



# **Tajikistan**

## **Country Progress Report on the Implementation Action Plan for the Transport and Trade Facilitation Strategy**

**Prepared by**

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## I. Transport and Trade Facilitation

1. The Government of Tajikistan (the Government) has not yet established a national joint transport and trade facilitation committee (NJC), or a similar organization that will oversee performance measurement and monitoring activities of the implementation of the Action Plan for the Transport and Trade Facilitation Strategy (the Action Plan) endorsed by the Seventh Ministerial Conference on Central Asia Regional Economic Cooperation (CAREC) in November 2008. The Asian Development Bank's (ADB's) technical assistance (TA) will support NJC's establishment.

## II. Status of Investment and Technical Assistance Projects

2. Below are specific updates on the status of five investment and five technical assistance projects on roads and railways in the Republic of Tajikistan (Tajikistan).

### A. Transport

3. **Roads and Road Transport.** All the five investment projects will improve existing road segments. Four projects are ongoing and proceeding well. TAJ TA 1: Transport Sector Master Plan has been completed.

Investment Project (IP)	Status
TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II (ongoing)	<ul style="list-style-type: none"><li>• New project cost estimate is \$43.0 million.</li><li>• Additional funds are required to rehabilitate road section near the Karamik border to improve road surface and drainage of 95–140 kilometers (km) section.</li><li>• ADB is processing a supplementary financing (\$20 million) for approval during the 3<sup>rd</sup> quarter of 2009.</li><li>• Implementation is on track and the expected completion date remains December 2009.</li></ul>
TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III (ongoing)	<ul style="list-style-type: none"><li>• New project cost estimate is \$76.6 million.</li><li>• The work was partially reduced during contract signing, because of the recent significant cost increases.</li><li>• Additional funds are required for the second layer of coating and for the implementation of unforeseen works.</li><li>• Implementation is on track and the expected completion date remains 2013.</li></ul>
TAJ IP 3: Dushanbe-Khujand-Chanak (Uzbeki Border) Road (ongoing)	<ul style="list-style-type: none"><li>• New project cost estimate based on the signed turnkey contract is \$295.9 million.</li><li>• Financing has been secured in the amount of \$281.1 million from the Export-Import Bank of China.</li><li>• The remaining \$14.8 million will come from the Government of Tajikistan.</li><li>• Project is ongoing until 2010.</li></ul>

<b>Investment Project (IP)</b>	<b>Status</b>
TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation (ongoing)	<ul style="list-style-type: none"> <li>• New project cost estimate is \$53.4 million: \$38.5 million for Kurgan-Tyube-Dusti section and \$14.9 million for Dusti-Nizhni Pyandzh section.</li> <li>• Financing has been secured through a grant from the Government of Japan.</li> <li>• Selection of contractors is ongoing.</li> <li>• Work for the Kurgan-Tyube-Dusti section was reduced to 42 km, because of the recent significant cost increases.</li> <li>• The remaining section will be rehabilitated under a separate project.</li> </ul>
TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road	<ul style="list-style-type: none"> <li>• Project is at the stage of feasibility study preparation and preliminary design.</li> <li>• Project preparatory TA is expected to be completed by October 2009.</li> </ul>

<b>Technical Assistance Project (TA)</b>	<b>Status</b>
TAJ TA 1: Transport Sector Master Plan (completed)	<ul style="list-style-type: none"> <li>• The project was completed in June 2008.</li> </ul>

4. **Railways and Railway Transport.** The Government completed TAJ TA 2: Vahdat-Yavan Railway Feasibility Study. A new railway project was emerged from this TA. Other TA projects are at the planning stage.

