



### Project Summary Information

Date of Document Preparation: April 14, 2020	
<b>Project Name</b>	Bukhara-Miskin-Urgench-Khiva Railway Electrification Project
<b>Document Code</b>	PD000341-PSI-UZB
<b>AIIB member</b>	Republic of Uzbekistan
<b>Sector/Subsector</b>	Transport/ Railway
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The project will electrify the existing railway line linking Bukhara, Miskin, Urgench, and Khiva cities in Uzbekistan.</p> <p>With electrification, the route will be served by high-speed passenger trains already in operation on other parts of the network of JSC “Uzbekistan Railways” (O'zbekiston Temir Yo'llari or UTY). This will shorten travel times between Bukhara and Khiva from the current 6 hours by road, down to 2 hours. The top touristic destinations of Tashkent, Samarkand, Bukhara, and Khiva will be connected by a high-speed rail, significantly improving the attractiveness of Uzbekistan as a tourism destination.</p> <p>The first component of the project will comprise upgrading of the railway along the Bukhara - Miskin - Urgench - Khiva line, including: (i) construction of traction substations and external power supply, (ii) installation of catenary systems, (iii) installation of signaling, telecoms and Supervisory Control and Data Acquisition (SCADA) systems, and (iv) supply of machinery and equipment for railway maintenance.</p> <p>The second component of the project will consist of creating 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.</p>
<b>Objective</b>	To improve freight and passenger railway services in Western Uzbekistan by electrifying the existing railway line linking Bukhara, Miskin, Urgench and Khiva.
<b>Expected Results</b>	The expected results of the Project will be: (i) travel time for passengers between Bukhara to Khiva reduced to 2 hours; (ii) average running speed for freight trains increased from 60 km/h to 80 km/h; (iii) increase in number of tourists traveling by train; (iv) increase in income from tourism in the municipalities of Bukhara, Urgench and Khiva.

<b>Environmental and Social Category</b>	Category B.
<b>Environmental and Social Information</b>	<p>The proposed Project will be co-financed with the Asian Development Bank (ADB). The Bank has agreed that the ADB's Safeguard Policy Statement (SPS) and related procedures will apply to this Project. Under ADB's SPS, the Project has been categorized as Category B for environment, Category B for involuntary resettlement and Category C for Indigenous Peoples. Based on ADB's assessments and joint due diligence of the project, for information purposes AIIB has assigned Category B to this project. An Initial Environmental Examination (IEE) accompanied by the Environmental Management Plan (EMP) and two Land Acquisition and Resettlement Plans (LARPs) are under preparation. A Social Due Diligence Report will be prepared on the existing railway to confirm the absence of any legacy issues.</p> <p><b>Environment Aspects.</b> By enhancing the safety and efficiency of a clean mode of transport, the project is expected to contribute to a reduction in emissions of air pollutants. Potential negative impacts are largely temporary and localized during the construction phase. The EMP will include appropriate mitigation measures.</p> <p><b>Climate Change Risks and Opportunities.</b> The project will encourage a shift to a greener mode of transportation as it is expected to reduce the GHG emissions from vehicles. Measures will be integrated into the design so that the power lines are resilient against the extreme climatic conditions.</p> <p><b>Social Aspects.</b> There will be minimal land acquisition and resettlement for the electrification of existing railway lines and new traction substations. The alignment of transmission lines will avoid impacts on habitations between the main feeder line and the traction substations.</p> <p><b>Gender.</b> A Gender Action Plan will be developed to identify actions to maximize benefits to women based on the gender assessment.</p> <p><b>Occupational Health and Safety (OHS), Labor and Employment Conditions.</b> OHS requirements will be included in the EMP. UTY will require contractors to comply with all applicable labor laws and regulations and adopt codes of conduct for management of labor camps, labor influx and gender.</p> <p><b>Stakeholder Consultation and Information Disclosure.</b> Consultations will be conducted during the preparation of environmental and social (ES) documentation. Draft ES documentation will be disclosed in English, with summaries in</p>

	Uzbek on the project and AIIB websites. The English documents will be made available in hard copy at selected locations in the project area and the Uzbek summaries will be distributed in hard copy in the project area.		
	<b>Project Grievance Redress Mechanism (GRM).</b> A multi-tier GRM will be established and implemented.		
<b>Cost and Financing Plan</b>	Preliminary total project costs are estimated at USD404.35 million, of which the AIIB loan will finance USD105.00 million, the ADB loan will finance USD157.51 million and the rest will be funded by JSC “Uzbekistan Railways” (implementing entity) and the Government of Uzbekistan.		
<b>Borrower</b>	Republic of Uzbekistan		
<b>Implementing Entity</b>	JSC “Uzbekistan Railways” (O'zbekiston Temir Yo'llari)		
<b>Estimated date of loan closing</b>	December 2024		
<b>Contact Points:</b>	<b>AIIB</b>	<b>ADB</b>	<b>Implementing Entity</b>
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<b>Date of Concept Decision</b>	April 2020		
<b>Estimated Date of Appraisal Decision</b>	Q4 2020		
<b>Estimated Date of Financing Approval</b>	Q4 2020		

<b>Independent Accountability Mechanism</b>	As noted above, ADB's SPS will apply to this Project instead of AIIB's ESP. Pursuant to AIIB's agreement with ADB, AIIB will rely on ADB's independent accountability mechanism, the Accountability Mechanism, to handle complaints relating to environmental and social issues that may arise under the Project <sup>1</sup> . Consequently, in
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<sup>1</sup> Either through the problem-solving function of the Office of the Special Project Facilitator or the compliance review function of the Compliance Review Panel.

	<p>accordance with AIB's Policy on the Project-affected People's Mechanism (PPM), submissions to the PPM under the Project will not be eligible for consideration by the PPM. ADB's Accountability Mechanism is designed to ensure that complaints received are promptly reviewed in order to address project-related concerns. Project affected communities and individuals may submit their complaint to ADB's Complaint Receiving Officer and choose between problem solving function or compliance review function. A description of good faith efforts made with the operations department to address the issue raised must be provided by the complainant to initiate the compliance review process. Complaints may be submitted at any time after concerns have been brought directly to the attention of ADB's operation department, and its Management has been given an opportunity to respond. For information on how to submit complaints to ADB's Accountability Mechanism, please visit: <a href="https://www.adb.org/site/accountability-mechanism/main">https://www.adb.org/site/accountability-mechanism/main</a>.</p>
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