



### Project Summary Information

Date of Document Preparation: September 25, 2019

<b>Project Name</b>	Obigarm-Nurobod Road Project - Long Bridge and Approach Roads
<b>Document Code</b>	PD000309-PSI-TJK
<b>Region</b>	Republic of Tajikistan
<b>Sector/Subsector</b>	Transport/Roads
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The Obigarm-Nurobod road section of the existing M41 highway will be inundated once the Rogun Hydropower Project (HPP) reservoir is filled to operating levels and will require construction of a new 76-km M41 highway alignment through mountainous terrain. This investment, which will include (i) civil works including roadway, tunnels, and bridges; and (ii) consulting services, is being designed as an integrated investment program divided into three sections (Investment Program), each section to be supported by different financiers, as follows:</p> <p>(a) Civil Works:</p> <ul style="list-style-type: none"><li>• Road Section 1 – 30 km (ADB and OFID)</li><li>• Road Section 2 – 45 km (EBRD)</li><li>• Bridge and Road Section 3 – 1.4 km (AIIB)</li></ul> <p>(b) Consulting Services</p> <ul style="list-style-type: none"><li>• Construction Supervision Section 1 (ADB and OFID)</li><li>• Construction Supervision Section 2 (EBRD)</li><li>• Design and Construction Supervision Section 3 (AIIB)</li></ul> <p>AIIB will support Section 3 of the Investment Program (Section 3, or the Project), which includes an approximately 800-m bridge over the Rogun HPP Reservoir, and 640m of roadway approaches to the bridge, near the town of Nurobod, as well as related consulting services.</p>
<b>Objective</b>	The objective of the Project is to maintain and improve connectivity between Dushanbe, the northeast region of Tajikistan and the Kyrgyz Republic via the M41 highway, which is located on Central Asia Regional Economic Cooperation (CAREC) corridors 2, 3, and 5.

<b>Expected Results</b>	Connectivity and safety along the improved M41 road between Obigarm and Nurobod.
<b>Environmental and Social Category</b>	Category A
<b>Environmental and Social Information</b>	<p><b>Environment and Social Policy and Categorization.</b> AIIB's Environmental and Social Policy (ESP) and Environmental and Social Exclusion List will be applicable to the Project<sup>1</sup>. The initial review has determined that ESS 1 (Environmental and Social Assessment and Management) is applicable to this Project. It will be determined during the Bank's due diligence whether involuntary resettlement will be induced by the Project that would require the applicability of ESS 2. Given the Project's activities, location and potential risks, it is anticipated that it will be categorized as A but this will be finalized following the previously mentioned site visits.</p> <p>An Environmental and Social Impact Assessment (ESIA) covering the Sections of the Investment Program supported by ADB and EBRD has been prepared and disclosed by the ADB<sup>2</sup> and EBRD.<sup>3</sup> A Supplemental ESIA will be undertaken for the bridge and roads included in the Project as an addendum to the ESIA already prepared. The Supplemental ESIA will also be accompanied by an Environmental and Social Management Plan (ESMP). The EBRD-financed Section 2 and the temporary bridge are considered associated facilities of the Project because they are adjacent to the Project, and due diligence of those facilities will be conducted in accordance with AIIB's ESP. The ADB-financed Section 1 is not viewed as an associated facility of the Project because it is not adjacent to it.</p> <p><b>Environment Aspects.</b> Potential negative impacts caused by construction of the Project are expected to include pollution of the reservoir, soil erosion, clearing of vegetation, degradation of aquatic habitats, air pollution, noise, vibration and solid wastes. During the operational stage, the major environmental risks include wildlife road accidents, induced hunting/collecting due to better access to the project area, and risk of water contamination due to potential traffic accidents on the proposed bridge. Vehicle emissions, including air pollutants and Greenhouse Gas (GHG) emissions will be higher as a result of increased traffic. In addition to the mitigation measures to address negative impacts of the Project, the EMP also includes a monitoring plan, budget and reporting mechanism and describes the roles and responsibilities of the key institutions for its</p>

<sup>1</sup> For purposes of consideration of environmental and social aspects, each Section is treated as a separate Project: Section 1 will be supervised by ADB and governed by ADB's Safeguard Policy Statement; Section 2 will be supervised by EBRD and governed by EBRD's Environmental and Social Policy; and Section 3 will be supervised by AIIB and governed by the ESP.

