BUSINESS PLAN OF UZBEKISTAN TEMIR YULLARI JSC FOR 2021

CONTENTS

1. GLOSSARY

ADB	Asian Development Bank
ABT	Automated control system
VOLS	Fiber-optic communication line
VSP	Road layer
VChD	Wagon depot
GSM	Fuel and lubricants
ISSO	Artificial structures
XXR	People's Republic of China
MVPS	Motor Wagon rolling stock
MTT	International rail transit tariff
QMI	Construction and installation works
OPMS	Experimental road-machine station
PDM	Railway workshops
PMS	Automobile stations roads
PPS	Steaming-washing station
PTO	Wagon maintenance point
PChL	Distance of fenced forests
MTU	Regional railway junction
RSP-14	14-Rail-welding train
SMR	Construction and installation works
MDH	Commonwealth of Independent States
SPMS	Specialized road-machine station
TPS	Traction substation
TCh-	Locomotive depot
TEO	Feasibility study
O‘zTTJ	Fund for Reconstruction and Development of Uzbekistan
EP-1	1-power installation train
YaAMS	Japan International Cooperation Agency
KR-1, KR-2	Major repairs of locomotives
OPEK	Organization of the Petroleum Exporting Countries
KfV	State Bank of Germany

KFAER	Kuwait Fund for Arab Economic Development
MBRR	International Bank for Development and Reconstruction
AKB «UzPSB»	Uzpromstroybank Joint Stock Commercial Bank
FIEM	Corporate Internationalization Fund (FIEM) - A fund aimed at promoting the presence of Spanish companies and products abroad

2. ABSTRACT

2.1. OVERVIEW

The State Joint-Stock company "Uzbekistan Railways" was established by the Decree of the President of the Republic of Uzbekistan dated November 7, 1994 No. UP-982 on the basis of divisions, enterprises and organizations of the railway transport system located on the territory of the Republic of Uzbekistan.

By the Decree of the President of the Republic of Uzbekistan dated April 24, 2014 No. UP-4720 "On measures to introduce modern methods of corporate governance in joint-stock companies", the company was reorganized into an open joint-stock company, 100% of which is owned by the state, or JSC "Uzbekistan Railways", hereinafter referred to as JSC "UTY".

The main functions of the industry were identified as:

- creation of a unified railway transport network;
- continue electrification of the main sections of the railway;
- development of railway transport infrastructure, including the modernization of railways, as well as the transition to fiber-optic telecommunications systems;
- development of our own rolling stock repair base;
- restoration and renewal of rolling stock;
- creation of alternative transport corridors that provide access to the world market and increase the export potential of the republic.

During the years of independence, a lot of work was done in Uzbekistan on the formation of new railways. The Navoi – Uchkuduk – Sultanuvaistog – Nukus railway was laid over the Kyzylkum dunes, and the Amu Darya-Osh combined railway and road bridge was built.

In November 2010, the construction of the Hairaton-Mazar-I-Sharif railway was completed in Afghanistan. As part of this project, a new railway line was laid, Khairaton Railway Station was upgraded, sidings were built, and a new railway freight yard (freight yard) was built at Noibabad Station. The total length of the line was 106 km, including 75 km of main roads.

In 2016, "Uzbekistan Railways" JSC implemented the following projects: "Construction of the Angren-Pop electrified railway line" and "Electrification of the Samarkand-Bukhara railway section with the organization of high-speed passenger train traffic". With the commissioning of the new railway lines, the open length of the main tracks of JSC "Uzbekistan Railways" was 4842.4 km.

In 2016, the construction of an electrified railway line "Angren-Pop", passing through the Kamchik mountain pass, with a length of 123.2 km, including 19.2 km of tunnels, was completed.

Successful investors in the industry:

- Uzbekistan Railways started cooperation with the Asian Development Bank in 1998 within the framework of the project "Reconstruction of railways of Uzbekistan". To date, several projects with the participation of the Asian Development Bank have been successfully completed.

Currently, the project “electrification of the Pop-Namangan-Andijan railway section” is being implemented with the participation of the Asian Development Bank.

- Uzbekistan Railways started cooperation with the Chinese Eximbank in 2010 within the framework of the project "purchase of electric locomotives". To date, several projects with the participation of the Chinese Eximbank have been successfully completed.

Currently, with the participation of the Eximbank of China, the projects “construction of a ground ring metro in the city of Tashkent” and “modernization of Shargunkumir JSC”are being implemented.

- Construction of the Angren-Pop electrified railway with the participation of the International Bank for Reconstruction and Development (World Bank)

The project "Electrification of the Osh-Kokand-Andijan railway section" is being implemented.

- Since 2018, Selena LLC and Uzbekistan Railways LLC have started cooperation within the framework of the project "Establishing the production of high-quality alcoholic beverages". This project is implemented by Selena LLC with direct involvement of foreign funds .

- Since 2018, the company "Uzbekistan Railways" has started cooperation with the "Ural Mining and Metallurgical Combine" (UMMC) in the framework of the project "Establishing the production of high-quality alcoholic beverages". This project is being implemented with the direct participation of foreign funds of the UMMC Holding.

The state of the infrastructure of JSC "Uzbekistan Railways":

The total length of the railway network is 7401.2 km, including:

- main roads 5242.1 km;
- station roads 1,769. 1 km;
- branch roads-390.0 km

maximum speed up to 160 km / h - 731.9 km;

maximum speed up to 250 km / h - 243.5 km.

The total length of the sections equipped with alarm systems is 4,757 km.;

The total length of the electrified sections is 3,510. 6 km.

The total length of the sections equipped with an automatic locking system is 1302.2 km.

2.2. MISSION AND AIM OF THE BUSINESS PLAN

The business plan is designed for management and use in the work of the company's employees, as well as potential foreign investors.

The development of the Business plan was Wagonried out on the basis of the parameters of the development of the sphere established by the Decree of the President of the Republic of Uzbekistan dated March 2, 2020 No. UP-5953 "On the State Program For The Implementation Of The Strategy Of Actions In The Five Priority Areas Of Development Of The Republic Of Uzbekistan In 2017-2021 In The "Year Of Development Of Science, Education And The Digital Economy"", resolUTYons of the Cabinet of Ministers of the Republic of Uzbekistan "on the program for localization of production of goods in the domestic and foreign markets for 2020-2021".

