1. BACKGROUND

The Republic of Uzbekistan (the “RoU”) has approached the European Bank for Reconstruction and Development (the “EBRD” or the “Bank”) with a request to finance, on a sovereign basis, a rehabilitation of around 220 kilometres of existing road network in Horezm Oblast (the “Project”).

Horezm Oblast (the “Oblast”) is located in the west of Uzbekistan on the border with Turkmenistan. The Oblast’s population is estimated at 1.7 million, with 150 thousand living in its administrative centre, the city of Urgench (“Urgench”), 400 thousand living in larger towns and the remaining 70 per cent living in rural areas. Urgench is 700 kilometres from Tashkent, the RoU’s capital.

The road network in the Oblast totals 2,210 kilometres, and comprises 113 kilometres of international roads, 706 kilometres of national roads and 1,391 kilometres of local roads. These roads are maintained by the Committee for Automobile Roads (the “Committee”) under the Ministry of Transport (the “Ministry”), while the public local roads are maintained by Khokimiyat of the Oblast (the “Khokimiyat”).

The regional road network, essential for internal mobility and regional development, was built in the 1950-60s and requires rehabilitation. In addition, the area faces increased risks due to climate change; flooding and high temperatures have been identified as risks to the Oblast’s road network. These climate risks, combined with the poor road condition, could increase the likelihood of weather-related damage and disruption to the road network’s assets and operations.

The proposed Project is preliminary expected to include the following sections of the public regional roads in the Oblast (“Initial Sections”):

- 4p156 “Urgench - Honka - Hozoraps - via Toshkot - A380 highway (570 km)” (74 km);
- 4p157 “Urgench - Yangiark city” (14 km);
- 4p157a “Access to the city of Khiva” (15 km);
- 4p160 “Urgench - Gurlan - Mangit - the border of Turkmenistan” (70 km);
- 4p160a “Access to the Amu Darya through the Jumurtau quarry” (9 km);
- 4p156g “Access to the border of Turkmenistan” (15 km);
- 4p156d “Entrance to the city of Pitnak” (8 km);
- 4p181 “A380 Highway - Kipchak Marina - Mangit City” (18 km).

The map of the Oblast with Initial Sections is presented in Annex 1. Photo examples of current road condition could be found in Annex 2.

The Project’s positive economic impact is expected to be driven by reductions of travel time and road user costs; additionally, the Project is expected to improve climate resilience and road safety, contribute to increases in domestic and international trade. The Project is also important from job creation perspective and could become an important contributor to the country’s efforts to recover from impact of COVID-19 outbreak.
2. OBJECTIVES

The Bank wishes to commission a suitably qualified consultant (the “Consultant”) to prepare a comprehensive feasibility study (“FS”) to assess the investment needs in the Oblast’s road sector and to determine a priority investment programme worth approximately USD 151 million (the “PIP”), which could be further split into several tranches. In addition, the Consultant will conduct Environmental and Social scoping to evaluate the PIPs impacts and benefits. The Consultant will also conduct institutional assessment of the sector to identify options for the Bank to engage in policy dialogue.

The overall objective of the assignment is to provide detailed information so that the Bank could appraise and structure the Project and take a decision on the prospective financing. The result of a feasibility study will be to establish spatial, climate resilience, environmental, social, financial and economic justification for the proposed investment.

3. SCOPE OF WORK

The scope of services comprises, but is not limited to, the following tasks:

Part 1. Technical Due Diligence

Task 1.1: Sections selection and data collection - the Consultant shall:
- Work with the Committee and other relevant authorities to identify the priority road sections in need of rehabilitation (“Priority Sections”), based on field survey, existing studies, relevant regional and strategic assessments and other available information, using Initial Sections as a starting point. Total length of Priority Sections and amount of investments are expected to be comparable to length of Initial Sections.
- Review relevant available information concerning Priority Sections, including but not limited to: local development plans, scoping assessments, route alignment, data on climatic conditions (including inter alia, precipitation volumes and event frequencies, temperature ranges and extremes, flood risks and landslide risks both historically and over the future lifetime of the project), available environmental and social baseline reports and other readily available data, including one gathered during site visits.

