

# Development of the project idea



The share of emissions from the transport sector

In Uzbekistan 1.3 million tons of harmful emissions into the atmosphere come from transport sector (2021)



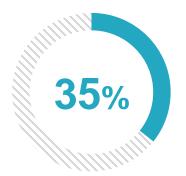
**Emissions in Tashkent** 

In the city of Tashkent, 397 thousand tons comes from motor vehicles (2021)



**GHG** from transport

Direct greenhouse gas emissions (GHG) in the Uzbekistan transport sector is 8.5 mln tonns (2018)



Decreasing GHG emission

Goal of decreasing in specific GHG emissions per unit of gross domestic product by 35% from the 2010 level.



Increasing level of vehicles

The average number of newly registered vehicles in the country in last 10 years is 200 000

## Outputs and outcomes of the project

#### **Outcome 1**

The Government establishes an institutional framework and adopts a strategy for the promotion of gender inclusive low-carbon electric mobility and Green Urban Transport Corridors (GUTC)

#### Outcome 2

Pilots in
Tashkent provide
evidence of
technical, financial
and environmental
sustainability to plan
for scale-up of lowcarbon e-mobility
and GUTCs

#### **Outcome 3**

Conditions are created to shift market towards low carbon e-mobility and accelerate adoption of e-vehicles and GUTCs

#### **Outcome 4**

Measures are developed to ensure the long-term environmental sustainability of evehicles and GUTCs

02

03

04

# The budget of the project

#### **Global Environment Facility (GEF)**

Ministry of Transport

7 mln USD for e-bus procurement

#### **Ministry of Ecology**

**300 000** USD for assistance and guidance on the design of an ambient air quality programme

Turin Polytechnic University 300 000 USD

JV UzTruck and Bus Motors 500 000 USD

3,5 mln USD grant funds



JSC Uzavtosanoat 300 000 USD

Tashkent Bus company "Toshshaxartansxizmat" JST

6,6 mln USD for e-bus procurement

**UNDP** 

0,3 mln USD

ToshkentboshplanLITI
70 000 USD

#### **Uzhydromet**

**450 000** USD for Assistance to determine the best course of action for calculating air quality

International Solar Energy Institute
300 000 USD

# Stakeholder Engagement Plan



#### 7 mln USD

The implementing partner of the project

#### 6.6 mln USD

The responsible partner of the project, procurement and operation public bus transport

#### 2.8 mln USD

The lead agency for the planning, engineering, construction and maintenance of GUTC infrastructure

#### 0,3 mln USD

Assistance and guidance on the design of an ambient air quality programme

#### 0,4 mln USD

Assistance to determine the best course of action for calculating air quality

#### 0,4 mln USD

Oversight and monitoring of the project

Total 13 stakeholders, with 25,5 mln USD co-financing

# Action plan for the implementation of tasks

### 2022

- ✓ Project team establishment
- ✓ Inception workshop
- ✓ Study tour
- ✓ Project Board Meeting

### 2023

- ✓ Baseline survey
- ✓ Consultations
- ✓ Procurement of E-Busses
- ✓ GUTC design
- ✓ GUTC feasibility study

### 2024

- ✓ A public campaign
- ✓ Operation of E-bus
- ✓ Construction of GUTC
- ✓ "Post-construction" data collection
- ✓ Publication of a knowledge products

### 2025

- National Strategy and Roadmap on electric vehicles
- Municipal-level strategy for increased adoption of EVs and development of GUTCs

### 2026-27

- Workshops and technical assistance for municipal personnel
- Curriculum for e-vehicles and green urban transport in higher educational institutions
- ✓ Feasibility study and business plans for the scale-up of e-bus fleets and additional GUTCs in the other cities

