



# Investment policy of SJSRC “Uzbekiston temir yo’llari”

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***The state Joint-Stock Railway  
Company “Uzbekiston temir yo’llari”***

***SJSRC “Uzbekiston temir yo’llari” was  
established on 7 November 1994.  
The company is the successor of  
Central Asian Railways network***



# Railway network of Uzbekistan



## UZBEKISTAN RAILWAYS





# **Railway Facilities**

**Total length of Uzbek railways is more than 6 020 km including:**

- **Main lines – 4 230 km;**
- **Double tracks – 392 km;**
- **Single tracks – 3 838 km;**
- **Station and side railway lines – 1 790 km;**
- **Electrified – 1 046,7 km.**



**Implemented investment projects realized  
sharing with foreign investments**



## “Augmentation of the passenger railway transportation” – with partnership Japan Agency for International Cooperation (JICA)

The leading enterprise of the railway sector of Uzbekistan  
– Tashkent Plant on Refurbishing Passenger Wagons was  
constructed under loan agreement between Government  
of Uzbekistan and JICA in 1996.

The plant commissioned in 2001.

JSC “Tashkent Plant on Refurbishing Passenger Wagons”  
- the only enterprise of Uzbekistan which specializes in  
repairing, modernization, and refurbishing  
of passenger wagons.



