



Project Data Sheet

Project 51052-001

Project Name	Railway Efficiency Improvement Project	
Project Number	51052-001	
Country / Economy	Uzbekistan	
Project Status	Active	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	<u>TA 9351-UZB: Railway Efficiency Improvement Project</u>	
	Technical Assistance Special Fund	US\$ 1.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration	
Drivers of Change	Gender Equity and Mainstreaming Governance and capacity development Knowledge solutions	
Sector / Subsector	Transport / Rail transport (non-urban)	
Gender	Some gender elements	
Description	The project aims to improve the efficiency of Uzbekistan's railway operations, combining investments where it faces operational bottlenecks (e.g. electric locomotives), and strategic support to improve business practices.	

Project Rationale and
Linkage to Country/Regional
Strategy

Surrounded by Afghanistan to the south, Kazakhstan to the north and northwest, the Kyrgyz Republic to the northeast, Turkmenistan to the southwest, and Tajikistan to the southeast, Uzbekistan serves three of six Central Asia Regional Economic Cooperation (CAREC) corridors. With 31 million people, Uzbekistan is the most populous country in Central Asia. Being a double landlocked country requiring crossing at least two countries to reach seaports, transport plays an important role in sustaining its socioeconomic development. Rail transport has a unique competitive advantage over road transport for moving commodities and goods in bulk over long distances. The 4,669 km Uzbekistan rail network carries about 60 million tons of freight and 15 million passengers annually. Since 2004, Uzbekistan's gross domestic product has grown by more than 7% per year. This has contributed to strong demand for rail transport. Improvements in relationships between Uzbekistan and its immediate neighbors will further add to such demand. Uzbekistan has continued to modernize its railway infrastructure. Since its founding in 1994, O'zbekiston Temir Yo'llari (UTY), the vertically integrated public railway company, has gradually implemented a holistic railway modernization program, including the completion of a unified rail network, electrification and modernization of existing lines, and improvement of rolling stock. The government accorded particular importance to electrification, with 2,446 km or 52% of the network now electrified. 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.

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

Nation-wide

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary
Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design	The public railway company Ozbekiston Temir Yollari (UTY) will be the main stakeholder as the executing agency. The State Committee on Investments, The Ministry of Finance, Ministry of Economy, National Agency for Project Management, Ministry of Foreign Trade, State Committee of Land Resources, Geodesy, Cartography and State Cadastre and other authorities of the Government of Uzbekistan will support the design and implementation of the project. Local khokimiyats/authorities, and the local population living in the areas to be affected by the electrified trains have been consulted through meetings and briefings, during the project design. Consultations with local communities have included (i) opportunities to maximize the impact of new electric train services, (ii) railway safety, and (iii) temporary and permanent employment opportunities that may benefit communities through the project
During Project Implementation	Consultations with aforementioned stakeholders will continue during the project implementation, especially to maximize opportunities to improve the impact of new electric train services.

Responsible ADB Officer	Georget, Johan
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	<i>O'zbekiston Temir Yo'llari</i>

Timetable

Concept Clearance	-
Fact Finding	-
MRM	-
Approval	07 Aug 2017
Last Review Mission	-
Last PDS Update	19 Sep 2018

TA 9351-UZB

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
07 Aug 2017	29 Aug 2017	29 Aug 2017	31 Jul 2019	31 Dec 2023	-

Financing Plan/TA Utilization							Cumulative Disbursements	
ADB	Cofinancing	Counterpart		Project Sponsor	Others	Total	Date	Amount
		Gov	Beneficiaries					
1,000,000.00	0.00	100,000.00	0.00	0.00	0.00	1,100,000.00	18 Aug 2022	474,799.85