# Gender Action Plan

# **Project indicators**

#### Indicator 1: Indicator 2: **Indicator 3: Indicator 7: Indicator 4: Indicator 5: Indicator 6:** 1-5 3 1 3000 - 6000 60,000-68,000 5%-10% 9,590-20,700 Number of Number of Number of adopted gender direct project consequential Emission Cumulative adopted gender completed project inclusive beneficiaries reductions. direct reduction inclusive feasibility national and beneficiaries cumulative of pollutant load disaggregated national policies (for CO, NOx municipal level studies for pilot by gender disaggregated lifetime direct and regulations GUTC and e-(tonnes of and NH) strategies and (number of by gender to support bus fleet plans that (individual CO2ea) along GUTC passengers growth and corridor (% increase the using new people) increased use uptake of EVs Shota Rustaveli reduction) of EVs and the and GUTC e-bus development of development of route per day) GUTCs **GUTCs Indicator 11: Indicator 10: Indicator 8: Indicator 12:** Indicator 9: Indicator 13: **Indicator 14:** 7.5-16.6 km 10-30 2 50-100 2 1 Number of joint Kilometers of Number of e-Number of Number of Number of Number of pilot GUTC buses in developed students (% actions adopted reports on best corridor gender-inclusive female auidelines for operation along proposed by practices and

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students)

graduated

enrolled and

on courses for

e-vehicles and

green urban

development

municipalities

and dates) on

environmental

(with targets

improving

urban

quality

re-use and

recycling of

batteries

downgraded EV

lessons learned

from the

Uzbekistan

shared with the global

programme

project that is

developed

pilot GUTCs

with gender-

features such as

at least 1 or 2

female drivers

inclusive

for e-bus.

