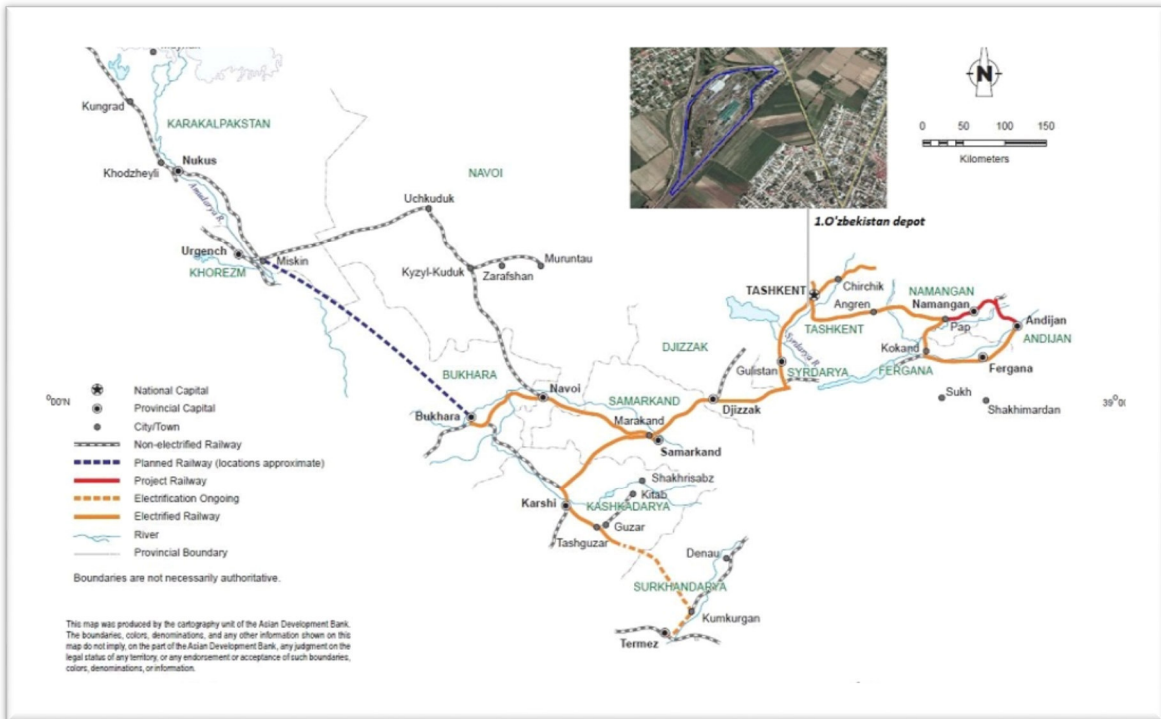
3. The current locomotive fleet of UTY is predominantly diesel based (75%); (main line diesel locomotives are 28%, and shunting diesel locomotives are 47 %). The electric locomotives constitute 25 % of the fleet. It includes 37 units of electric locomotives procured within the last 10 years, while the rest of the locomotive fleet (diesel and electric) are more than 30 years of age. Currently, the existing fleet is utilized to its maximum potential and the locomotive depots remain tailored toward the servicing of diesel locomotives.

4. The Government and O'zbekiston Temir Yo'llari (UTY) have requested ADB financing for a Project to improve the efficiency of railway operations in Uzbekistan. The Project is expected to involve the procurement of 24 electric locomotives, which will relieve the critical shortage of locomotives in the Uzbekistan railway network, and equip UTY to make full use of its growing electrified network. Out of 24 locomotives, 16 will be used for freight and eight will be on passengers' trains.

5. In addition, UTY plans to upgrade the "O'zbekiston" locomotive depot. Works on the depot are not financed by ADB. The Project will result in the reduction of travel costs for passengers and freight transport throughout Uzbekistan's railway network, development and modernization of the railway transport, communications and social infrastructure and reduction of environmental impact in comparison to diesel-based locomotives.

6. The following maps show networks that are electrified, non-electrified and undergoing electrification, as well as the location of the rail depot.

