



Technical Assistance Report

Project Number: 53337-001
Transaction Technical Assistance Facility (F-TRTA)
September 2019

Republic of Uzbekistan: Preparing Railway Modernization Projects

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 27 August 2019)

Currency unit	–	sum (SUM)
SUM1.00	=	\$0.0001103630
\$1.00		SUM9,061.00

ABBREVIATIONS

ADB	–	Asian Development Bank
CAREC	–	Central Asia Regional Economic Cooperation
EA	–	executing agency
PIU-ET	–	Project Implementation Unit for Electrification and Renewal of Rolling Stock
TA	–	technical assistance
TASF	–	technical assistance special fund
UTY	–	O'zbekiston Temir Yo'llari (Uzbekistan Railways)

NOTE

In this report, "\$" refers to United States dollars.

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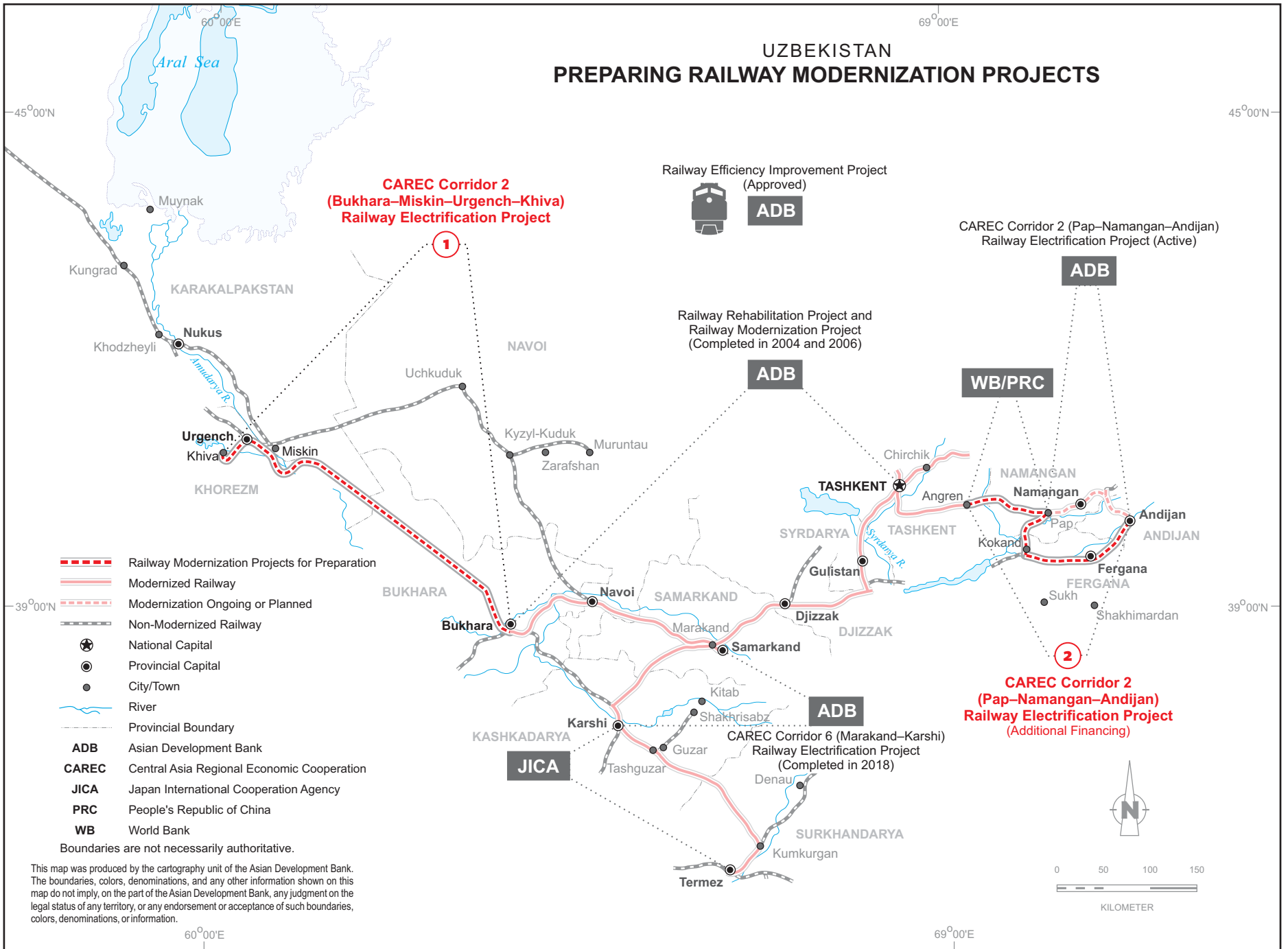
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TRANSACTION TECHNICAL ASSISTANCE AT A GLANCE

