



Project Summary Information

Date of Document Updating: March 20, 2024

Project Name	Obigarm-Nurobod Road Project - Long Bridge and Approaches
Project Number	P000309
AIIB member	Tajikistan
Sector/Subsector	Transport/Roads
Alignment with AIIB's thematic priorities	Green infrastructure; Connectivity and Regional Cooperation
Status of Financing	Approved
Objective	To improve connectivity along the Obigarm–Nurobod section of M41 Highway by constructing a long bridge and its approaches.
Project Description	<p>The proposed Project will construct a 920-meter bridge and its approaches (the Long Bridge) on Obigarm–Nurobod section of M41 Highway to replace the existing segment that will be submerged by the Rogun dam reservoir.</p> <p>The alignment replacement will ensure continued connectivity along a vital transport corridor in Tajikistan that connects central part of the country with northeast and border to the Kyrgyz Republic.</p> <p>The Obigarm–Nurobod section of M41 Highway (75km) is referred to as the Overall Project, which has been divided into three sections:</p> <ul style="list-style-type: none"> (i) The Obigarm–Tagikamar section is about 30-km long financed by ADB and OFID; it is hereinafter referred to as Section 1; (ii) The Tagikamar–Nurobod section is about 44km long financed by the EBRD; it is hereinafter referred to as Section 2; and (iii) The 920-meter-long bridge and its approaches will be financed by AIIB; it is hereinafter referred to as Section 3 or the Project.
Expected Results	<p>The Project's results are expected to be achieved by the completion of the Overall Project. Therefore, the outcome level results will be measured by the following indicators:</p> <ul style="list-style-type: none"> (i) Number of beneficiaries of improved transport connectivity (Annual Average Daily Traffic);

	<p>(ii) Improved connectivity (travel time saving along the road); and</p> <p>(iii) Improved safety (reduction of road death and injuries per 100 million vehicle-km of travel on the overall project road).</p>
Environmental and Social Category	A
Environmental and Social Information	<p>AllB's Environmental and Social Policy (ESP) and Environmental and Social Exclusion List will apply to the Project. ESS 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement and Land Acquisition) are applicable to this Project. Given the project activities, location, and potential risks, the Project is rated as Category A.</p> <p>Environmental and Social Impact Assessment (ESIA) covering the sections of the Investment Program supported by ADB and EBRD has been prepared and disclosed by the parallel financiers. A Supplemental ESIA has been carried for the bridge and approach roads as an addendum to the ESIA already prepared. The Supplemental ESIA includes an Environmental and Social Management Plan (ESMP).</p> <p>The Project will construct a long bridge to sustain connectivity of communities over the Rogun HPP reservoir being constructed. The HPP and its reservoir does not fit the definition of 'associated facility' (AF) under the ESP. The road sections financed by ADB and EBRD do not fall under the definition of AFs either, as these sections have been described as a single Investment Project in all project documents by financiers.</p> <p>Dust, water, vibration, noise, and solid waste will be among the typical environmental impacts associated with the bridge construction. Civils works within the river (i.e., foundations) will be carried out strictly during the dry season when there is no flow and prior to the headwaters of the Rogun dam reaching the project site. Should this change, it will reflect material change to the assessment, and the ESIA will be revised to the satisfaction of the Bank. During the operational stage, the major environmental risks include wildlife road accidents, induced hunting/collecting due to better access to the project area, and risk of water contamination due to potential traffic accidents on the proposed bridge. Occupational health and safety risks and impacts during construction and operations are associated with working at height, hazards from falling debris, working over water and in the vicinity of roads. A Climate Risk and Adaptation (CRA) Assessment has assessed the sensitivity, exposure, and vulnerability of the Project to relevant climate hazards. Relevant adaptation measures have been identified to address climate risks and enhance climate resilience. Robust mitigation measures to address adverse impacts of the Project are included in the ESMP along with a monitoring plan. Finalized CRA will be disclosed on Bank's website as part of revised ESIA.</p>