<b>Investment Project (IP)</b>	<b>Status</b>
TAJ IP 6: Vahdat-Yavan Railway Railway Construction Project (formerly TAJ TA 2: Vahdat-Yavan Railway Feasibility Study) (new)	<ul style="list-style-type: none"> <li>• Project cost is estimated at about \$129 million.</li> <li>• Financing by donors for the construction of 56-kilometer railway is being sought.</li> <li>• Project will be implemented during 2010–2012.</li> </ul>

<b>Technical Assistance Project (TA)</b>	<b>Status</b>
TAJ TA 2: Vahdat-Yavan Railway Feasibility Study (competed)	<ul style="list-style-type: none"> <li>• The feasibility study was completed in 2009.</li> </ul>
TAJ TA 3: Dushanbe-Kyrgyz Border Railway Feasibility Study	<ul style="list-style-type: none"> <li>• Programmed for 2013.</li> <li>• No progress to date.</li> <li>• Financing by donors is being sought.</li> </ul>
TAJ TA 4: Kolkhazabad-Nizhni Pianji Railway	<ul style="list-style-type: none"> <li>• Programmed for 2011.</li> <li>• No progress to date.</li> <li>• Financing by donors is being sought for full feasibility study (\$600,000) and detailed design (\$3 million).</li> </ul>
TAJ TA 5: Railway Electrification (Bekabad-Kanibadam)	<ul style="list-style-type: none"> <li>• Programmed for 2011.</li> </ul>

## **B. Corridor Performance Measurement and Monitoring Activities**

5. ADB, acting as the secretariat, and the partner forwarder/carrier and logistics association(s) in each CAREC country signed a memorandum of understanding (MOU) at the Corridor Performance Measurement and Monitoring (CPMM) meeting held in Guangzhou, People's Republic of China (PRC) on 23–24 February 2009. The MOU defines the roles and responsibilities of both parties and covers 1 year of CPMM activities, renewable for another year. Data collection by partner forwarder/carrier and logistics associations started in March 2009.

## **III. Follow-up Actions**

6. The following actions are needed to ensure the effective implementation of the Action Plan:

- (i) Establish the NJC or a similar organization soon; and
- (ii) Actively explore financing for investment projects.

## **Appendixes**

- 1 - List of Projects in Tajikistan (Appendix 1)
- 2 - Updated Project Profiles (Appendix 2)

## Appendix 1

**List of Projects in Tajikistan**

## Investment

- 1 TAJ IP 1: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase II (ongoing)
- 2 TAJ IP 2: Dushanbe-Kyrgyz Border Road Rehabilitation, Phase III (ongoing)
- 3 TAJ IP 3: Dushanbe-Khujand-Chanak (Uzbeki Border) Road (ongoing)
- 4 TAJ IP 4: Kurgan Tyube-Dusti-Nizhni Pianj Road Rehabilitation (ongoing)
- 5 TAJ IP 5: Dushanbe-Tursunzade-Uzbek Border Road
- 6 TAJ IP 6: Vahdat-Yavan Railway Construction (formerly TAJ TA 2: Vahdat-Yavan Railway Feasibility Study) (new)

## Technical Assistance

- 1 TAJ TA 1: Transport Sector Master Plan (completed)
- 2 TAJ TA 2: Vahdat-Yavan Railway Feasibility Study (completed)
- 3 TAJ TA 3: Dushanbe-Kyrgyz Border Railway Feasibility Study
- 4 TAJ TA 4: Kolkhazabad-Nizhni Pianji Railway
- 5 TAJ TA 5: Railway Electrification (Bekabad-Kanibadam)