# Compartment type passenger coach with installed AC system





# Interior of the passenger wagon



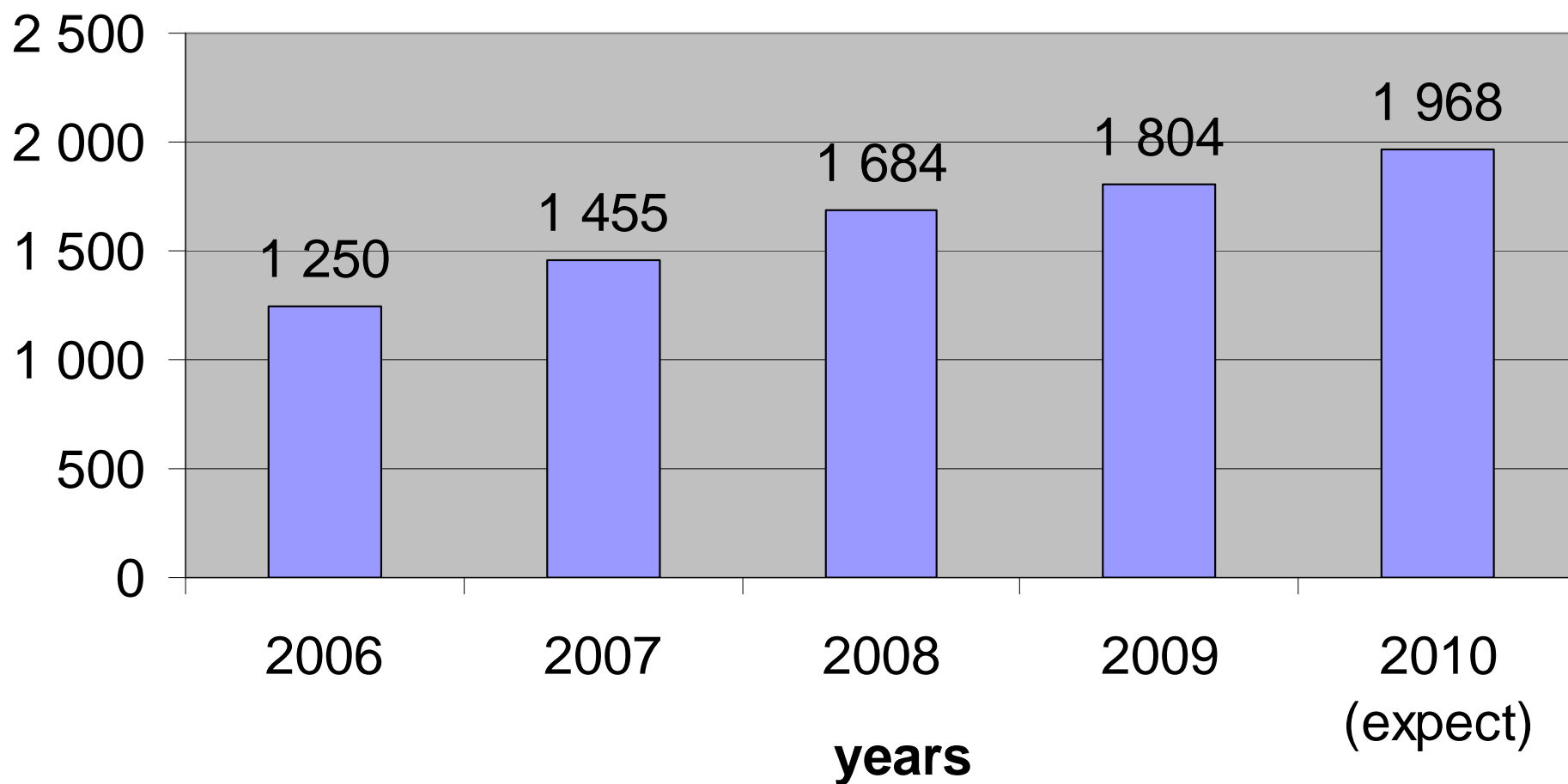


**“Reconstruction of the Railways of Uzbekistan”  
and  
“Modernization of the railways of Uzbekistan” –  
Investor “Asian Development Bank”**



# Dynamics of growth of freight transit at main railway line Keles- Khodjadavlet and vise versa

Thous.tonn