<sup>2</sup> [www.adb.org/projects/documents/taj-52042-001-eia](http://www.adb.org/projects/documents/taj-52042-001-eia)

<sup>3</sup> [www.ebrd.com/work-with-us/projects/esia/obigarm-nurobod-road-project.html](http://www.ebrd.com/work-with-us/projects/esia/obigarm-nurobod-road-project.html)

	<p>implementation. However, journey lengths will also be considered in calculating net emissions compared to the no-project scenario.</p> <p><b>Social Aspects.</b> The Project is not anticipated to induce any physical or economic resettlement but this will need to be verified on the basis of a field visit. Social impacts are likely to comprise mainly construction-induced nuisances such as noise, dust emissions, access restriction, and risks to community health and safety for adjacent residents. The Project has the potential to result in socio-economic benefits for the 17 villages and their residents living along the route, as it will link them to markets and services.</p> <p><b>Stakeholder Consultation and Information Disclosure.</b> Stakeholder engagement and consultation is being undertaken with respect to the road construction and its related resettlement in Sections 1 and 2. Further dedicated consultations will be undertaken during the preparation of the ESIA addendum for the Project. The ESIA addendum will be disclosed in English and the Executive Summary will be disclosed in English, Russian and Tajik online and made available in hard copy in the Project area. The hyperlinks to the documents will be posted on the Borrower's and AIIB's websites prior to the Appraisal Review.</p> <p><b>Project Grievance Redress Mechanism (GRM).</b> A multi-tier Grievance Redress Mechanism (GRM) will be established for the ADB and EBRD-financed Sections that can be used for complaints related to the Project. The proposed GRM will be reviewed to ensure that it is in accordance with the requirements of the Bank's ESP.</p>								
<p><b>Cost and Financing Plan</b></p>	<p>Section 3 is estimated to cost USD 68.7 million. The financing sources as follows:</p> <table border="1" data-bbox="495 1034 1104 1281"> <thead> <tr> <th>Loan/Grants</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>AIIB Loan:</td> <td>USD 55.0 million</td> </tr> <tr> <td>AIIB Grant<sup>1</sup>:</td> <td>USD 3.2 million</td> </tr> <tr> <td>Borrower:</td> <td>USD 10.5 million</td> </tr> </tbody> </table> <p><sup>1</sup>Project Preparation Special Fund</p>	Loan/Grants	Amount	AIIB Loan:	USD 55.0 million	AIIB Grant <sup>1</sup> :	USD 3.2 million	Borrower:	USD 10.5 million
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<p><b>Borrower</b></p>	<p>Republic of Tajikistan</p>								

<b>Implementing Entity</b>	Ministry of Transport		
<b>Estimated date of loan closing (SBF)/Estimated date of last disbursement (NSBF)</b>	June 2026		
<b>Contact Points:</b>	<b>AIIB</b>	<b>Ministry of Finance</b>	<b>Ministry of Transport</b>
<b>Name</b>	Roberto Salgado	Qahhorzoda Fayziddin	Mirzozoda Sukhrob Begmat
<b>Title</b>	Transport Specialist	Minister	1 <sup>st</sup> Deputy Minister
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<b>Date of Concept Decision</b>	September 2019		
<b>Estimated Date of Appraisal Decision</b>	September 2020		
<b>Estimated Date of Financing Approval</b>	December 2020		

<b>Independent Accountability Mechanism</b>	<p>The Project-affected People’s Mechanism (PPM) will govern the Project (i.e., Section 3), and has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB’s failure to implement its Environmental and Social Policy in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management’s processes.</p> <p>For information on how to make submissions to the PPM, please visit <a href="https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html">https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html</a></p>
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