One of the goals of the business plan is to consolidate information about the forecast parameters and the planned plans of the industry for 2020 for use by interested parties (ADB, JICA, FRDU and other similar potential investors).

Providing the company with the necessary fleet of rolling stock to meet the needs of shippers in freight and passenger rail transport.

To achieve this goal, the following priorities were identified:

- formation of an open and sustainable transport system as an infrastructure base in order to ensure the transport integrity, independence, security of the country, provide conditions for socio-economic growth and meet the needs for transportation;
- reconstruction, improvement and development of railway infrastructure;
- increase in production capacity for the repair and construction of rolling stock to meet the needs of the republic's industry in rolling stock;
- development of measures to increase the capacity and Wagonrying capacity of the railway, as well as to increase the speed of movement and the level of service of passenger railway transport;
- develop a program of measures to improve the safety of train traffic on the railways;
- introduction of modern transport organization mechanisms.

3. ROLLING STOCK AND INFRASTRUCTURE

According to the Decree of the President of the Republic of Uzbekistan dated March 2, 2020 No. UP-5953 "On the State Program for the implementation of the action Strategy for the five priority areas of development of the Republic of Uzbekistan in 2017 — In 2021, the "Year of Development of Science, Education and Digital Economy" and the ResolUTYon of the Cabinet of Ministers of the Republic of Uzbekistan "On the program of localization of production of goods IN the Domestic and foreign markets FOR 2020-2021" provide for further development and improvement of the railway network, increasing production capacities, and identify the main directions, approaches and mechanisms in meeting the needs of enterprises and the population of the republic in freight and passenger transportation.

3.1. LOCOMOTIVES

The locomotive led by the train is the symbol of the railway and the basis of its work. Railway transport is increasingly developed thanks to locomotives.

Locomotives are understood as moving trains, under the influence of which passengers and Wagongo move along the rail tracks, transport vehicles designed to create a tractive effort. The main types of locomotives used on the railways of the republic include electric locomotives and diesel locomotives.

In order to ensure an uninterrupted and safe transportation process, the company implements projects for the renewal and modernization of rolling stock at its own expense, as well as with the involvement of credit funds from international financial institUTYons.

Locomotive operation management is considered one of the most important divisions of the Company, which has a fleet of traction locomotives and electric locomotives, providing all types of freight, passenger and suburban transportation, shunting work (Table 1).

Table 1-Operating fleet of locomotives

№	Type of locomotive	Operational fleet for 2020	Operational fleet for 2021 (prognosis)
1	Mainline electric locomotives	109	117
2	Mainline diesel locomotives	94	88

3	Electrical sections	18	18
4	Shunting locomotives (TEM2 and ChME3)	173	174
Total		**394**	**397**

The locomotive is the main transport, without which it is impossible to Wagonry out the transportation process. Modernization, renewal and replenishment of the locomotive fleet is considered to be one of the priority areas of modernization of "Uzbekistan Railways" JSC.

In order to ensure the stable operation of the company, a repair and warning system is being implemented in eight depots for the maintenance and roUTYne repair of locomotives and MVTU, and at the UE O‘ztemiryulmashta'mir plant - major repairs and restoration of locomotives with the extension of their service life.

In 2020, it is expected to overhaul 67 locomotive sections by types of repair KR-1, KR-2.

In 2021, according to these types of repairs, it is planned to Wagonry out major repairs of 64 locomotive sections.

In 2020, 36 locomotive sections are expected to be reconstructed. In 2021, it is also planned to repair 35 locomotive sections of this type of repair.

In 2020, 5 freight electric locomotives of the 3ES5K series produced by the Novocherkassk Electric Locomotive Plant of the Russian Federation were purchased.

In 2020-2021, it is planned to purchase 8 freight and passenger, 22 freight electric locomotives produced by the Dalian Locomotive Plant (China). Of these, 3 passenger and 7 freight electric locomotives are expected to arrive in 2020.

3.2. RAILWAGONS

3.2.1. freight Wagon

Wagons intended for various purposes make up the fleet of wagons, which is one of the most important parts of the railway rolling stock. Different types of railWagons are used to transport Wagongo and passengers.

A freight Wagon is a unit of rolling stock that is classified into the following types: covered wagons, platforms, tank Wagons, gondola Wagons, etc. To Wagonry out the transportation process, "Uzbekistan Railways" JSC has a fleet of freight Wagons in the amount of 22,263 units, including insulated Wagons.

The fleet of freight Wagons includes universal Wagons that transport goods in a wide range of categories, and specialized Wagons for the transportation of only one type of Wagongo.

Universal wagons include open wagons with doors in the side walls of the body and loading hatches in the lid, open wagons with exhaust hatches in the floor and double doors for unloading bulk Wagongo; platforms; public tanks with boilers of various diameters; isothermal wagons.

Closed hopper Wagons for transporting livestock, passenger Wagons, cold-rolled steel, flour, cement, grain and mineral fertilizers to specialized freight Wagons; open hopper Wagons for transporting heated chunks and frozen coke; containers, passenger Wagons, platforms for

transporting rails 25 meters long; tank Wagons for transporting viscous Wagongo, milk, alcohol, wine products, acids, high-pressure liquefied gases, cement, soda ash, clay soil and other Wagongo.tanks are included. In addition, specialized freight Wagons also include industrial transport wagons and transporters.

For the full and high-quality satisfaction of the needs of the industry and the population of the republic in the transportation of goods, ensuring the safety and timely delivery of goods, the level of organization and management of the transport process is crucial.

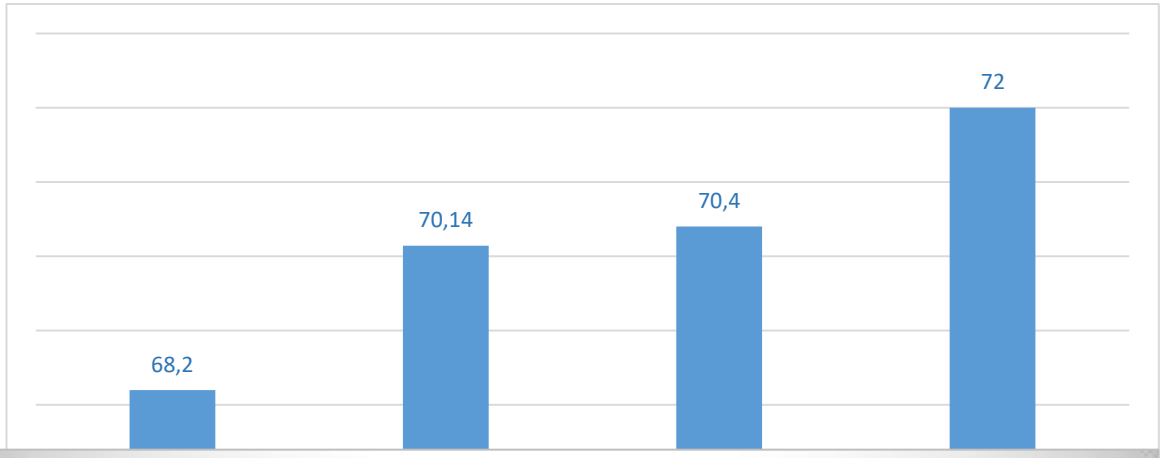
The volume of work on the shipment (loading) of goods in tons is determined on the basis of orders from shippers.