Map 1-1: Location of O'zbekiston Depot on the Project Area Map



Map 1-2: O'zbekiston Depot Area



2. DUE DILIGENCE ON LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

7. This Social Due Diligence Report (SDDR) is based on the detailed information on upgrading of O'zbekiston depot, discussion with the UTY and PIU-T management and specialists (Annex 2-1), discussion of plans for the depot upgrades and site visit. ADB SPS 2009 applies to all ADB-financed and/or ADB-administered projects, and their components regardless of the source of financing. Accordingly, the SDDR also includes Project components which will not be financed by ADB, such as the upgrade of the depot.

8. As described in the previous chapter, the Project will involve the procurement of 24 electric locomotives and the UTY will upgrade one depot which will serve these locomotives. The upgrade of the depot will be executed within the existing depot area. As such, the Project will not require land acquisition and will not cause any economic or physical displacement to people living in the proximity of the depot. Existing access by railway will be used during the construction/upgrade of the depot; therefore, no temporary impacts on private land and assets is envisaged during the construction period.

2.1 Site visit

9. During the field visit to O'zbekiston Depot (Annex 2-2), the Consultants had the opportunity to access any of the depot area buildings. Due to security reasons, photographing was permitted only in the office where women work. The depot, which was established 40 years ago, is located around 20 km from Tashkent. The depot employs 2,500 workers, including 300 women. The vast majority of workers are residents from the surrounding area. The depot serves 60 freight and 15 passenger locomotives. The depot's director stated that the need for freight and passenger transport is growing rapidly and at present, they would need 36 electric locomotives to meet current demand. Based on observations and discussions with the depot's management, as well as workers and residents living close to the depot area, the conclusions derived from the visit are as follows:

- The depot buildings are located over an area of 27 hectares;
- There are around 30 homes located outside the depot's area;
- Most of the residents in the settlement nearby work in the depot;
- The depot area is separated from houses by a tall wall. There is an approximately 30 m wide strip of bushes, trees and access road between the depot's wall and the residential area;
- All works on the modernizations/upgrading of the depot to service electric locomotives will be executed within the existing depot buildings;
- The interior of the depot building is ready for new equipment which will service electric locomotives;
- Some of the equipment in the control room is already in place;
- No demolition of existing buildings or construction of new ones is planned;
- Additional equipment for the control room will be transported by trains;
- There is no need for additional access roads;

2.2 Categorization of the Project

10. In accordance with ADB's 2009 Safeguard Policy Statement, the Project is categorized as a category "C" for Involuntary Resettlement and as such, does not require a land acquisition and resettlement plan to be prepared. The Project is recommended to remain a category 'C' project.

11. Although no adverse impact on people and assets is anticipated, the Social Due Diligence Report briefly outlines the main GRM procedure and institutional arrangements which will ensure that all necessary procedures are in place in case any economic or physical impact on people's land and assets occur during the project implementation.

2.3 LARP and Information Disclosure

12. In case any land acquisition and resettlement impacts occur during works on the depot, UTY shall prepare a land acquisition and resettlement plan (LARP) which will be submitted to ADB for approval prior to awarding a civil works contract. The LARP will be implemented in accordance with national legislation and regulations and ADB's SPS 2009. Any unanticipated impacts identified during the Project implementation will be compensated in full at the replacement cost of assets affected.

13. The UTY will ensure that all ADB SPS 2009 requirements on information disclosure, consultations with affected people and information on entitlements will be followed, documented and reported. The UTY will disclose a resettlement plan including documentation of the meaningful consultation process before project appraisal. The information will be accessible and written in language/es understandable to affected people.

14. This SDDR will be disclosed on ADB and UTY websites.

3. GRIEVANCE REDRESS MECHANISMS

15. ADB SPS 2009 requires the borrower/client to establish a mechanism to receive and facilitate the resolution of affected persons' concerns and grievances about physical and economic displacement and other project impacts. The grievance redress mechanism should correspond to the risks and adverse impacts expected to be caused by the Project. It should address affected persons' concerns and complaints promptly, using a comprehensible and transparent process that is gender responsive, culturally appropriate, and readily accessible to the affected persons at no costs and without retribution. The mechanism should not impede access to the country's judicial or administrative remedies. The borrower/client will inform affected persons about the mechanism. (ADB SPS 2009, Appendix 2)

16. PIU-T (UTY) will establish the GRM after the Project effectivity. The PIU-T will appoint focal persons for grievance resolution and ensure effective handling of any environmental and resettlement grievances related to the Project. The proposed outline of the GRM was discussed and agreed with the PIU-T. The PIU-T will ensure that grievances on any aspect of possible resettlement are addressed in a timely and satisfactory manner. The PIU-T management (Figure 6-1) will monitor the implementation of the Project and process and resolution of Project-related grievances.