guidelines and

documents for

Tashkent City

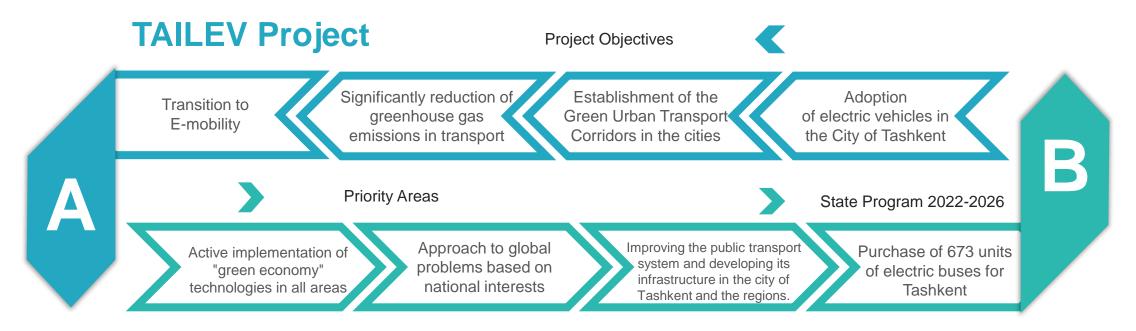
developments

on EV fleets and

regulatory

**GUTC** 

# The linkage between this project and the seven priority areas of Uzbekistan Development Strategy



Uzbekistan
Development Strategy
2022-2026



# Project contribution



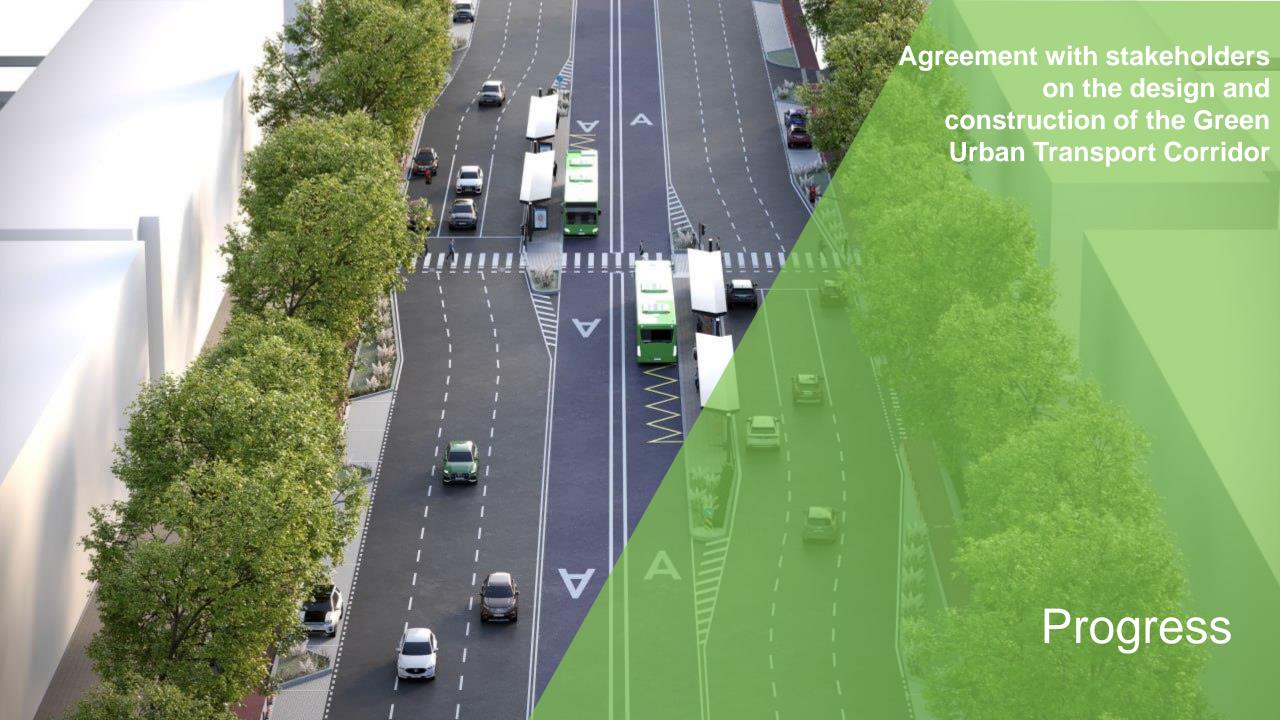








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# Green Urban Transport Corridors

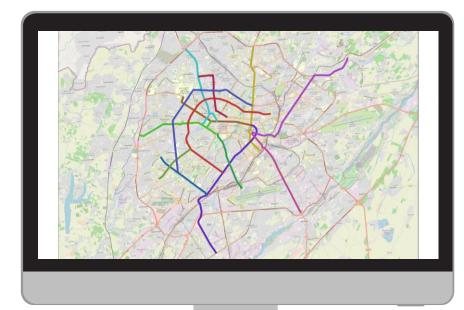
Overall 13 public transport corridors in Tashkent

Best international practices

The project covers Shota Rustaveli street in Tashkent **Dedicated bus lanes** 

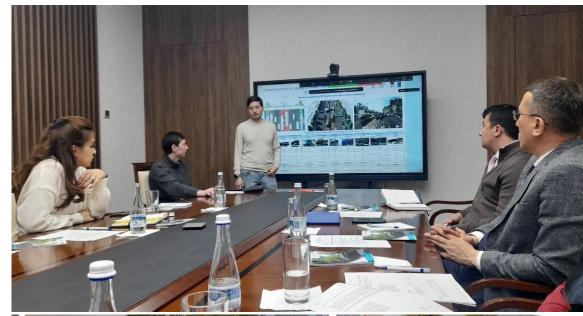








# Project contribution







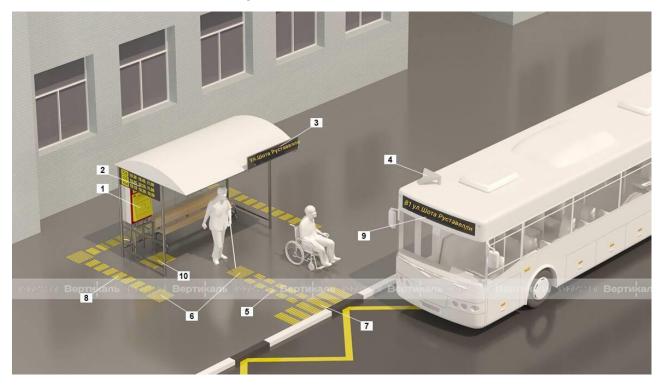


### Increasing the safeness of the public transport infrastructure

#### Current situation



### Developed recommendations



Improved public transport along the Shota Rustaveli GUTC with a special focus on the health and economic benefits of electric transportation to vulnerable sectors of the urban populations of Uzbek cities

# CONSULTATIONS WITH PROJECT BENIFICIARIES



## **CONSULTATIONS**

with **203** business representatives

Over **400** proposals and recommendations from the beneficiaries for designing GUTC

