



Project Summary Information

Date of Document Preparation/Updating: September 27, 2019

Project Name	Uzbekistan Bukhara Road Network Improvement Project (Phase 1)
Document Code	PD000313-UZB
Country	The Republic of Uzbekistan
Sector/Subsector	Transport / Road, Highway
Status of Financing	Under Preparation
Project Description	<p>The Bukhara Road Network Improvement Project (BRNIP) Phase 1 will finance rehabilitation and modernization of critical section of International Road A380 (km 150 – km 228) and will include the following identified components:</p> <ul style="list-style-type: none">• Component 1 – Rehabilitation, modernization, and widening of about 78 km of International Road A380.<ul style="list-style-type: none">• Sub-component 1a: 78-km section from km 150+000 to km 228+000;• Sub-component 1b: Land Acquisition and preparation of technical documentation and financing the training related to E&S aspects.• Component 2 – Construction Supervision of implementation of Component 1• Component 3 – Preparation of contracts documentation and associated tender documents for approximately an additional 160 km of International Road M37. This component will consist of:<ul style="list-style-type: none">• Sub-component 3a: Conceptual Design and Preparation of Tender documents using Output and Performance-based Road Contracts with Design-Build-Operate-Maintain-Transfer methodology (OPBRC/DBMOT), for about 80 km road segment.• Sub-component 3b: Detailed Design and Preparation of Tender Documents applying input type contracting for about 80 km road segment.• Component 4 – Institutional Strengthening and Capacity Building.• Component 5 – Equipment Purchase for quality control involving modern technologies and methods of construction.

Objective	The objective of the project is to reinforce transport sustainability and reduce high transport cost through applying the modern technical and contractual management method to the reconstruction, rehabilitation, and maintenance of major road network in Bukhara region.
Expected Results	<ul style="list-style-type: none"> • Road condition: Improved road condition resulting in reduction in vehicle operating cost and traveling time on the project road; • Road safety: Improved road safety resulting in minimizing fatality accident and reducing the economic loss from the road accident incur to cargos.
Environmental and Social Category	Category B
Environmental and Social Information	<p>Environmental and Social Policy, Standards, and Categorization. AIIB's Environmental and Social Policy (ESP), including the Environmental and Social Standards (ESSs), and Environmental and Social Exclusion List is applicable to the project. Initial review of the Project has determined that ESS 1 (Environmental and Social Assessment and Management) is applicable for assessment of environmental and social impacts of Project activities. ESS 2 (Involuntary Resettlement) will also be applicable since it is anticipated that there will be some temporary impacts on commercial activities and residential areas at the time of construction, although the likelihood of land acquisition is small. The Project has been assigned Category "B", in accordance with the ESP. The anticipated environmental and social risks and impacts of the Project will be temporary, reversible and localized, and will occur mostly during the construction phase.</p> <p>As required by the Bank's ESP for Category 'B' projects, an Environmental and Social Impact Assessment (ESIA) with an Environmental and Social Management Plan (ESMP) will be prepared as part of project preparation. To address issues of any physical and economic displacements, either of temporary or permanent nature, guidance will be provided through an RPPF (Resettlement Policy Planning Framework (RPPF)).</p> <p>Environmental and Social Aspects. 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, including air pollution, noise, soil erosion, tree cutting, water pollution, impacts on borrow areas, and disposal of construction wastes. The potential impacts on the protected area and wildlife in vicinity of the Project area will also be assessed. Possible social impacts in terms of</p>

	<p>disruptions in commercial activities/ livelihood and temporary impacts on habitations, disturbance to traffic and public utilities, and access restrictions due to construction activities will be assessed as well.</p> <p>The management, mitigation and monitoring measures to address risks and impacts will be covered in the ESMP. The ESMP will contain provisions related to occupational health and safety, and plans for air and water pollution control, noise control, labor camp and construction site management, and traffic and public utility management, etc. Though the entire project concerns rehabilitation of existing roads, archaeological “chance find” procedures will be applicable for all construction activities. The ESMP will also include institutional arrangements, a monitoring plan and capacity building program. The Client will ensure that the ESMP and Code of Conduct for workers are incorporated into the contractual agreement with the contractors and forbid forced labor in any works related to this Project.</p> <p>The RPF will be formulated with an Entitlement Matrix indicating the anticipated impacts on different categories of people and the compensation and benefits accruing to the affected households / persons. The Entitlement Matrix will be based on relevant provisions in the national legislation of the Government of Uzbekistan and the provisions of AIIB’s ESP. The RPF will have guidelines on preparation of the Resettlement Action Plans (RAPs), if necessary, and the institutional arrangements and implementation process for the RAPs.</p> <p>Stakeholder Engagement, Consultation and Information Disclosure. Consultations will be held in phases during the preparation of the ESIA and after the draft ESIA is completed, and will ensure meaningful participation, with views and concerns of the potentially project-affected communities adequately addressed. Based on stakeholder consultation feedback, the ESIA will be finalized. The ESIA, RPF and later RAPs if necessary, will be disclosed both online (on the websites of the Client and AIIB) and made available in hard copy in the Project area. These documents will be available in English and Russian and the Executive Summary of the ESIA and RPF will also be translated into Uzbek and disclosed.</p> <p>Project-level Grievance Redress Mechanism. A multi-tier Project-level Grievance Redress Mechanism (GRM) in accordance with the requirements of the Bank’s ESP will be proposed and established for the proposed Project, based upon the Client’s existing GRM.</p>
<p>Cost and Financing Plan</p>	<p>Project cost: Estimated to USD 203 million</p> <p>Financing Plan:</p> <p>AIIB loan: USD 165.0 million (81%)</p>

	Govt of Uzbekistan: USD 38.0 million (19%)		
Borrower	Republic of Uzbekistan		
Implementing Entity	The Road Committee		
Estimated date of loan closing	September/2025		
Contact Points:	AIIB	Borrower	Implementation Organization
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Date of Concept Decision	September/2019		
Date of Appraisal Decision	February/2020		
Date of Financing Approval	Q2/2020		

Independent Accountability Mechanism	<p>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 ESP in situations when their concerns cannot be addressed satisfactorily through Project-level GRM or AIIB Management's processes.</p> <p>For information on how to make submissions to the PPM, please visit https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html.</p>
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