17. Displaced Persons (DPs) may appeal any decision, practice or activity related to the assessment or valuation of land or other affected assets, acquisition and compensation. DPs will be informed about the procedures and available avenues, including Government's grievance mechanism, to resolve grievances.

18. Apart from ADB requirements on establishing the grievance redress mechanism, the grievance redress procedure in Uzbekistan is regulated by the national legislation of Republic of Uzbekistan, in particular, by the law "On Citizens' Applications" and the "Law on the order of submission of appeals of physical and legal entities" (No. 378, 03 December 2014). The "Law on the order of submission of appeals of physical and legal entities", requires resolution of a grievance

within fifteen days of the submission date or within one month if additional checking, case research and submission of documents are needed.

19. The GRM for the current Project takes into account applicable national laws and legislations, ADB SPS 2009 requirements, specific characteristics of the Project and the results of consultations with the Executive Agency. Resolution 97 (of 29 May 2006), defines the obligations of Rayons' Khokimiyats to notify owners of residential and other buildings and structures, plants and crops and other affected assets on the decision made on their grievance. The affected person (AP) should be notified in writing at least six months prior to acquisition of assets and the signature of the AP obtained. The notice will be based on and have copies of the relevant decisions of the khokims of rayons (cities) and regions and the Cabinet of Ministers of the Republic of Uzbekistan on any land acquisition, demolition of residential, commercial and other buildings and structures, crops and plants on the affected land.

20. The DPs will have the right to file complaints and queries on any aspect of resettlement triggered by the Project. In addition, the complainant can appeal the decision and bring the case to the ADB Accountability Mechanism. The project level GRM does not in any way, impede the access of the complainants to the ADB Accountability Mechanism (AM)¹ or the country's judicial or administrative remedies. Should the complainant wish to register a complaint with the ADB AM, the GRM focal person should provide the complainants with the ADB AM contact information.

21. All grievances received from people will be registered in a logbook which will be available at each point of entry: O'zbekiston depot and the khokimiyats where the grievances from the population are usually registered. The grievance redress process is shown in Table 3-1 and schematically presented in Figure 3-1 below.