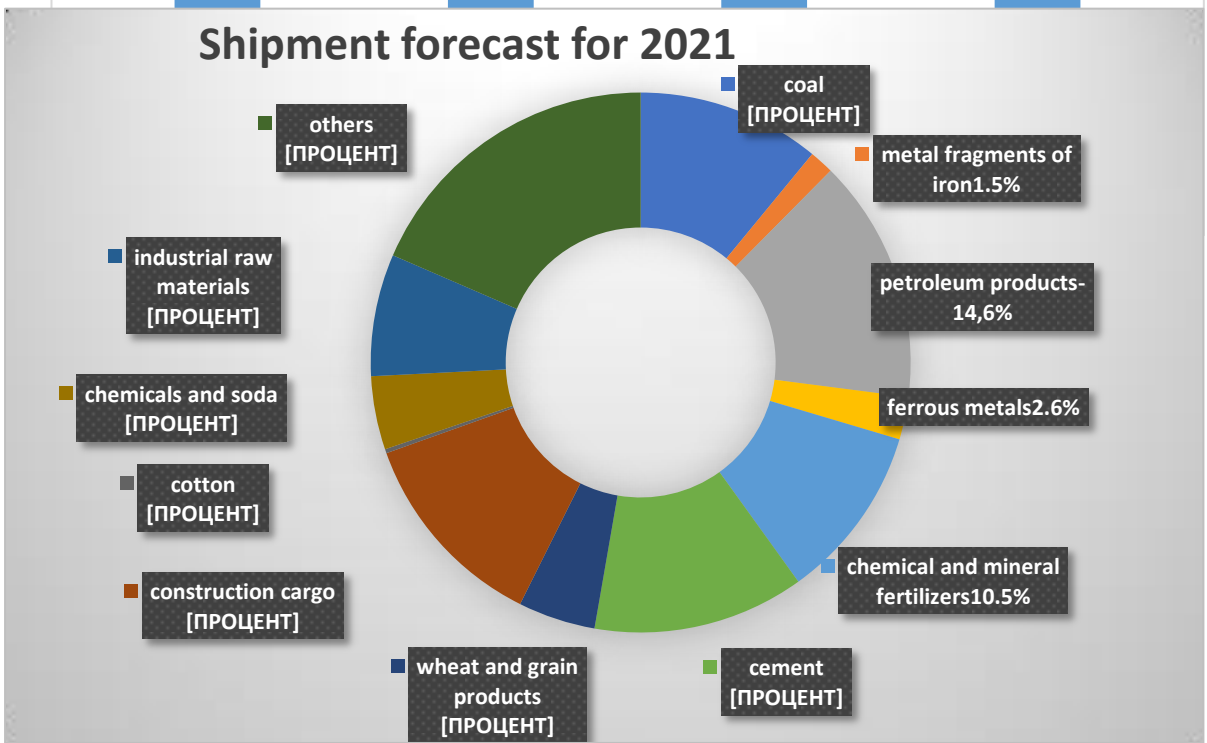
The dynamics of shipment volumes is shown in Table 2.

Table 2 - Shipment of goods

Indicators	2018	2019	2020 (expected)	2021 (plan)
Wagongo shipment, (million tons)	68,2	70,14	70,65	72,0
Growth rate, %	100,1	102,8	100,7	101,9

mln tonns





According to the resolution of the Cabinet of Ministers of the Republic of Uzbekistan "On the program of localization of production of goods in the domestic and foreign markets for 2020-2021", the company's plants continue to update the rolling stock by building new freight Wagons (DE «Quyuv mexanika zavodi» – covered and gondola Wagons; DE «Andijon mexanika zavodi» - covered Wagons and tanks for the transportation of petroleum products). Construction (preparation) of 1,200 freight Wagons is planned at the company's plants in 2020 (Table 4).

Table 4-construction of freight Wagons

(units)

№	Name	2020	2021
1	Covered wagons	44	-
2	Gondola Wagons	550	200
3	Tank Wagon for transportation of petroleum	50	
4	products Tank Wagon for transportation of liquefied gas		
5	Hopper Wagon for cement transportation	105	200
6	Hopper Wagon for transporting minerals	51	50
7	Tanks for industrial enterprises	200	
8	Platforms for the transportation of large containers		200
9	Platforms for the transportation of large containers (export)	200	
TOTAL		**1 200**	**650**

3.2.3. Passenger Wagons

A passenger Wagon is a unit of rolling stock designed to Wagonry passengers. Passenger Wagon-the main part of the passenger Wagon fleet, which also includes auxiliary Wagons of the passenger fleet: dining Wagons, baggage Wagons, mail Wagons.

Depending on the distance of the passenger transportation route, passenger Wagons are divided into the following types::

- long-distance railWagons designed to transport passengers over long distances (500-700 km and above). Such Wagons will be compartment or reserved seats. They will be equipped with hard or soft sofas for sitting or lying down. On this basis, it is called respectively hard or soft.

- a local route designed to transport passengers over relatively short (200-700 km) distances, most often during daylight hours.

- restaurant Wagons and bar Wagons are designed for catering passengers on the way. Such Wagons have a hall, a kitchen, a pantry, freezers for storing food, compartments for service personnel, etc.

- mail Wagons are used for the transport of postal goods. These Wagons consist of a hall for postal operations and a room for service personnel.

- baggage Wagons are designed to Wagonry luggage on passenger trains. They consist of warehouses with lifting and unloading mechanisms and premises for maintenance personnel.