1. Basic Data		Project Name	Preparing Railway Modernization Projects	Department/Division	Project Number: 53337-001 CWRD/CWTC
	Nature of Activity	Project Preparation, Capacity Development		Executing Agency	O'zbekiston Temir Yo'llari
	Modality	Facility			
	Country	Uzbekistan			
2. Sector		Subsector(s)		ADB Financing (\$ million)	
✓	Transport	Rail transport (non-urban)			0.60
				Total	0.60
3. Strategic Agenda		Subcomponents		Climate Change Information¹	
	Inclusive economic growth (IEG)	Pillar 1: Economic opportunities, including jobs, created and expanded		Climate Change impact on the Project	Low
	Environmentally sustainable growth (ESG)	Eco-efficiency			
	Regional integration (RCI)	Pillar 1: Cross-border infrastructure			
4. Drivers of Change		Components		Gender Equity and Mainstreaming	
	Governance and capacity development (GCD)	Institutional development		Some gender elements (SGE)	✓
	Knowledge solutions (KNS)	Organizational development			
	Private sector development (PSD)	Application and use of new knowledge solutions in key operational areas			
		Knowledge sharing activities			
		Pilot-testing innovation and learning			
		Public sector goods and services essential for private sector development			
5. Poverty and SDG Targeting				Location Impact	
	Geographic Targeting	No		Nation-wide	High
	Household Targeting	No			
	General Intervention on Poverty	No			
	SDG Targeting	Yes			
	SDG Goals	SDG5, SDG9, SDG12			
6. Risk Categorization		Low			
7. Safeguard Categorization		Safeguard Policy Statement does not apply			
8. Financing					
Modality and Sources			Amount (\$ million)		
ADB			0.60		
Transaction technical assistance: Technical Assistance Special Fund			0.60		
Cofinancing			0.00		
None			0.00		
Counterpart			0.00		
None			0.00		
Total			0.60		
Currency of ADB Financing: USD					

¹ The project reduces greenhouse gas emissions. However, it does not fall under the eligibility criteria for climate mitigation finance as defined by the joint multilateral development bank methodology on tracking climate finance, which notes that not all activities that reduce greenhouse gases in the short term are eligible to be counted towards climate mitigation finance. Accordingly, greenfield fossil fuel projects are excluded, and climate mitigation finance is considered zero.

UZBEKISTAN PREPARING RAILWAY MODERNIZATION PROJECTS



**CAREC Corridor 2
(Bukhara–Miskin–Urgench–Khiva)
Railway Electrification Project**

1

Railway Efficiency Improvement Project
(Approved)



ADB

CAREC Corridor 2 (Pap–Namangan–Andijan)
Railway Electrification Project (Active)

ADB

Railway Rehabilitation Project and
Railway Modernization Project
(Completed in 2004 and 2006)

ADB

WB/PRC

2

**CAREC Corridor 2
(Pap–Namangan–Andijan)
Railway Electrification Project
(Additional Financing)**

CAREC Corridor 6 (Marakand–Karshi)
Railway Electrification Project
(Completed in 2018)

ADB

JICA



KILOMETER

- Railway Modernization Projects for Preparation
 - Modernized Railway
 - Modernization Ongoing or Planned
 - Non-Modernized Railway
 - National Capital
 - Provincial Capital
 - City/Town
 - River
 - Provincial Boundary
 - ADB** Asian Development Bank
 - CAREC** Central Asia Regional Economic Cooperation
 - JICA** Japan International Cooperation Agency
 - PRC** People's Republic of China
 - WB** World Bank
- Boundaries are not necessarily authoritative.