Task 1.2: Traffic Analysis and Forecast - the Consultant shall:
- Perform a traffic study, including traffic counts and Origin-Destination survey, for Priority Sections using the most appropriate and cost-efficient method (manual counts, automatic traffic counting stations, drones, satellite imagery, etc.). The survey programme shall be proposed in a separate survey plan to be submitted as part of the Inception report. The costs of any such surveys are expected not to exceed EUR 60 thousand and should be budgeted as a separate line in the proposal.
- Perform a traffic demand assessment for Priority Sections to provide a robust, but focused traffic demand forecast for the next 25 years.
- Prepare traffic forecasts based on the traffic study and Origin-Destination data (more details below). Realistic annual traffic growth rates for the base year and the next 25 years shall be determined that consider COVID-19 impact, national economic growth as well as future regional development, including any relevant ongoing, committed or otherwise planned/expected road projects.

Traffic forecasts shall be based on thorough data collection and analysis. Indicatively, this shall include but is not limited to the following:
- Review of existing studies, including existing traffic studies in order to obtain traffic data and observed traffic growth rates;
- Review of existing economic studies in order to assess distribution of socio-economic parameters over the studied zone, with such indicators as GDP or income per family, number of cars per family, population, employment, etc.;
- Analysis of the planned sectoral development and regional strategies, in order to estimate possible low and high growth rates;
- Meetings with local authorities or the likes and all concerned demographic and economic actors for demographic and economic data collation;
- Roadside surveys (Origin-Destination);
- Traffic counts;
- If such documents are available, review of axle load surveys, road roughness surveys, historical geotechnical analysis, laboratory testing of existing soil and material properties and construction materials, bridge and structural conditions surveys, drainage surveys, road safety issues, etc.

**Task 1.3: Preliminary Alignment and Initial Cost Estimates**

Based on outcomes of previous tasks and other available information, the Consultant shall make a preliminary assessment of the existing road alignment, propose revisions/realignments/measures in order to improve the geometric characteristics, the resilience to climate change, road safety and prepare relevant cost estimates. Several options should be proposed and considered, including various technical solutions and amending number of total travel lanes and their widths. The choice of road surfacing materials should be analysed. The recommended revisions / measures should be based on international best practice and innovative design principles and should cover both the design and operation phases of the road sections.

Based on the above findings and local/international benchmarks, the Consultant will provide a preliminary quantities estimate for the proposed road construction / rehabilitation / upgrade as applicable including all required services, such as pre-design investigations, design, road safety audit, supervision etc. The principal considerations shall include common excavation, sub-base material, base and surfacing materials, numbers and sizes of drainage structures, major bridges and other major structures and miscellaneous items as far as it is applicable for the technical drawing scale of 1:25,000.

The Consultant will present, justify and develop in more technical detail the PIP broken down into elements for a period of 4 years, potentially split into several tranches.

Requirements for increasing the lane provision of the road shall be determined to ensure that the road provides adequate traffic capacity at least a 25-year operating period.

One of the major concerns is to keep the construction as well as the maintenance and other life-cycle costs of the road at minimum whilst maintaining the economic viability of the Project. Since higher geometric design standards translates to higher costs, this implies a reasonable reduction of the standards of the road. Therefore, the Consultant is required to evaluate and propose design standards balancing the costs involved.

**Task 1.4: Cost Benefit Analyses and Feasibility Study compilation:**

The general objective is to provide a critical investment assessment and evaluate the Project based on updated traffic forecasts, investment and operational costs. This activity will draw from previous elements of the study, in order to elaborate on and justify the feasibility of the
investment by assessing the "with-project" scenario against the 'reference' (or "do-minimum") scenario, by means of both, a socio-economic and a financial evaluation.

The economic analysis shall consider investment costs, as well as cost savings on road maintenance, road user cost savings, travel time cost savings between the do-minimum (without project scenario) and the do-something (without project) scenario, over a 25 year operating period, following the opening of new re-aligned road to traffic. Accident cost savings shall also be included in the economic analysis, if reliable accident records are available for the existing road. The economic analysis shall determine the economic net present value (ENPV) and the economic internal rate of return (EIRR) of the proposed project on the back of a solid cost benefit analysis. The projections shall be fully consistent with the Project terms and based on prudent assumptions. Macro assumptions will be provided by the Bank. The model should be simple, easy to use and understand and compliant with the FAST standard (https://www.fast-standard.org/the-fast-standard/).