The passenger fleet also has mail and baggage Wagons, which are used on railway lines to transport fewer passengers.

General-purpose passenger Wagons include laboratory Wagons, club Wagons,service and sanitary facilities, and other types of equipment. These Wagons are used for Wagonrying out scientific and experimental, cultural and educational events, medical and sanitary needs, checking and monitoring the work of linear divisions of all branches of railway transport, and performing other tasks.

Table 5-Fleet of operating passenger Wagons

№	Class/Type/Models	Quantity, units	Year of release
1	Class 1: Comfort	46	1979-2014
2	Class 2: Compartment Wagon	209	1978-2020
3	Class 3: Sleeping Wagonriage	373	1977-2020
4	Class 4: Interregional	88	1979-2020
5	Other types of Wagons (freight, service)	51	1976-2019
6	Dining Wagons	28	1984-2019
	TOTAL	**795**	

In 2021, according to the program of JSC "O'ztemiryo'ly'lovchi", it is planned to repair a total of 468 Wagons. Major repairs-194 Wagons, depot-274 passenger Wagons.

Every week, 97 pairs of passenger trains run from the railway stations of the Republic. The daily high-speed train "Afrosieb" runs on the routes Tashkent – Samarkand, Tashkent-Bukhara, Tashkent-Karshi, as well as on the routes Tashkent – Termez, Tashkent – Khiva, Tashkent – Shavat, Kumkurgan – Sariosie, Tashkent-Bukhara, Tashkent – Kungrat, Kungrad – Karakalpakstan, Tashkent – Andijan, Andijan-Bukhara, Andijan-Khiva, And Andijan-Termez.

About 60% of suburban transportation is Wagonried out in the Tashkent region on the following routes: Tashkent – Khojakent (4 times a day), Tashkent – Khavas (2 times a day), Tashkent – Gulistan (1 time a day), Tashkent-Syrdarya (1 time a day), Tashkent-Bekabad (1 time a day), Tashkent-Angren (1 time a day). In addition, suburban transportation will be Wagonried out on the routes Karshi-Kitab, Karshi-Bukhara, Termez-Sariosiye, Termez-Darband, Termez-Boldyr-Urgench-Pitnyak, Nukus-Kirkiz, Navoi-B.

The movement of passenger trains on interstate lines has been suspended since March 16, 2020 as a result of quarantine restrictions during the COVID-19 coronavirus pandemic in our country. Before the pandemic period, that is, from January to February, 19 pairs of passenger trains ran weekly on the following routes: Tashkent-Moscow-1 time a week, Andijan-Moscow-1 time a week, Tashkent-Ufa-1 time a week, Tashkent-Saratov-1 time a week, Tashkent-Novosibirsk-2 times a week, Tashkent-Volgograd-2 times a week, Andijan – Ufa-1 time a week, Misken - Beineu-daily.

In order to update the passenger Wagon fleet, it is expected to increase the Wagon fleet by the end of 2020 by purchasing 30 new Wagons (Table 6).

Table 6-design of passenger Wagons

№	Type of wagons	Expected in 2020	Forecast for 2021
1	SV (high-comfort Wagon)	2	2
2	Compartment Wagon	7	7
3	Sleeping Wagonriage	16	16
4	Interregional	2	2
5	Dining Wagon	2	2
6	Other types of railWagons	1	1
TOTAL		**30**	**30**

4. Repair of rolling stock

In order to restore the technical condition of freight Wagons, scheduled repairs and maintenance of rolling stock are Wagonried out with a specified frequency, repair work is Wagonried out by locomotive and Wagon depots, factories located in all regions of the republic:

1. Locomotive depots (8 pieces)

2. UE O‘ztemiryulmashta'mir

3. Wagon depots:

- Wagon depots (6)

- Wagon depots of JSC "Yztemiryulmashtamir" (3 pcs.)

4. DE «Quyuv mexanika zavodi»

5. DE «Andijon mexanika zavodi»

In order to improve the efficiency of the use of freight Wagons by the company and meet its needs for increased traffic volumes, it is planned to reduce the time of loading and unloading operations at terminals and reduce the time of idle time of Wagons during repairs and reduce the time of idle time of Wagons during repairs.

To maintain the Wagon fleet in good condition, JSC “Uzbekistan Railways” Wagonries out scheduled repairs at Wagon repair enterprises, namely major repairs with an extension of the service life for 5 years.

Table 7. Type of repair work performed by the Wagon depot

Wagon depot	Types of repairs			
	Depot	**Major repairs**	**Major repairs with**	**Operation**

	repair (RD)	(MR)	extended service life (ESL)	al activities
Department of Wagon Management				
Tashkent	+	+	+	+
Bukhara	+	+	+	+
Karshi	+	+	+	+
Kokand	+	+	+	+
Kungrat	+	+	-	+
Termez	+	-	-	+
JSC «O‘zvagonta'mir»				
Hovos	+	+	+	-
Andijan	+	+	+	-
Samarkand	+	+	+	-
The Company's factories				
DE «Quyuv mexanika zavodi»	+	+	+	-
DE «Andijon mexanika zavodi»	+	+	+	-

Maintenance of freight and passenger cars is carried out by the "Uzbekistan Railways" officers on the maintenance cars (TCHM) by preparing the cars for loading, departure, testing the trains at the appropriate points, ensuring safe travel on the guaranteed sections of the car depot.

By the end of 2020, it is expected to carry out repair and modernization works with the extension of the service life of 2,455 freight cars.

In accordance with the Decree of the President of the Republic of Uzbekistan dated March 2, 2020 No. UP-5953 On the state program for the implementation of the strategy of actions in the five priority areas of development of the Republic of Uzbekistan in 2017-2021, in the "year of development of science, education and the digital economy" in the concept of development of the industry in 2021, work is planned to restore, repair and modernize 1,445 freight cars with the extension of their service life.

Table 8-Age structure of the inventory rolling stock of JSC "UTY"

Type	Up to 10 years	From 10 to 20 years	From 20 to 30 years	More than 30 years	Total
Electric Locomotives	44	12	30	30	**116**
Diesel locomotives	45	7	9	99	**160**
Shunting locomotives	-	-	12	185	**197**
Total locomotives	89	19	51	314	**473**

Table 9 shows the types of repairs performed by locomotive depots.

