

Initial Environmental Examination

August 2020

Uzbekistan: Central Asia Regional Economic Cooperation Corridor 2 (Pap-Namangan-Andijan) Railway Electrification Project – Additional Financing

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7. INFORMATION DISCLOSURE, CONSULTATION, AND PARTICIPATION

421. One of the primary goals of the IEE is to facilitate the participation of all stakeholders and local communities at all stages of the project cycle: from the pre-construction phase and construction activities to its operation. In this regard, a number of consultations were held in the project provinces to capture the stakeholders' opinions about the project, and discuss the project activities.

422. Prior to the public consultations, several meetings were conducted with internal and external stakeholders, such as representatives of the province and district Khokimiyats, UTY (PIU-ET's environmental and social specialist), and supervision consultant specialists. Details and methodology of the works implementation were discussed with the UTY's departments responsible for railway construction and maintenance.

423. Two public consultations were conducted in the settlements located next to the Kokand and Asaka TSSs. Among participants were representatives of mahalla's (head and citizens), district land cadastre department, sanitarian epidemiological service, the PIU-ET and Kokand branch of the UTY (engineers and environmental specialist). The deputy of mahalla's head, who is in charge for resolving women issues, participated in the meetings. Moreover, female farmers have been consulted during site visits to the Kokand project area. The project has been discussed with citizens living next to the construction of the Kokand and Asaka TSSs. The consultations have been conducted by both environmental and social teams.

424. Public consultation in Kokand was held in the settlement named "Ashural Zakiriy" which is located next to the Kokand TSS, in the mahallas meeting room. Consultation in Asaka district was also conducted in the nearest settlement "Kumgon". The registration lists of public consultations participants are presented in Attachment 4. Both meetings were conducted on January 29, 2020.

425. The dialog was made through informing communities about the project and obtaining suggestions about the anticipated environmental impacts and proposed mitigation measures. Project objectives and main findings of conducted environmental assessment, EMP and GRM was presented in Power Point presentation. People were requested to give their opinions and suggestions. In addition, participants were provided with contact information of representatives of the PIU-ET, Kokand branch of UTY, and the TRTA's environmental specialist for further suggestions and questions.

426. The main issues raised during the public consultation are presented in the **Table 40**.

Table 40: Issues raised during public consultations

Issues raised	Response	Addressed in IEE
Kokand, "Ashural Zakiriy" settlement		
Is it possible to install fence along all railway track?	Kokand UTY representative: As part of safety program UTY is reviewing the whole alignment and we will identify more sensitive part. On that part we will install fence.	Mitigation measures on development of capacity building and awareness program are described in the section Operation phase "Community H&S"
Please take in account existing crossing pass way. Keep them because they connect our settlement with other settlements	Yes, final decision on installation of fence will be made together with your makhallas representatives	Mitigation measures on development of capacity building and awareness program are described in the section Operation phase "Community H&S"
I live on the distance 50 meters from the railway track. How vibration will impact on me/my house?	We have calculated level of vibration anticipated from the trains after project implementation. The level of	Chapter 6.3 – impact of vibration during operation phase

	<p>anticipated vibration will not exceed norms.</p> <p>Moreover, within previous IEE prepared for PNA, vibration measurements were conducted by SES of Kokand branch of UTY. The measurements have been conducted on the distance 12 meters from railway. Even on that distance, vibration level didn't exceed standards</p>	
I also live next the railway. Exhausted gases from train pollutes air. After increasing number of trains – should we expect more pollution?	Currently trains working on coal pollute air. After construction of TSS, all train will be electric, which means significant decreasing discharge of pollutants to the atmosphere.	Chapter 6.3 – impact of air quality during operation phase
Has environmental conclusion been received for this project? You mentioned about EMP – can we get the copy of that document to be aware about impact and responsibility of the Contractors?	Yes, environmental conclusion was received in 2016. This IEE will be translated into the local language and will be transferred to PIU-ET. They will be responsible for its distribution among citizens. The document will include EMP as well. Moreover, the final version of the document will be published on ADB website and on local language – on UTY's website.	Chapter 6.3 – construction phase, Impact on "Community H&S"
Is possible to place more warning signals and poster to inform people about possible risks.	Yes, as we mentioned before, the UTY is developing special awareness program on risks related train movements. It will include meetings with population, printing posters and other activities	Chapter 6.3 – operation phase, Impact on "Community H&S"
Asaka TSS		
Will our people be allowed to work on TSS?	Yes, the local population will be prioritized for work on TSS if they meet qualification requirements	Chapter 6.3 – operation phase, Impact on social environment

427. The GRM was discussed during the public consultations. Stakeholders were informed that the GRM process will be a continuous process that envisages a collaboration of the Implementation Agency with the population during the entire project cycle. The detailed information on this mechanism will be presented in the next chapter.

428. During public consultations, participants did not raise any issues related to possible project impacts on such people, which need to be addressed and require additional mitigation measures.

429. Leaflets with information about the project, its impact on the environment and social aspects, the GRM mechanism, and contact information for questions and clarifications, were distributed among the population living close to railway stations and TSSs where project works will be implemented. An example of the leaflets is presented in Attachment 5.

430. This IEE incorporates comments and suggestions from all concerned stakeholders. The final IEE report will be made available in the local language on the UTY official website, and in English on ADB's website.

431. As part of information disclosure, the final version of the IEE will be translated into the local language, and it will be delivered to local communities and relevant authorities (khokimiyats). The final IEE report will be sent to the Ferghana and Andijan Provinces State

Committee on Ecology and Environment Protection (SCEEP), the Kokand branch of the UTU, and mahallas located next to the TSSs ("Ashural Zakiriy" and "Kumgon") for further use during the construction and operation phases.

432. For the interested parties, the IEE (English and Russian versions) will be available at the offices of the PIU-ET-E and the UTU, and on their websites.

433. In order to maintain transparency in the public disclosure process, the semiannual environmental monitoring reports (EMRs) will be published on the ADB and UTU websites as well. Hard copies of the EMRs will also be sent to the Ferghana and Andijan provinces SCEEP.

434. Future consultations for project stakeholders shall include:

- (i) During the detailed design stage, in case of any changes in the design/alignment/location, the IEE will be updated accordingly. The PIU-ET will hold at least one public consultation meeting in each district during the early stages to solicit perceived impacts, issues, concerns and recommendations from affected communities.
Prior to construction, the PIU-ET will conduct an intensive information, education and communication (IEC) campaign to ensure a sufficient level of awareness/information among the affected communities regarding the upcoming construction, its anticipated impacts, the GRM, contact details and location of the PIU-ET, and status of compliance with the Government's environmental safeguard requirements.

8. GRIEVANCE REDRESS MECHANISM

8.1. Objectives

435. In accordance with ADB SPS (2009), Grievance Redress Mechanism (GRM) has been established after the project effectivity. The main goals of GRM are ensuring the receipt and timely redress of grievances and concerns submitted by the aggrieved project affected persons, and resolve complaints at the project level and prevent escalation to the national courts or ADB Accountability Mechanism. A grievance mechanism established to allow affected persons appealing any disagreeable decision, practice or activity arising from land or other assets compensation. APs fully informed of their rights and of the procedures for addressing complaints whether verbally or in writing during consultation, survey, and time of compensation. The grievance mechanism shall not impede access to the country's judicial or administrative remedies. Affected persons can approach a court of law at any time and independent of the project level grievance redress process. Along with the ADB requirements on development and approval of grievance redress mechanism by implementation of investment projects, grievance redress procedure in Uzbekistan is also regulated by the national legislation of Republic of Uzbekistan, in particular by the "Law on the order of submission of appeals of physical and legal entities" ((#378, 03 December 2014). According to the "Law on the order of submission of appeals of physical and legal entities", the application or complaint shall be considered within fifteen days from the date of receipt in the state authority, which is obliged to resolve the issue on the merits, as well as require additional study and (or) check, a request for additional documents - up to one month. The submission procedure for grievances and citizens' applications has been discussed during the public consultations in the project districts.

8.2. Grievance Redress Mechanism

436. The GRM for the current project takes into account the national legislation, the specificity of the project sites and results of public consultations. According to the Resolution 911 (26 October 2019) the Khokimiyats of the respective rayons (cities) are obliged to notify owners of residential, production and other buildings, constructions and plantings on the made

decision in writing for signature not later than six months prior to demolition, attaching to the notice copies of the relevant decisions of the khokims of rayons (cities) and regions on the basis of the decision of the Cabinet of Ministers of the Republic of Uzbekistan on any land acquisition, demolition of residential, production and other buildings, constructions and plantings located in the land.

437. The APs will have the right to file complaints and queries on any aspect of land acquisition compensation and resettlement. PIU-ET (UTY) acts as the GRM secretary to make sure that the GRM is operational to effectively handle environmental and social concerns of project affected persons. The proposing GRM was discussed PIU's manager and safeguard specialist and it was presented during the public consultations. PIU will ensure that grievances and complaints on any aspect of the land acquisition, compensation, and resettlement are addressed in a timely and satisfactory manner. All possible avenues are made available to the APs to resolve their grievances at the project level. Under the established project level grievance mechanism, affected households may appeal any decision, practice or activity connected with the assessment or valuation of land or other assets, acquisition and compensation. APs were informed of the procedures they can follow to seek redress, including, if necessary, resort to the courts through the Government's grievance mechanism. The project grievance mechanism has been disseminated via the PC during the IEE preparation stage, as well as will be reminded through the IEE information leaflet that will be distributed to affected households through the makhalla or village assembly of citizens or farmers councils during the IEE disclosure and implementation stages.

438. In addition, the GRM was discussed and updated into the format applicable for both aspects – environmental and social in term of environmental impact and mitigation measures. After discussion with all parties, the following multi-level GRM is proposed for the project and is described below in **Table 41**.

Table 41: Grievance Redress Mechanism and Levels

Level/Steps	Process
Level 1- any station of railway Angren-Pap-Kokand-Margilan-Andijan or khokimiyat	<p>The aggrieved person applies to any station of railway Pap-Namangan-Andijan. Head of station or designated officer will be in charge for receiving and registration complaints. PIU-ET representatives at the construction site will collect information about received complaints from supervising stations on daily base. The alternative entry point for complaints will be also khokimiyats due to their obligations defined by national legislation: (i) khokimiyats of the respective rayons (cities) are obliged to notify owners of residential, production and other buildings, constructions and plantings on the made decision in writing for signature not later than six months prior to demolition, (ii) there is a 1st deputy of khokim responsible for industry, capital construction communications and utilities, who is usually responsible for any issues/complaints regarding the construction and land allocation; he works closely with the head of stations, and in case of complaints they will inform each other.</p> <p>After registration of received complaints, PIU-ET representatives will review nature/specificity of the complaint and will forward it to relevant party for resolving. In parallel, PIU-ET representative will inform PIU in Tashkent about received complaint and further actions undertaken for its solution. Depending on nature of complaint it may go to Contractor, Land Cadaster, Makhalla or district branch of State Ecology and Environmental Protection (SCEEP). For example, complaints related to resettlement issues may be forwarded to Land Cadaster, hokimiyat and makhallas. In case of environmental issue, complaint will be forwarded to Contractor or District SCEEP. PIU-ET representatives will be assisted by CSC and PIU-ET's Environmental Specialist in GRM implementation. At this level complaint should be resolved during 2 weeks.</p>
Level 2 - UTY's secretariat in Tashkent	<p>In case the grievance was not redressed on the first stage or applicant is not satisfied with the decision made/solution, s/he can submit the grievance directly to UTY's secretariat in Tashkent. In accordance with established procedure, the secretariat will review the complaint and will forward complaints to respective department to made decision on its redress. In case the grievance is not related directly to the project, the further instance will be recommended to the applicant where s/he should apply for the decision making.</p>

Level/Steps	Process
	In case, if the complaint is required more time and resources for resolution, the UTY may establish complaint handling team with following members such as representatives from UTY area representative office, district kokimiyat: cadastral department and mahalla or village assembly of Citizens or/and farmer's councils, or/and women association. All complaints will be resolved in 15 days, and in case additional details are required, a maximum of 30 days will be used to resolve and close the complaint with prior notification of complainant.
Level 3- Economic Court	If the issue was not solved or the applicant is dissatisfied with the decision/resolution, the aggrieved person may submit grievance to Economic Court where decision will be made in accordance with relevant national legislation. However, APs can approach the court of law at time during the grievance redressal process independent of GRM and the grievance mechanism should not impede access to the country's judicial or administrative remedies.

