



Pap-Angren Railway (P146328)

EUROPE AND CENTRAL ASIA | Uzbekistan | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 3 | ARCHIVED on 28-Nov-2016 | ISR24506 |

Implementing Agencies: Uzbekistan Temir Yo'allari State Joint Stock Company, Uzbekenergo, State Joint Stock Company

Key Dates

Key Project Dates

Bank Approval Date:13-Feb-2015

Effectiveness Date:15-Sep-2015

Planned Mid Term Review Date:03-Apr-2017

Actual Mid-Term Review Date:--

Original Closing Date:31-Mar-2019

Revised Closing Date:31-Mar-2019

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed project development objectives are to reduce transport costs and to increase transport capacity and reliability through the construction of a rail link between the Uzbek part of the Ferghana Valley and the rest of Uzbekistan.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Railway Main Infrastructure:(Cost \$1438.75 M)

Rail Electrification, Signaling, Track Maintenance and Railway Video Surveillance System:(Cost \$154.00 M)

Power Distribution Line:(Cost \$35.00 M)

Technical assistance to UTY for Supporting Railway Construction:(Cost \$0.50 M)

Technical Assistance to UTY for Improving Railway Logistics:(Cost \$1.00 M)

Implementation Support:(Cost \$4.50 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory

Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● High	● High

Implementation Status and Key Decisions

The project became effective on September 15, 2015. The current activities are focusing on the procurement of the main supply and install for electrification, signaling, and supply of track maintenance machinery. The implementation support mission was conducted in September 2016 to accelerate the delayed procurement activities and project activities that will be financed from the unallocated amount and the project savings, and (ii) to monitor implementation of safeguards and discuss social impacts under the proposed re-allocation. A technical mission in November 2016 is reviewing the progress of the Livelihood Restoration Plan.

The next Implementation Status Report with details of completed resettlement measures will be issued, following the missions planned in 2017. The project benefited from the support of a USD0.7 million ECAPDEV that was closed on September 30, 2015.

Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● Moderate	● High
Macroeconomic	--	● Substantial	● Substantial
Sector Strategies and Policies	--	● Substantial	● Substantial
Technical Design of Project or Program	--	● Substantial	● Substantial
Institutional Capacity for Implementation and Sustainability	--	● Substantial	● Substantial
Fiduciary	--	● Substantial	● Substantial
Environment and Social	--	● High	● Moderate
Stakeholders	--	● High	● High
Other	--	--	--
Overall	--	● High	● High

Results

Project Development Objective Indicators

► Transportation cost for public transport users per passenger (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	15.00	15.00	15.00	16.00
Date	26-Oct-2014	18-Dec-2015	11-Nov-2016	31-Mar-2019

► Transportation cost for freight (Amount(USD), Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	0.00
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

▲ Freight cost for oil and oil products per tank (Amount(USD), Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1944.00	1944.00	1681.00	930.00
Date	26-Oct-2014	18-Dec-2015	11-Nov-2016	31-Mar-2019

▲ Freight cost for fertilizers per wagon (Amount(USD), Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2058.60	2058.60	1779.92	979.90
Date	26-Oct-2014	18-Dec-2015	11-Nov-2016	31-Mar-2019

▲ Freight cost for automobile per wagon (Amount(USD), Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6714.00	6714.00	5806.78	604.00
Date	26-Oct-2014	18-Dec-2015	11-Nov-2016	31-Mar-2019



► Transport capacity (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	10.00	0.00
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Dec-2017

▲ Pairs of passenger trains per day (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	3.00	2.00
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

▲ Pairs of freight trains per day (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	7.00	8.00
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

► Reliability of rail services (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	95.00	95.00	10.00	5.00
Date	26-Oct-2014	08-Jun-2015	16-Jun-2016	31-Mar-2019

Overall Comments

Intermediate Results Indicators



► Installation of Signaling System (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	The system is not commissioned	The system is not commissioned	Temporary system is installed, while a new system is procured	The system is commissioned
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

► Electrification of the Rail (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	The system is not commissioned	The system is not commissioned	The system is not commissioned. Temporary testing system is currently operational.	The system is commissioned
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

► Construction of Power Distribution Line (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	The power distribution line is not commissioned	The system is not commissioned	The system is not commissioned. Temporary testing system is currently operational.	The power distribution line is commissioned
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

► Working Ratio (Financial Sustainability of UTY) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	64	--	n/a (updated data is not provided by UTY)	67
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019



► Direct project beneficiaries (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	n/a (updated data is not provided by UTY)	611740
Date	26-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019