Table 9. - Type of repair work performed by the locomotive depot

Locomotive depots and	Types of repair and maintenance of locomotives performed by JSC "UTY"

factories	Maintenance			Current repairs			Major repairs		Major repairs with extended service life
	TO-2	TO-3	TO-4	TP-1	TP-1p	TP-3	KP-1	KP-2	KPP
PM-1 Uzbekistan	+	+	+	+	+	+	+	+	-
PM-2 Kokand	+	+	+	+	+	+	-	-	-
PM-2 Andijan	+	+	+	+	+	+	+	+	-
PM-5 Tinchlik	+	+	+	+	+	+	+	-	-
PM-6 Bukhara	+	+	+	+	+	+	-	-	-
PM-7 Kungrad	+	+	+	+	+	-	-	-	-
PM-8 Karshi	+	+	+	+	+	+	+	-	-
PM-9 Termez	+	+	+	+	+	+	-	-	-
PM-10 Urgench	+	+	+	+	+	-	-	-	-
O‘ztemiryo‘l-mashta'mir	-	-	-	-	-	+	+	+	+

Note: + services provided (works), - services not provided.

By the end of 2020, 36 locomotive sections are expected to be repaired in order to extend the service life and overhaul the locomotive sections.

5. ROADS AND ROAD MANAGEMENT

The road economy is the main and specifically important economy in ensuring the continuity of railway transport. It includes facilities for the maintenance of railways, ground surfaces, artificial structures, industrial facilities, ensuring the safety of railway traffic, ensuring the maintenance and repair of track structures and roads in the current state.

The main task of the road management department is to maintain the serviceable condition of the railways and the surrounding artificial structures and structures, to ensure the safe and uninterrupted movement of trains at the set speed. To implement these tasks, the department conducts systematic checks and controls. At the same time, the causes of malfunctions and outstanding tasks are studied and measures are taken to correct them.

The transition to a market-based economic system has made it possible to effectively use machinery and mechanisms to meet the high demands on railways and maintain them in good condition. Since 2000, Uzbekistan Railways Joint-Stock Company has started attracting new models of equipment for the construction, repair and maintenance of new railways. These include a high-performance gravel cleaner (ballast) of the RM-80 brand of the Austrian company Plasser and Toirer, machines for lifting, pushing and leveling the rail grid of the Duomatic 08-32 brand, a gravel distributor (ballast) of the SSP-110 brand, dynamic stabilization of the roadbed of the DGS-62 model, a rail welder of the ART-500 brand, machines for checking the road condition of the EM-120 brand, machines for monitoring the condition of the roadbed of the tractors and equipment for changing sleepers, lifting equipment trolley cars and other road repair work of the company "jeysmar".

The use of new generations of road machines and mechanisms will increase the efficiency of major repairs and rehabilitation of railways in the road sector. These machines and mechanisms are also used in the construction of new railways and their maintenance and

repair. All of them are designed for independent running, they do not need the traction force of diesel or electric locomotives.

The Department is actively involved in the construction of new railways, sidings and other structures.

Over the past three years, the Department of Road Management has participated in the implementation of a number of projects. According to:

In 2018, the new railway Bukhara-Misken with a length of 357.3 km and Urgench-Khiva with a length of 33.8 km was built and put into operation. 124 km of Karshi-Kitab railways have been electrified. Access roads to the Kandym gas processing plant and Sherabad cement plants were built.

In 2019, the city of Tashkent started work on the construction of the 1st stage of the ring line of the metro and the underground line of the Yunusabad metro, which will be put into operation at the end of 2020.

Construction of a branch road has begun on the territory of the Tashkent Metallurgical Plant.

In 2019-2020, work was carried out on the electrification of the Pop-Namangan-Andijan railway section and the modernization of the Andijan-Sawai-Khanabad railway section.

In 2020, the construction of the Ring Line of the Metro began in the city of Tashkent.

By the end of 2020, it is planned to carry out 180 rehabilitation works, lay 100 km of seamless railway tracks, carry out average repairs of 185 km and lifting repairs of 182 km of roads, replace 250 sets of switches, replace 250 sets of cobblestone gears.

The Department of Road Management includes road-machine stations (YMS), a distance for weeding and protecting fruit trees, a road maintenance workshop and bridge construction enterprises. Their main task is the construction, major and medium repairs of railways, protection from sand and snow drifts, landscaping and landscaping, major repairs of construction machinery, road machinery and equipment.

The main tasks that will be implemented by the Department of Road Management in 2021 are:

№	Works planned for implementation	Executor
1	Rehabilitation of the railway (180 km), laying of unpaved roads (100 km), construction of new railways, construction of the Ring line of the metro in Tashkent	Road stations YMS-203-Tashkent, YMS-17-Bukhara, YMS-164-Kokand, YMS-166-Khayrabad, YMS-214-Karshi, YMS-279-Kungrat
2	A) maintenance of railways, interchanges, artificial structures; B) medium (170 km) and lifting (160 km) railway repairs;	Distance to the railway (18 km), Train for bridge construction

	C) Replacement of switches and beams-250 sets; D) replacement of bushing switches - 250 sets.	
3	Repair of road vehicles, construction machinery and equipment.	Road Maintenance Workshop
4	Protection of railway tracks from the current composition, sand and snowdrifts and their repair, improvement and landscaping	Distance between Fenced Planting and Tree Protection (PCHL)
5.	Mechanization of railway works, liquidation of enterprises within the management, equipping them with the means and equipment of the current composition	Road Management Department
6	Major repairs of artificial structures, replacement of iron bridge structures	Road Management Department

6. POWER SUPPLY, ALARM AND COMMUNICATION

6.1. POWER SUPPLY

The Department of Power Supply is one of the structural divisions of "Uzbekistan Railways" JSC, whose main task is to provide uninterrupted power supply to traction, signaling, centralizing and blocking devices of trains, as well as to consumers and transport infrastructure of the transportation process. The power supply system includes traction and transformer substations, contact network, auto-blocking power supply points, high-voltage and low-voltage cable and overhead power lines, etc.

Electrification of railway sections is one of the priority areas due to the efficiency of electric traction compared to diesel. Electrification of railway sections is one of the priority activities of "Uzbekistan Railways" JSC.

Railway electrification – equipping existing and newly constructed railways with a set of devices that ensure the use of electric energy for train traction. During electrification, the construction of traction substations and the construction of a traction network is carried out. At the same time, auto-blocking, signaling, communication lines, electricity centralization, and the like are assembled.