**TAJ IP1: Dushanbe-Kyrgyz Border Road Rehabilitation Phase II**  
**Country: Tajikistan**  
**CAREC CORRIDOR 3-b, 5**

<b>1. Project Name:</b> Dushanbe-Kyrgyz Border Road Rehabilitation
<b>2. Type of Project:</b> Road Rehabilitation
<b>3. Project Location:</b> 140 km Tajikistan, Nurobad-Nimich
<b>4. Sector/Subsector:</b> Transport/Roads
<b>5. Background and Rationale:</b> The rehabilitation between Dushanbe and Nurobad (Phase I) was completed. The rehabilitation of the road section between Nurobad and Nimich (Phase II) is ongoing and is scheduled for completion by December 2009.
<b>6. Objectives:</b> The Project aims to rehabilitate 77 km of road between Nurobad and Nimich, and improve 8.5 km of road of a near-border section Karamik border.
<b>7. Scope:</b> The Project will rehabilitate 77 km of roads between Nurobad and Nimich, and improve 8.5 km of roads near the Karamik border.
<b>8. Estimated Cost:</b> \$43.0 million
<b>9. Financing Plan and Arrangements:</b> ADB: \$29.5 million loan and \$0.5 million grant, Government of Tajikistan: \$9.5 million, and OPEC Foundation: \$3.5 million. ADB financing was approved in 2005.
<b>10. Implementation Schedule:</b> Ongoing to 2009.
<b>11. Executing Agencies:</b> Ministry of Transportation and Communication (MOTC)
<b>12. Estimated Benefits and Beneficiaries:</b> The Project will substantially reduce barriers to trade and facilitate regional trade and cooperation.
<b>13. Social and Environmental Issues:</b> No major negative social and environmental impacts.
<b>14. Priority of Project:</b> High
<b>15. Project Status:</b> Ongoing.
<b>16. Follow up Actions Required:</b>
<b>17. Issues/Constraints:</b> ADB is processing supplementary financing (\$20 million) for approval during the 3 <sup>rd</sup> quarter of 2009.
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> The road rehabilitation is being carried out by international private contractors.

**TAJ IP2: Dushanbe–Kyrgyz Border Road Rehabilitation Phase III**  
**Country: Tajikistan**  
**CAREC CORRIDOR 3-b, 5**

<b>1. Project Name:</b> Dushanbe-Kyrgyz Border Road Rehabilitation
<b>2. Type of Project:</b> Road Rehabilitation
<b>3. Project Location:</b> Around 217 km between Nimich and Kyrgyz border, Tajikistan.
<b>4. Sector/Subsector:</b> Transport/Roads
<b>5. Background and Rationale:</b> The remaining 114 km between Nimich and the border is the missing link within Tajikistan along CAREC 3-b and 5.
<b>6. Objectives:</b> The main objective of Phase III to facilitate regional trade and cooperation along CAREC Corridor 3-b and 5.
<b>7. Scope:</b> The scope of the project includes the rehabilitation of 114 km of road between Nimich and the Kyrgyz border.
<b>8. Estimated Cost:</b> \$76.6 million
<b>9. Financing Plan and Arrangements:</b> ADB loan of \$40.9 million, ADB grant of \$12.5 million, and Government of Tajikistan \$23.2 million.
<b>10. Implementation Schedule:</b> Ongoing to 2013
<b>11. Executing Agencies:</b> The executing agency will be the MOTC and the existing PIU for road projects will be involved in the implementation.
<b>12. Estimated Benefits and Beneficiaries:</b> The Project will substantially reduce barriers to trade and facilitate regional trade and cooperation.
<b>13. Social and Environmental Issues:</b> No major negative social and environmental impacts
<b>14. Priority of Project:</b> High
<b>15. Project Status:</b> Ongoing.
<b>16. Follow up Actions Required:</b>
<b>17. Issues/Constraints:</b> Due to recent substantial cost increases, the scale of work was partially reduced during contract signing, thus, additional funds are required for the second layer of coating and for the implementation of unforeseen works.
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> The road rehabilitation is being carried out by international private contractors.