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.

I. THE TECHNICAL ASSISTANCE FACILITY

A. Justification

1. **Government requests.** The Government of Uzbekistan (the government) and O'zbekiston Temir Yo'llari (UTY) have requested technical assistance from the Asian Development Bank (ADB) to prepare two projects to further modernize railways in Uzbekistan.¹

2. **Central Asia Regional Economic Cooperation (CAREC) Corridor 2 (Pap–Namangan–Andijan) Railway Electrification Project-Additional Financing.** The first project aims to complete the modernization of the railway network linking Tashkent with major cities and towns in the populous Fergana Valley. It directly complements the work currently being undertaken under the current project² to electrify and modernize the Pap–Namangan–Andijan section in the Fergana Valley, as well as the work completed by the government and UTY with assistance of People's Republic of China and the World Bank for the construction of the Angren–Pap railway through the Kamchik Pass. Despite these efforts, signaling and telecommunications systems remain uninstalled on the section Angren–Pap–Kokand–Andijan, greatly affecting efficiency and safety of rail operations. Although all sections are already electrified (or soon to be electrified), there are limits on the frequency and number of trains that can be run, due to the shortage of traction substations. The additional financing will help install signaling and telecommunications on the Angren–Pap–Kokand–Andijan line, as well as construct two new traction substations to relieve the shortage of electric power on the line. The additional financing will also aim to upgrade train control and management systems.

3. **CAREC Corridor 2 (Bukhara–Miskin–Urgench–Khiva) Railway Electrification Project.** The project aims to electrify the existing railway line linking Bukhara, Miskin, Urgench and Khiva. The project is aligned with the government's strategy to diversify the economy and develop the tourism sector in the Khorezm region. With electrification, the route can be served by high-speed passenger trains already in operation on other parts of the network. This will shorten travel times between Bukhara and Khiva from the current 6 hours by road, down to 2. The top tourist destinations of Tashkent, Samarkand, Bukhara, and Khiva will be connected by high-speed rail, significantly improving the attractiveness of Uzbekistan as a tourism destination. The project will upgrade the railway along the Bukhara–Miskin–Urgench–Khiva line, including (i) construction of 8 traction substations, (ii) construction of 8 section posts, (iii) installation of catenary systems, (iv) installation of signaling, telecoms and Supervisory Control and Data Acquisition (SCADA) systems, and (v) construction of external power supply. The project will also help create a tourism economic corridor by supporting sustainable tourism, transit-oriented development along the railway corridor, and an electronic ticketing system to enhance the attractiveness of railway transport.

4. **Strategic location of Uzbekistan.** Surrounded by Afghanistan to the south, Kazakhstan to the north and northwest, the Kyrgyz Republic to the northeast, Turkmenistan to the southwest, and Tajikistan to the southeast, Uzbekistan serves three of six CAREC corridors. With about 33 million people, Uzbekistan is the most populous country in Central Asia. It is doubly landlocked—requiring crossing at least two countries to reach a seaport—so transport plays an important role in sustaining its socioeconomic development. Both of the two new projects take

¹ These lending proposals are included in ADB. 2019. *Indicative Country Operations Business Plan: Uzbekistan, 2020–2022*. Manila.