8.3. GRC Records and Documentation

439. Most of grievances on land acquisition and resettlement issues are redressed at 1-2 levels. All grievances received from the population will be registered in a logbook which should be available at all levels: at the site office of Contractor, each station of railway Angren-Pap-Kokand-Margilan-Andijan. Besides, there are also logbooks in the khokimiyats where the grievances from the population are usually registered. Even so, the information on received by Contractor grievances and applications from the aggregated persons, and undertook measures should be submitted to the representatives of PIU-ET on the project site for the accounting all grievances. Thereafter the information on all received grievances will be collected at the PIU-ET. Meantime, the UTY, with assistance of construction supervision engineer, will maintain a consolidated electronic complaint register (database). This will include a record of all complaints received from all GRM entry points and levels for regular monitoring of grievances.

440. The Contractor and Supervision Consultant should include the information on grievances in monthly progress reports submitted to the PIU, who in their turn will include aggregated information to the semiannual environmental monitoring reports (EMR) to be submitted to ADB.

441. The aggrieved persons can also use the ADB Accountability Mechanism (AM) through the direct citizens' application to the Head Quarter in Manila, particularly to Complaints Receiving Officer, Accountability Mechanism, Asian Development Bank Headquarters 6 ADB Avenue, Mandaluyong City 1550, Philippines Email: amcro@adb.org, Fax +63-2-636-2086.

442. AM is the last resort and ADB has its availability as a recourse in case other mechanisms for dealing with harmful project effects are not successful. GRM is required by SPS and the use of project level GRM should be encouraged first.

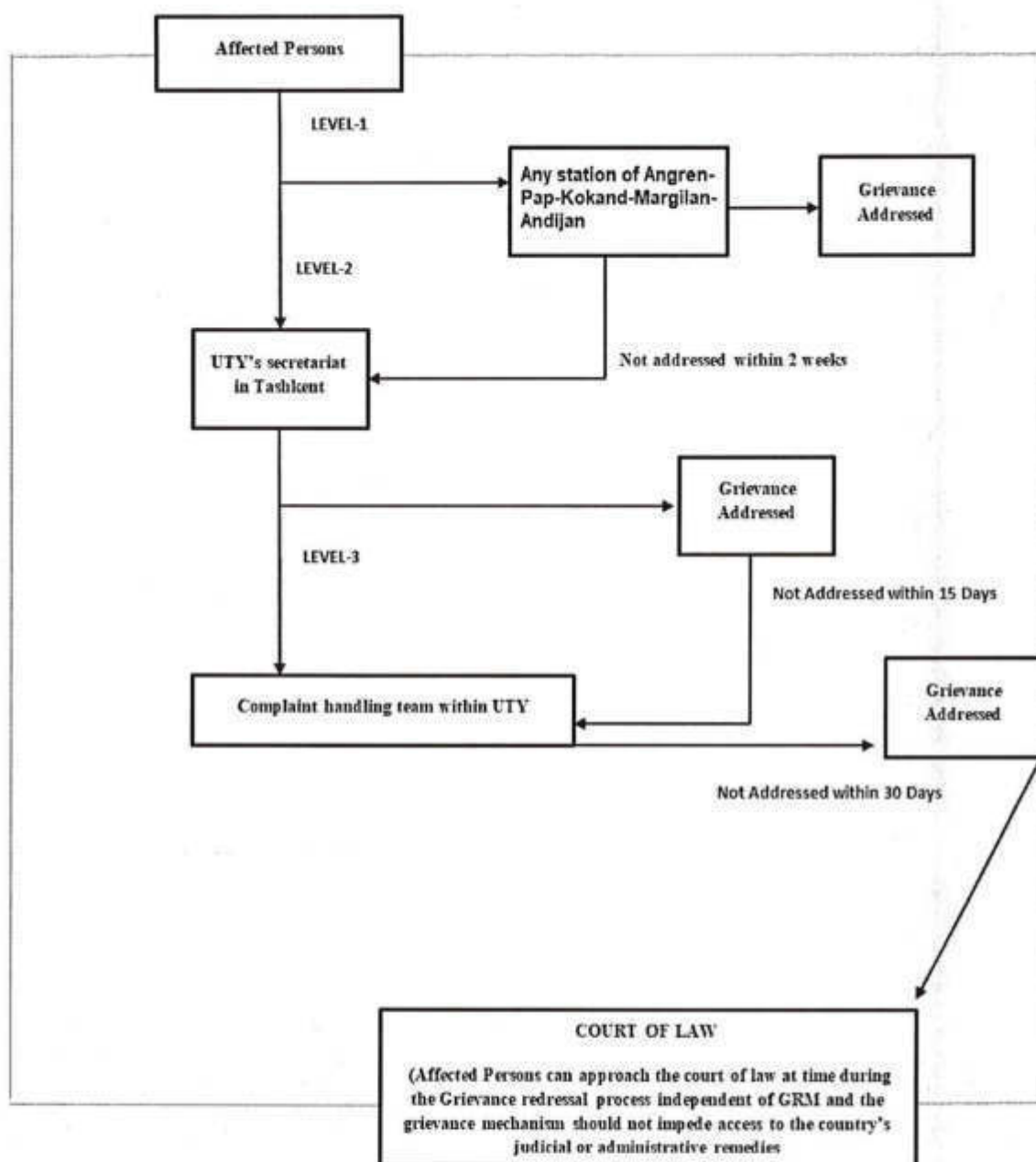


Figure 61: Process Flow Diagram for GRM

443. **Level 3.** If the issue was not solved or the applicant is dissatisfied with the decision/resolution, the aggrieved person may submit grievance to Economic Court where decision will be made in accordance with relevant national legislation.

9. ENVIRONMENTAL MANAGEMENT PLAN

444. The EMP compiles the comprehensive information gathering a summary of impacts previously identified, the actions required to mitigate those impacts in accordance with the laws of Uzbekistan and the ADB safeguards policy (2009); and the monitoring activities that are to be undertaken as part of the project in order to confirm that they have been effective in reaching their objectives.

445. The EMP also details the institutional arrangements and capacities that currently exist, or that will be put in place during project implementation, to ensure that the IEE (including the EMP) has (i) comprehensively considered both Uzbek and IFC EHS General Guideline,

Railway requirements for environmental protection, (ii) identified all likely environmental impacts, (iii) proposed appropriate mitigation measures, and (iv) put in place the necessary systems to ensure that effective procedures for environmental monitoring and control of the project impacts, and mitigation measures are implemented throughout the life of the project.

1.4. Environmental Mitigation measures

1.1.6. EMP for construction of traction substations, optic cable and installation of signaling system

446. Mitigation measures required to address the impacts identified by this IEE have been consolidated in the following EMP (**Table 42**). The table provides information on anticipated impacts during the pre-construction, construction and operation phases with proposing mitigation measures, defining responsible party for their implementation. It is considered that Safeguards Specialist (ES) from PIU-ET, national Environmental Specialist of CSC and Environmental Officer (EO) or designated staff from Contractors will be responsible people for EMP implementation.



Table 42: ENVIRONMENTAL MANAGEMENT PLAN FOR CATENARY AND TRACTION SUBSTATION

Impact	Mitigation measure	Responsibility	Cost
Pre-construction stage			
Generation of different potential environmental impacts due to changes in design, layout	<ul style="list-style-type: none"> Update or new IEE to be prepared with full compliance of ADB SPS (2009). 	PIU-ET's Environmental Specialist (ES) assisted by CSC	Included in CSC budget and PIU-ET budgets
Lack of proper environmental requirements	<ul style="list-style-type: none"> Ensure that environmental provision along with EMP are included in the bidding documents and in contracts for Contractors; Bids evaluation needs to be done with consideration of: capacity of bidders to meet EMPs requirements, proposing adequate budget efficient for implementation EMP, existence of good practice in environmental performance within other similar projects; Within 30 days after contract award and prior to commencing any physical works, Site-specific Environmental Management plans (SSEMPs) will be developed by the Contractors under the guidance of the PMC, and be endorsed by PMC before submission to PIU-ET for approval; 	PIU-ET's ES assisted by CSC	Included in CSC budget and PIU-ET budgets
Using of unauthorized borrow pits	<ul style="list-style-type: none"> Selected contractor needs to identify location of closest authorized borrow pits and conclude agreements on inert material supply with relevant agencies (State Committee on geology and mineral resources, Sanitarian Epidemiological Station); 	Contractors provides documents, CSC check	Included in Contractor budget
Non-compliance of purchased machinery with national requirements for equipment and machinery	<ul style="list-style-type: none"> Ensure that procured machinery complies with Euro-3 standards for emissions; 	CSC, PIU-ET	Included in CSC and PIU-ET budgets
Non-compliance of goods procurement procedure with ADB SPS (2009)	<ul style="list-style-type: none"> Ensure that procurements of goods within the project will be done in compliance with ADB Prohibited Investment Activities List set forth at Appendix 5 of the Safeguard Policy Statement (2009). 	CSC, PIU-ET	Included in CSC and PIU-ET budgets
Improper SEMP and SSEMP development	<ul style="list-style-type: none"> Within 30 days after contract award and prior to commencing any physical works, Site-specific Environmental Management plans (SSEMPs) will be developed by the Contractors under the guidance of the 	Contractors prepare documents, CSC check,	

	<p>PMC, and be endorsed by PMC before submission to PCU for approval; In addition to SSEPMs, Topic Specific SEMP's need to be prepared by Contractors, endorsed by PMC and approved by PCU for the following activities: Traffic Management Plan for construction of distribution network within settlements, Waste management Plan for sites with demolishing works, Hazardous Wastes Management Plans as described in the next sub-sections, Construction Camps Management Plan and Occupational Health and Safety Plan (OHS Plan);</p>	<p>PIU-ET endorses</p>	
Construction stage			
Air pollution	<ul style="list-style-type: none"> • Apply watering of traction substations construction sites and other construction sites located close to settlements during the windy weather in dry season; • Ensure compliance of used techniques and heavy equipment with national standards for gases emissions ("O'z DSt 1057:2004 Vehicles. Safety requirements for technical conditions" and "O'z DSt 1058:2004 Vehicles. Technical inspection. Method of control"); • Cover all piles of soil, sand and gravel that will not be used within the next 24 hours to prevent dust generation; • Cover transported bulk materials; • During renovation of building/facilities for installation of signaling and telecom systems apply watering of construction sites during the windy weather inside settlements in dry season; • Conduct dust pollution monitoring. In case of increasing maximum allowed concentration (0.5 mg/m³) apply additional mitigation measures (more water, installation dust protection screen) as required. 	<p>Contractors implement</p> <p>PIU-ET and CSC monitor implementation</p>	<p>Included in the Contractors budget</p>
Noise and vibration	<ul style="list-style-type: none"> • During construction period establish limits on speed for vehicles inside of settlements (40 km/h); • Operation of heavy equipment shall be conducted between 7 am and 10 pm only and be undertaken intermittently not continuously when in proximity to residential etc.; • Conduct noise levels monitoring in places indicated in Environmental monitoring plan; • In case of receiving any complaints from population, additional noise measurements need to be conducted. In case of exceeding established standards (72 dB Lmax) additional mitigation actions for decreasing noise level need to be 	<p>Contractors implement measures</p> <p>PIU-ET and CSC monitor implementation</p>	<p>Included in the Contractors budget</p>