	<p>The Project is not anticipated to induce any physical or economic resettlement. Temporary land acquisition impacts are associated with workers' camps and construction facilities. These impacts will be avoided and minimized by acquiring the state-owned and not used by communities' lands, otherwise a land acquisition plan will be prepared and implemented. Other social impacts are likely to include access restrictions, community health and safety and risks associated with labour influx. These impacts will be addressed through the implementation of ESMP prepared for the Project.</p> <p>Stakeholder Engagement and Information Disclosure: A Stakeholder Engagement Plan (SEP) has been prepared for this Project to ensure effective communication of the investment plans, potential impacts, and mitigation measures during project implementation. A Non-technical Summary (NTS) has also been prepared and translated into the local language. The environmental and social (E&S) documents have been disclosed 60 calendar days prior to the consideration of financing approval by the Bank. Hard copies of the E&S instruments are available in the local language in the targeted rural areas. All the E&S instruments were disclosed at the Ministry of Transport (MOT)¹ and AIIB² websites.</p> <p>Project Grievance Redress Mechanism (GRM): A two-tier project specific GRM has been established and functional for the Project. Tier One is based on the established practice of filing complaints in rural area, while Tier Two is with the MOT/PIU at the national level. A GRM-related leaflet will be prepared and widely disseminated in the local language at the project site. In addition, the PIU under the MOT will prepare and submit semi-annual monitoring reports to AIIB for review in accordance with the agreed format. The Bank's E&S Specialists will carry out field-based E&S supervision missions twice a year to monitor the E&S instruments' implementation and the Borrower's E&S performance.</p>
Cost and Financing Plan	<p>Total Project Cost: USD81.96 million AIIB will provide a standalone financing of RMB 536,400,000 (equivalent to USD75.5 million loan).</p>

¹ MOT disclosure links:

- English Version: <https://www.mintrans.tj/storage/tender/files/RNDEinNvITbsYSjzdtzqA7NpYib2wSSqGzLW8X9M.pdf>
<https://mintrans.tj/storage/tender/files/RFJq9OipV2cVHa8NoUVt8gqxgocOwi4xVuezkw8.pdf>
- Russian Version: <https://www.mintrans.tj/storage/tender/files/7d4O9HNdrHAVOGkHi117gZMOWEiw1tkvmC9EwiWo.pdf>
<https://mintrans.tj/storage/tender/files/WJCzwWOP2sNvDeXTybmVRjpaq5egV6OeVEmFdfBp.pdf>
- Tajik Version of the Executive Summary: <https://www.mintrans.tj/storage/tender/files/vjfVvootukxZgCX1JcL7dQOwTGbLHnFWTIMUgKi0.pdf>

² AIIB disclosure links:

- English Version: <https://www.aiib.org/en/projects/details/2019/proposed/download/Obigarm/ESIA-English.pdf>
<https://www.aiib.org/en/projects/details/2019/proposed/download/Obigarm/ESIA-Annexes-English.pdf>
- Russian Version: <https://www.aiib.org/en/projects/details/2019/proposed/download/Obigarm/ESIA-Russian.pdf>
<https://www.aiib.org/en/projects/details/2019/proposed/download/Obigarm/ESIA-Annexes-Russian.pdf>
- Tajik Version of the Executive Summary: <https://www.aiib.org/en/projects/details/2019/proposed/download/Obigarm/ESIA-Executive-Summary-Tajik.pdf>

	Contribution of the Government of Tajikistan (GoT): USD6.46 million.		
Borrower	Republic of Tajikistan		
Implementing Entity	Ministry of Transport, Tajikistan		
Estimated date of loan closing	December 2030		
Contact Points:	AIIB	Borrower	Implementation Organization/Sponsor
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Date of Concept Decision	September 20, 2019		
Date of Appraisal Decision	December 7, 2023		
Date of Financing Approval	March 20, 2024		

Independent Accountability Mechanism	The Project-affected People’s Mechanism (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. For information on how to make submissions to the PPM, please visit How We Assist You - Project-Affected People’s Mechanism .
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