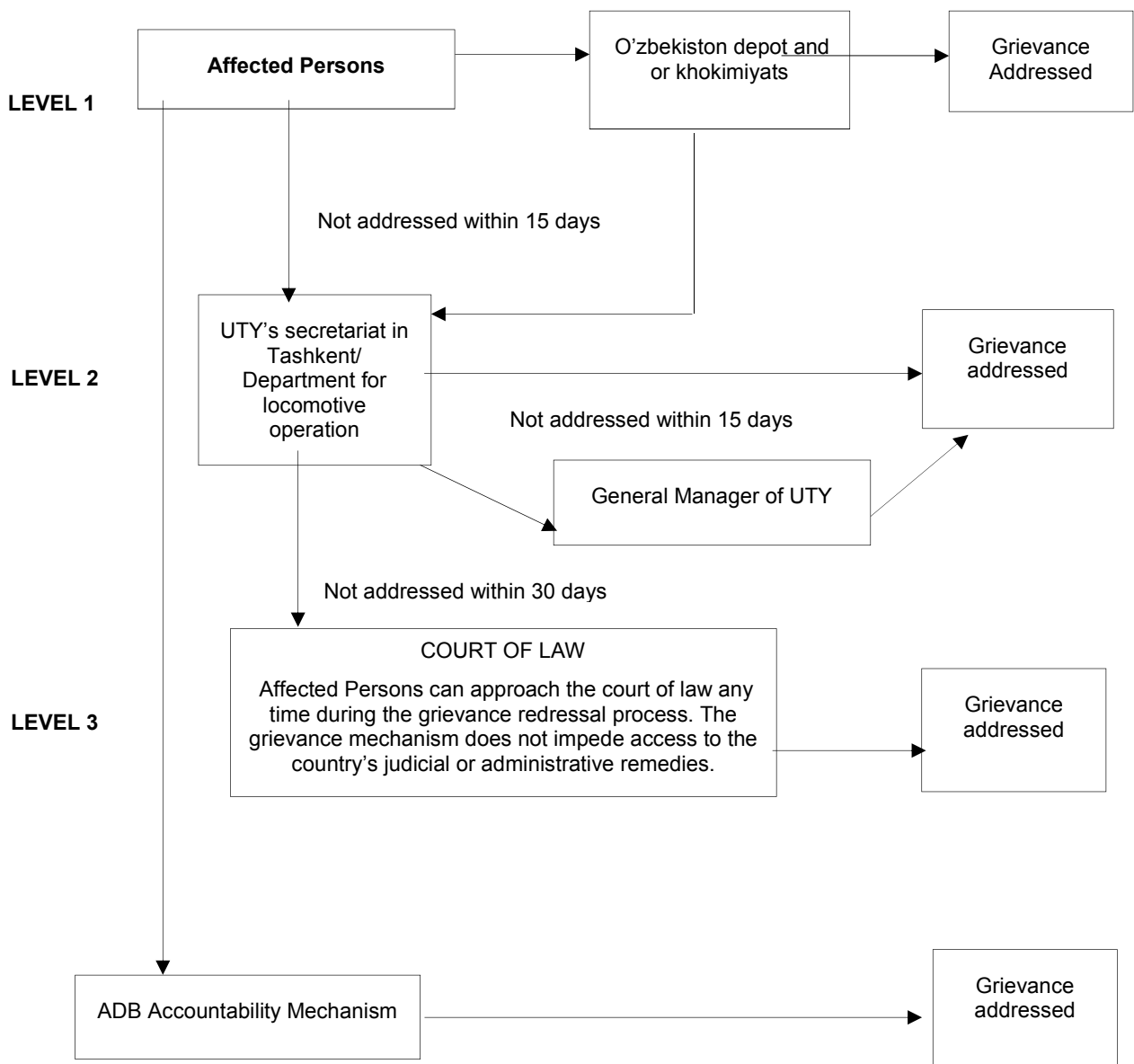
Table 3-1: Grievance Resolution Process

Level/Steps	Process	Timeline
Level 1- O'zbekiston depot, or district khokimiyats	<p>The aggrieved person submits a grievance at O'zbekiston depot or khokimiyats. A designated focal point will receive, register grievance and forward them daily to the General Manager at O'zbekiston depot. The alternative grievance entry points will be khokimiyats due to their obligations defined by the national legislation.</p> <p>After receiving grievances, the designated focal point will review and assess the nature/specifics of the grievance, inform the General Manager and forward grievances to the relevant party for resolution. Depending on the nature of the grievance, it may be forwarded to the Contractor, Land Cadaster, Makhalla or district branch of Nature Protection Committee. For example, complaints related to resettlement issues may be forwarded to Land Cadaster, khokimiyat and makhallas. In case of environmental issue, complaint will be forwarded to Contractor or District Nature Protection Committee. The General Manager will deal with grievances related to impact caused by the locomotive depots only.</p>	15 days
Level 2 - UTY's secretariat in Tashkent	<p>In case the grievance was not redressed at the first stage or the aggrieved person is not satisfied with the decision made, s/he can submit the grievance directly to UTY's secretariat in Tashkent. In accordance with the established procedure, the secretariat will forward complaints to Department of locomotive Operation to redress it. In case the grievance is not related directly to the project, the aggrieved person will be directed to appropriate departments where s/he should apply for the decision making.</p> <p>If the grievance was not redressed at the level of Department of Locomotive</p>	

¹ ADB Weblink: www.adb.org/site/accountability-mechanism/main

Level/Steps	Process	Timeline
	Operation, the grievance will be submitted to the UTY's General Manager and he will appoint a special commission for redressing grievance.	30 days
Level 3 - Economic Court	If the issue was not solved or the applicant is dissatisfied with the decision/resolution, the aggrieved person may submit their grievance to the Economic Court (Court of Law) where a decision will be made in accordance with relevant national legislations. However, a complainant may approach the court of law at any time during the grievance redressal process.	