	<p>undertaken (establishing temporary sound absorbing barriers and others);</p> <ul style="list-style-type: none"> • Schedule construction so as to minimize the multiple use of the noisier equipment near sensitive receivers; • Use of Personal Protective Equipment (PPE) by workers involving in construction works in conditions of increased acceptable noise level (for situation when equivalent sound level over 8 hours reaches 85 dB(A), the peak sound levels reach 140 dB(C), or the average maximum sound level reaches 110dB(A), workers should use hearing protection equipment) is mandatory 		For construction acoustic barrier/ wall - USD 38640
Pollution of surface and ground water	<ul style="list-style-type: none"> • Construction and labor camps, including storage places for lubricant, fuel and other oils will be located at least 100 m away from water bodies; • If washing equipment and vehicle is planning to be conducted at the labor/construction camp's site, appropriate wastewater treatment facilities have to be organized on the camp in specially designated area. The maintenance area should be provided with oil and grease traps to prevent oil from being washed into the offsite drainage canals. • Conduction of refueling, oil replacement or repairing works will be banded at the area within 50 m from water streams; • Sanitary water and solid wastes will not be released directly into water streams. Adequate on-site sanitation facilities with septic tanks to prevent untreated sewage from being channeled into the drainage canals, irrigation canals, and river have to be provided; • Topsoil stripped material shall not be stored where natural drainage will be disrupted; • In case of necessity of drilling wells for technical or drinking purposes use, permission on drilling well and water have to be received from relevant authorities - State Committee on Geology and Mineral Resources and State Committee on Ecology and Environment Protection. 	<p>Contractors implement</p> <p>PIU-ET and CSC monitor implementation</p>	Included in the Contractors budget
Losses of topsoil and soil contamination	<ul style="list-style-type: none"> • Remove the top soil (about 30 cm depth) and store separately during excavation work, and after use for filling trenches and tower ditches; • Use surplus soil generated during construction of track substations at the same substations for creation earth bed for equipment or landscaping adjusted communication block. The rest of soil dispose at the sites indicated by khokimiyats; 	<p>Contractors implement</p> <p>PIU-ET and CSC monitor implementation</p>	Included in the Contractors budget

	<ul style="list-style-type: none"> • Use only authorized carriers with getting all necessary permissions per respective national legislation; • In case of necessity to open new carrier for construction materials, obtain all necessary permissions and certificates on proper closing after completion project works. • Provide oil spill kits on each construction side where works related to oil handling and storage will be performed. 		
Waste management	<p><i>Non-hazardous wastes</i></p> <ul style="list-style-type: none"> • Dispose oil from dismantable transformers in accordance with established procedure ("RH 34-301-941: 2007 Individual consumption rates of transformer oil for the repair and maintenance needs for equipment of power facilities") and avoid leakages and spills on soil; • Provide oil spill kits on each construction side where works related to oil handling and storage will be performed • Segregate wastes on recyclable and non-recyclable; • Conclude agreement with relevant agencies (Hokimiyat, Vodokanal and etc.) on solid and liquid wastes disposal; • Provide hydro isolated septic tank for collecting waste waters at the camp sites and bio toilets for workers at the construction sites and timely disposal of waste waters to the local waste water treatment plants. • Sell recyclable wastes to relevant organizations and ensure timely disposal (each 3 days) of non-recyclable wastes; • Forbid burning of waste on any construction site; <p><i>Hazardous wastes</i></p> <ul style="list-style-type: none"> • Prior to commencement of rehabilitation works on demolishing existing buildings, ES with Civil Construction and Environmental specialist will conduct vision observation of old buildings and facilities on presence of asbestos materials (rehabilitated stations); • In case of presence such materials, a detailed "Waste Asbestos-Containing Material Management Plan" is to be developed by Contractors (examples of such plan is presented in Attachment 8); • Conduct refueling vehicles and replacement oils in special designated and properly equipped places. Emergency facilities have to be at the place for elimination of accident of oil spills. 	<p>Contractors implement</p> <p>PIU-ET and CSC monitor implementation</p>	<p>Included in the Contractors budget</p>
Impact on land use	<ul style="list-style-type: none"> • All construction works should be implemented within acquired lands; 	<p>Contractors implement</p>	<p>No cost</p>

	<ul style="list-style-type: none"> Prohibit to use unauthorized carriers for construction materials. 	PIU-ET and CSC monitor implementation	
Losses of trees and crops	<ul style="list-style-type: none"> Landscaping and vegetation of territory of traction substation should be implemented in fully compliance of project technical specification; Ensure that all construction works are being implemented within the territory of stations and allocated traction substations. 	Contractors implement PIU-ET and CSC monitor implementation	Included in the Contractors budget
Socio-economic environment	<ul style="list-style-type: none"> Increase public awareness among population on the project area through communication and informing public in advance about project works; Try to involve local workers in project works where specific qualification is not required 	Contractors implement PIU-ET and CSC monitor implementation	Included in the CSC budget
Health and safety issues	<p><i>Community Health and Safety</i></p> <ul style="list-style-type: none"> Contractor and CSC will inform population about anticipated works in the settlement in advance; Contractors will be required to develop a Traffic Management Plans with clear indication routes of vehicles' movements, placement special signs, and speeding allowance inside of the settlements (30 km/h) and schedule transportation activities by avoiding peak traffic periods; Clear signs will be placed at construction sites in view of the public, warning people of potential dangers such as moving vehicles, excavations etc. and raising awareness on safety issues. All construction sites, trenches and ditches will be properly lightened and fenced; Site Specific Plans for campsites will be developed by Contractors; Carry out regular awareness campaigns among work staff, including specific hazards associated with the spread of HIV/AIDS, COVID-19. After completion of the main construction Contractor shall provide full reinstatement of the construction and camp sites by bringing them to its primary condition; Remove all rubbish, or temporary structures (such as buildings, shelters, and latrines) which are no longer required; and All hardened surfaces within the construction camp area shall be ripped, all imported materials removed; CSC will conduct post-construction audit during defect liability period to make sure that construction sites and camps are properly cleaned and restored to pre-project conditions before acceptance of works before hand-over to Kokand Regional Departments of UTU, which will 	Contractors implement PIU-ET and CSC monitor implementation	Included in the Contractors budget

	<p>be responsible for operation and maintenance electrified railway.</p> <ul style="list-style-type: none"> • After completion works all roads shall be rehabilitated at least up to condition of pre-construction stage. 		
	<p>Occupational Health and Safety General</p> <ul style="list-style-type: none"> • Contractors have to develop Occupational Safety and Health Plan (OSHP) based on IFC General EHS Guideline (2007), IFC EHS Guideline Electric Power Transmission and Distribution (2007) program; • Contractors have to conduct training for workers on EHS and SSEMP implementation; • Contractor have to ensure proper implementation of OSHP and SSEMP by all workers. <p>For fiber cable laying works</p> <ul style="list-style-type: none"> • All employees performing any splicing or termination activities should always wear safety glasses with side shields. Any other employees or site managers entering the work area should wear safety glasses with side shields also; • Unless an employee is absolutely sure there is not a light source at the other end, they should never look directly into the end of the cable. A power meter can be used to make certain the fiber is dark; • While working with fiber optics, the worker needs a well-ventilated and well-lit work area; • All food and beverages should be kept out of the work area. Workers can wear disposable aprons to keep fiber particles off their clothing. Before leaving the work area, an employee should always check their clothing for pieces of stray fiber, and if any are found, they can remove it with double-sided tape; • A worker should wash their hands thoroughly before touching their eyes, and contact lens wearers should wash their hands before touching their lenses. Workers should also read all instructional material before handling chemicals; • A disposable container that can be tightly closed must be used for fiber scraps. When finished with a fiber optic job, all cut fiber pieces should be disposed of properly along with any used chemicals and containers. The work area should be thoroughly cleaned when job is completed 	<p>Contractors implement</p> <p>PIU-ET and CSC monitor implementation</p>	<p>Included in the Contractors budget</p>
COVID-19 impact	<ul style="list-style-type: none"> • In conditions of pandemic risk organize works in accordance with Temporary Sanitarian Norms and Rules (SanN&R) # 0372-20; 		

	<ul style="list-style-type: none"> • Ensure proper recording and reporting of any cases of infection and undertaken actions. 		
Archeological heritages: Chance of finding heritage	<ul style="list-style-type: none"> • Excavation and other works need to be suspended immediately; • Area with possible heritage shall be fenced with fencing tape; • A designated focal point from a local administration (khokimiyat) needs to be informed and invited for assessment of potential heritage and undertaken necessary actions; • Civil works at the finding place could be recommenced after obtaining permission from the focal point (deputy governor of relevant district). 	<p>Contractors implement</p> <p>PIU-ET and CSC monitor implementation</p> <p>Representative from Khokimiyat assist in assessment and undertake necessary actions</p>	Included in the Contractors budget
Operation phase			
Noise pollution	<ul style="list-style-type: none"> • As showed noise modelling in the conditions of given number of trains per day by 2025, noise level will not increase and it does not require additional measures; • In case of exceeding number trains indicated in tables 16 and 17 conduct additional noise modeling; • If noise level exceeds standards, indicated in Table 2, Chapter 2 – to apply mitigation measures, recommended in Chapter 5.3. 		<p>Included in UTY and KRD/ARD budget</p> <p>Use design institute facilities</p>
Vibration	<ul style="list-style-type: none"> • Conduct monitoring of vibration level in houses located within 20 meters as per complaints received from population. In case of exceeding standards during the day time, undertake mitigation measures to minimize the impact. 	OKS manages updating of expecting noise level	Included in UTY and KRD/ARD budget
Impact on water resources	<ul style="list-style-type: none"> • Conclude agreement with local Vodokanal on collection and disposal domestic waste water from stations and monitor its timely proper implementation; • UTY as maintenance company has to ensure that waste water is not discharged into water bodies without treatment; • Washing equipment will be prohibited on the territory of the traction substations; • Rail car maintenance will be allowed only in specially equipped depo (Kokand). 	Kokand Railway Department (KRD)	Included in KRD budget
Biological resources	<ul style="list-style-type: none"> • Implement integrated vegetation management (IVM). From the edge of the track area to the boundary of the right-of-way, vegetation should be structured with smaller plants near the line and larger trees further away from the line to provide habitats for a wide variety of plants and animals; • Native species should be planted and invasive plant species removed; 	Kokand Railway Department (KRD)	Included in KRD budget

	<ul style="list-style-type: none"> Maintenance clearing in riparian areas should be avoided or minimized. 		
Waste management	<p><i>Non-hazardous</i></p> <ul style="list-style-type: none"> It recommended to introduce waste recycling program, place waste labeled containers in each stations and trains for easy segregation and further disposal; UTY will ensure that waste collection and its disposal from passenger trains are being implemented properly, liquid wastes are not discharged during train stop; Agreements on waste collection and its further disposal need to be concluded between local khokimiyat, waste management's entities and railway stations and track substations. 	Kokand Railway Department (KRD)	Included in KRD budget
	<p><i>Hazardous</i></p> <ul style="list-style-type: none"> To avoid soil pollution all works on oil replacement have to be conducted in full compliance with JSC "Uzbekenergo"s instruction "RH 34-301-941: 2007 Individual consumption rates of transformer oil for the repair and maintenance needs for equipment of power facilities"; Spare oil has to be storage in properly organized place with concreted floor and cover; Oil used for re-fueling transformers has to be free from PCBs 	Kokand Railway Department (KRD)	Included in KRD budget
Soil pollution	<ul style="list-style-type: none"> To avoid soil pollution, conduct all works on oil replacement in full compliance with Uzbekenergo's instruction "RH 34-301-941: 2007 Individual consumption rates of transformer oil for the repair and maintenance needs for equipment of power facilities"; Spare oil has to be storage in properly organized place with concreted floor and cover. 	Kokand Railway Department (KRD)	Included in KRD budget
Health safety	<p><i>Occupational Health and Safety</i></p> <ul style="list-style-type: none"> UTY should ensure compliance with all safety requirements indicated in all relevant documents indicated in previous paras; For works on replacement fiber cable or repairment the mitigation measures indicated in section 6.2.4. In conditions of pandemic (if any) strictly follow the relevant Government regulations <p><i>Community Health and Safety</i></p> <ul style="list-style-type: none"> Conduct awareness program on regular base, which will include among others such topics as: impact of electromagnetic fields, electrocution, risk related to fast moving trains; prepare spill prevention and control, and emergency preparedness and response plans, based on an analysis of hazards, 	UTY, KRD and media agencies	Partly included in CSC contract

	including the nature, consequence, and probability of accidents <ul style="list-style-type: none"> • install automatic gates at all level crossings, and regular inspection/maintenance to ensure proper operation • Fulfill occupational and community health and safety requirements as indicated in national and international standards document; • It is recommended consider high density of population in the project area during safety assessment and definition necessity of additional passages 		
COVID-19	<ul style="list-style-type: none"> • In conditions of pandemic (if any) strictly follow the relevant Government regulations. 	Kokand Railway Department (KRD)	

1.5. Environmental Monitoring

447. EMP will form part of the bidding documents. To ensure that mitigation actions are implemented in accordance with the requirements of the EMP, monitoring shall be undertaken as follows:

- Instrumental Monitoring for environmental quality such as air, noise, vibration – this shall be performed monthly by a certified laboratory of Sanitarian Epidemiological Station which is affiliated entities of UTY. Schedules, parameters, locations are indicated by the Project EMP and shall be endorsed by the CSC.
- Observational Monitoring – Throughout the construction phase, the CSC shall continually monitor the Contractors actions. This will be achieved through weekly inspections of the Contractors environmental performance by CSC's national environmental specialist throughout the construction period. CSC shall have the right to suspend works or payments if the Contractor is in violation of any of his obligations under the EMP and SSEMPs.