**“Locomotives upgrade”  
investor**

**“European Bank for Reconstruction and Development”**

**Electric locomotive O`Z-0001**





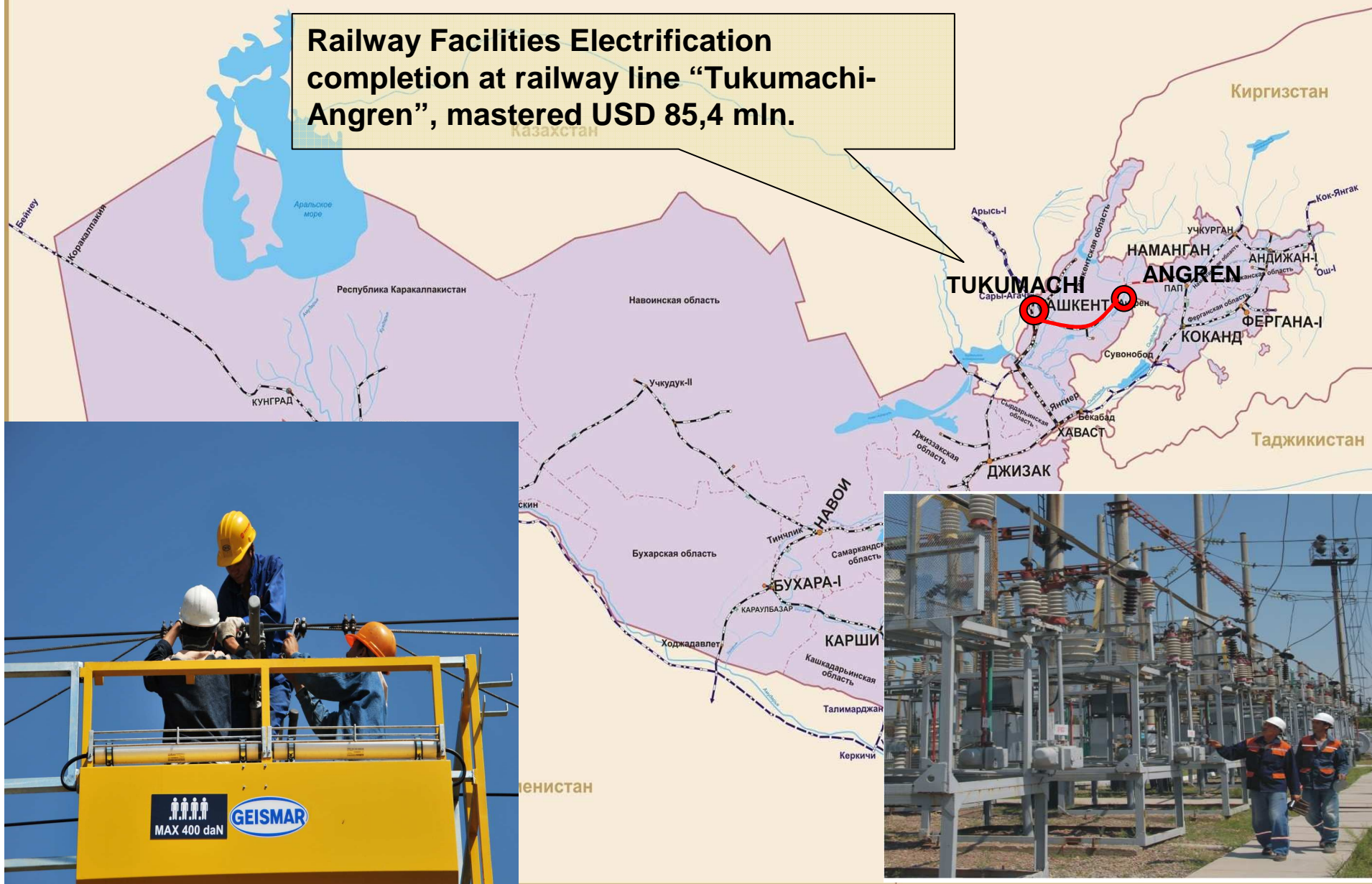
**“Electrification of the railway line between  
Tashkent and Angren”  
investors:  
“KfW” and Kuwait Fund of Arabic Economic  
Development**