Figure 3-2: Grievance Redress Process



4 POLICY AND LEGAL FRAMEWORK

22. The legal and policy framework which will apply to the Project is based on national laws and legislations related to land acquisition, the compensation policy in Uzbekistan and ADB's Safeguard Policy Statement 2009 (SPS). The LAR principles which will be applicable to this Project are based on the analysis of relevant national laws and policies and ADB SPS 2009 requirements.

23. The main requirements outlined in ADB SPS 2009 are to avoid involuntary resettlement wherever possible; to minimize involuntary resettlement by exploring project and design alternatives; to enhance, or at least restore, the livelihoods of all displaced persons in real term relative to pre-project levels; and to improve the standards of living of the displaced poor and other vulnerable groups. (ADB SPS 2009)

24. The main national laws and legislations regulating LAR processes in Uzbekistan are:

- Constitution of the Republic of Uzbekistan (December 8, 1992): regulates right to own property (Article 36);
- The Land Code: regulates allocation, transfer and sale of land plots, defines ownership and rights to use land;
- Resolution of the Cabinet of Ministers № 97 (29 May 2006) and No. 146 (25 May 2011): determines the procedure for land acquisition, regulates compensation for losses for individuals and legal entities due to acquisition of land plots for state and public needs. This resolution deals with land plots, houses, building and structures of individuals and legal entities.
- Civil Code (29 August 1996): defines the legal status of participants of civil relations and the grounds and procedure for the implementation of property rights. The Civil Code defines general rules for property acquiring, determination of property cost, rights for compensation and terms and conditions of termination of rights.
- The Tax Code is a regulatory framework for taxation related matters. This law regulates compensation for vulnerable groups by ensuring discounts or exemption from property taxes, income tax and other taxes stipulated in the Tax Code.
- The Labor Code and Employment Law are the main legislations regulating the labor relations of individuals employed on the basis of labor contracts signed with enterprises, institutions, individuals and organizations.
- Resolution No 44 of the Cabinet of Ministers (15 February 2013): determines the procedure for the appointment of Makhalla and payment of allowances for families with children under the age of 14 years, allowances for child care until the age of two years and allowance for low income families.

5. INSTITUTIONAL ARRANGEMENTS

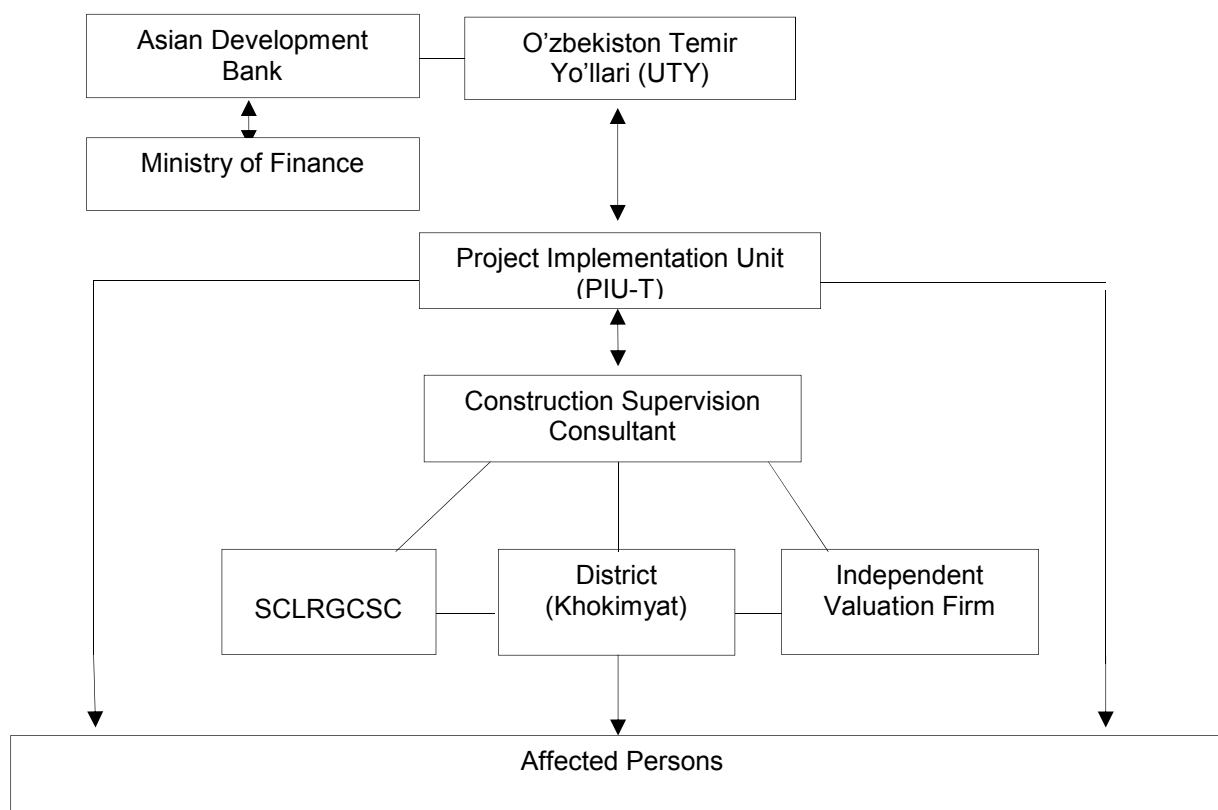
25. The O'zbekiston Temir Yo'llari (UTY) is the implementing agency (IA) responsible for implementation of the Project. UTY has the overall responsibility for the Project in areas such as preparation, implementation and financing of all land acquisition and resettlement (LAR) tasks, cross-agency coordination, management, monitoring and evaluation of all project implementation aspects, including procurement of goods, services, and works on the projects. A Project Implementation Unit (PIU-T) is established in UTY and it will be responsible for the overall project activities on a day-to-day basis and land acquisition and resettlement, if any.