448. Developed within current IEE an Environmental Monitoring Plan provides details on required measurements, the locations of measurements points, frequency and responsibilities associated with each monitoring task (Table 43).

449. Besides instrumental environmental monitoring indicated into the Table 30, monitoring of EMP's implementation will be carried out. For efficient implementation of this activity, it is proposed that several levels of supervision activities need to be undertaken: (i) daily inspection by Contractor's Environmental Specialist, (ii) monthly inspection by CSC's national environmental specialist, and (iii) periodic audit (quarterly) by PIU-ET's ESS.

450. Results of environmental performance including monitoring activity have to be properly documented and reported. As indicated in EMP and Chapter 7, each Contractors have to perform a log book with information about conducted training on EH&S for workers and another book for registration accidents during the civil works. Original records on results of required instrumental environmental monitoring (air and water quality) also need to be kept in the separate file for records.

451. It is recommended that prior commencement of the civil works CSC will develop for Contractors a format for site inspection to optimize a process of environmental supervision. The format may could be in form of checklist with a list of mitigation measures to be implemented at the construction sites, their performance status and some explanations as required.

Table 43: INSTRUMENTAL ENVIRONMENTAL MONITORING PLAN FOR CATENARY AND SUBSTATION

Parameter to be monitored	Location	Frequency	Responsibility	Standards	Cost
Construction Stage					
Dust level	Living houses located next to construction sites of Traction substation area	Weekly and in addition per complaints received from population during construction works	Contractor conducts monitoring	Standards are indicated in Table 9, Chapter 2	2 devises for two contractors 200 USD per Unit, Total 400 USD
Air quality (SO ₂ , NO ₂ , CO)	Construction sites at Kokand and Asaka TSSs.	Before starting construction works. Monthly during construction phase	Contractor conducts monitoring	Standards are indicated in Table 9, Chapter 2	2 devises for two contractors 1,500 USD per Unit, Total 3,000 USD
Noise level	Living houses located next to construction sites of Traction substations area (Kokand and Asaka TSS)	Weekly and in addition per complaints received from population during construction works	Contractor conducts monitoring	1. "Sanitarian Norms of allowed level of noise at the construction sites" SanR&N №0120-01 2. SanR&N No.026709 Sanitarian Rules and Norms on providing allowed noise level into the living building, public building and territory of living areas	Included in Contractor budget. 1 devise for two contractors 200 USD per Unit, and one for Supervision Consultant Total 600 USD
Number of accidents to during construction works	All construction sites	weekly	Contractor, PIU-ET	The target is zero. In case of any accident – revise Contractors' Occupational Safety and Health Plans	Included in PIU-ET and Contractor's budget.
Operation Stage					

Parameter to be monitored	Location	Frequency	Responsibility	Standards	Cost
Noise and vibration level	Population of settlements located close to the railway	1. First measurement – after electrified line commencement 2. On bi-annual base 3. Additional measurements will be conducted per complaints received from people on noise disturbance due electrified trains movement	Kokand/Andijan Regional Department of Railway	SanR&N No.0267-09 Sanitarian Rules and Norms on providing allowed noise level into the living building, public building and territory of living areas. For existing alignment noise level L_{max} should not exceed 3 dB values indicated into Table 22	Cost will be included in Kokand Regional Department of Railway
Records about accidents related to operation of electrified railway	Whole railway	Monthly	Kokand/Andijan Regional Department of Railway	The target is zero	Included in Kokand/Andijan Regional Department of Railway budget



1.6. Reporting

452. Monthly Contractor's environmental reports shall consist of: filled formats from each construction site, brief information on conducted training, received complaints and their resolving, accidents during the civil works if any. Contractors will submit their report to CSC for endorsement before submission to PIU-ET.

453. The CSC's monthly and quarterly project progress reports will include a section on Environment, Health and Safety (EHS). The reports will contain information about results of own inspections of EMP implementation. The reports also have to include information on undertaking on-the job and planned training, capacity building activities, proposed actions on improvement of EMP implementation by Contractors. The report will be submitted to PIU-ET.

454. The PIU-ET's Safeguards Specialist (SS), assisted by CSC's National Environmental Specialist (ES) will develop semi-annual Environmental Monitoring Reports based on information reviewed within CSC's monthly and quarterly reports and own observation from site visits. The recommended format of EMR is presented in ADB SPS (2009) Toolkits distributed during the two sets of Environmental Training (2013 and 2016) where SS of existing PIU-ET participated.

455. CSC will conduct post-construction audit during the liability period to check compliance with EMP requirements completed construction and camp sites. The audit has to be conducted before hand-over project's objects to Kokand Regional Railway Authority. Based on post-construction audits results, PIU-ET's SS with CSC assistance will prepare final Environmental Monitoring Report to demonstrate that the project was properly completed.

1.7. Implementation arrangements

1.1.7. Institutional arrangements EMP implementation

456. The PIU-ET at UTY will be responsible for implementation of EMP to comply with ADB's safeguards requirements and environmental national regulations. For this, PIU-ET has hired a qualified full-time safeguard staff who will be assisted by the national Environmental Specialist (ES) of the Construction Supervision Consultant (CSC) in overseeing the implementation of EMP. The cost for implementing EMP will be included in the construction contracts, and the cost for environmental supervision will be included in the consulting service of the CSC, the cost for environmental instrumental monitoring will be included in Contractors budget. PIU-ET is responsible for overall environmental compliance with SPS 2009 for both ADB and UTY funded activities. A grievance redress mechanism to handle both environmental and social safeguard issues was discussed with PIU-ET, presented during Public Consultation and will be established after the project effectivity.

457. EMP will form part of the bidding documents. To ensure that mitigation actions are implemented in accordance with the requirements of the EMP, monitoring shall be undertaken as described in Chapter 8.2.

458. Contractors will be responsible for implementing mitigation measures. Within 30 days after contract award and prior to commencing any physical works, Site-specific Environmental Management plans (SSEMPs) will be developed by the Contractors under the guidance of the CSC, and be endorsed by CSC before submission to PIU-ET for approval. SSEMP is the document that the Contractors shall prepare outlining how Contractor intends to implement the EMP at a specific site or for a specific issue to ensure that all mitigations are implemented as specified in the EMP. SSEMPs will be needed for major environmental issues and most critical sites relating to sensitive receptors. During construction, the Contractors must retain the expertise of Environmental Officer (EO) to implement and continually update the SSEMPs, and to report on the implementation of mitigation measures throughout the contract period.

459. The CSC is tasked with specific responsibility to assist PIU-ET in ensuring safeguard compliance of civil works – with particular emphasis on the monitoring of implementation of EMP through the SSEMPs and related aspects of the project. CSC shall mobilize a national environmental specialist (NES) to ensure that the Contractor is compliant with his environmental obligations. It is required that the NES provides a short training program to the PIU-ET safeguard person and Contractors EO prior to the start of construction to develop their knowledge and understanding of the environmental, social, health and safety aspects of the Project. NES shall:

- continually monitor the Contractors' mitigation measures in accordance with the EMP through weekly site inspections of the Contractors for both ADB- and UTY-funded activities;
- advise and endorse Contractors' site-specific EMPs (SEMPs) before submission to PIU-ET for approval prior to commencement of physical works;
- preparing a section on Environment, Health and Safety (EHS) in the monthly and quarterly project progress reports;
- assist PIU-ET in updating IEE/EMP as necessary;
- assist PIU-ET in preparing semi-annual environmental monitoring reports; and
- provides a short training program on EHS to the PIU-ET safeguard staff and Contractors' Environment officers.

460. The national ES will also assist UTY in supervising the implementation of the CAPs, including a post-construction environmental audit, as applicable to the associated/existing facilities which are funded by UTY and not included in the project scope. Based on his/her experience with local conditions the national expert will give appropriate advice to the team leader and/or international specialists/ experts for ensuring sustainability of the designs and new technologies used for the project. The national expert will assist the PIU-ET and contractors in liaising with local and national authorities for obtaining necessary environmental permits.

461. PIU-ET is responsible for overall EMP implementation and will be assisted by the CSC. The PIU-ET's responsibilities include the following, but not limited to:

- Implement the EMP developed within the IEE;
- Ensure the bidding documents of CSC and Contractors include all tasks as described in the approved EMP;
- Supervise the CSC and Contractors in EMP implementation for overall compliance with SPS 2009 requirements and project environment-related legal covenants;
- Ensure all necessary government permits and license, including ecological expertise opinion, for all civil works will be obtained;
- Approve SSEMPs which will be prepared by the Contractors and endorsed by the CSC;
- With assistance of the CSC, prepare, submit to the EA and ADB, and disclose semi-annual environmental monitoring reports on ADB website and in UZB;
- Report in a timely manner to ADB of any non-compliance or breaches with ADB safeguard requirements and take corrective actions promptly;
- Update the IEE in case of technical design changes or unanticipated impacts;
- Establish a Grievance Redress Mechanism (GRM) after the project effectivity and act as the GRM secretary to make sure that the GRM is operational to effectively handle environmental and social concerns of project affected persons;
- Build up and sustain institutional capacity in environmental management and railway safety, including conducting public awareness programs

462. State Committee of Ecology and Environment Protection through its branches in Ferghana and Andijan provinces will be also involved in the process of project implementation and the railway operation. As per conclusion of State Environmental Expertise # 18/1827 dated from 4 October 2017, separate Statement on Environmental Consequences for each traction substation needs to be prepared. Moreover, requirements indicated in Environmental Appraisal will be mandatory for implementation and it will be monitored by inspectors from district branches of Committee on Ecology and Environment Protection. Representatives of the Committee will also participate into the hand-over process as member of State Acceptance Commission. The Provincial Committee on Ecology and Environment Protection will receive the project's semi-annual environmental monitoring reports from the PIU-ET.

1.1.8. Capacity building activity

463. It is proposed the Project's capacity building on environmental aspects will cover three main directions:

- i) **PIU-ET's capacity** on EMP implementation during construction stage - to enhance PIU-ET's capacity on the EMP implementation CSC national ES Specialist will provide short training for PIU-ET's Safeguards Specialist and further assistance in monitoring SEMP implementation and guidelines for Contractor's Environmental Specialists as required.
- ii) **Awareness program for population** in the project area – as it was highlighted earlier, development and implementation safety awareness program are important for the project sustainability. It is necessary along with physical interventions, institutional improvements and financial enhancing, to increase people awareness about safety issues. The program should be targeted on two groups of people – (i) adults and (ii) young generation (pupils, colleges' students). The program should be developed by CSC's safety specialist and implemented along with the project construction activities.