Sensitivity analysis shall be carried out to determine how EIRR varies with changes in investment cost, road user costs, time costs and traffic growth rates.

**Task 1.5: Procurement and Implementation Strategy**

The Consultant will prepare a Procurement and Implementation Strategy taking into consideration the Bank’s Procurement Policies and Rules, ("PP&R") which can be accessed via the EBRD website through the following link: http://www.ebrd.com/work-with-us/procurement/policies-and-rules.html.

The Consultant will present and assess which procurement and implementation strategy would best fit the scenario, outlining pros and cons for each alternative, and draft a preliminary procurement plan, including detailed descriptions of all project components grouped into categories and expected contracting packages. The Consultant will specifically take account of how contracting packages are to be delivered effectively maximising the competition through mobilisation of the sufficiently qualified international and local participants.

The Consultant will develop an implementation schedule for each Project component, describing the manner in which the construction or implementation activities will proceed and providing assumptions about procurement, delivery and execution times.

In the preliminary procurement plan, the Project components included in the PIP will be broken down into specific contracts with the aim of keeping the number of said contracts to a minimum. The Consultant will take into account the services, supplies and works needed to implement the required contracts. The Consultant should analyse the pros and cons of splitting the Project roads into separate tenders / contracts vs having one / few Main Contractor[s] who then will be responsible for the specific packages of the roads including managing all subcontractors, with the same for the Investigations and Design services, Road Safety Audits, the Supervision Engineer services. The Consultant also will have to assess and take into account the capacity of the Client and its PIU (expected to be created to manage the Project) to handle all Project’s expected contracts procurement and implementation. The Consultant shall assess the scope of procurement and implementation support consultancy services required to implement the Project. Finally, the Consultant shall advise on how much beneficial it could be to include the responsibility for the maintenance of the rehabilitated Priority roads during first few years after works completion as the Contractor/s responsibility under performance-based arrangements.

The Consultant will also cover the following aspects of the Project implementation:
- Project risk matrix - a risk matrix outlining the key challenges and risks associated with the Project and the measures proposed to deal with them.
- Project institutional plan – a proposal on how to address the key shortcomings identified in the institutional framework. This will include appropriate incentive structures, and any contractual agreements required. Consideration will be given to effective regulation and monitoring of the sector.

The Consultant should also evaluate scope and scale of required procurement and implementation assistance to the PIU and recommend appropriate arrangements.

Task 1.6: Local Feasibility Study

As an attachment to the Final Report, the Consultant should prepare a separate feasibility study report that would satisfy the requirements of the decree of the President of Uzbekistan №3857 from 16 July 2018 and/or other applicable Uzbek legislation required for the Project to be approved for implementation and financing by the Government (“Local FS”). The substance of Local FS report is expected to be very similar to the content of the Final Report, with main differences mostly in structure and required formatting. The Consultant will work closely with relevant authorities during approval of the Project’s Local FS and expected to address all relevant and reasonable comments, which won’t contradict the FS developed for the Bank, and provide the revised Local FS; however, the Consultant is not responsible for the final approval of the Local FS.

The local FS will be based on the [Draft] Final Report prepared by the Consultant. The Consultant, if necessary, could involve a qualified local firm or the project institute with relevant experience for this task (the “Local FS Consultant”), in such case it will have to be acceptable to the Bank and have all licenses and certificates required by Uzbek law for such projects. The following scope is envisaged:

- Reformatting of the Final Report so that it is compliant with said requirements.
- Assisting the Ministry/Committee in approval of the Project by the relevant authorities, including preparation of replies to comments by the said authorities.
- Completing the financial and economic part of the Local FS, including but not limited to:
  - Carry out sensitivity analysis;
  - Calculate key financial and economic indicators of the Project, including economic internal rate of return, internal rate of return and net present value, with sensitivity analysis and quantitative risk analysis.