26. If land acquisition and resettlement impact occur during implementation, UTY and PIU-T shall prepare a land acquisition and resettlement plan (LARP) which will be submitted to ADB for approval prior to the awarding of a civil works contract. The LARP will be implemented in accordance with ADB's Safeguard Policy Statement 2009 and national legislation and regulations.

27. There will be several other government agencies that will be available for assistance during the Project implementation period if required. These are provincial/ district governments (Khokimyat) and Goskom-zemgeodez-cadastre (State Committee on Land Resources, Geodesy, Cartography and State Cadaster (SCLR) at the district level. These institutions will be available in case of involuntary resettlement.

28. Figure 5-1 illustrates the institutional and Project implementation arrangement.

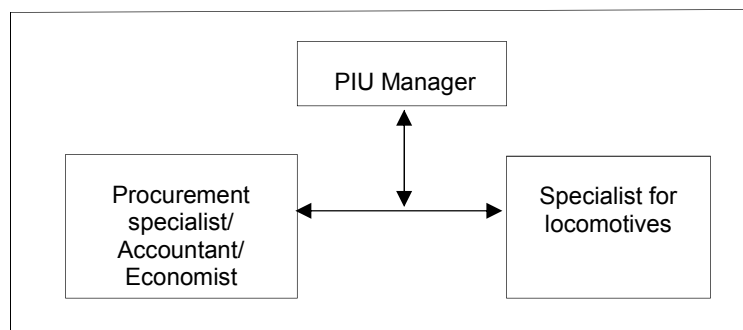
Figure 5-1: Institutional Arrangements



6. MONITORING

29. ADB SPS 2009, requires monitoring activities to correspond with the Project's risks and impact. The Project is proposed as a category 'C' project in terms of involuntary resettlement and as such, may require only routine internal monitoring during the implementation of the Project. UTY PIU-T will monitor and measure the progress of implementation of the Project. If unanticipated involuntary resettlement impacts are found during the Project implementation, UTY will follow ADB SPS 2009 requirements for monitoring and reporting the progress of implementation of safeguard plans, ensure compliance with safeguard measures, document and disclose monitoring results and identify necessary corrective and preventive actions if needed. The following figure presents monitoring arrangement within the PIU-T. **(Figure 6-1)**

Figure 6-1: Monitoring Project Implementation and GRM



7. CONCLUSION AND RECOMMENDATIONS

30. The Due Diligence study's findings, based on the review of Project documents, discussions with key stakeholders and site visit, confirmed that the upgrade of the locomotive depot will not cause any adverse impact on people living close to the depot. The upgrading works will be executed inside the existing depot building. As such, the works will not affect any private land or other assets.