**TAJ IP3: Dushanbe–Khujand–Chanak (Uzbeki Border) Road**  
**Country: Tajikistan**  
**CAREC CORRIDOR 6-c**

<b>1. Project Name:</b> Dushanbe – Chanak (Uzbeki Border) Road Rehabilitation Project
<b>2. Type of Project:</b> Road improvement
<b>3. Project Location:</b> Tajikistan
<b>4. Sector/Subsector:</b> Transport/Roads
<b>5. Background and Rationale:</b> The project road, Dushanbe-Chanak (Uzbek border), is a key section of CAREC 6-c. Also, it links Dushanbe to the north of Tajikistan and goes to the Uzbeki border with 368.2 km. The opening of the Anzob tunnel in 2008 and Shahrstan tunnel in 2009 increases the importance of improving the rest of the road.
<b>6. Objectives:</b> The objectives of this project are to promote economic development and to reduce poverty through the improvement of the road transport system. A reliable, safe and lower cost road network will reduce prices of goods and increase access to markets and services. Also, it will help to ensure the territorial integrity of Tajikistan and further regional integration.
<b>7. Scope:</b> The Project will complete the improvement of 356.2 km of road between Dushanbe and Chanak (Uzbek border).
<b>8. Estimated Cost:</b> About \$295.9 million, excluding the Anzob Tunnel.
<b>9. Financing Plan and Arrangements:</b> \$281.1 million from the Export-Import Bank of China and \$14.8 million financed by the Government of Tajikistan.
<b>10. Implementation Schedule:</b> Ongoing to 2010.
<b>11. Executing Agencies:</b> Ministry of Transport and Communications (MOTC)
<b>12. Estimated Benefits and Beneficiaries:</b> The major benefits of the rehabilitated road are lower vehicle operating costs, improved access to markets, and increased access to social services. Most of these benefits will accrue to the local population, but other parts of Tajikistan as well as countries bordering with Tajikistan will also benefit.
<b>13. Social and Environmental Issues:</b>
<b>14. Priority of Project:</b> High
<b>15. Project Status:</b> Ongoing
<b>16. Follow up Actions Required:</b>
<b>17. Issues/Constraints:</b>
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> The work is being carried out by private contractors.



**TAJ IP4: Kurgan Tyube–Dusti–Nizhni Pianj Road Rehabilitation**  
**Country: Tajikistan**  
**CAREC CORRIDORS 5, 6-c**

<b>1. Project Name:</b> : Kurgan Tyube – Dusti - Nizhni Pianj Road Rehabilitation
<b>2. Type of Project:</b> Road Rehabilitation
<b>3. Project Location:</b> Tajikistan
<b>4. Sector/Subsector:</b> Transport/Roads
<b>5. Background and Rationale:</b> The road between Dushanbe and Nizhni Pianj has become a high priority with the opening of the bridge over the Amudarya (Pianj) River providing a link to northern Afghanistan. This potentially is an important regional corridor leading to the Indian sub-continent and Pakistan's deep water ports. The road from Dushanbe to Kurgan Tube is in good condition having been rehabilitated after the Civil War. Further south, the road is in fair condition, but closer to the new bridge the road is in poor or bad condition, and now needs to be rehabilitated on an urgent basis.
<b>6. Objectives:</b> The objective is to promote economic development and reduce poverty. The Project is complementary with the new bridge, the new border facilities and the improved link to Kunduz in Afghanistan.
<b>7. Scope:</b> The Project will rehabilitate about 60 km of road from Kurgan-Tyube to Dusti, and about 15 km of road from Dusti to Nizhni-Pianj..
<b>8. Estimated Cost:</b> About \$53.4 million: \$38.5 million for Kurgan-Tyube to Dusti section and \$14.9 million for Dusti to Nizhni-Pianj section.
<b>9. Financing Plan and Arrangements:</b> Grant financing by the Government of Japan
<b>10. Implementation Schedule:</b> Ongoing to 2010. Completion to Dusti in 2008, to Djilikul in 2009, and to Kurgan-Tyube in 2010.
<b>11. Executing Agencies:</b> Ministry of Transport and Communications (MOTC)
<b>12. Estimated Benefits and Beneficiaries:</b> The major benefits of the rehabilitated road are lower vehicle operating costs and quicker travel times. In turn these results will lower transport costs, improve access to markets and increase access to social services. Most of these benefits will accrue to the local population, but other parts of Tajikistan as well as PRC, Pakistan and Afghanistan will also benefit.
<b>13. Social and Environmental Issues:</b> The major social issues include resettlement, the spread of infectious diseases and human and drug trafficking. The spread of infectious diseases including HIV/AIDS should be tackled with awareness programs as is now the practice with transport projects. Opium trafficking is a big problem on the Afghanistan and Tajikistan border where this road runs. A concerted effort by the Government, the Development Partners and their responsible agencies to combat the problem is required.
<b>14. Priority of Project:</b> High
<b>15. Project Status:</b> Selection of contractors for both segments is ongoing.
<b>16. Follow up Actions Required:</b> Implementation with maintenance and safety programs in place.
<b>17. Issues/Constraints:</b> Due to the recent substantial cost increases, the scale of work on Kurgan-Tyube - Dusti section was reduced to 42 km, thus the rest of this section will be rehabilitated under a separate project.
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> Private sector contractors will carry out the road rehabilitation.