According to the Bank’s preliminary market sounding, the total cost of the Local FS should not exceed EUR 25 thousand.

Part 2. Environmental and Social Impact Assessment

Task 2.1: E&S Baseline and Scoping

During the Feasibility Study, the Consultant shall collect the Environmental and Social baseline data in the scope sufficient for the appropriate Environmental and Social Due Diligence, which will be undertaken at a later stage under a separate contract.

Major tasks shall include:

1. identify relevant national environmental, health and safety laws and regulations, and European Union environmental and social standards, taking into consideration any
international conventions applicable to the Project, and review how they will be met within the framework of the proposed investment.

2. include an analysis of technically and financially feasible alternatives, including non-Project alternatives; provide a justification for the option chosen taking into account this option's environmental and social effects.

3. identify any protected or restricted access zones along the road footprint, which may have implications on the final road design, including, but not limited to: natural reserves and protected zones of national and international importance (e.g. National Parks and Reserves; Important Biodiversity Areas; Key Biodiversity Areas; RAMSAR sites, UNESCO heritage sites etc.); sanitary-protection zones (SPZ), buffer safety zones and right-of-way (ROW) encroachments of the existing or planned facilities, where the established clearance zone/distance should be maintained and within which the construction is prohibited or is subject to separate approvals (e.g. water bodies, industrial enterprises, power lines, underground and above ground pipelines, schools, kindergartens, hospitals etc.).

4. evaluate and describe the topography and geographic characteristics of the region, and list the conservation areas and the distance from the proposed alignments;

5. compile and describe geological and hydrological characteristics of the Project area;

6. to the extent possible assess the potential impact of road construction and operation in each section with particular focus on project-specific features such as land reclamation in the mountains, discharge and disposal of waste from construction sites into the rivers, protection of natural water flow and ecosystem in the rivers, impact of possible excavation and blasting on natural habitat, noise and vibration in suburban areas;

7. assess the potential impact of the bridge, tunnel, culvert construction (if applicable) on the natural habitat, the flow of the water and water usage by the neighboring villagers, and the ecosystem of the project areas;

8. conduct baseline collection (using desktop review and field surveys) including, but not limited to:
   - biodiversity (fauna, flora, ecosystem services), covering seasonal variation
   - cultural heritage (including significance of the cultural heritage sites);
   - noise and vibration;
   - soil;
   - air quality and water quality;
   - other as required (see full list in Annex 3)

9. compile and analyze corridor level socio-economic data (population, employment, industry), prepare a social and economic analysis of past, existing socio-economic growth of the corridor, paying due attention to any potential gender differences;

10. conduct a preliminary assessment for potential involuntary resettlement and land acquisition along the proposed alignments, and quantify costs associated with land acquisition and involuntary resettlement for different alignment scenarios.

The Consultant will review the cadastral maps for all land plots within the road alignment and preliminary design documentation in order to confirm:

a) width of the legally defined Right of Way (RoW) for the proposed road as per national construction norms;

b) width of the Corridor of Impact (CoI) for the road alignment;

c) estimate count of land plots/trade outlets/businesses/structures likely to be affected within both RoW and CoI;

d) estimate number of households likely to be affected by economic or physical displacement within the boundaries of both RoW and CoI.
To this end, the Consultant will liaise with the Committee, the local governments, and the Land Cadaster Offices. The Consultant is expected to carry out a drive-through along both RoW and CoI, take photos/video of the land plots/assets/households likely to be impacted under ESP 2019: Performance Requirement 5, and define the preliminary scope of the physical/economic displacement impacts.

The key outcome of this preliminary scoping exercise for PR5 should include the estimate number of land plots, assets/businesses, and households who may be exposed to physical or economic displacement under the proposed project. This estimate scale and significance of the land acquisition and resettlement impact should help inform the decision on the project categorization.

**Task 2.2: Road Safety Review**

The purpose of the road safety review at the FS stage is to identify any potential road safety problems that may affect any users of the road and to suggest measures to eliminate or mitigate those problems. The review should address the physical features in the preliminary design for this project that may adversely affect road user safety when the road is constructed.