# КАРТА ЖЕЛЕЗНЫХ ДОРОГ РЕСПУБЛИКИ УЗБЕКИСТАН

**Railway Facilities Electrification completion at railway line “Tukumachi-Angren”, mastered USD 85,4 mln.**





340 km long new railway line  
“Navoi-Uchkuduk-Sultanuizdag-Nulus”,  
implemented at the expense of UTY







# КАРТА ЖЕЛЕЗНЫХ ДОРОГ РЕСПУБЛИКИ УЗБЕКИСТАН

## Construction of railway line “Navoi-Uchkuduk-Sultanuizdag- Nukus”.





# Dual auto and rail transport bridge over Amudarya river





# New railway line “Tashguzar-Boysun-Kumkurgan” - investor “JICA”



**Railway station Tashguzar**

**Railway station Darband**

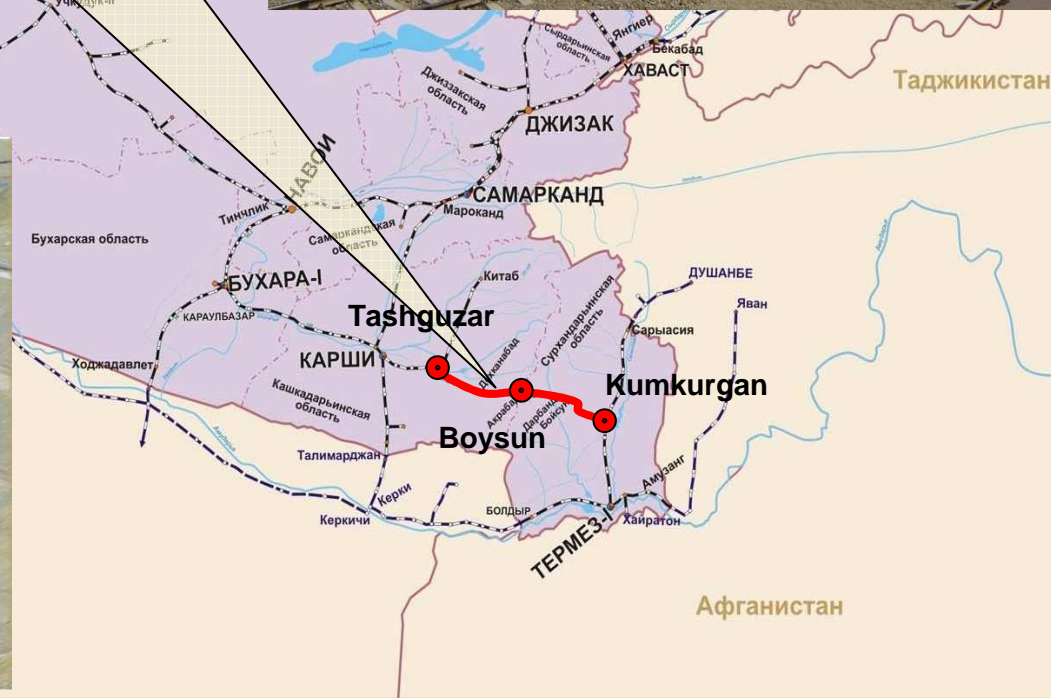






# КАРТА ЖЕЛЕЗНЫХ ДОРОГ РЕСПУБЛИКИ УЗБЕКИСТАН

USD 447,5 mln. worth of investments were spent for construction of the railway line "Tashguzar-Boysun-Kumkurgan"







**Ferroconcrete railway bridge with ferroconcrete superstructures**

**Railway bridge with iron superstructures**





# **Investment projects realized at the expense of international investments**



## **“UTY Passenger locomotives fleet upgrade. Procurement of 15 passenger electric locomotives” - at the expense of the loan of China**

The benefits of the project:

- Service quality improvement to passengers;
- Reduction of traction and operation costs;
- Growth of the maximum train velocity from 100 – 120 km/h up to 160 km/h;
- 30 minute passenger transportation time reduction on the way from Tashkent to Samarkand;
- 15% traction electricity consumption reduction due to application of induction motors;
- Electricity consumption reduction due to RUOP braking application, energy feedback to the HEV lines.



# Electric locomotive O`Z-Y0101





**“Development of railway maintenance base and organisation of wagons construction” - investor European Bank for Reconstruction and Development**



# DC “Casting and mechanic plant”



**Gondola wagons with dead butts and unloading gates**

**Solid Iron box cars with widened gates.**





# Perspective investment projects

SJSRC “Uzbekiston temir yollari” has intention to electrify the following railway stages:

- Marokan – Karshi, 140 km long railway stage funded by ADB. Approximate estimate USD 100 mln.;
- Karshi - Tashguzar – Boysun – Kumkurgan, 325 km long railway stage funded by the Government of Japan. Approximate estimate USD 157 mln;
- Marokand – Navoi – Bukhara. To be funded by ADB. Approximate estimate USD 200 mln.



**The Resolution of the President of the Republic of  
Uzbekistan № 1074 as of 18 March 2009 ratifies the  
Complex development and modernization of the  
railways for the period 2009-2013**