² ADB. 2017. [*Report and Recommendation of the President to the Board of Directors: Proposed Loan to the Republic of Uzbekistan for the Central Asia Regional Economic Cooperation Corridor 2 \(Pap–Namangan–Andijan\) Railway Electrification Project*](#). Manila

into account this strategic location of Uzbekistan, and strengthens Uzbekistan's role as a regional transport hub.

5. **Critical role of railways.** Rail transport has a unique competitive advantage over road transport for moving goods in bulk over long distances, as well as for moving passengers between densely populated cities. The 4,669-kilometer Uzbekistan rail network carries about 68 million tons of freight and 21 million passengers annually. In Uzbekistan's land transport system, railways carry about 40% of the total freight volume, and about 4% of the total passenger volume.³ Since 2004, Uzbekistan's gross domestic product has on average grown by more than 7% per year. This has contributed to strong demand for rail transport. Ongoing improvements in the relationship between Uzbekistan and its neighbors will further add to such demand. The CAREC Railway Strategy 2017–2030 notes the role of railways as an engine for economic growth in Central Asia, especially as they help countries to diversify trade patterns, attract foreign direct investment, increase participation in global production networks, increase related trade in manufactured products, and diversify exports.⁴

6. **Consistency with national development objectives.** The government's Development Strategy for 2017–2021 pursues five priority areas: (i) improvement of the system of state and public construction; (ii) safeguarding of the rule of law and further reform of the judicial system; (iii) economic development and liberalization; (iv) development of the social sectors; and (v) security, inter-ethnic harmony and religious tolerance, and implementation of a balanced and mutually beneficial and constructive foreign policy.⁵ Transport and communication are seen as key in supporting priority areas (iii) and (iv), and the strategy specifically mentions the importance of improving transport services, raising passenger safety, and reducing harmful emissions.

7. **Consistency with ADB's Strategy.** The projects are consistent with ADB's Strategy 2030, and in particular its operational priorities in (i) tackling climate change, building climate and disaster resilience and ensuring environmental sustainability, (ii) strengthening governance and institutional capacity, and (iii) fostering regional cooperation and integration.⁶ The expansion of a modernized railway network will cut greenhouse gases and also reduce local air pollution. The improved speeds and efficiency of train services brought about by the projects will help reduce journey time on Uzbekistan's railway network, improve service quality and reliability on the CAREC transport network, and strengthen the conditions for the private sector to grow. The railway links to be improved through the two ensuing projects are on CAREC Corridor 2, which serve the vital East–West trade corridor linking the People's Republic of China, through Central Asia, to Europe. The projects thereby contribute to the goals of the CAREC Railway Strategy 2030, which is to make railways a mode of choice for trade: quick, efficient, accessible to customers, and easy to use throughout the region. The projects are consistent with ADB's country partnership strategy for Uzbekistan, 2019–2023,⁷ which calls for investments in the transport sector and the modernization of railway infrastructure. The projects are included in the indicative country operations business plan for Uzbekistan, 2020–2022.⁸

8. **Major achievements by Uzbekistan to modernize railways.** Since its foundation in 1994, UTY has gradually implemented a holistic railway modernization program, including the

³ United Nations Economic Commission for Europe. 2019. *Transport Statistics Infocard – Uzbekistan*. Geneva.

⁴ ADB. 2017. *Unlocking the Potential of Railways: A Railway Strategy for CAREC, 2017–2030*. Manila.

⁵ Government of Uzbekistan. 2017. *Uzbekistan's Development Strategy for 2017–2021*. Tashkent.

⁶ ADB. 2018. *Strategy 2030. Achieving a Prosperous, Inclusive, Resilient and Sustainable Asia and the Pacific*. Manila.

⁷ ADB. 2011. *Country Partnership Strategy: Uzbekistan, 2012–2016*. Manila.