464. The tentative plan of required training is presented in **Table 44**.

Table 44: Tentative program of training for PIU-ET and Contractors staff

	Name of training	Time	Recipients	Organizer
1	Overall EMP implementation, Environmental Monitoring Reports preparation	Prior commencement of the civil works	PIU-ET Safeguards Specialist	CSC
2	SEMP implementation	Prior commencement of the civil works	Contractors workers	Contractor's Environmental Specialist with support of CSC
3	Special training for workers on handling optic cable	Prior commencement of the civil works	Contractors workers	Contractor's Environmental Specialist with support of CSC
4	On occupational health and safety and environmental management	Regularly during construction and operation period	Contractors workers	Contractor's Environmental Specialist with support of CSC's national SE specialist

1.1.9. Cost estimation for EMP implementation

465. Costs required for implementing the EMP will cover the following activities:

- (i) Conduction instrumental environmental monitoring of noise, vibration level and air quality by Contractors;
- (ii) Conduction environmental monitoring measures and getting necessary permissions; and
- (iii) Awareness program.

466. Although some of the measures included in EMP are an integral part of the civil works (watering, storage of top soil and etc.), some measures (dust and noise measurement) are required additional funds. Cost estimation for EMP by the main items are presented in **Table 45**:

Table 45: Cost estimates for EMP implementation (for catenary and traction substation)

Item	Quantity	Unit cost, USD	Total Cost, USD	Remarks
Instrumental Monitoring				
Dust measurement devices	2	200	400	Cost will be included in Contractor budget
Noise measurement devices	3 ³⁷	200	600	Cost will be included in Contractor budget (USD 400) and CSC budget (USD 200)
Noise barriers for construction phase	2	1000	2,000	Cost will be included in Contractor budget
Devices for NO _x , SO _x , and CO	2	1,500	3,000	
Environmental awareness program				
Training	4	3,000	12,000	As indicated in table 20. Budget is included in CSC contracts
Subtotal			18,000	
Contingency			1,800	15 % of subtotal
TOTAL			19,800	
Staffing				
Development of awareness program by CSC Safety Specialist	2 per/months	25000	50,000	Cost is included in CSC budget
Environmental Specialist				
National	48	1200	57,600	Cost is included in CSC budget
PIU-ET National Safeguards Specialist,	36	1200	43,200	Cost is included in PIU-ET budget
Total for EMP implementation			170,600	

467. Expenses related to staffing of PIU-ET, CSC and Contractors with Environmental Specialists are included into their budget; therefore, they are excluded from total budget for EMP.

³⁷ 2 devices for Contractors for construction 2 TSS

10. CONCLUSIONS AND RECOMMENDATIONS

468. The Initial Environmental Examination of proposed project "Electrification CAREC Corridor 2 (Pap-Namangan-Andijan) Railway Electrification Project – Additional Financing" showed that the Project will play important role in stimulating economic growth in the Fergana Valley, and increasing regional trade along CAREC Corridor 2. It will be reached due to increasing capacity of already existing railway through construction of two new traction substations, replacement of existing transformers, installation of telecom, signaling and SCADA systems.

469. Along with economic benefits, the project will contribute prevention of GHGs emissions due to not using diesel locomotives for transportation of traffic increasing from year to year. Moreover, installation of signaling, telecom and SCADA systems will contribute both – smooth operation of electrified railway and improve communication between stations and dispatch center in Tashkent. Warning system which will be installed in mountain area will minimize negative impact of Climate Change in view of increasing number of mudflows and landslides.

470. As presented in the IEE study, negative impacts are site specific and they will occur mostly during construction phase. Implementation of EMP during the construction and operation phases would ensure the impact adversity remain minimal. Noise modeling showed that anticipated noise level will not exceed current noise level on 3 dB, in some area noise level will decrease.

471. During operation phase the environmental impact are related to the safety issue due to increasing number of trains during the day and night time. To mitigate this impact, the special safety program is being developed under the previous project: "Electrification Pap-Namangan-Andijan". The same program will be implemented for the current project.

472. Established and discussed with population in the project and PIU-ET GRM will help to quick response on any complaints raised by population living in the project area.

11. ATTACHMENTS

ATTACHMENT 1. The Environmental Appraisal of State Environmental Expertise

(Short version of original document and full-translated document into English)

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№ 21/04

№ 18/6223

ЗАКЛЮЧЕНИЕ

Государственной экологической экспертизы

По объекту: ОВОС строительства электрифицированной железнодорожной линии «Ангрен-Пап» с электрификацией участка «Пап-Коканд-Андижан» (проект ЗВОС)
Заказчик: ДКС ГАЖК «Узбекистон темир йуллари»
Разработчик: АО «Боштранслойха»

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Вр.и.о. Председателя Ферганаоблкомприроды
РОЗИКОВУ У.

На государственную экологическую экспертизу представлены материалы первого этапа оценки воздействия на окружающую среду строительства электрифицированной железнодорожной линии «Ангрен-Пап» с электрификацией участка «Пап-Коканд-Андижан», разработанные для ДКС ГАЖК «Узбекистон темир йуллари».

Участок строительства в геоморфологическом отношении расположен в Ферганской котловине. Ферганская межгорная ассиметричная котловина — равнина, осложненная на юге конусами выноса бытовых притоков Сырдарьи и окаймленная на севере адырами, средоточие барханных цепей и солончаковых блюдцеобразных впадин в центральной части. Грунтовые воды залегают на глубине от 2,0 м до 10,0 и более метров.

Проектируемый объект расположен на железнодорожной линии Пап-Коканд-Андижан, в пределах Наманганской, Ферганской и Андижанской областей. Протяженность проектируемой электрифицированной железнодорожной линии 181,4 км. Целью проекта является замена существующей дизельной тяги на электрическую тепловозной тягой. В настоящее время тепловозы за год выделяют в атмосферу следующие вещества (NO_x, CO, SO₂, C₂H₆, C₃H₈, C₄H₁₀, C₅H₁₂, C₆H₁₄, C₇H₁₆, C₈H₁₈, C₉H₂₀, C₁₀H₂₂, C₁₁H₂₄, C₁₂H₂₆, C₁₃H₂₈, C₁₄H₃₀, C₁₅H₃₂, C₁₆H₃₄, C₁₇H₃₆, C₁₈H₃₈, C₁₉H₄₀, C₂₀H₄₂, C₂₁H₄₄, C₂₂H₄₆, C₂₃H₄₈, C₂₄H₅₀, C₂₅H₅₂, C₂₆H₅₄, C₂₇H₅₆, C₂₈H₅₈, C₂₉H₆₀, C₃₀H₆₂, C₃₁H₆₄, C₃₂H₆₆, C₃₃H₆₈, C₃₄H₇₀, C₃₅H₇₂, C₃₆H₇₄, C₃₇H₇₆, C₃₈H₇₈, C₃₉H₈₀, C₄₀H₈₂, C₄₁H₈₄, C₄₂H₈₆, C₄₃H₈₈, C₄₄H₉₀, C₄₅H₉₂, C₄₆H₉₄, C₄₇H₉₆, C₄₈H₉₈, C₄₉H₁₀₀, C₅₀H₁₀₂, C₅₁H₁₀₄, C₅₂H₁₀₆, C₅₃H₁₀₈, C₅₄H₁₁₀, C₅₅H₁₁₂, C₅₆H₁₁₄, C₅₇H₁₁₆, C₅₈H₁₁₈, C₅₉H₁₂₀, C₆₀H₁₂₂, C₆₁H₁₂₄, C₆₂H₁₂₆, C₆₃H₁₂₈, C₆₄H₁₃₀, C₆₅H₁₃₂, C₆₆H₁₃₄, C₆₇H₁₃₆, C₆₈H₁₃₈, C₆₉H₁₄₀, C₇₀H₁₄₂, C₇₁H₁₄₄, C₇₂H₁₄₆, C₇₃H₁₄₈, C₇₄H₁₅₀, C₇₅H₁₅₂, C₇₆H₁₅₄, C₇₇H₁₅₆, C₇₈H₁₅₈, C₇₉H₁₆₀, C₈₀H₁₆₂, C₈₁H₁₆₄, C₈₂H₁₆₆, C₈₃H₁₆₈, C₈₄H₁₇₀, C₈₅H₁₇₂, C₈₆H₁₇₄, C₈₇H₁₇₆, C₈₈H₁₇₈, C₈₉H₁₈₀, C₉₀H₁₈₂, C₉₁H₁₈₄, C₉₂H₁₈₆, C₉₃H₁₈₈, C₉₄H₁₉₀, C₉₅H₁₉₂, C₉₆H₁₉₄, C₉₇H₁₉₆, C₉₈H₁₉₈, C₉₉H₂₀₀, C₁₀₀H₂₀₂, C₁₀₁H₂₀₄, C₁₀₂H₂₀₆, C₁₀₃H₂₀₈, C₁₀₄H₂₁₀, C₁₀₅H₂₁₂, C₁₀₆H₂₁₄, C₁₀₇H₂₁₆, 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C₅₀₇H₁₀₁₆, C₅₀₈H₁₀₁₈, C₅₀₉H₁₀₂₀, C₅₁₀H₁₀₂₂, C₅₁₁H₁₀₂₄, C₅₁₂H₁₀₂₆, C₅₁₃H₁₀₂₈, C₅₁₄H₁₀₃₀, C₅₁₅H₁₀₃₂, C₅₁₆H₁₀₃₄, C₅₁₇H₁₀₃₆, C₅₁₈H₁₀₃₈, C₅₁₉H₁₀₄₀, C₅₂₀H₁₀₄₂, C₅₂₁H₁₀₄₄, C₅₂₂H₁₀₄₆, C₅₂₃H₁₀₄₈, C₅₂₄H₁₀₅₀, C₅₂₅H₁₀₅₂, C₅₂₆H₁₀₅₄, C₅₂₇H₁₀₅₆, C₅₂₈H₁₀₅₈, C₅₂₉H₁₀₆₀, C₅₃₀H₁₀₆₂, C₅₃₁H₁₀₆₄, C₅₃₂H₁₀₆₆, C₅₃₃H₁₀₆₈, C₅₃₄H₁₀₇₀, C₅₃₅H₁₀₇₂, C₅₃₆H₁₀₇₄, C₅₃₇H₁₀₇₆, C₅₃₈H₁₀₇₈, C₅₃₉H₁₀₈₀, C₅₄₀H₁₀₈₂, C₅₄₁H₁₀₈₄, C₅₄₂H₁₀₈₆, C₅₄₃H₁₀₈₈, C₅₄₄H₁₀₉₀, C₅₄₅H₁₀₉₂, C₅₄₆H₁₀₉₄, C₅₄₇H₁₀₉₆, C₅₄₈H₁₀₉₈, C₅₄₉H₁₁₀₀, C₅₅₀H₁₁₀₂, C₅₅₁H₁₁₀₄, C₅₅₂H₁₁₀₆, C₅₅₃H₁₁₀₈, C₅₅₄H₁₁₁₀, C₅₅₅H₁₁₁₂, C₅₅₆H₁₁₁₄, C₅₅₇H₁₁₁₆, C₅₅₈H₁₁₁₈, C₅₅₉H₁₁₂₀, C₅₆₀H₁₁₂₂, C₅₆₁H₁₁₂₄, C₅₆₂H₁₁₂₆, C₅₆₃H₁₁₂₈, C₅₆₄H₁₁₃₀, C₅₆₅H₁₁₃₂, C₅₆₆H₁₁₃₄, C₅₆₇H₁₁₃₆, C₅₆₈H₁₁₃₈, C₅₆₉H₁₁₄₀, C₅₇₀H₁₁₄₂, C₅₇₁H₁₁₄₄, C₅₇₂H₁₁₄₆, C₅₇₃H₁₁₄₈, C₅₇₄H₁₁₅₀, C₅₇₅H₁₁₅₂, C₅₇₆H₁₁₅₄, C₅₇₇H₁₁₅₆, C₅₇₈H₁₁₅₈, C₅₇₉H₁₁₆₀, C₅₈₀H₁

подстанции), ДПКС (дежурный пункт контактной сети). На станции Алты-Арык ТПС ДПКС, на станции Ассаке ТПС и ДПКС. Для строительства ТПС и ДПКС требуется отвод земель 4,5 га. Все остальные проектируемые здания и сооружения находятся в полосе отвода железной дороги. Земляное полотно на подъездных путях к ДПКС и ТПС отсыпается из обыкновенного грунта, сверху щебень. Длина подъездных путей к ТПС и ДПКС на ст. Коканд, ст. Алты-Арык, ст. Ассаке – 915 м каждый.