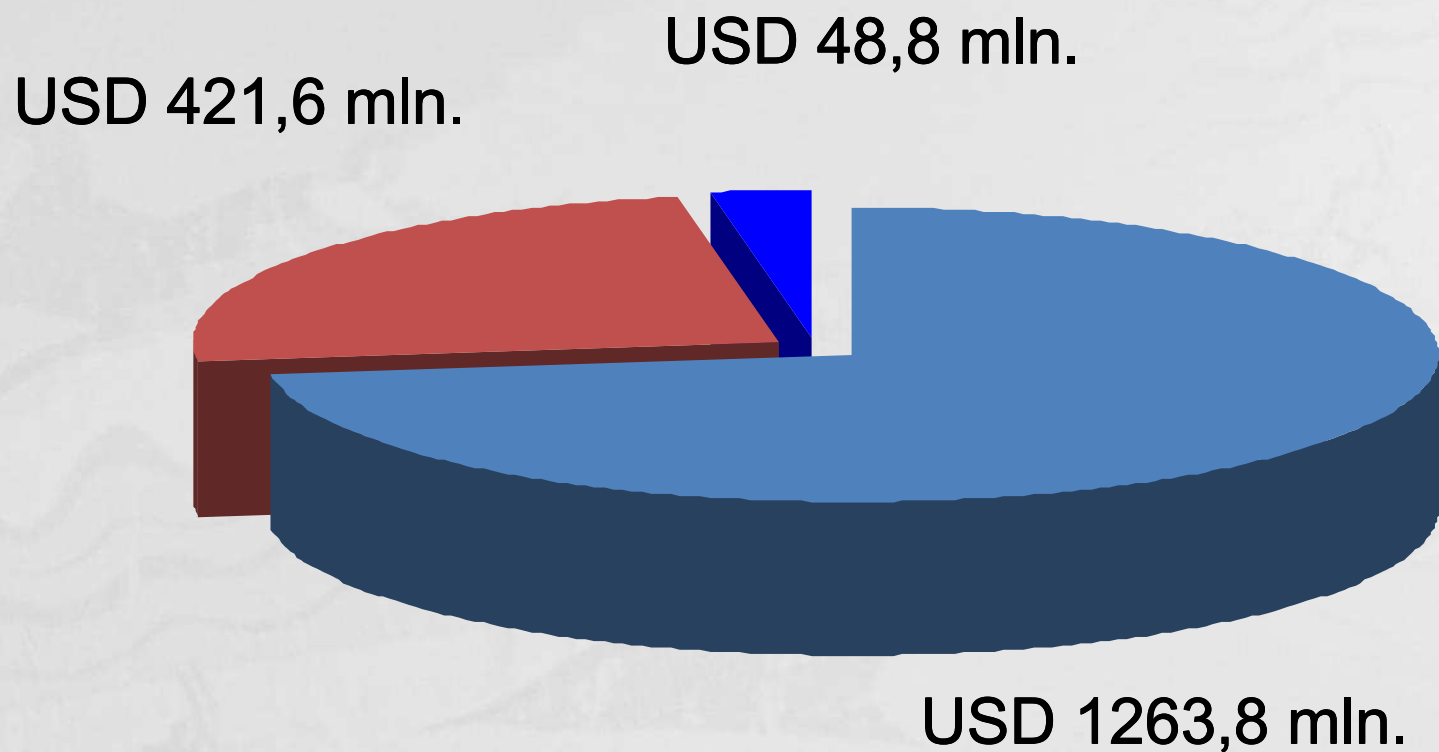


## The core fields of the program:

- Locomotives and wagons fleet upgrade;
- Modernization of existing and construction of the new railways;
- Electrification of the railways;
- Introduction of modern signalling and telecom systems.



# Sources of funding



■ Internal funds of the company

■ Foreign investment

■ The means of fund for reconstruction and development of the Republic of



**As per the resolution of the President of the Republic of Uzbekistan №P-3475 as of 06.08.2010. UTY developed the program “On facilitation of infrastructure development, transport and communication construction for 2011-2015”.**