⁸ ADB. 2019. *Indicative Country Operations Business Plan: Uzbekistan, 2020–2022*. Manila.

completion of a unified rail network, electrification and modernization of existing lines, and improvement of rolling stock.⁹ The government accorded particular importance to electrification, and 2,530 kilometer—more than 50% of the network—are now electrified. These efforts were supported by ADB, the European Bank for Reconstruction and Development, the Japan International Cooperation Agency, German development cooperation through KfW, the Kuwait Fund for Arab Economic Development, the Organization of Petroleum Exporting Countries (OPEC) Fund for International Development, the People’s Republic of China, and the World Bank.

9. UTY has worked with development partners to undertake institutional reforms. With support from ADB, the government initiated UTY reforms in 1997, under which ancillary services such as health, recreation, and education were largely separated from core operations.¹⁰ The downsizing of staff and noncore assets improved the efficiency and sustainability of operations. As part of the recently approved Railway Efficiency Improvement Project, UTY is committed to preparing a long-term development strategy to guide its future operations.

10. **Remaining challenges.** Based on the above achievements, UTY has the scope to further shorten transport time, improve service quality, and reduce operating costs by accelerating the modernization of its railway network and modernizing its practices. This would allow railways to remain competitive against road transport, and help improve economic opportunities, boost regional trade, and reduce environmental impacts for the country.

11. **Justification for a transaction TA facility.** The preparation of the two projects require a similar set of due diligence, including safeguards, financial management, and economic assessments. The transaction TA facility is not listed in the current Country Operations Business Plan, but has been agreed during the railway subsector consultation mission of 1–12 July 2019 as confirmed through an aide memoire signed by the government.

12. Each of the ensuing projects are considered low risk, because (i) the amount of ADB financial assistance for each project does not exceed \$200 million, (ii) the track record by the executing agency (EA) in the implementation of ADB-financed projects is sound as proven through ongoing projects, (iii) no integrity concerns are foreseen, (iv) climate risks are low to medium, (v) safeguard category is at most B for environment, B for resettlement and C for indigenous peoples for both projects, (vi) there are no exceptions to ADB’s policies envisaged, (v) high-level technology will be introduced to the extent that they are proven by the market.

13. Key expenditure items envisaged under the ensuing projects include (i) goods and plant for electrification of railway lines (ii) material for external power supply, (iii) signaling and telecommunications equipment, (iv) specialized machinery and equipment for track maintenance, and (v) project management and construction supervision consultants.

B. Outputs and Activities

14. The major outputs and activities are summarized in Table 1.

⁹ Government of Uzbekistan, Decree of the President of the Republic of Uzbekistan no. PP-993; 5 November 2008.

¹⁰ ADB. 1998. [Report and Recommendation of the President to the Board of Directors: Proposed Loan and Technical Assistance Grant to the Republic of Uzbekistan for the Railway Rehabilitation Project](#). Manila; and ADB. 2000. [Report and Recommendation of the President to the Board of Directors: Proposed Loan and Technical Assistance Grant to the Republic of Uzbekistan for the Railway Modernization Project](#). Manila.