**TAJ IP5: Dushanbe–Tursunzade–Uzbek Border Road**  
**Country: Tajikistan**  
**CAREC CORRIDOR 3-b**

<b>1. Project Name:</b> Dushanbe – Tursunzade Road
<b>2. Type of Project:</b> Road Improvement
<b>3. Project Location:</b> Tajikistan
<b>4. Sector/Subsector:</b> Transport/Roads
<b>5. Background and Rationale:</b> The Dushanbe to Tursunzade stretch of road is part of an important transport corridor going from PRC through the Kyrgyz Republic, Tajikistan, Uzbekistan, and Afghanistan to Iran and the Arabian Sea. This corridor is functioning but it needs improvements to reach its full potential. Several projects are under way to reach this goal. An improvement to the Dushanbe to Tursunzade Road would be a significant step forward.
<b>6. Objectives:</b> The objectives are to promote economic development and reduce poverty through a safe, reliable, and low cost transport system.
<b>7. Scope:</b> The Project will improve about 66 km of road from Dushanbe through Tursunzade to the Uzbek border.
<b>8. Estimated Cost:</b> \$100 million.
<b>9. Financing Plan and Arrangements:</b> Under ADB consideration (\$ 80 million) and \$20 million by the Government and a cofinancier(s).
<b>10. Implementation Schedule:</b> PPTA 2009; Improvement of road during 2010–2012.
<b>11. Executing Agencies:</b> Ministry of Transport and Communications (MOTC)
<b>12. Estimated Benefits and Beneficiaries:</b> The major benefits of the rehabilitated road are lower vehicle operating costs and quicker travel times. In turn these results will lower transport costs, improve access to markets and increase access to social services. Most of these benefits will accrue to the local population, but other parts of Tajikistan, as well as Uzbekistan, PRC, and Afghanistan will also benefit.
<b>13. Social and Environmental Issues:</b>
<b>14. Priority of Project:</b> High.
<b>15. Project Status:</b> The Project is on the stage of feasibility study preparation and preliminary design. PPTA is expected for completion by October 2009.
<b>16. Follow up Actions Required:</b>
<b>17. Issues/Constraints:</b>
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> Private sector contractors will carry out the road improvement.

**TAJ IP 6: Vahdat–Yavan Railway Construction (New)**  
**(formerly TAJ TA 2: Vahdat-Yavan Railway Feasibility Study)**  
**Country: Tajikistan**  
**CAREC CORRIDOR: 5, 6-C**