**The program incorporates:**

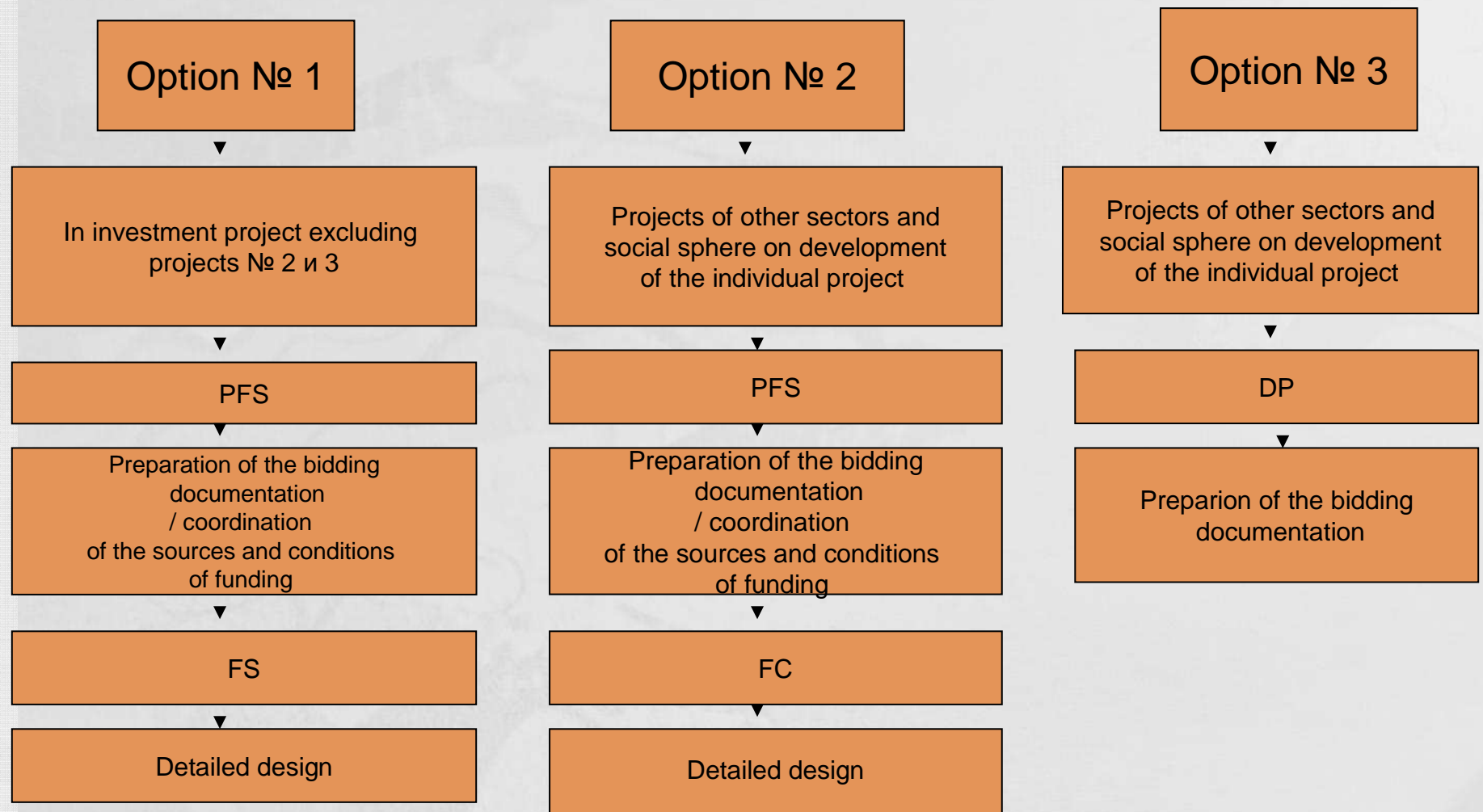
- Procurement of two high speed passenger trains Talgo-250;
- Construction of the railway infrastructure for high speed passenger transportation between Tashkent and Samarkand;
- Electrification of the railway stages between Marokand and Karshi, Marokand and Bukhara;



**Resolution of the Cabinet of Ministers of Uzbekistan №  
110 as of 07 June 2007 affirms the Statute on  
development and conducting of investment project  
expertise**