Table 1: Summary of Major Outputs and Activities

Major Outputs	Delivery Dates	Key Activities with Milestones
1. High-level screening and common due diligence across the two projects updated or completed	31 October 2019	1.1 Safeguard, climate change and gender screening and categorization for all three proposed sections completed by 15 September 2019 1.2 Strategic procurement planning analysis conducted and procurement capacity assessment updated by 30 September 2019 1.3 Integrity Due Diligence of the EA updated by 30 September 2019 1.4 Sector assessment updated by 15 October 2019 1.5 Financial management assessment updated by 15 October 2019 1.6 Risk assessment and management plan prepared by 30 October 2019
2. Due diligence and procurement packaging for the CAREC Corridor 2 (Pap–Namangan–Andijan) Railway Electrification Project-Additional Financing completed	30 November 2019	2.1 Updated terms of reference of project supervision consultants completed by 31 October 2019 2.2 Draft safeguards documents completed for ADB's review by 31 October 2019 2.3 Economic and financial analysis of the project completed by 31 October 2019 2.4 Poverty, social and gender analysis completed by 31 October 2019 2.5 Bidding documents for major packages together with contract management plans prepared for advance contracting with tender date of 31 October 2019 2.6 RRP drafted by 30 November 2019 2.7 Implementable LARPs completed for ADB's review by 31 January 2020
3. Due diligence and procurement packaging for CAREC Corridor 2 (Bukhara–Miskin–Urgench–Khiva) Railway Electrification Project completed	30 June 2020	3.1 Bidding documents for major packages prepared for advance contracting with tender date of 31 January 2020 3.2 Poverty and social analysis completed by 31 January 2020 3.3 Gender analysis completed, and gender action plan prepared by 27 February 2020 3.4 Draft safeguards documents completed for ADB's review by 15 March 2020 3.5 Economic and financial analysis of the project completed by 15 March 2020 3.6 RRP drafted by 30 June 2020 3.7 Implementable LARPs completed for ADB's review by 31 July 2020
4. Project management capacity of the executing agency improved	30 June 2021	4.1 EA staff trained on procurement and contract management by 30 December 2020 4.2 EA staff trained on safeguard compliance by 30 June 2021 4.3 EA staff trained on gender actions by 30 June 2021

ADB = Asian Development Bank, CAREC = Central Asia Regional Economic Cooperation, EA = executing agency, LARP = land acquisition and resettlement plan, RRP = report and recommendation of the president.

Source: Asian Development Bank staff estimates.

C. Cost and Financing

15. The TA facility is estimated to cost \$660,000, of which \$600,000 will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF-6). The key expenditure items are listed in Appendix 1. The government will provide counterpart support in the form of counterpart staff, office accommodation, and other in-kind contributions. The government was informed that approval of the TA does not commit ADB to finance any ensuing project.

D. Implementation Arrangements

16. ADB will administer the TA facility through its Central and West Asia Department's Transport and Communication Division, which will select, supervise and evaluate consultants. The consultants will be attached to the Project Implementation Unit for Electrification and Renewal of Rolling Stock (PIU-ET) within UTY. The consultants will work with the PIU-ET to prepare the

ensuing projects. Detailed design, for those project components which require them, will be conducted by the government's design institute. TRTA consultants will help check and improve such designs as required. The implementation arrangements are summarized in Table 2.

Table 2: Implementation Arrangements

Aspects	Arrangements		
Indicative implementation period	August 2019–December 2021		
Executing agency	O'zbekiston Temir Yo'llari		
Implementing agency	Central and West Asia Department, ADB		
Consultants	To be selected and engaged by ADB		
	Individual: individual selection or as resource persons	International, 23 person-months, and National, 11 person-months	\$575,900
Procurement	To be procured by consultants		
	Request for Quotations	2 contracts	\$10,000
Advance contracting	To expedite the conduct of the TA, selection of key individual consultant positions will commence through advance contracting following PAI 2.04. Negotiation and signing of the consulting contract will only occur after the TA becomes effective.		
Disbursement	The TA resources will be disbursed following ADB's <i>Technical Assistance Disbursement Handbook</i> (2010, as amended from time to time).		
Asset turnover or disposal arrangement upon TA completion	Any equipment or software purchased under the TA will be handed over to the Executing Agency upon TA completion.		

ADB = Asian Development Bank, ICS = individual consultant selection, PAI = Project Administration Instructions, TA = technical assistance, TRTA = transaction technical assistance.

Source: Asian Development Bank staff estimates.

17. **Consulting services.** The transaction TA facility will require approximately 23 person-months (PMs) of international consultants and 11 PMs of national consultants' inputs. This includes 1 PM of national, and 1 PM international resource person inputs to provide short-term, highly specialized inputs. Consultants will support ADB staff in the conduct of standard due diligence on the proposed projects, including technical, economic and financial, governance, poverty and social (including gender), safeguards and strategic procurement planning. They will also provide capacity building to the EA on procurement, safeguards and gender. Consultants and resource persons will be recruited individually, with either input-based or output-based contracts as appropriate. For project due diligence in a highly specialized subsector such as railways, hiring individual consultants, rather than firms, is faster to mobilize, and more cost-effective. ADB will engage the consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated TA staff instructions.¹¹ Apart from work on common due diligence and capacity building (outputs 1 and 4 in Table 1), the consultants will be sent separate notices-to-proceed for preparatory work on each of the two projects, following the approval of each project's concept paper. The consultants will procure goods, mainly in the form of software to be used for noise and environmental modeling and monitoring, and railway traffic modeling. These will be handed over to the EA upon TA completion.