Участок строительства в геоморфологическом отношении расположен в Ферганской котловине. Ферганская межгорная ассиметричная котловина – равнина, осложненная на юге конусами выноса бытовых притоков Сырдарьи и окаймленная на севере адырами, средоточие барханных цепей и солончаковых блюдцеобразных впадин в центральной части.

Воздействие на окружающую среду будет оказываться как при строительстве, так и при эксплуатации электрифицируемой железной дороги. Требуется отвести в постоянное пользование пахотные земли в размере 4,5 га для строительства ТПС и ДПКС на станциях Коканд, Алты-Арык, Ассаке. В случае наличия попадающих под вырубку деревьев (даже незначительное количество) обосновать расчетами, согласованными с областным комитетом по охране природы. Необходимо представить справку территориальных комитетов по охране природы о наличии или отсутствии попадающих под вырубку древесно-кустарниковой растительности; при наличии вынужденной вырубки следует представить справку о компенсационных платежах за вырубку, утвержденную областными комитетами по охране природы.

На загрязнение приземного слоя атмосферы в период эксплуатации окажут влияние котельные, работающие на угле и сварочные отделения при них. В атмосферный воздух будут выбрасываться загрязняющие вещества в виде: оксида углерода, диоксида азота, диоксида серы, золы, оксида железа, оксида марганца, оксида кремния, фторидов, фтористого водорода и т.д.

По предварительным расчетам годовые выбросы от встроенных котельных будут следующими: ст. Бувайда 4,301 т/год, а по станциям Коканд, Алты-Арык, Ассаке по 9,812 т/год от каждой. Наибольший вклад в валовый выброс приносит диоксид серы (52%), зола угля (36%) и оксид углерода (9%).

Выбросы от подвижных источников (маневровые тепловозы, автотранспорт, мотодрезины) будут носить периодический характер. Кроме того, они рассредоточены по всему участку обслуживания и опасных концентраций не создадут.

Воздействие на почвенный покров во время строительства будет оказывать в первую очередь, землеройная техника и механизмы. При сооружении железнодорожных объектов на площадках строительства срезается плодородный слой на глубину 30 см и складывается для использования при рекультивации нарушенных земель.

Воздействие на окружающую среду проектируемый объект окажет в результате изъятия различных минеральных ресурсов (вода, грунт для отсыпки земляного полотна, щебень, уголь и т.д.), потребляемых им в процессе строительства и эксплуатации. На следующем этапе проектирования необходимо представить сведения об установленных запасах подземных ископаемых, о наличии и количестве земель, подлежащих изъятию, о наличии и количестве земель, подлежащих изъятию.

Строительный и бытовой мусор также оказывает негативное влияние на почвенный покров. Заметное загрязнение почвы происходит при ссыпке, хранении, пересыпке инертных материалов и цемента.

Район строительства расположен на существующей железной дороге, в зоне интенсивного использования сельскохозяйственных земель, поэтому пути миграции диких животных не пересекаются с железной дорогой. Для прохода домашних животных предусмотрены переезды и скотопрогоны под железной дорогой. Растительный покров в основном представлен культурными растениями и лишь на небольших участках, на несудобных землях произрастает эфемерондо-полюнная растительность.

Изъятие орошаемых пахотных земель отразится на потерях сельскохозяйственного производства и убытках в прилегающих хозяйствах. В качестве компенсационных мероприятий за изъятие земель, занятых под сельхозугодия, необходимо предложить комплекс технических и биологических мероприятий, направленных на восстановление земельных участков, взамен отчуждаемых сельхозугодий под строительство.

Проектом предложены мероприятия по предотвращению последствий реализации намечаемой деятельности. В целях рационального использования и сохранения земель при строительстве необходимо: не выходить за границы строительной площадки, строго соблюдать строительные нормы и технику безопасности.

Мероприятия по охране атмосферного воздуха на период строительства предусматривают: складирование инертных материалов и цемента под навесом или покрытие их пленкой; не допускать работу на холостом ходу автомашин, землеройной, строительной техники и механизмов; по возможности ограничить одновременную работу нескольких машин и механизмов для уменьшения уровня шума и загазованности.

На случай неблагоприятных метеорологических условий (НМУ) предусматриваются мероприятия по временному сокращению выбросов загрязняющих веществ. Мероприятиями по первому режиму работ: ограничиваются погрузочно-разгрузочные работы, связанные с повышенным выделением пыли; ограничивается работа двигателей маневровых тепловозов и автомашин на холостом ходу. При втором режиме работ, дополнительно к мероприятиям по первому режиму, сокращаются объемы выполняемых работ по газосварке; ограничивается движение автотранспорта и маневровых тепловозов на максимальных режимах. Мероприятия по первому и второму режиму работ, позволяют сократить выбросы загрязняющих веществ в атмосферу на 15 и 30% соответственно.

Контроль соблюдения нормативов ПДВ предусматривается производить по фактическому загрязнению атмосферного воздуха. Указанный контроль осуществляется районными СЭС и территориальными органами Госкомприроды.

В соответствии с КМК 2.05.01-96 «Железные дороги колеи 1520 мм» электрифицируемая железная дорога относится к IV классу производства с установленным разрывом от жилой застройки 100 м. Служебно-технические здания расположены в границах полосы отвода железной дороги и имеют общую противопожарную защиту. Согласно проекту устроены противопожарные разрывы.

Охрана поверхностных и подземных вод от засорения, загрязнения и истощения обеспечивается принятием проектных решений в соответствии с 2.04.02-97, 2.04.03-97, 2.04.01-98. На станции Бувайда для обеспечения планируется бурение скважины. Вокруг скважины предусмотрена водоохранная зона шириной 30 м с установкой по периметру железобетонного забора.

Существующая ирригационная сеть сохраняется или переустанавливается с учетом направления орошения и уклона полей. На площадках строительства ДПС и ТПС предусматривается проведение работ по организации поверхностного стока, сооружению водоотводных устройств, выпусков, исключаяющих возможность нарушения режима грунтовых вод, подтопления и заболачивания земель.

На площадке ДПС (ст. Коканд, Алты-Арык, Ассаке) предусмотрена производственная канализация для сбора масло-нефтепродуктивных стоков и очистка на песко-маслоочистителях.

При прокладке коммуникаций в открытых траншеях предусматривается тщательная обратная засыпка с последующим уплотнением грунта, восстановление нарушенного покрытия, зеленых насаждений.

С целью предотвращения процессов деградации растительного покрова, снижения неблагоприятных техногенных и антропогенных воздействий предусмотрено: уменьшение площади механического воздействия на землю при оптимизации маршрутов и ограничения движения транспортных средств строительных машин (движение только по придорожной автодороге и поперечным проездам в зону работ); использование срезного плодородного слоя почвы, рекультивации нарушенных земель.

Для предотвращения загрязнения почвенного покрова существуют и выполняются определенные технологические требования, которые разрабатываются для каждого рабочего. Кроме того, в случае попадания нефтепродуктов на землю, предусмотрены мероприятия по их сбору, обезвреживанию. В качестве нейтрализатора применяется порошок «Пупин» разработанный специалистами нефтегазовой промышленности.

Проектом организации строительства намечается размещение строительных подразделений в пределах населенных пунктов или на малоценных землях, удобных с учетом сохранения почвенного покрова и растительности.

Проектом предусматривается озеленение на площади: ст. Бувайда. Пост-1392 м²; ст. Коканд, Алты-Арык, Ассаке. Территория ТПС и ДПС - по 300 (всего 9000 м²).

Государственная экологическая экспертиза проекта показала, представленные материалы соответствуют требованиям законодательства, документов к первому этапу оценки воздействия на окружающую среду. Для работ необходимо разработать Заявление об экологических последствиях (ЗЭП), в котором следует представить нормативы для всех видов воздействия на окружающую среду проектируемых работ.

При разработке ЗЭП обратить особое внимание:
- на разработку плана-графика проведения поэтапной технической биологической рекультивации нарушенных земель согласно требованиям профильными комитетами по охране природы;
- на вырубку и заготовку многолетних древесных насаждений, расположенных вблизи территории строительства железной дороги.

природы в установленном законодательством порядке с указанием суммы компенсационных платежей.

Госкомприроды РУз согласовывает проект Заявления о воздействии на окружающую среду строительства электрифицированной железнодорожной линии «Ангрен-Пап» с электрификацией участка «Пап-Коканд-Андижан», разработанный для ДКС ГАЖК «Узбекистон темир йуллари».

Заключение государственной экологической экспертизы о допустимости реализации проекта не подменяет и не отменяет необходимость получения соответствующих разрешительных документов в установленном законодательством порядке.

Андижанскому, Наманганскому и Ферганскому областным комитетам по охране природы необходимо взять под контроль выполнение ДКС ГАЖК «Узбекистон темир йуллари» требований природоохранного законодательства при строительстве электрифицированной железнодорожной линии «Ангрен-Пап» с электрификацией участка «Пап-Коканд-Андижан», обратив особое внимание на своевременную рекультивацию нарушенных земель, утилизацию образовавшихся строительных отходов, организацию зеленой зоны вдоль дороги, не допущению несанкционированной добычи общераспространенных полезных ископаемых и вырубки древесно-кустарниковой растительности подпадающей под проектируемую линию. Не следует допускать начала проектируемых работ без положительного заключения на Заявление об экологических последствиях.

Заместитель председателя



Р.Файзиев

ATTACHMENT 2. Asbestos-Containing Materials Management Plan

473. The Asbestos-Containing Materials Management Plan (ACMMP) describes and evaluates the risk of contractors (and others) encountering asbestos-containing material (ACM) at the Project construction sites during the implementation stage of the project; and it provides a procedure for dealing quickly and safely with any ACM that may be found.

474. The ADB *Safeguard Policy Statement* (SPS) requires that ADB-funded projects apply pollution prevention and control technologies and health and safety measures that are consistent with international good practice, as reflected in international standards such as the IFC/World Bank *Environmental, Health and Safety General Guidelines* (2007). If national legislation differs from these standards, the borrower is required to achieve whichever is more stringent. There is no current efficient legislation in the Uzbekistan governing the handling and disposal of ACM³⁸, so the ACMMP follows the World Bank Guidelines.

475. The main principles of the ACMMP are as follows:

- Prompt recognition of ACM;
- Prompt and effective action to contain and deal appropriately with the ACM (including safe management and disposal); and
- Maintaining the safety of site personnel and the general public at all times.

476. The ACMMP is designed for use by the Project Implementation Unit (PIU-ET) to manage the ACM risk over the project as a whole, and by contractors to deal efficiently with any ACM they or their workers encounter. The procedural element of the ACMMP is therefore designed to provide straightforward instructions that can be easily and quickly understood without the need for specialist knowledge and without referring to other sources.

PROTOCOL FOR HANDLING AND DISPOSAL OF ACM AT PAP NAMANGAN ANDIJAN (PNA) SITES

Source

477. This protocol was developed from guidance given by the UK Health and Safety Executive (HSE), which complies with European Union (EU) legislation and the UK *Control of Asbestos Regulations* (2012). For further information, see the HSE website: <http://www.hse.gov.uk/asbestos/essentials/>

Applicability

478. The Project ACMMP applies to all project construction sites and any related areas (eg workshops, parking lots, storage or disposal areas, etc used by Project contractors). Contractors employed by Project are legally responsible for their construction sites and related areas and must follow the provisions of the Project ACMMP within those locations. Specifically this protocol must be used to ensure the safe handling, removal and disposal of any and all ACM from those areas.

