



### Project Summary Information

Date of Document Preparation/Updating: January 26, 2021	
<b>Project Name</b>	Uzbekistan Bukhara Road Network Improvement Project (Phase 1)
<b>Document Code</b>	PD000313-UZB
<b>Country</b>	The Republic of Uzbekistan
<b>Sector/Subsector</b>	Transport / Road, Highway
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The Bukhara Road Network Improvement Project (BRNIP) Phase 1 will finance rehabilitation and maintenance of critical section of international road A380 (km 150+000 to km 228+000) and will include the following identified components:</p> <ul style="list-style-type: none"> <li>• <b>Component 1</b> – Rehabilitation and maintenance of 78km section of the international road A380;</li> <li>• <b>Component 2</b> – Construction supervision and technical audit consultancy</li> <li>• <b>Component 3</b> – Phase 2 project preparation <ul style="list-style-type: none"> <li>• Sub-component 3a: Conceptual design and preparation of Tender Documents (TDs) using OPBRC/DBMOT for 78 km of the southern section of M37;</li> <li>• Sub-component 3b: Detailed design and preparation of TDs for about 80 km of the north section of M37, and</li> <li>• Subcomponent 3c: Detailed design and preparation of TDs for road sections in Karakalpakstan and Khorezm regions (414 km and 233 km respectively);</li> </ul> </li> <li>• <b>Component 4</b> – Institutional strengthening, capacity building, and costs of the Project Implementation Unit (PIU);</li> <li>• <b>Component 5</b> – Purchase of equipment related to quality and quantity measurements for innovative contracting methodologies for roads.</li> </ul>
<b>Objective</b>	To improve road efficiency, safety, and climate-resilience of major international cross-border roads in Bukhara and road networks in Karakalpakstan and Khorezm regions, through applying modern technical and contractual management methods for road rehabilitation and maintenance.
<b>Expected Results</b>	<ul style="list-style-type: none"> <li>• Road efficiency: Improved road efficiency resulting in reduction in vehicle operating cost and traveling time on the project road;</li> <li>• Road safety: Improved road safety resulting in improved safety standard, assessed by higher iRAP star rating ;</li> <li>• Climate resilience: Enhanced resilience to negative impacts of climate change by strengthened road design specifics including raising the road level, adjust side slope improve drainage network and paving surface.</li> </ul>

<b>Environmental and Social Category</b>	Category B
<b>Environmental and Social Information</b>	<p><b>Environmental and Social Policy, Standards, and Categorization.</b> AIB's Environmental and Social Policy (ESP), including the Environmental and Social Standards (ESSs), and Environmental and Social Exclusion List is applicable to the project. ESS 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement) are applicable for the environmental and social (ES) assessment. The Project has been assigned Category "B", in accordance with the ESP.</p> <p>An Environmental and Social Impact Assessment (ESIA) including an Environmental and Social Management Plan (ESMP) has been prepared. To address issues of any physical and economic displacements, guidance has been provided through a Resettlement Policy Framework (RPF), which is part of the ESIA. An Abbreviated Resettlement Plan (ARP) has also been developed as part of the ESIA.</p> <p><b>Environmental and Social Aspects.</b> The Project is expected to generate socio-economic benefits in terms of improving the efficiency and safety of the A380 road corridor. The major negative environmental impacts of the project will mostly be temporary and reversible during the construction and maintenance periods.</p> <p>The potentially negative social impacts of the proposed project include acquisition of about 5.6 hectares of land belonging to three business entities and Neftchi State Forest Area, disruptions in commercial activities/ livelihood and temporary impacts on habitations, disturbance to traffic and public utilities, and access restrictions due to construction activities.</p> <p>The management, mitigation, and monitoring measures to address the environmental and social risks and impacts have been identified in the ESMP. The RPF includes an Entitlement Matrix indicating the anticipated impacts on different categories of project affected people and the compensations and benefits accruing to the affected households/persons. To address the acquisition of 5.6 hectares of land required for the project from four entities, an ARP has been prepared as part of the ESIA.</p> <p><b>Stakeholder Engagement, Consultation and Information Disclosure.</b> Two rounds of workshops and public consultations were held in the Bukhara region during December 2019 to January 2020. The expressed views and comments of all stakeholders including women, and students as well as vulnerable groups such as members of the low-income families were recorded. The ESIA (including the RPF and ARP in English) has been disclosed on the websites of</p>

	<p>RC<sup>1</sup> and AIIB<sup>2</sup> since March 27, 2020, following which consultations will continue to be held. The Uzbek translations of the ESIA has also been disclosed on both RC's<sup>3</sup> and AIIB's website. The documents are made available in hard copy in the Project area.</p> <p><b>Project-level Grievance Redress Mechanism.</b> A two-tier Grievance Redress Mechanism (GRM) for project-affected people has been prepared at the field and PIU levels for the project, in accordance with the requirements of the Bank's ESP, based upon the Client's existing GRM.</p>		
<b>Cost and Financing Plan</b>	<p>Project cost: Estimated to be USD 214.7 million</p> <p><u>Financing Plan:</u></p> <p>AIIB loan: USD 165.5 million (77%)</p> <p>Government of Uzbekistan (GoU): USD 49.2 million (23%)</p>		
<b>Borrower</b>	Ministry of Finance of the Republic of Uzbekistan		
<b>Implementing Entity</b>	The Committee for Roads under the Ministry of Transport of the Republic of Uzbekistan		
<b>Estimated date of loan closing</b>	June 2026		
<b>Contact Points:</b>	<b>AIIB</b>	<b>Borrower</b>	<b>Implementation Organization</b>
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<sup>1</sup> <http://www.uzavtoyul.uz/en/post/380-150228-78.html>

<sup>2</sup> <https://www.aiib.org/en/projects/details/2019/proposed/Uzbekistan-Bukhara-Region-Road-Network-Improvement-Project.html>

<sup>3</sup> <http://www.uzavtoyul.uz/cy/post/380-150228-78.html>

<b>Date of Concept Decision</b>	September/2019
<b>Date of Appraisal Decision</b>	May/2020
<b>Date of Financing Approval</b>	Q2/2020

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