31. There are existing access railway tracks which will be used for transport of the new depot equipment. Therefore, no temporary adverse effects on people and their properties are envisaged. If Project circumstances change during the course of the works and people's properties became affected, the UTY will stop the works on the components which caused the adverse effects and prepare a LARP in accordance with the national legislations and ADB SPS 2009 requirements. The works on the components causing involuntary resettlement will continue only after the LARP is approved and implemented.

32. A grievance redress mechanism will be established after the Project became effective. In case of grievances and queries, the affected people will have a several grievance redress entry points where they can lodge complains and queries. The UTY will appoint a focal person at each of the grievance entry point. In addition, people can lodge their grievances at the local authorities (Khokimyat) which are well established, familiar to and used by the local population.

ANNEXES

Annex 2-1: Uzbekistan Railway Efficiency Improvement Project O'zbekiston Depot Visit

Minutes

Date: 12.12.2017

Time: 10:30 - 14:00

Participants: Zulkainar I. Kashaev, Head of PIU-T, Islamov Abror Anvarovich, Director of O'zbekiston Depot, Mr Akil Ziyumukhamedov, Consultant locomotive specialist, Madina Khalmirzayeva, Environmental Safeguard Consultant, Veronica Cherdikudi, Consultant Sociologist, Dragica Veselinovic, Consultant Social Safeguard Specialist

Agenda: Grievance Redress Mechanism (GRM), Project implementation institutional setting and field trip to O'zbekiston Locomotive Depot.

The consultants explained ADB's Safeguard Policy Statement (SPS) 2009 requirements stating that ADB policy applies to all ADB-financed and/or ADB-administered projects, and their components, regardless of the source of financing. Accordingly, this policy includes components of the Project which will not be financed by ADB, such as the upgrade of the depot.

One of the requirements is establishing and maintaining the GRM which will address grievances and queries related to the Project. Mr. Kashaev explained the PIU-T's grievance handling procedure and dedicated three managerial positions to monitor the implementation of the Project and grievance resolution process. The GRM for the DDR was updated based on the discussion with Mr. Kashaev.

The existing institutional setting for UTY and the PIU-T setting was discussed and the DDR information on this was updated. The field trip to O'zbekiston depot is planned for 12 December 2017.



Annex 2-1: Uzbekistan Railway Efficiency Improvement Project Visit to O'zbekiston Depot

Minutes

Date: 12.12.2017

Time: 10:30 - 14:00

Participants: Zulkainar I. Kashaev, Head of PIU-T, Islamov Abror Anvarovich, Director of O'zbekiston Depot, M. Shukrat Hudainazarov, PIU-T specialist for locomotives, Akil Ziy mukhamedov, Consultant locomotive specialist, Madina Khalmirzayeva, Environmental Safeguard Consultant, Veronica Cherdikudi, Consultant Sociologist, Dragica Veselinovic, Consultant Social Safeguard Specialist, Valiev Shakir, resident working in the depot

Agenda: Observation of the depot's setting, information on the upgrading works, discussions with workers and residents living near the depot.

Mr Islamov Abror Anvarovich, the Director of O'zbekiston Depot, informed Consultants about the depot's history, the number and structure of workers employed, the depot's capacity to service locomotives and the planned upgrade of the depot. The main information and points raised in the discussions are summarized in the following paragraphs:

- The depot buildings are located on a 27 hectare area;
- No demolition of existing buildings or construction of new ones is planned;
- All works on the modernization/upgrading of the depot to service electric locomotives will be done within the existing buildings;
- The interior of the depot building is ready for new equipment which will service electric locomotives;
- Some of the equipment in the control room is already in place;
- Additional equipment for the control room will be transported by trains;
- There is no need for additional access roads;
- There was no impact on the settlement located outside of the depot's walls.

The consultants visited a department at the depot where women work and had a brief discussion about their work at the depot. The consultants also discussed the Project with one of the settlement's residents, who is also an employee at the depot. He informed us that there are around 30 houses in the settlement and that the majority of residents work in the depot. The resident confirmed that they all know

about the Project and in his words, electric locomotives will be much better for the economy, the workers and the residents living close to the railway. The settlement has an uninterrupted supply of electricity and gas from the depot, which is not always the case with other villages.



Women in the depot



V.S. resident from the settlement



A home outside the depot



Buffer between the depot's wall and homes