The introduction of an electric tractor leads to an acceleration of transport processes. Electric traction allows you to increase the capacity of railway lines by 2-2. 5 times. Electric locomotives have practically no power restrictions, as they are serviced centrally and are able to withstand long-term overloads. The generation and return of electrical energy to the network during the regenerative braking of the train is an important feature of electric locomotives.

The environmental factor is one of the advantages of electric traction: it eliminates environmental pollution by combustion products. Electrification of the railway qualitatively changes the operational work of the road, improves the working and living conditions of railway workers, passenger service (noise decreases, traffic speed increases, the level of comfort during trips increases, etc.).

Electrification of Uzbekistan's railways began in 1971 with direct current. By 1983, the simultaneous conversion of train traction from direct to alternating current was carried out on the Tashkent-Khavas and Tashkent-Khojikent sections.

To date, major railway electrification projects have been implemented.

In 2018:

Construction and installation works on the project of electrification of the Pop-Namangan-Andijan section were completed;

Construction and installation works on the project of electrification of the Urgench-Khiva section have been completed;

The Karshi-Kitab electrified section was put into operation.

Construction and installation works on the Pop-Kokand-Andijan section of the second stage of electrification were carried out at the expense of the company's own funds.

In 2019:

Construction and installation works were carried out on the project of electrification of the Pop-Namangan-Andijan section;

The electrified section Pop-Namangan-Kokand-Andijan was put into operation.

Construction and installation works on the Pop-Kokand-Andijan section of the second stage of electrification were continued at the expense of the company's own funds.

Construction and installation works of the second stage of the project for the construction of the Bukhara-Miskin railway line were completed.

In 2020:

Construction and installation works were carried out on the project of electrification of the Pop-Namangan-Andijan section;

The second stage of electrification of the Pop-Kokand-Andijan section was carried out at the expense of the company's own funds;

Construction and installation works on the project of electrification of the cargo corridor Marokand-Navoi were carried out.

In 2021, it is planned to carry out the following works:

Completion of construction and installation works on the project of electrification of the Pop-Namangan-Andijan section;

Completion of construction and installation works at the expense of the company's own funds of the second stage of electrification of the Pop-Kokand-Andijan section;

Continuation of construction and installation works on the project of electrification of the cargo corridor of the Marokand-Navoi section;

Construction and installation works on the project of the electrified Navoi-Bukhara 2 expressway will begin;

Construction and installation work will begin on the electrification of the Bukhara - Urgench-Khiva railway section.

6.2. Alarm and communication management

The Department of signaling and communication is a structural division of JSC "UTI" and ensures the serviceability of all technical means and devices of signaling and communication with the unconditional provision of traffic safety.

Ensuring the safety of train traffic on railway sections is provided by automatic blocking, automatic control of arrows and signals at stations, dispatcher centralization. The automatic locking system is designed to prevent (block) the movement of a train on a section occupied by another train or on the territory of which the integrity of the rails is violated. Semi-automatic locking systems are designed to prevent (block) the exit of trains on the stage between stations. The main purpose of automatic control of arrows and signals at stations is to create conditions for the movement of trains in certain non-overlapping directions in the area of stations. The purpose of the dispatch centralization systems was to ensure the order of trains passing through the stages and stations in this way.

The alarm and Communication Department ensures the technical operation of automation, telemechanics and communication devices in accordance with the required quality and reliability standards. The company is working on the modernization of the existing alarm system, centralization and blocking.

The introduction of high-tech (such as MPC) systems of microprocessor centralization, along with the control of switches and signaling devices, allows you to diagnose the operation of all nodes, as well as monitor the actions of operators or station attendants.

The introduction of microprocessor-based centralized dispatching devices that allow real-time monitoring of the situation in trains, as well as electronic (such as ESSO) systems for calculating arrows at stations and stages, allows you to reliably ensure the safety of train traffic.

At present, the technical equipment of "Uzbekistan Railways" JSC with signaling and communication devices is characterized by the following indicators

- 193 stations are equipped with switch conductors and devices for electrical centralization of signals;
- 42 stations are equipped with microprocessor-based power-generating switches and signals;
- 24 stations are equipped with key connecting devices;
- 1302.2 km of track is equipped with automatic blocking devices for overtaking;
- 3,396. 6 km of roads are equipped with semi-automatic locks, of which more than 1,161. 181 km are equipped with microprocessor-based semi-automatic locking devices;
- 2,188. 5 km of roads are equipped with dispatch centralization devices.

In 2021, the electrified sections of Pop-Namangan-Andijan, Bukhara-Urgench-Khiva, and Andijan-Khanabad are planned to equip the existing semi-automatic locking, automatic locking and electric centralization devices of the MPC microprocessor centralization, BCH microprocessor blocking and electronic computing devices of the axes, as well as to equip the new railway line Shavat-Gurlan-Jumurtau-Koibokli (Karauzak) with SMB and communication devices.

To ensure all types of communication, as well as the operation of dispatcher centralization devices, air and cable communication lines are used.

The telecommunications network is designed for:

- transfer of information between train drivers and the control room to ensure safe and efficient train operation;
- transfer of information between stations in order to ensure efficient commercial operations and improve the quality of customer service;
- ensuring efficient communication between neighboring railways.

At present, 2,293 km of main fiber-optic communication lines (OTAL) have been built and put into operation in the "Uzbekistan Railways" system, including the sections Keles-Bukhara (668 km), Khavast-Bekabad (35 km), Marokkand-Karshi (147 km), Tashguzor-Boysun-Kumkurgan (232 km), Kumkurgan-Termez (101 km), Termez-Surkhonabad (82 km), Termez-Pobeda dosmotrovaya-Amuzang (58 km), sariasia-Kudukli (8 km), tkachi-Angren (117 km), Angren-pop-Kokand (180 km), Kokand-Andijan (144 km), Karshi-Kitab (131 km), Bukhara-Misken-Urgench-Khiva (390 km).

Transmission systems based on SDH technology are installed in the sections Keles–Bukhara, Marokkand-Karshi, Karshi-Kumkurgan. The upper level of the STM-1500 is based on the Keymile UMUX-4 equipment. In the Angren-Pop-Kokand-Andijan sections, optical multiplexers of the MO type and data transmission systems based on the SGM replaceable multiplexer system are installed. Digital data transmission systems IP phone MCL, RISA are operating in the Kyzylkuduk-Karauzak and Urgench-Miskin sections.

