



Project Data Sheet

Project 48025-001

Project Name	Preparation of Central Asia Regional Economic Cooperation Corridor 2 (Pap-Namangan-Andijan) Railway Electrification Project	
Project Number	48025-001	
Country / Economy	Uzbekistan	
Project Status	Closed	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	TA 8706-UZB: Central Asia Regional Economic Cooperation Corridor 2 (Pap-Namangan-Andijan) Railway Electrification Project	
	Technical Assistance Special Fund	US\$ 400,000.00
Strategic Agendas	Inclusive economic growth Regional integration	
Drivers of Change	Gender Equity and Mainstreaming Knowledge solutions	
Sector / Subsector	Transport / Rail transport (non-urban)	
Gender	Some gender elements	
Description	The Government of Uzbekistan (the government) has requested Asian Development Bank (ADB) assistance for the electrification of the railway line from Pap to Namangan to Andijan. The proposed project (the Project) will electrify the missing 145.1 kilometers (km) of non-electrified track linking major cities in the populous Fergana Valley with Tashkent. This will facilitate direct and efficient operation of both freight and passenger train services and thereby promote economic and social development of the Fergana Valley.	

Project Rationale and
Linkage to
Country/Regional
Strategy

Railway transport has a competitive advantage over road transport for moving commodities and goods in bulk over long distances, and is more environmentally friendly. Railways in Uzbekistan have carried about 60 million tons of freight and 15 million passengers annually over the past decade, and remain a backbone to Uzbekistan's economy.

The joint stock company O'zbekiston Temir Yo'llari (UTY) is responsible for the management and operation of the nation-wide 4,669 km railway network. It has worked with development partners to undertake modernization and reforms. ADB has provided two loans for rehabilitation and modernization of infrastructure, and a loan for electrification of a railway line between Marakand and Karshi. Based on the government's Railway Electrification Program up to 2020, UTY is continuing to carry out electrification of main lines to improve hauling capacity, cut operating cost and improve environmental performance. Institutional reform of UTY was initiated by the Government in 1997 and supported by ADB, under which ancillary rail services have been largely separated from core operations. Downsizing of staff and non-core assets improved efficiency and sustainability of operations.

Despite these efforts, the railways still face long transport times, inadequate service quality, and high operating costs, because of aged or inadequate infrastructure, operational inefficiencies, competition from road transport, and an insufficient number of locomotives. This results in lost economic opportunities, suboptimal regional trade, and negative environmental impacts. The project tackles this core problem by accelerating investment in critical railway infrastructure, namely, the electrification of non-electrified tracks in the densely populated Fergana Valley.

The project will increase the mobility of goods and people in the Fergana Valley, improve environmental and safety performance of railways, and accelerate regional connectivity. As of 2016, rail operations on the Pap Namangan Andijan line are limited to two passenger trains and three freight trains per day. By extending an adjacent project being undertaken by UTY to electrify the Pap Kokand Margilan Andijan line, the project will allow reliable, more frequent, and higher-speed connections between the major cities and towns in the Fergana Valley.

Switching from diesel to electric traction will reduce the amount of noise, vibration, and air pollution from each train. By increasing the capacity and attractiveness of rail travel, the project will help shift transport away from roads and reduce local pollutants and greenhouse gases. The project will reduce carbon dioxide emissions by 10,000 tons per year. Operational safety in the Fergana Valley will be improved through a dedicated project component on railway safety.

The project supports the development of the Fergana Valley Tashkent Economic Corridor. The completion of the Pap Angren line in mid-2016 allowed for the first time a continuous, electrified railway link between the Fergana Valley and Tashkent. The project will extend the electrified network to major cities and towns in the Fergana Valley. Travel time from Namangan to Tashkent will be cut from the current 5 hours by road to about 3 hours by rail, enabling better access to employment opportunities in Tashkent. Also, businesses headquartered in Tashkent will be able to move more of its activities to the Fergana Valley. For freight transport, UTY forecasts up to a fourfold increase in the amount of freight to be carried annually between the Fergana Valley and Tashkent, subject to the electrification of lines in the Fergana Valley being completed.

The project railway is part of CAREC Corridor 2, linking Uzbekistan to the People's Republic of China to the east and Europe to the west. The project railway forms a central link on CAREC designated rail corridors 202 and 203.

Impact

Project Outcome

Description of Outcome

Progress Toward Outcome

Implementation Progress

Description of Project Outputs

Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design	Meetings with relevant government agencies, NGOs and/or community-based organizations, and focus group consultations with local communities and affected people, supplemented by surveys, have been conducted during the course of this PPTA.
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During Project Implementation	UTY, the consultants, and ADB will continue to conduct needed stakeholder consultations during project implementation.
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Business Opportunities

Consulting Services	The PPTA will require 13 person-months (PMs) international specialists and 14 PMs of national experts to be recruited individually. The recruitment will be in accordance with the Guidelines on the Use of Consultants (2013, as amended from time to time).
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Procurement	The procurement of equipment by consultants under the TA, should it be needed, will follow ADB's Procurement Guidelines (2015, as amended from time to time)
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Responsible ADB Officer	Sakamoto, Ko
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Responsible ADB Department	Central and West Asia Department
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Responsible ADB Division	Transport and Communications Division, CWRD
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Executing Agencies	<i>O'zbekiston Temir Yo'llari</i> <i>Alisher Juraev, Head, Project Implementation Unit-Electrification, UTU</i> <i>7 Taras Shevchenko St. Tashkent 70060 Uzbekistan</i>
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Timetable

Concept Clearance	-
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Fact Finding	-
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MRM	-
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Approval	25 Aug 2014
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Last Review Mission	-
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Last PDS Update 02 Oct 2017

TA 8706-UZB

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
25 Aug 2014	17 Sep 2014	17 Sep 2014	30 Sep 2016	31 Dec 2017	20 Dec 2017

Financing Plan/TA Utilization

							Cumulative Disbursements	
ADB	Cofinancing	Counterpart		Project Sponsor	Others	Total	Date	Amount
		Gov	Beneficiaries					
400,000.00	0.00	0.00	0.00	0.00	0.00	400,000.00	17 Jun 2022	390,754.10

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