Immediate Action

479. On discovering ACM on a Project site, the contractor must:
- a) Stop all work within a 5 m radius of the ACM and evacuate all personnel from this area;
 - b) Delimit the 5 m radius with secure fencing posts, warning tape and easily visible signs warning of the presence of asbestos;

handling and disposal of ACM (see Section 3) incorporates soil covering requirements from the SanPin.

- c) If the site is in an inhabited area, place a security guard at the edge of the site with instructions to keep the general public away;
- d) Notify the Construction Supervision Consultant (CSC) and Environmental Supervisors and arrange an immediate site inspection; also notify the PIU-ET.

480. The PIU-ET must:

- e) Notify the Territorial Department of the State Sanitary Epidemiological Service.

Equipment

481. To remove asbestos from a construction site, contractors must provide the following equipment:

- Warning tape, sturdy fence posts and warning notices;
- Shovels;
- Water supply and hose, fitted with a garden-type spray attachment;
- Bucket of water and rags;
- Sacks of clear, strong polythene that can be tied to close;
- Asbestos waste containers (empty, clean, sealable metal drums, clearly labelled as containing asbestos).

Personal Protective Equipment (PPE)

482. All personnel involved in handling ACM must wear the following equipment, provided by the contractor:

- Disposable overalls fitted with a hood;
- Boots without laces;
- New, strong rubber gloves;
- A respirator is not normally required if there are only a few pieces of ACM in a small area, and if the ACM is damp;
- In large or heavily contaminated areas, a disposable respirator is needed (not a dust mask) with an Assigned Protection Factor of 20 or more (eg a respirator with a P3 filter);
- There must be no smoking, eating or drinking on a site containing ACM.

Decontamination Procedure 1: Removing small pieces of ACM

- a) Identify the location of all visible ACM and spray each lightly but thoroughly with water;
- b) Once the ACM is damp, pick up all visible ACM with shovels and place in a clear plastic bag;
- c) If ACM debris is partially buried in soil, remove it from the soil using a shovel and place it in the plastic bag;
- d) Insert a large label inside each plastic bag stating clearly that the contents contain asbestos and are dangerous to human health and must not be handled;
- e) Tie the plastic bags securely and place them into labelled asbestos waste containers (clean metal drums) and seal each drum;
- f) **Soil that contained ACM debris must not be used for backfill** and must instead be shovelled by hand into asbestos waste containers;
- g) At the end of the operation, clean all shovels and any other equipment with wet rags and place the rags into plastic disposal bags inside asbestos waste containers.

A. Decontamination Procedure 2: Removing ACM-contaminated backfill

- a) If soil containing ACM debris has inadvertently been used for backfill this must be sprayed lightly with water and shovelled out by hand to a depth of 300 mm and placed directly into asbestos waste containers (ie not stored temporarily beside the trench);
- b) Any ACM uncovered during the hand shovelling must be placed in a clear plastic bag;
- c) Once the trench has been re-excavated to 300 mm, if there is no visible ACM remaining, the trench may be refilled by excavator using imported clean topsoil.

B. Decontamination Procedure 3: Removing AC pipes or large pieces of ACM

483. If AC pipes or other large pieces of ACM are uncovered during excavation in an undamaged condition and they can be re-covered by soil and left in place in the ground undisturbed, this should be done. If AC pipes or other large pieces of ACM need to be removed from site:

- a) Inform the city Mahsustrans Enterprise of the nature and size of the large ACM and arrange for them to dig a suitable cavity at the disposal site to receive and bury the material;
- b) Sprinkle the ACM thoroughly with water, ensuring that any broken or damaged areas in particular are thoroughly wetted;
- c) Inform excavator and truck drivers of the dangers associated with ACM and instruct them to remain inside their cabs with the windows closed throughout the operation.
- d) Lift the material by excavator into a dump truck, without causing additional breakage and with as little disturbance as possible;
- e) Cover the bed of the truck with a secure tarpaulin and transport the ACM to the disposal site with as little disturbance of the carried material as possible;
- f) Manual assistance should be limited to securing the tarpaulin if possible, and personnel providing such assistance should wear PPE as indicated in Section E;
- g) At the disposal site, tip the ACM directly into the prepared cavity and arrange for it to be covered with soil immediately.

C. Disposal

484. ACM should be disposed of safely at a local hazardous-waste disposal site if available, or at the city municipal dumpsite after making prior arrangement for safe storage with the site operator.

- a) The Contractor must arrange for the disposal site operator to collect the sealed asbestos waste containers as soon as possible and store them undisturbed at the disposal site.
- b) At the end of construction, Contractors must arrange for the disposal site operator to bury all ACM containers in a separate, suitably-sized pit, covered with a layer of clay that is at least 250 mm deep.

D. Personal Decontamination

485. At the end of each day, all personnel involved in handling ACM must comply with the following decontamination procedure:

- a) At the end of the decontamination operation, clean the boots thoroughly with damp rags;

- b) Peel off the disposable overalls and plastic gloves so that they are inside-out and place them in a plastic sack with the rags used to clean the boots;
- c) If a disposable respirator has been used, place that in the plastic sack, seal the sack and place it in an asbestos waste container;
- d) All personnel should wash thoroughly before leaving the site, and the washing area must be cleaned with damp rags afterwards, which are placed in plastic sacks as above.

E. Clearance and Checking-Off

- a) The decontamination exercise must be supervised by DSC site supervisors (engineering or environmental).
- b) After successful completion of the decontamination and disposal, the CSC should visually inspect the area and sign-off the operation if the site has been cleaned satisfactorily.
- c) The contractor should send a copy of the completion notice to the PIU-ET, with photographs of the operation in progress and the site on completion.

TRAINING

486. CSC's Environmental Specialist will conduct training on ACCMP implementation for Contractors staff and PCU. The training will include a session focusing on ACM, which covered:

- Risks of contact with ACM (in general and the PNA risk assessment);
- Responsibilities for dealing with ACM on PNA construction sites;
- The PNA ACMMP and the Protocol for site clean-up;
- Awareness raising for the contractors' workforce.

COST ESTIMATE

487. Costs incurred by contractors in implementing the ACMMP are included in their budget in EMP budget.

ATTACHMENT 3. Noise modeling report

ATTACHMENT 4. Public Consultations

Общественные консультации по проекту Азиатского Банка Развития «Повышение эффективности железных дорог»
29 Января 2020, Асакинский район

СПИСОК УЧАСТНИКОВ КОНСУЛЬТАЦИИ

Место проведения: Кумулун НРТУ

#	Организация/Tashkilot	Ф.И.О./ To'liq ismi sharti	Занятая должность/Lavozim	Номер Телефона/ Telefon raqami	Подпись/Imzo
1	Qilqanliq	Же, Исаев, З. И.	инженер	94-565-76-44	Исаев
2	Ташкент	Богданов, В. В.	инженер	90-216-27-80	Богданов
3	Восточная	Назаров, У. М.	инженер	948	Назаров
4	Восточная	Азиев, Б. Т.	инженер	948	Азиев
5	Ташкент	Коллектор, А. А.	Ташкент	93-448-51-01	Коллектор
6	Восточная	Алиев, В. А.	инженер	97-581-70-52	Алиев
7	МФУ	Алиев, В. А.	инженер	99-158-41-75	Алиев
8	Восточная	Кафиров, К.	инженер	—	Кафиров

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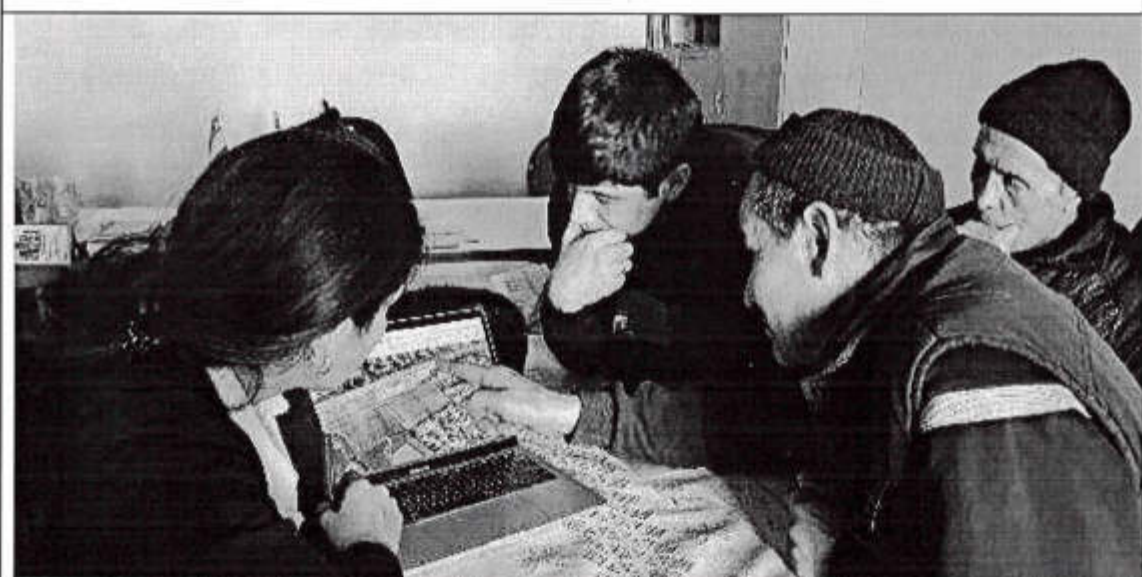
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9	Фонд	Абдулхамид И.	Учур директори	43 781-45-56	
10	Э.А.А.А.	Абдулов, А.	Ассистент	91 493 90-02	
11	Фонд	Абдулов, А.	Ассистент	92 908-9025	
12	Фонд	Абдулов, А.	Ассистент	99 437 6535	
13	Фонд	Абдулов, А.	Ассистент	90 366-83-20	
14	Фонд	Абдулов, А.	Ассистент	97 233-86-88	
15	Фонд	Абдулов, А.	Ассистент	90 366-83-20	
16	Фонд	Абдулов, А.	Ассистент	97 282-84 11	
17	Фонд	Абдулов, А.	Ассистент	90 953-11-21	
18					
19					
20					

Общественные консультации по проекту Азиатского Банка Развития «Повышение эффективности железных дорог»
29 Января 2020, Кокшетау