In 2020, work on the modernization of fiber-optic lines was carried out at the Guzar-Kitab and Bukhara-Miskin electrification sections.

In 2021, it is planned to build and modernize fiber-optic communication lines in the sections of electrification Pop-Namangan-Andijan, Bukhara-Miskin-Urgench-Khiva, Andijan-Khanabad, as well as the railway line Shavat-Gurlan-Jumurtau-Koibokli (Karauzak).

The introduction of OTAL on the basis of the most modern equipment allows you to radically change the organization of Backbone and operational - technological communication, increase data transmission channels hundreds of times.

7. INTERNATIONAL RELATIONS

International railway organizations play an important role in ensuring interaction and cooperation between the railway administrations of States, developing agreed conditions for the transport of passengers and cargo, using rolling stock and containers, carrying out international transport, implementing technical policies and exchanging experience. "Uzbekistan Railways" JSC is a member of several international railway organizations.

OSJD is an international organization established in Sofia (Republic of Bulgaria) on June 28, 1956 at a meeting of the Cabinet of Ministers. Rail transport 27 countries are members of the OSJD. "Uzbekistan Railways" JSC has been a member of the Organization for Cooperation of Railways since July 1, 2002.

The OSJD regulation, which has the character of an international treaty, is the basis for the existence and operation of the OSJD. There are other forms of participation in the OSJD in accordance with the OSJD Regulation, including as an observer for the Ministry or railways, and as a subsidiary for firms and organizations directly related to the activities of the railways.

The OSZhD Regulation defines the following areas of activity:

- Development and improvement of international rail transport, primarily between Europe and Asia, including combined transport;
- Formation of a coordinated transport policy in the field of international rail transport, formation of a strategy for the functioning of railway transport and a strategy for the functioning of the Organization for Cooperation of Railways;
- Work to improve International transport law (ICC), the Agreement on International Passenger Transport (SMPS), the Agreement on International Rail Freight Transport (SMGS) and other legal acts related to international rail transport;
- cooperation in solving problems related to the economic, information, scientific, technical and environmental aspects of railway transport;
- development of measures to improve the competitiveness of railway transport in comparison with other modes of transport;
- cooperation on other technical issues related to the use of railways and the further development of international rail transport;
- cooperation with international organizations dealing with railway transport, including combined transport.

Another international railway organization, of which "Uzbekistan Railways" JSC is a member, is the Council for Railway Transport of the Commonwealth Member States.

The Council for Railway Transport of the Commonwealth Member States and its executive body, the Directorate of the Council, were established on 14 February 1992 by agreement of the Heads of Government of the Commonwealth of Independent States to ensure

stable economic relations between the Commonwealth member States. The main tasks of the Council include:

- coordination of the work of railway transport at the interstate level and development of agreed principles of its functioning;
- organization of joint operation of freight cars and containers.

The Council considers and resolves issues related to the operational activities of railways, the joint use of freight cars and containers and their maintenance, the conditions for the carriage of passengers and cargo, ensuring the safety of trains in international traffic, the development of a system of accounting and mutual settlements for work performed, issues of scientific and technical cooperation and other issues.

The Rail Transport Board places high priority on ensuring the technological integrity of the railways. Every year in international traffic, the development of a train schedule and a plan for their preparation is carried out. Much attention is paid to the technical condition of freight cars.

A decision was made to preserve and develop the common information space. The information and computing center of railway administrations has been established and is successfully functioning.

On October 18, 2011, in St. Petersburg, the Council of Heads of Government of the Commonwealth of Independent States approved the "Concept of Strategic development of railway transport of the Commonwealth member States until 2020". The implementation of the concept will contribute to the harmonious integration of railways into the Eurasian transport system, allowing the member states of the Commonwealth to develop railway transport in a systematic and coordinated manner.

The Council consists of the heads of railway administrations of the member States of the Commonwealth of Independent States. In addition, the Council will be attended by the heads of the railway administrations of Bulgaria, Georgia, Latvia, Lithuania, Finland and Estonia.

8. CORRIDORS

International transport corridors are understood as a set of the most technically equipped main transport communications of various types of transport, connecting different countries and providing international transportation of goods and passengers on the busiest routes.

13 international transport corridors connecting 18 countries of Europe and Asia provide access to Western European countries to China and other Asian countries through the railway networks of Eastern Europe, Russia, and Kazakhstan.

Two corridors (No. 8, No. 10) pass through the territory of the Republic of Uzbekistan in accordance with the list of international corridors of the Organization for Railway Cooperation (OSJD).

Transport corridors are, first of all, the transportation market, where "Uzbekistan Railways" JSC faces tough competition from both railways of other states and other modes of transport.

The main objectives of the formation and development of international railway transport corridors in the territory of the Republic of Uzbekistan are to attract international traffic flows to national transport communications, to create favorable conditions for improving transport links within the country.

Achieving these goals will allow us to more fully and effectively meet the needs of the economy in railway transport services, as well as expand the transit potential, increase the competitiveness of Uzbek commodity producers and freight forwarding enterprises in the commodity and commodity markets of the world.

9. ENVIRONMENT

Reducing the actual indicators of negative impact on the environment to the established standards and below, improving technological processes and switching to resource-saving technologies, creating and updating the regulatory framework in the field of environmental protection.

The main feature of the railways is the round-the-clock operation of rolling stock and production facilities, which ensures uninterrupted transportation of goods and passengers. In these conditions, one of the most important tasks in the field of environmental protection is to reduce emissions of harmful substances into the atmospheric air. To do this, dust and gas cleaning plants are installed on stationary sources, in which the percentage of cleaning is at least 95%. In addition, the company is working on the gradual electrification of railways and the replacement of diesel locomotives with electric locomotives.

The electrification of railways will be the main measure that will reduce the annual emissions of harmful substances into the air from diesel locomotives by more than 2000 tons. At the same time, the reduction of emissions into the atmosphere is provided by the transfer of locomotives to electric traction, the transfer of trains, passenger trains, small stations to electric heating, the modernization of existing rolling stock with the complete replacement of diesel engines, the purchase of new modern electric locomotives.

To reduce the impact of the company's economic activities on the environment in 2021, it is planned to allocate funds in the amount of 300,000,0 thousand soums in accordance with the environmental protection measures developed at the company's enterprises and structural divisions, including: for the protection of atmospheric air-70. 946.0 thousand soums; water resources-53 718.0 thousand soums; land and mineral resources-101 350.0 thousand soums; flora and fauna-73 986.0 thousand soums.