<b>1. Project Name:</b> Vahdat - Yavan Railway Construction
<b>2. Type of Project:</b> Railway Construction
<b>3. Project Location:</b> Tajikistan
<b>4. Sector/Subsector:</b> Transport/Railways
<p><b>5. Background and Rationale:</b> Tajikistan is landlocked country which relies mostly on roads to transport goods (60%) and people (80%). Tajikistan Railways (TJ) consists of three separate railways. In the north, there is a route which connects the Kyrgyz Republic and the Fergana Valley through Tajikistan to other parts of Uzbekistan, and to Kazakhstan and the Russian Federation. This is a transit route which accounts for most of the revenue of TJ. In the center of the country, there is a rail line connecting Dushanbe to points west of Uzbekistan, Turkmenistan, Kazakhstan, and ultimately the Caucasus (via Caspian Sea) and the Russian Federation. In the south, there is a railway that goes from Kulyab to the Uzbekistan border and then to Termez and again takes one to points west by rail or into Afghanistan (Hairatan). Road transport through northern Afghanistan ultimately leads to Iran where a choice between road or rail exists to reach the Arabian Sea or Turkey.</p> <p>A proposal has been made to link the central and southern railway routes and then to feed the major transport corridors going through Dushanbe east and west and also north and south. Indeed, if the railway line were completed from Vahdat to Yavan and then on to Nizhni Pianj and Kunduz in Afghanistan, it would be part of the proposed CAREC Corridors 5 and 6-c. However, the construction of a railway line from Kolkhozabad (near Dzhilikul) to Nizhni Pianj would be hard to justify given the existing line to Ayvadh and Amazagang (UZB) and then Termez.</p>
<b>6. Objectives:</b> The Project will improve railway connection.
<b>7. Scope:</b> The Project will involve the construction of 76 km of rail line between Dushanbe and Vakhsh.
<b>8. Estimated Cost:</b> About \$129 million.
<b>9. Financing Plan and Arrangements:</b> Government financing and/or external financing.
<b>10. Implementation Schedule:</b> 2010–2012
<b>11. Executing Agencies:</b> Ministry of Transport and Communications in conjunction with Tajikistan Railways (TJ).
<b>12. Estimated Benefits and Beneficiaries:</b> The main benefit will be enhanced economic opportunities through establishment of an efficient bulk transport system.
<b>13. Social and Environmental Issues:</b> Since the Project envisages new construction, appropriate social and environmental due diligence is needed.
<b>14. Priority of Project:</b>
<b>15. Project Status:</b> Financing by donors for the construction of 56-kilometer railway is being sought.
<b>16. Follow up Actions Required:</b>
<b>17. Issues/Constraints:</b>
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b>

**TAJ TA3: Dushanbe–Kyrgyz Border (Karamik) Railway**  
**Country: Tajikistan**  
**CAREC CORRIDOR: 3b, 5**

<b>1. Project Name:</b> Dushanbe-Kyrgyz Border (Karamik) Railway
<b>2. Type of Project:</b> feasibility study for proposed 300 km railway.
<b>3. Project Location:</b> central-northern Tajikistan.
<b>4. Sector/Subsector:</b> Transport/Railways
<b>5. Background and Rationale:</b> the proposed railway would connect with a proposed railway in the Kyrgyz Republic that would pass through Sary Tash and on to the rail connection from Kashi in China. This would provide a direct rail route linking Tajikistan, southern Kyrgyz Republic and the China Rail network. This would reduce transport costs and enable increased trade flows in the region.
<b>6. Objectives:</b> Assess the financial and economic viability of the proposed railway.
<b>7. Scope:</b> Full feasibility study (engineering leading to preliminary alignment, social, environmental, economic, and financial analyses).
<b>8. Estimated Cost:</b> About \$600,000 for the feasibility study and approximately \$1.6 billion to construct the railway in Tajikistan.
<b>9. Financing Plan and Arrangements:</b> external financing is being sought.
<b>10. Implementation Schedule:</b> 2013–2017
<b>11. Executing Agencies:</b> Ministry of Transport, Tajik Railways
<b>12. Estimated Benefits and Beneficiaries:</b> Transport costs would be reduced and the railway would facilitate increased trade flows within the region. The railway would network would extend from Tajikistan's northern border with the Kyrgyz Republic to its southern border with Afghanistan, which is also considering a railway to connect with the Tajikistan network.
<b>13. Social and Environmental Issues:</b> The new rail connection will pass through some very mountainous areas. A full environmental impact assessment will have to be conducted if the rail connection is built. Similarly, a detailed resettlement plan will be required if the rail connection is built.
<b>14. Priority of Project:</b> Medium to low.
<b>15. Project Status:</b> PRC conducted an engineering survey on the railway alignment (about 300 km) between Dushanbe and Karamik in March 2009. Proposed for financing.
<b>16. Follow up Actions Required:</b> Obtain financing and secure commitment from the Kyrgyz Republic that a rail connection to China will be built within the country.
<b>17. Issues/Constraints:</b> This would be a major investment project for Tajikistan that requires coordination with and commitment by the Kyrgyz Republic.
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> Conduct of the feasibility and railway construction will be contracted to the private sector.