In addition, the road safety review will:

- Identify the status of the road safety design and confirm the technical standards and norms within the existing legislative framework in UZB compared with International Standards;
- Identify any features of the design for the project works that could be added, removed or modified to enhance the safety for road users (drivers, pedestrians, animal drawn carriages etc.) during operation, taking into account the needs of both men and women road users and adjacent communities;
- Identify any road safety aspect during construction which may require particular planning or temporary safety measures;
- Recommend cost effective measures to the design for the project works to enhance the safety for users during construction and operation;
- Identify community groups who are exposed to road safety risks along the routes and assess their level of awareness and knowledge related to road safety;
- Identify relevant stakeholders who could support proposed and future road safety awareness initiatives in the local communities and identify what capacity is needed to help support focus on road safety in these local villages;

The road safety review shall be held in accordance with the EU Directive 2008/96 on Road Safety Management.

**Task 2.3: Economic Inclusion and Gender**

Based on the data collected as part of previous tasks and, where available, disaggregated by gender to capture differences in usage patterns and socio-economic conditions between men and women, and include, for instance, observations on disadvantaged groups such as single-headed households, the Consultant shall summarize relevant gender and economic inclusion considerations with regard to the envisaged road rehabilitation activities. This should include observations as to the importance of the project, its priority sections and any proposed realignments for traditionally disadvantaged groups such as women, young people, those from less-developed regions, migrants and people with disabilities in terms of their access to education, skills, employment and entrepreneurship, as well as crucial social infrastructure facilities (e.g. hospitals, medical stations, larger markets and administrative services).
The Consultant shall identify, to the extent possible, measures to further improve the positive impacts of the project on the economic inclusion of above-mentioned groups, including, but not limited to, alternative design standards, operating models and institutional changes with regard to relevant decision-making bodies and implementing partners (in terms of equal opportunities and the prevention of gender-based violence and harassment as part of road rehabilitation, for instance).

To the extent possible, analyse/comment on the importance of the road network for cross-border economic activity between Uzbekistan and Turkmenistan, in particular migrant workers and small-scale cross-border traders.

Please include information about the gender composition of the Committee and other authorities consulted in the process and, to the extent possible, ensure the meaningful participation of both men and women in the sections selection process.

Task 2.4: Climate Change

Climate Resilience
In order to increase climate resilience in the EBRD’s countries of operations, the Bank is systematically integrating climate risk assessments and adaptation measures in its investment operations. The Bank aims to reduce long-term risks and increase resilience through improved practices and investments in measures and technologies that are better suited to a changing and more variable climate. Therefore, the Consultant shall include climate risk assessments as an integrated part of this Feasibility Study at all stages. Climate resilience shall be a key consideration of the feasibility of the project.

Further guidance on undertaking such climate risk assessments can be found in the following documents: EUFIWACC Guidance\(^1\), JASPERS Guidance Note\(^2\) and Guidance from the World Roads Association\(^3\). The Consultant will work closely with the EBRD in applying this technical guidance. Please note that the time period for assessing climate change impacts is to be the lifetime of the Project and not just the lifetime of the loan.

In addition to assessing and enhancing the climate resilience of the design and operation of the investments, the consultants shall gather sufficient information to determine the Climate Resilience Outcomes of the project and integrate this into the justification of the project. The Consultant shall identify, quantify and valorise the Climate Resilience Outcomes derived from the PIP in accordance with Annex 4 of the EBRD GET Handbook External Guide for Consultants.

Climate Change Mitigation
In developing the PIP, the Consultant will aim to maximise any opportunities for energy and resource efficiency, use of renewable energy and reduction of emissions. The consultant will identify and describe expected energy demands and carbon emissions of the PIP, as well as potential energy efficiency and emissions reduction improvements that can be achieved through the implementation of the PIP. The Consultant shall assess and calculate the performance of the PIP investments in terms of their GET results and the extent to which they

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\(^1\) Integrating Climate Change Information and Adaptation in Project Development, Emerging Experience from Practitioners. European Financing Institutions Working Group on Adaptation to Climate Change, 2016

\(^2\) JASPERS Guidance Note: The Basics of Climate Change Adaptation Vulnerability and Risk Assessment, Version 1 June 2017.

contribute to climate change mitigation as per the guidance in the EBRD GET Handbook External Guide for Consultants.