▲ Beneficiary satisfaction with the quality of services (males) (Text, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	n/a (updated data is not provided by UTY)	85

▲ Beneficiary satisfaction with the quality of services (females) (Text, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	n/a (updated data is not provided by UTY)	85

► Grievances registered related to delivery of project benefits addressed (%) (Percentage, Core)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	70.00	70.00	70.00	90.00
Date	28-Oct-2014	08-Jun-2015	11-Nov-2016	31-Mar-2019



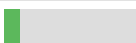
▲ Grievances related to delivery of project benefits that are addressed-(number) (Number, Core Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	30.00	30.00	30.00	25.00

Overall Comments

Data on Financial Performance

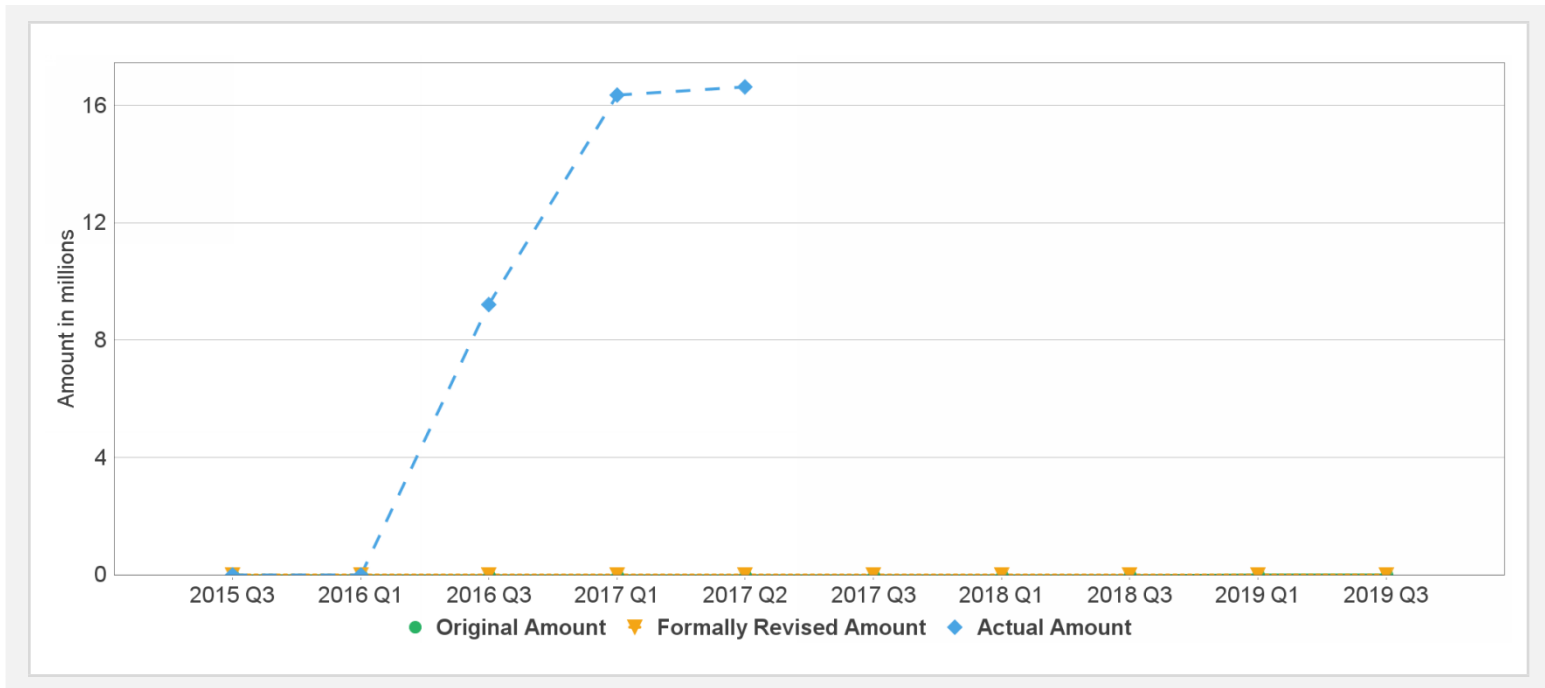
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P146328	IBRD-84650	Effective	USD	195.00	195.00	0.00	16.63	178.37	 9%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P146328	IBRD-84650	Effective	13-Feb-2015	04-Mar-2015	15-Sep-2015	31-Mar-2019	31-Mar-2019

Cumulative Disbursements



Restructuring History

Level 2 Approved on 12-Sep-2015

Related Project(s)

There are no related projects.