СПИСОК УЧАСТНИКОВ КОНСУЛЬТАЦИИ

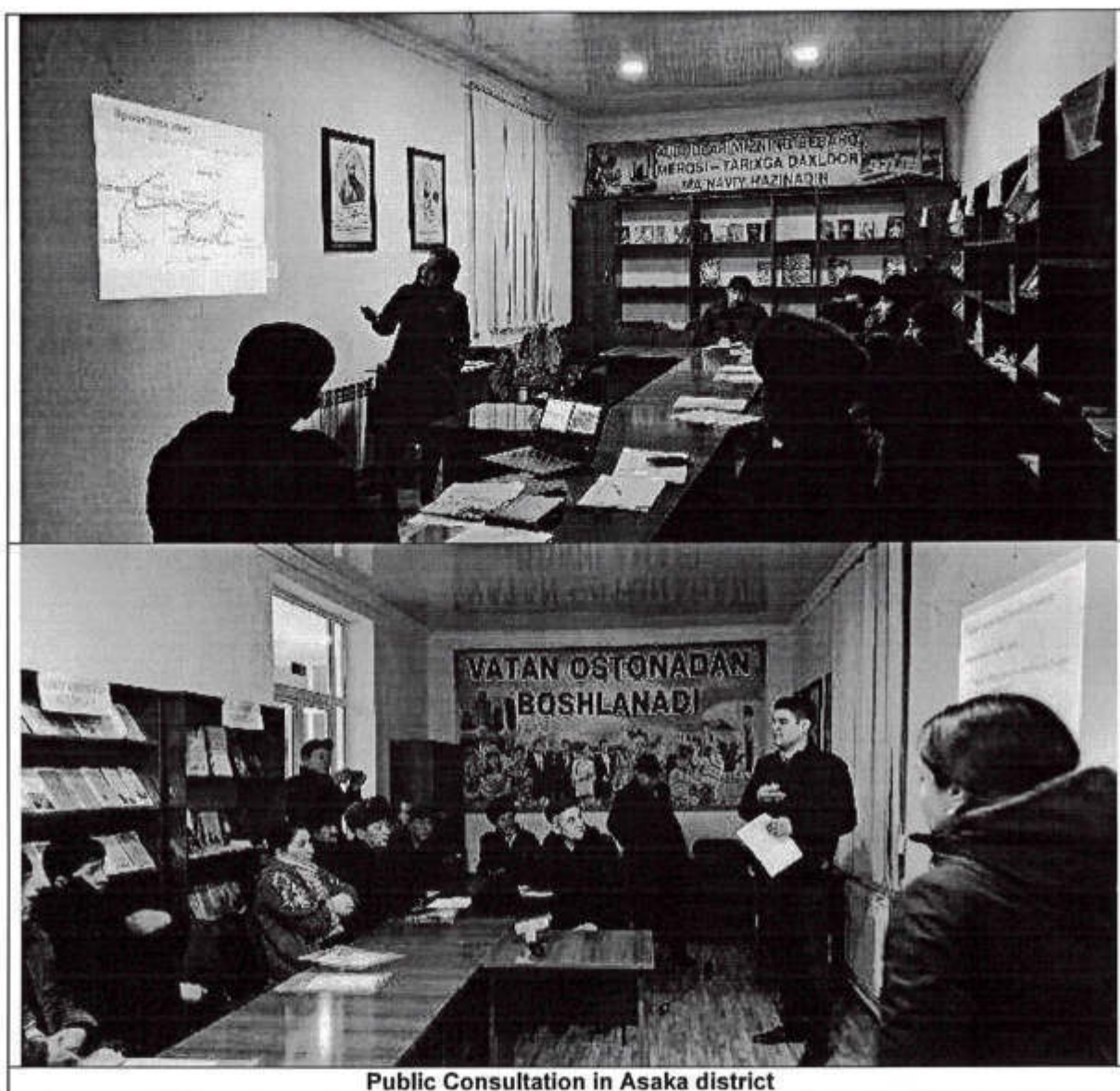
Место проведения: Актуралы, Зокорей 17.4261

#	Организация/Ташхилот	Ф.И.О./Тойг ишмэ	Занимая должность/Давосин	Номер Телефона/ Telefon raqoni	Подпись/Имзо
1	Күрәк МТЗ	Ануров С.Т.	Бухгалтер	905652192	[Подпись]
2	В.Заря МТЗ	Викторов В.	Старший бухгалтер	905652217	[Подпись]
3	Күрәк МТЗ	Косинов Е.	Бухгалтер	903042857	[Подпись]
4	И.Заря МТЗ	Кузнецов	Бухгалтер	911050864	[Подпись]
5	Тиссон	Рахимов З.	Бухгалтер	903042857	[Подпись]
6	РНУ Кокшетау	Б. Косинов	Бухгалтер	903042857	[Подпись]
7	И.Заря МТЗ	С. Косинов	Бухгалтер	903042857	[Подпись]
8	Насфахур	А. Рахимов	Насфахур	905702107	[Подпись]
9	Бохор	А. Рахимов	Бохор	903042857	[Подпись]





Public Consultation in Kokand district



Public Consultation in Asaka district

ATTACHMENT 5. Leaflets with information about the project

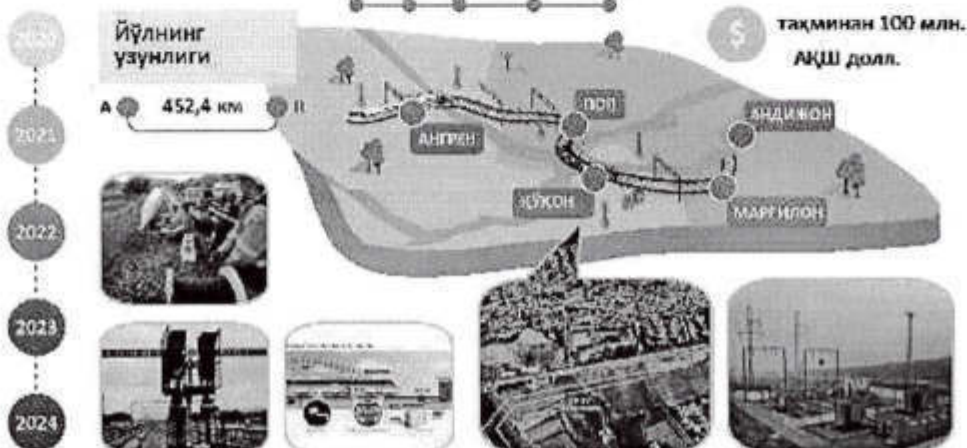
ОСИЁ ТАРАҚИЁТ БАНКИНИНГ UZB/48025-004/CAREC 2
«ПОП-НАМАНГАН-АНДИЖОН ТЕМИР ЙЎЛ ЛИНИЯСINI ЭЛЕКТРЛАШТИРИШ»
ЛОЙИХАСИ (Қўшимча молиялаштириш)

ЛОЙИХА ҲАҚИДА

Лойиҳани амалга
ошириш даври

Лойиҳа ҳудуди

Лойиҳанинг
умумий қиймати



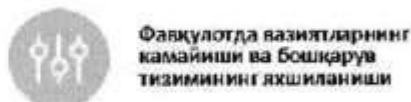
Лойиҳанинг таркибий қисмлари

Натижа 1: Ангрен-Поп-Қўқон-Маргилон-
Андижон темир йўли бўйлаб инфратузилма
яхшиланади

Натижа 2: Назорат ва бошқарув
tizimi яхшиланади



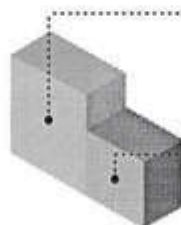
КУТИЛАЁТГАН НАТИЖАЛАР



САВОЛЛАР БЎЙИЧА БОҒЛАНИШ УЧУН МАЪЛУМОТ
«ЎЗБЕКИСТОН ТЕМИР ЙЎЛЛАРИ» АЖ қосидаги Лойиҳаларни
амалга ошириш бўлими

Манзил: Тошкент ш., 100060, Т. Шевченко кўчаси, 7
Тел: 71-236-4319; 71-236-4314

ЛОЙИХАНИ АМАЛГА ОШИРИШДАГИ ЭКОЛОГИК ХИМОЯ ЧОРАЛАРИ



Курилиш босқичи

Фақат паст даражадаги таъсир - чанг, ерни кўчириш, чиқиндилар ҳосил бўлиши ва бошқалар;

Эксплуатация босқичи

Паст даражадаги таъсир - электр симларнинг шовқини. Темир йўл хавфсизлигини ошириш.

АТРОФ МУХИТГА САЛБИЙ ТАЪСИРНИ КАМАЙТИРИШ ЧОРА-ТАДБИРЛАРИ

Чангланиш даражасини камайтириш бўйича чора-тадбирлар

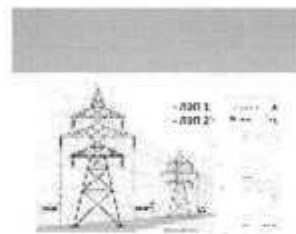


Чиқиндиларни бошқариш бўйича чора-тадбирлар



Атроф - мухитга салбий таъсирни камайтириш чора-тадбирлари "Атроф - мухитни бошқариш режаси" (АМБР)да тақдим этилади. АМБРнинг босма нусхалари маҳаллий экология бўлимларига тақдим этилади, у ерда сиз ҳужжат билан танишишингиз ва ўз шарҳларингизни қолдиришингиз мумкин

Темир йўл хавфсизлигини ошириш бўйича чора-тадбирлар





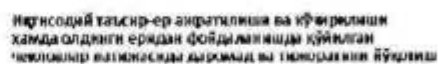
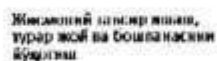
ЕР АЖРАТИШ ВА КЎЧИРИШ ЛОЙИХАСИНИНГ ВАЗИФАЛАРИ:

1

2

3

ЕР АЖРАТИШ ВА КЎЧИРИШ ЛОЙИХАСИ ҚУЙДАГИЛАРНИ ЎЗ ИЧИГА ОЛАДИ:



Мәктүп: Тошкент ш., 100060, Т. Шаверенов көчәсі, 7
Тел: 71-236-4919, 71-236-4914

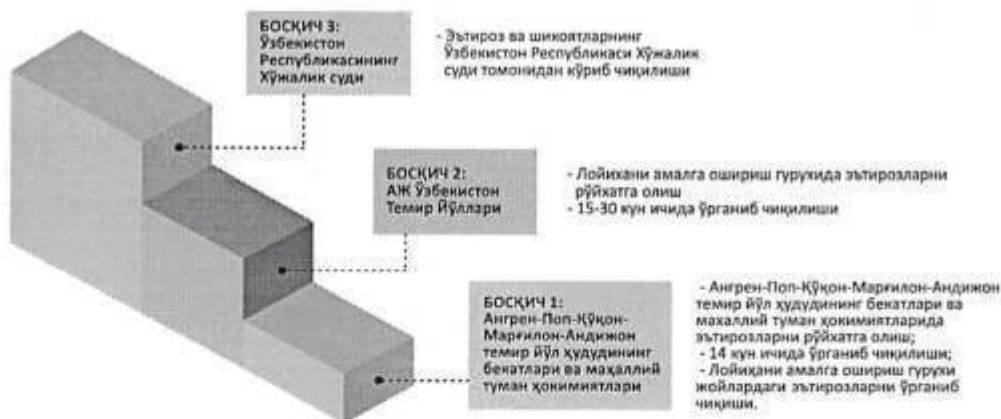
**ОСИЁ ТАРАҚҚИЁТ БАНКИНИНГ UZB/48025-004/CAREC 2
«ПОП-НАМАНГАН-АНДИЖОН ТЕМИР ЙЎЛ ЛИНИЯСИНИ ЭЛЕКТРЛАШТИРИШ»
ЛОЙИХАСИ (ҚЎШИМЧА МОЛИЯЛАШТИРИШ)**

ЕР АЖРАТИШ ВА КЎЧИРИШ ЛОЙИХАСИНИНГ МАҚСАДИ:

Лойиҳа доирасида вақтинча ва доимий таъсир қилинувчи ердан фойдаланувчилар сонини аниқлаш. Ўзбекистон Республикаси қонун ҳужжатлари ва Осие Тараққиёт Банкининг 2009 йилдаги сийсий-ижтимоий ҳимоя талабларига мувофиқ ер ажратиш ва кўчириш ишларининг тартиб ва механизмларини ишлаб чиқиш.

Таъсир ва йўқотишлар учун зарарлар кимларга тўланади	Зарар қопланадиган таъсир ва йўқотишлар
<ul style="list-style-type: none"> - Доимий ва вақтинчалик таъсир остидаги фермер ҳўжаликлари; - Экин ва дарахтзорларини йўқотган жисмоний ва юридик шахслар; - Турар ва нотурар жойларини йўқотган жисмоний ва юридик шахслар; - Доимий ва вақтинчалик тижоратини йўқотган бизнес ва ишчи ходимлар. 	<ul style="list-style-type: none"> - қишлоқ ва ноқишлоқ ҳўжалиги ерлари; - турар ва нотурар жойлар; - экин ва дарахтлар; - бизнес ва ишчи ходимларга доимий ва вақтинчалик таъсир; - оила бошлиги ижтимоий ёрдамга муҳтож (нам таъминланган, боқувчисини йўқотган, ногиронлар ва бола парвариши учун нафақа олувчилар) гурўҳлар учун қўшимча ёрдамлар.
<p>Лойиҳа доирасида ижтимоий иқтисодий сўровнома ўтказилгандан сўнг, қурилган бино-иншоотлар ёки қўрилган бошқа зарарлар лойиҳа доирасида қопланмайди.</p>	

ЭЪТИРОЗЛАРНИ КЎРИБ ЧИҚИШ МЕХАНИЗМИ:



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