**Part 3. Institutional Setup Assessment**

The Consultant shall conduct an accurate view of Uzbekistan’s legal and regulatory base in the road sector. Assessment should include an overview of governance structure, financing of the road sector, applicable investment process with the projects life-cycle road map, legislations and regulations, asset management practices, on-going reform efforts of the government and other IFIs and identify the scope for potential improvement.

The Consultant shall specifically identify how road maintenance is currently financed in the country and the Oblast, including the budgeting process and all responsible parties involved. Consultant shall propose indicators to measure system performance to govern operational management, facilitate decision-making, monitor performance and assess options.
4. IMPLEMENTATION ARRANGEMENTS AND DELIVERABLES

The duration of the assignment is expected to be 24 weeks. The Consultant will report to the EBRD’s Operation Leader (the “OL”) on all aspects of the assignment whilst liaising with representatives of the Ministry, the Committee, the Khokimiyat and other relevant authorities.

The Committee, as an authorized agency, and the Khokimiyat will assist in coordinating the activities of the Consultant during this assignment.

The Committee and the Khokimiyat within their competencies will assist the Consultant with provision of information on the country’s road infrastructure, but it will be the responsibility of the Consultant to translate these documents, if necessary.

The Consultant shall pay for international telephone calls, office supplies and external printing. The Consultant shall also pay for all local transportation required by the Consultant’s staff throughout the duration of the assignment.

The Consultant shall be responsible for providing suitably qualified interpreters/translators to work with their staff, if necessary.

The Consultant shall include an amount of EUR 60 thousand in a proposal for traffic study to be performed for Priority Sections (Task 1.2). Actual costs shall be reimbursed based on certified expenses. Reimbursed costs may include all directly-mobilised resources and supplies. However, all required preparation and monitoring staff to ensure survey preparation and quality control, are to be included in the Consultant team and not eligible for reimbursement under reimbursable budget. Moreover, in order to ensure efficient survey operation, suitable local resources shall be sought, notably universities/colleges.

When asked by the Bank, the Consultant should actively collaborate and share the collected information with other involved consultants (e.g. Environmental and Social Due Diligence consultant, Road Safety consultant etc.).

Due to COVID-19 pandemic and various travel restrictions imposed by governments, as part of the proposal, the Consultant should prepare two work plans: i) base case assumed by the consultant (involving international travel by experts) and ii) contingency case assuming that only local travel restrictions are lifted and international travel is not allowed.

The Contract with the Consultant is expected to be a lump-sum contract with the payments upon acceptable deliverables. Once the contract with the Consultant is signed, the Consultant is expected to start his site visits within two weeks (“Mobilisation Date”). If site visits are not possible due to external effects such as COVID-19 disruption, the Consultant shall propose an alternative work plan acceptable to EBRD.
Unless otherwise agreed with the Bank, the Consultant will produce in the course of the assignment the following:

<table>
<thead>
<tr>
<th>Deliverable</th>
<th>Scope</th>
<th>Timing (from the Mobilisation Date)</th>
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</thead>
<tbody>
<tr>
<td>Inception Report</td>
<td>Unless otherwise agreed with the Bank, following the site visit, initial data review and initial opinion as to a project proposal, the Consultant will submit to the Bank an Inception Report presenting the initial findings, with an emphasis on findings having an impact on the time schedule and factors affecting these Terms of Reference, including survey plan. The Bank will provide comments on the inception report to the Consultant.</td>
<td>5 weeks</td>
</tr>
<tr>
<td>Draft PIP Proposal with Implementation Strategy outline and Procurement Plan</td>
<td>Draft PIP Proposal will include description of the Consultant’s approach to selection of PIP components and Priority Sections, justification and expected benefits of each proposed component, PIP table and implementation timeline. The Consultant will distribute the proposal to the EBRD and the Government in English and Russian/Uzbek.</td>
<td>12 weeks</td>
</tr>
<tr>
<td>Draft E&amp;S Scoping report</td>
<td>Environmental and Social Baseline and Scoping Report (Tasks 2.1 and 2.2)</td>
<td>14 weeks</td>
</tr>
<tr>
<td>Draft Final Report</td>
<td>The draft Final Report will include all deliverables mentioned in the ToR and include: (i) an assessment of the existing situation, facilities and sector overview; (ii) an outline of a long term investment strategy; (iii) proposals for components to be included in the PIP with cost estimates; (iv) an overview of cost savings to be achieved after implementation of the Project, by component; (v) economic model with EIRR; (vi) a procurement and implementation strategy and procurement plan; (vii) the scope of work for the project implementation team and all required services scope; and (viii) Climate Change and Gender sections with main indicators. The Consultant will distribute the draft Final Report in English and Russian/Uzbek to the Bank and the Government for comments and will organise a joint meeting to present the draft Final Report (“Presentation”) with all parties in [Tashkent] within two weeks after distribution of the Report.</td>
<td>18 weeks</td>
</tr>
<tr>
<td>Final Report</td>
<td>To be submitted within two weeks after the Presentation date by the Consultant, elaborating and reflecting all comments addressed during the Presentation, and including summary information on the Project.</td>
<td>20 weeks</td>
</tr>
<tr>
<td>Local Feasibility Study</td>
<td></td>
<td>24 weeks</td>
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</table>
Additionally, the Consultant will send bi-weekly updates to the Bank: every two weeks the Consultant should send concise emails to the OL in a bullet-point format that will:

1) Describe what was accomplished since the previous report/email, what tangible milestones were achieved and what experts were involved and in which capacity;
2) Benchmark it against what was expected to be accomplished in accordance with previous bi-weekly email, which should be pasted below the most recent bi-weekly update;
3) Outline the work plan for the next two weeks;
4) Describe existing and new risks and issues of the Project; and
5) Confirm the dates of key deliverables.

Each report and each chapter of each report should contain an executive summary. This section should summarize in succinct fashion the key findings of the chapter/report in a highly readable format to encourage the widest possible audience for the report. It should allow senior decision-makers understand key issues and findings of the document without them reading the full report. These are expected to be less than 5% of the original length. Executive summaries should provide decision-makers with all and only relevant and important information (background, key issues, findings/conclusions, etc.).

All reports are expected to be in English and either Russian or Uzbek languages (the second language is expected to be confirmed at the kick-off meeting). Three copies of all reports in English and Russian/Uzbek languages are required; all versions will also be provided to the Bank in an electronic-readable format, in both Word and PDF. The Financial model should be provided in Excel format. Supporting data in the national language in the appendices need not be translated for English versions of the documents.
Annex 1. Map of Initial Sections


Annex 2. Examples of Pavement Condition


Annex 3. Baseline Conditions

A description of relevant aspects of the physical and natural environment and socio-economic conditions in areas affected by the existing operations and the Project to include, inter alia:

- Air emissions and noise;
- Biological and ecological resources (fauna, flora, biodiversity, protected species, critical habitats, ecosystems);
- Biological environmental trends including loss of habitat; invasive alien species; overexploitation; nutrient loading and pollution; and topics relevant to climate change adaptation;
- Climatic factors and climate change (e.g. greenhouse gas emissions, including from land use, land use change & forestry, sectors of population more affected by climate change);
- Cultural heritage, including tangible and intangible cultural heritage as well as archaeological heritage;
- Geomorphology and geology;
- Health & safety (public and worker) & healthcare infrastructure;
- Land (past and current use, legacy land acquisition issues);
- Landscape and visual aspects;
- Material assets;
- Socio-economic status and livelihoods of the population (disaggregated by gender, age, ethnicity, and other social characteristics);
- Soil (organic matter, erosion, compaction, sealing);
- Stakeholder engagement practices;
- Vulnerable groups;
- Water (infrastructure & accessibility, quantity and quality, surface and groundwater) and waste water management;
- Traffic and transportation infrastructure (public and site); and
- Worker and public health and safety.