

Uzbekistan : Bukhara Road Network Improvement Project (Phase 1)

1. Project Information

Project ID:	P000313	Instrument ID:	L0313A
Member:	Uzbekistan	Region:	Central Asia
Sector:	Transport	Sub-sector:	Roads
Instrument type:	<input checked="" type="checkbox"/> Loan:165.50 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier (s):	
ES category:	B	Borrowing Entity:	Ministry of Finance, Uzbekistan
Implementing Entity:	Committee for Roads under the Ministry of Transport of the Republic of Uzbekistan		
Project Team Leader:	Runze Yu		
Responsible DG:	Gregory Liu		
Responsible Department:	INF2		
Project Team Members:	Odil Akbarov, OSD - Social Development Specialist; Véronique Allarousse, Project Counsel; Yogesh Malla, OSD - Financial Management Specialist; Zhixi Zhu, OSD - Environment Specialist; Chitambala Sikazwe, OSD - Procurement Specialist; Komron Rajabiyon, Back-up PTL; Yanyang Shi, Project admin		
Completed Site Visits by AIIB:	May, 2022 Nov, 2022		
Planned Site Visits by AIIB:			
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	0		
Previous Red Flags Assigned Date:	2022/06		

2. Project Summary and Objectives

The Bukhara Road Network Improvement Project (BRNIP) Phase 1 will finance rehabilitation and maintenance of critical section of international road A380 and will include the following identified components: Component 1 – Rehabilitation and maintenance of 78km section of the international road A380; Component 2 – Construction supervision and technical audit consultancy Component 3 – Phase 2 project preparation Sub-component 3a: Conceptual design and preparation of Tender Documents (TDs) using OPBRC/DBMOT for 78 km of the southern section of M37; Sub-component 3b: Detailed design and preparation of TDs for about 80 km of the north section of M37, and Subcomponent 3c: Detailed design and preparation of TDs for road sections in Karakalpakstan and Khorezm regions; Component 4 – Institutional strengthening, capacity building, and costs of the Project Implementation Unit (PIU); Component 5 – Purchase of equipment related to quality and quantity measurements for innovative contracting methodologies for roads.

The Project objective is to improve road efficiency, safety, and climate-resilience of major international cross-border

roads in Bukhara and road networks in Karakalpakstan and Khorezm regions.

3. Key Dates

Approval:	Jun. 22, 2020	Signing:	Dec. 15, 2021
Effective:	Feb. 14, 2022	Restructured (if any):	
Orig. Closing:	Jun. 30, 2026	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:		Cancellation (if any):	0.00
Disbursed:	0.80	Most recent disbursement (amount/date):	188,211.90/Jul. 30, 2022
Undisbursed:	164.70	Disbursement Ratio (%) ¹ :	0.48

5. Project Implementation Update

- Client concluded contract negotiation with the best evaluated Construction Supervision Consultant and is now preparing for contract signing;
- Client concluded technical evaluation for tenders for civil works (Component 1) and is now in evaluation of the financial proposals;
- AIIB conducted a physical Supervision Mission in November, 2022.

Components	Physical Progress	Environmental & Social Compliance	Procurement
Component 1: Rehabilitation and maintenance of 78km section of the international road A380;	0%		No issues.
Component 2: Construction supervision and technical audit consultancy	0%	/	One unsuccessful tenderer consultant (IRD) filed a complaint to RC in Nov 2022. RC had replied to the complainant following AIIB's procurement policy and procedures.
Component 3: Phase 2 project preparation Sub-component 3a:	5%		No issues.

¹ Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

Conceptual design and preparation of Tender Documents (TDs) using OPBRC/DBMOT for 78 km of the southern section of M37; Sub-component 3b: Detailed design and preparation of TDs for about 80 km of the north section of M37, and Subcomponent 3c: Detailed design and preparation of TDs for road sections in Karakalpakstan and Khorezm regions (414 km and 233 km respectively);			
Component 4: Institutional strengthening, capacity building, and costs of the Project Implementation Unit (PIU);	3.6%		No issues.
Component 5: Purchase of equipment related to quality and quantity measurements for innovative contracting methodologies for roads.	0%		No issues.

Financial Management:

No issues.

6. Status of the Grievance Redress Mechanism (GRM)

The most pressing need is the establishment and operationalization of the Grievance Redress Mechanism (GRM) in accordance with AIIB Environmental and Social Policy (ESP) and the Project Environmental and Social Impact Assessment (ESIA). The Bank will organize a technical training program for PIU and support the set-up of Tier 2

Grievance Redress Committee (GRC).

7. Results Monitoring (please refer to the full RMF, which can be found on the last page of this PIMR)

Project implementation will commence in full-fledge once construction supervision consultant and civil works contractor are both on board, estimated in Q2, 2023.

Remarks:

Project Objective Indicators	Indicator level	Unit of Measure	Cumulative Target Values																Frequency	Responsibility	Comments						
			Baseline		2020		2021		2022		2023		2024		2025		End Target										
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual					
Road condition-Reduction in vehicle operating costs on the project road	Project	%	2020	0	0			0		0			10			13			15						Semiannually	Client (PIU)	
Road safety - Increase in average IRAP star rating of the project road	Project	Number	2020	0	0			1		1			3			3			3						Semiannually	Client (PIU)	
Climate resilience - Kilometers of road upgraded with climate-resilient measures	Project	Km	2020	0	0			15		45			78			78			78						Annually	Client (PIU)	

Project Intermediate Indicators	Indicator level	Unit of Measure	Cumulative Target Values																Frequency	Responsibility	Comments						
			Baseline		2020		2021		2022		2023		2024		2025		End Target										
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual					
Component 1: Road Improvement and Maintenance - Reduction in average International Roughness Index (IRI) for finished sections	Project	Number	2020	4	4			4		3			3			2			2						Annually	Client (PIU)	
Component 1: Road Improvement and Maintenance - Kilometers of road rehabilitated / improved of 4 lanes, with climate resilient measures	Project	Km	2020	0	0			15		35			60			60			60						Annually	Client (PIU)	
Component 1: Road Improvement and Maintenance -	Project	Km	2020	0	0			0		10			18			18			18						Annually	Client (PIU)	

Kilometers of road constructed / upgraded to 6 lanes, with climate resilient measures																					
Component 2: Construction Supervision - Construction supervision regularly conducted	Project	Yes/No	2020	Yes	Yes		Yes		Yes		Yes		Yes		Yes		Yes		Annually	Client (PIU)	
Component 3: Preparation for Phase 2 -Detailed designs prepared for: o 78 km of the southern section of M37; o 80 km of the north segment of M37, and o 647 km of road sections in Karakalpakstan and Khorezm regions using traditional input type of contracting.	Project	Yes/No	2020	No	No		Yes		NA		NA		NA		NA		NA		Annually	Client (PIU)	
Component 4 : Technical Assistance - Grievances registered related to delivery of the project addressed, with disaggregated data by gender	Project	%	2020	0	0		100		100		100		100		100		100		Annually	Client (PIU)	
Component 4 : Technical Assistance - Total number of RC staff received training on OPBRC and related topics	Project	Number	2020	0	0		20		45		65		70		70		70		Annually	Client (PIU)	
Component 5: Equipment Purchase - Purchase of OPBRC/DBMOT-related equipment and technology completed	Project	Yes/No	2020	No	No		No		No		Yes		Yes		Yes		Yes		Annually	Client (PIU)	