

# PROSPECTIVE RAILWAY PROJECTS







CAREC 2030 CONNECTING THE REGIONS FOR JOINT AND SUSTAINABLE DEVELOPMENT



PROSPECTIVE RAILWAY PROJECTS



## ELECTRIFICATION OF THE BUKHARA-URGENCH-KHIVA RAILWAY LINE

## KEY INDICATORS OF PROJECT

	Total length of tracks, including	573 km
1	-Bukhara-Misken	357,20 km
	-Misken-Urgench-Khiva	108,34 km
2	Construction of: - traction substations; - caternary system maintenance on-duty points	8 pcs. 8 pcs.
3	Period of implementation	5 years
4	Preliminary cost of Project	324,40 million USD
	Cost of external power supply (approximate)	140,40 million USD
	Project funding sources:	
5	- own funds;	156,20
	- borrowed funds from the ADB	168,20

ANTICIPATED RESULTS FROM PROJECT IMPLEMENTATION:

<ul> <li>Reduction of operating costs and adverse environmental impact;</li> </ul>	<ul> <li>Creating new jobs;</li> </ul>
<ul> <li>Increasing the quality of services</li> <li>provided to customers due to</li> </ul>	<ul> <li>Organization of high-speed traffic of passenger trains;</li> </ul>
increase of traveling speed;	<ul> <li>Creating favorable conditions for tourism development.</li> </ul>

Increasing the throughput and carrying capacity of railway track;





MAP of Railway Electrification

DIAGRAM of the Bukhara-Urgench-Khiva Railway Section



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## ELECTRIFICATION OF THE KASHKADARYA-BUKHARA RAILWAY LINE

## KEY INDICATORS OF PROJECT

1	Total length of the line to be electrified	145,0 km
2	Construction of: - traction substations; - caternary system maintenance on-duty points	3 pcs. 3 pcs.
	- modernization	8 stations
3	Period of implementation	3 years
4	Preliminary total cost of Project	130,0 million USD
5	Project funding sources:	million USD
	- own funds;	60,0
	- borrowed funds from the ADB	70,0

ANTICIPATED RESULTS FROM PROJECT IMPLEMENTATION:

- Reduce operating costs by 32.92%

- Reduce the material resource requirement due to exclusion of diesel fuel by 4162.5 tons/year;

 Increase the quality of service provided to customers due to increase of traveling speed;

Reduce the time for freight deliver and passengers en-route time by 33.5%;  Reduce the adverse impact o railway transport on environment and people;

Increase throughput capacity an carrying capacity of railway track by 28%;

-Creating new jobs during construction – 108 people during operation – 140 people.





MAP of Railway Electrification

DIAGRAM of the Kashkadarya-Bukhara Railway Line



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## CONSTRUCTION OF THE MAZAR-E-SHARIF-KABUL-PESHAVAR NEW RAILWAY LINE

### KEY INDICATORS OF PROJECT

1	Total length of railway line (to the Pakistan border)	573 km
2	Type of traction	diesel locomotive
3	Slope of track	up to 27 %
4	Minimum radius of curves	400 m
5	Earthworks	298,6 million m <sup>3</sup>
6	Stations and crossing loops	27 pcs.
7	Railway crossings	84 pcs.
8	Laying main tracks	561 km
9	Laying station tracks	165 km
10	Laying track switches	471 sets
11	Trunk communication line	652 km
12	Artificial structures (pcs./km) including: - tunnels (pcs./km) - bridges and overpasses (pcs./km) - culverts (pcs./km)	912/111,5 7/78,5 264/18 641/15
	Preliminary costs for project implementation, including:	4 838,9 million USD
13	- construction of railway lines within Afghanistan	3 973,8
	<ul> <li>purchase of construction machinery</li> </ul>	150,0
	<ul> <li>design, investigation, geological works, surveys of the route, etc.</li> </ul>	159,1
	11	240
	- payroll	240
	- payroll - infrastructure facilities	220,5
	<ul> <li>payroll</li> <li>infrastructure facilities</li> <li>the cost of production of inert materials and reinforced-concrete products,</li> </ul>	220,5 50,0



#### PROSPECTIVE RAILWAY PROJECTS



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## CONSTRUCTION OF NEW RAILWAY LINE CHINA-KYRGYZSTAN-UZBEKISTAN

## KEY INDICATORS OF PROJECT

1	Total length of railway line (within Kyrgyzstan)	473 km
2	Type of traction	diesel locomotive
3	Slope of track	up to 27 %
4	Stations and crossing loops	24 pcs.
5	Total length of trunk communicaiton line	<b>478</b> km
	Artificial structures (pcs./km) including:	1421 pcs.
6	- tunnels (pcs./km) - bridges - overpasses (pcs./km) - culverts (pcs./km)	29 pcs. 90 pcs. 6 pcs. 1296 pcs.
7	Project implementation time with parallel design	8 years
8	Preliminary costs for project implementation: - with transshipment of freight at Dostuk station - with transshipment of freight at Jalalabad station	million USD 4 800,0 5 180,0
9	Average revenue from shipments: Dostuk station option: Jalalabad station option:	million USD 407,7 325,5

### ANTICIPATED RESULTS FROM PROJECT IMPLEMENTATION:

 Reduction of freight transportation distance from China to Uzbekistan and the countries of the region by 1358 km (from 1831 km to 473 km);

 Reduction of freight transportation distance from P.R.C. to the European countries by 1000 km;  Further growth of minerals production and processing in Kyrgyzstan;

 Raising the competitiveness of the transport routes in the region through further growth and development of multimodal transportations.





### Location of transshipment stations with change of track from 1520 mm to 1435 mm





## ELECTRIFICATION OF THE PAP-KOKAND-ANDIJAN RAILWAY LINE

### **KEY INDICATORS OF PROJECT**

1	Total length of main tracks;	181,4 km
2	Organization of high-speed traffic of passenger trains	KC-160 km/h
3	Construction of: - traction substations; - caternary system maintenance on-duty points - construction microprocessor interlocking	2 pcs. 2 pcs. 14 pcs.
4	Period of implementation	2019-2022
	Derrowed funds of ADD	
5	Signaling, interlocking and communication Traction substations and substations SCADA system Machines and mechanisms	million USD 52,00 11,50 2,50 4,00
6	Signaling, interlocking and communication Traction substations and substations SCADA system Machines and mechanisms Sources of project financing: - own funds - ADB loan funds	million USD 52,00 11,50 2,50 4,00 million USD 30,0 70,0

ANTICIPATED RESULTS FROM PROJECT IMPLEMENTATION:

 Reduction of operating costs and adverse environmental impact;

 Development and modernization of the united railway network of Uzbekistan

 Increasing the quality of services provided to customers due to increase of traveling speed;  Increase throughput capacity and carrying capacity of railway track;

- Creating new jobs;

 Comprehensive economic and social development of Namangan, Fergana and Andijan regions and creating favorable conditions for tourism development.





### FORECAST INDICATORS

	2020	2025	2035
Passenger flow (thousand PAX)	307,1	441,5	441,5
including passenger turnover (thousand passenger-km)	55,72	80,09	80,09
freight flow (million tons)	18,11	30,02	33,80















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