**TAJ TA4: Kolkhozabad–Nizhni Pianj Railway**  
**Country: Tajikistan**  
**CAREC CORRIDOR: 5, 6c**

<b>1. Project Name:</b> Kolkhozabad-Nizhni Pianj Railway
<b>2. Type of Project:</b> detailed design and feasibility study.
<b>3. Project Location:</b> central to southern Tajikistan.
<b>4. Sector/Subsector:</b> Transport/Railways
<b>5. Background and Rationale:</b> The proposed railway is part of a 121 km line connecting the existing Tajikistan railway at the Kolkhozabad station to Kunduz and possible further extension to Kabul and Torkham in Afghanistan via the border at Nizhni Pianj. This would facilitate increased trade in the region.
<b>6. Objectives:</b> Assess the financial and economic viability of the proposed railway and provide detailed design for implementation.
<b>7. Scope:</b> full feasibility study (engineering leading to alignment staking, social, environmental, resettlement, economic, and financial analyses).
<b>8. Estimated Cost:</b> About \$67.51 million for the railway construction plus \$14.3 million for railway single-track bridge, \$0.21 million for construction of 350-meter regulating structures, and .52 million for the railway station with cargo terminal.
<b>9. Financing Plan and Arrangements:</b> External financing is being sought.
<b>10. Implementation Schedule:</b> 2011
<b>11. Executing Agencies:</b> Ministry of Transport, Tajikistan and Ministry of Public Works, Afghanistan.
<b>12. Estimated Benefits and Beneficiaries:</b> Transport costs would be reduced and the railway would facilitate increased trade flows within the region.
<b>13. Social and Environmental Issues:</b> The new rail connection will pass through some populated farming areas. A full environmental impact assessment will have to be conducted if the rail connection is built. Similarly, a detailed resettlement plan will be required.
<b>14. Priority of Project:</b> High
<b>15. Project Status:</b> Proposed for external financing
<b>16. Follow up Actions Required:</b> Obtain financing and security agreements with Afghanistan.
<b>17. Issues/Constraints:</b> Both Afghanistan and Tajikistan would like the railway to be built. However, obtaining the financing is the outstanding issue.
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b> The feasibility study will be contracted to a private company. The construction of the railway would be contracted to a private company. Operations could involve private sector participation.

**TAJ TA5: Railway Electrification (Bekabad-Kanibadam)****Country: Tajikistan****CAREC CORRIDOR: 2**

<b>1. Project Name:</b> Railway Electrification (Bekabad-Kanibadam)
<b>2. Type of Project:</b> Feasibility study and detailed design
<b>3. Project Location:</b> Eastern-Western Uzbekistan –Tajikistan - Uzbekistan
<b>4. Sector/Subsector:</b> Transport/Railways.
<b>5. Background and Rationale:</b> The proposed railway segment between Bekabad and Kanibadam (about 110 km) constitutes an important segment of a regional railway connecting Aktau (Kazakhstan) through Uzbekistan to Kara Suu (Kyrgyz Republic).
<b>6. Objectives:</b> Increase in train speed and capacity with savings in fuel.
<b>7. Scope:</b> Conduct feasibility and detailed design for the electrification of the section within Tajikistan.
<b>8. Estimated Cost:</b> About \$600,000 for full feasibility study.
<b>9. Financing Plan and Arrangements:</b> External financing is being sought.
<b>10. Implementation Schedule:</b> 2011–2013
<b>11. Executing Agencies:</b> Ministry of Transport, Tajikistan
<b>12. Estimated Benefits and Beneficiaries:</b> Reduction in congestion and operating costs.
<b>13. Social and Environmental Issues:</b> No negative social or environmental impacts.
<b>14. Priority of Project:</b> Medium
<b>15. Project Status:</b> For consideration.
<b>16. Follow up Actions Required:</b> Secure funding.
<b>17. Issues/Constraints:</b>
<b>18. Public-Private Sector/Private Sector Participation Opportunities (PPP/PSP):</b>