II. THE PRESIDENT'S DECISION

18. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$600,000 on a grant basis to Uzbekistan for Preparing the Railway Modernization Projects, and hereby reports this action to the Board.

¹¹ Terms of Reference for Consultants (accessible from the list of linked documents in Appendix 3).

COST ESTIMATES AND FINANCING PLAN
(\$'000)

Item	Amount
A. Asian Development Bank^a	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	440.7
ii. National consultants	40.7
b. Out-of-pocket expenditures	
i. International and local travel	71.5
ii. Goods (rental and/or purchase) ^b	10.0
iii. Surveys	2.0
iv. Training, seminars, and conferences	2.0
v. Reports and communications	2.0
vi. Miscellaneous administration and support costs ^c	2.0
2. Training, seminars, and conferences	4.0
3. Miscellaneous administration and support costs ^d	10.0
4. Contingencies	15.1
Subtotal (A)	600.0
Total	600.0

^a Financed by the Asian Development Bank's Technical Assistance Special Fund (TASF-6).

^b Includes software for noise and environmental modeling and monitoring, and railway traffic modeling. These will be handed over to the EA upon TA completion.

^{c, d} Includes costs for translation and interpretation.

Note: The technical assistance (TA) is estimated to cost \$660,000, of which contributions from the Asian Development Bank are presented in the table above. The government will provide counterpart support in the form of counterpart staff, office accommodation and other in-kind contributions. The value of government contribution is estimated to account for 10% of the total TA cost.

Source: Asian Development Bank estimates.

PROJECTS UNDER TECHNICAL ASSISTANCE FACILITY

Table A2.1: Indicative Consultants' Input Allocation
(person-month)

Item Risk category	Total	Project 1 (Pap– Namangan –Andijan Additional Financing)	Project 2 (Bukhara– Miskin– Urgench– Khiva)
		low risk	low risk
International Railway Electrification Specialist and Team Leader	5.0	1.5	3.5
International Railway Signaling and Communications Specialist	2.0	1.0	1.0
International Sustainable Tourism Development Specialist	2.0	0.0	2.0
International Procurement and Contract Specialist	3.0	1.0	2.0
International Transport Economist	2.0	0.5	1.5
International Financial Specialist	2.0	0.5	1.5
International Environment Specialist	3.0	1.0	2.0
International Resettlement Specialist	3.0	1.0	2.0
International Railway Sector Specialists and Resource Persons	1.0	0.5	0.5
National Environment Specialist	3.0	1.0	2.0
National Resettlement Specialist	5.0	2.0	3.0
National Social Development and Gender Specialist	2.0	0.5	1.5
National Railway Sector Specialists and Resource Persons	1.0	0.5	0.5

Source: Asian Development Bank staff estimates.

Table A2.2: Indicative Technical Assistance Budget Allocation
(\$'000)

Item	Total	Project 1 (Pap– Namangan– Andijan Additional Financing) low risk	Project 2 (Bukhara– Miskin– Urgench– Khiva) low risk
Risk category			
Training, seminars, and conferences	4.0	1.0	3.0
Miscellaneous administration and support costs	10.0	3.0	7.0
Contingencies	15.1	6.0	9.1

Source: Asian Development Bank staff estimates.

LIST OF LINKED DOCUMENTS

<http://www.adb.org/Documents/LinkedDocs/?id=53337-001-TARreport>

1. Terms of Reference for Consultants