# Scheme of development of conceptual and detailed design materials



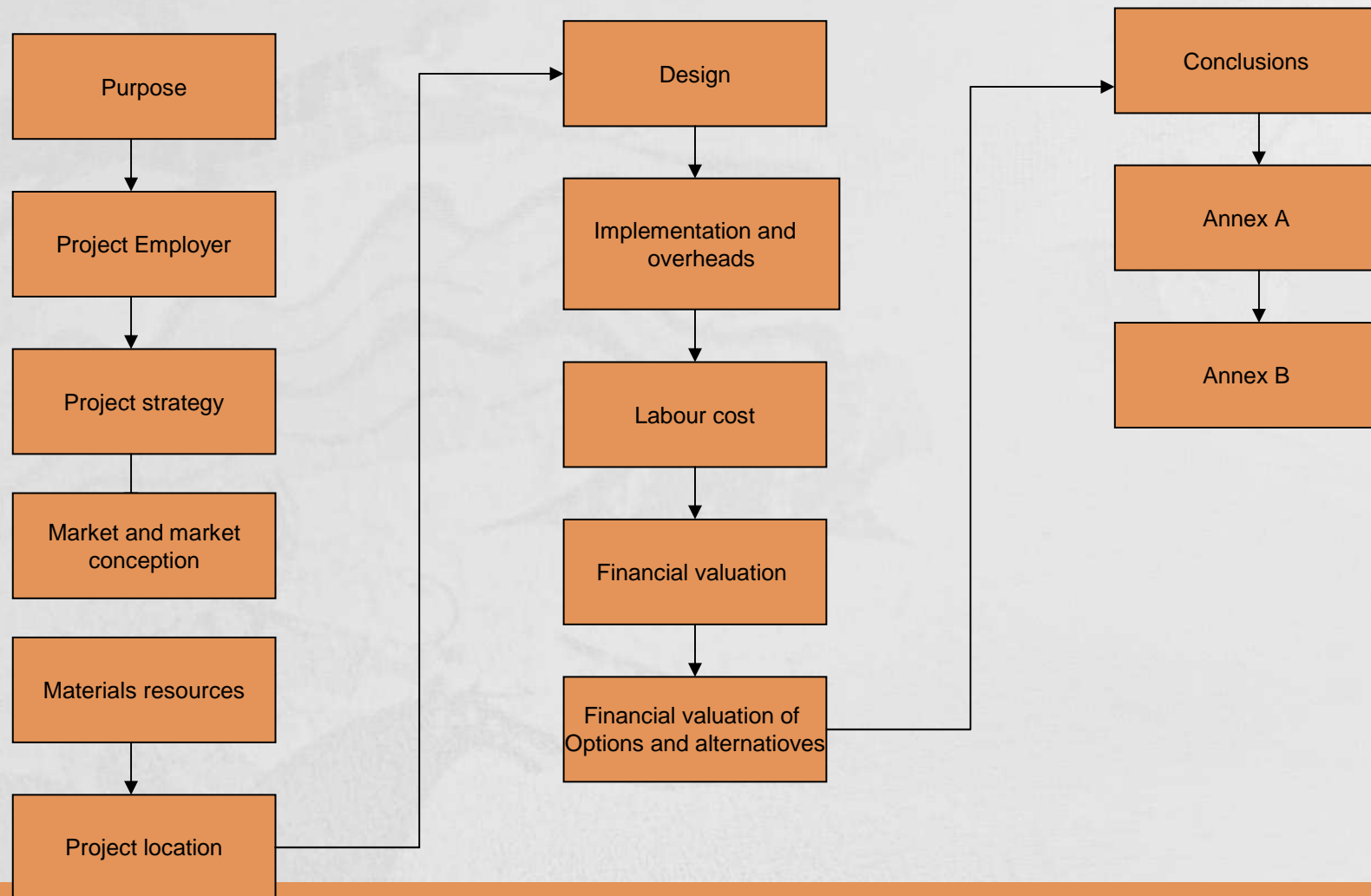


# Typical structure of the Prefeasibility study

1. Purpose of the project;
2. Object characteristics;
3. Facilities location justification as per construction norms;
4. Conceptual design;
5. Environment Evaluation Report (damage to the environment due to project implementation);
6. General and principal technical solutions on engineering and equipment of the Facilities;
7. Characteristics of construction techniques and equipment;
8. Preliminary scheme of project implementation;
9. The preliminary construction cost;
10. Valuation in hard currencies.
11. Project cost valuation
12. Project risks valuation



# The structure of the typical Feasibility Study of Investment Projects





***Thanks for attention!***