The company provides a number of activities, such as:

- conversion of road transport to gas fuel

- step-by-step replacement of old, worn-out steam and hot water boilers of high power with their transfer to more economical and modern boilers.

All of the above measures are aimed at reducing the negative impact of emissions of pollutants into the atmosphere, rational and economical use of natural resources. In general,

the implementation of the planned measures will reduce the amount of harmful emissions into the atmosphere by about 20% compared to the previous year.

10. PRODUCTS AND SERVICES

10.1. International standard ISO

In order to maintain the quality of products and services at a level that meets consumer demand, and to increase the level of competitiveness of enterprises, the company's management pays special attention to the implementation of a quality management system in accordance with international standards ISO 9001:2015. To date, 20 enterprises of Uzbekistan Railways JSC have implemented a quality management system and operate in accordance with the requirements of the above-mentioned standard.

In order to further improve the safety, quality and competitiveness of products, improve the system of technical regulation and ensure international recognition of conformity assessment works, as well as expand the implementation of modern management systems, the Cabinet of Ministers of the Republic of Uzbekistan adopted Resolution No. 298 of 19.10.2015 "On approval of the Program for the development of the national quality Infrastructure for the period up to 2020".

Pursuant to this resolution and the minutes of the meeting of the Presidium of the Cabinet of Ministers of the Republic of Uzbekistan dated 05.12.2015 No. 97-a, the Chairman of the Management Board of JSC "Uzbekistan Railways" Ramatov and the General Director of the Agency "Uzstandard" Kurbanov developed and approved the industry schedule for the implementation of the quality management system at the enterprises of JSC "Uzbekistan Railways" in accordance with international standards ISO 9001:2015.

According to the above-mentioned industry schedule, JV Sogdiana Trans, JV UzXCMG LLC and SMP-406 have implemented a quality management system in accordance with the international standard ISO 9001:2015 and received national and international certificates.

In accordance with the international standard ISO 9001:2015, the implementation of the quality management system at the six-stage evaporation and flushing station has been started.

In accordance with the approved action plan for the further functioning of the quality management system of Uzbekistan Railways JSC, a re-certification audit was successfully conducted, the company's management monitored the implementation of the decisions of the minutes of the meeting on the analysis and updating of documented information, and assessed the level of customer satisfaction among consumers of services of Uzbekistan Railways JSC. The external audit is scheduled for 2021.

10.2. Cargo and passenger transportation services.

10.2.1. Cargo transportation

Transportation of goods-the main function of transport, which consists in the movement of goods necessary for the continuation and completion of the production process of industrial and agricultural products, in the field of circulation, as well as to meet the needs of the population.

Transportation of goods by railways of the Republic of Uzbekistan is carried out in accordance with the rules of cargo transportation, this regulatory legal act, approved in

accordance with the charter of railways of the Republic of Uzbekistan, contains conditions that are mandatory for the railway, its enterprises, shippers, consignees, owners of station tracks, taking into account their specifics in order to ensure traffic safety, the integrity of goods and railway rolling stock, as well as environmental safety.

The volume of transport work of railway transport is its indicator for the work of freight transport – cargo turnover. Cargo turnover characterizes the volume of transportation work, taking into account the distance over which the goods are transported, and is classified as the sum of their product for the corresponding distance over which they are transported.

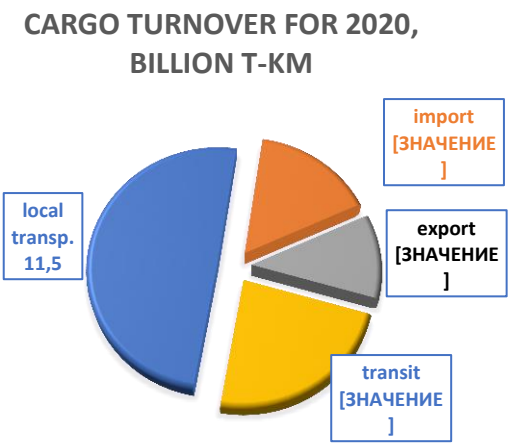
Cargo turnover is calculated using the formula:

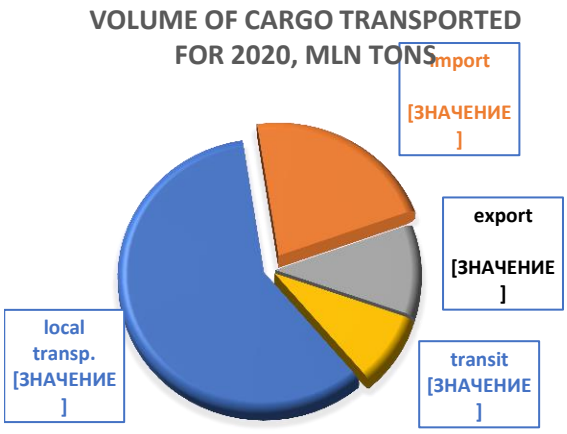
$$\sum P \bullet L = P_1 \bullet L_1 + P_2 \bullet L_2 + P_3 \bullet L_3 + \ldots + P_n \bullet L_n,$$

where: P – soil permeability, L-soil permeability.

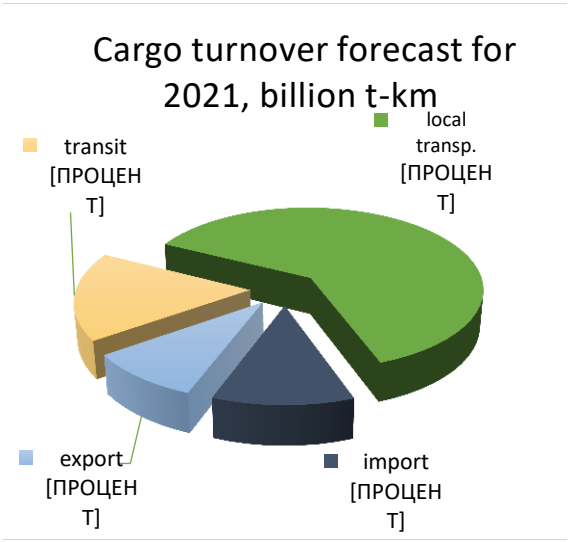
Cargo turnover indicators are used to determine the railway's demand for material and technical resources (the required number of freight cars, the locomotive fleet, electricity, fuel, materials, labor, etc.).

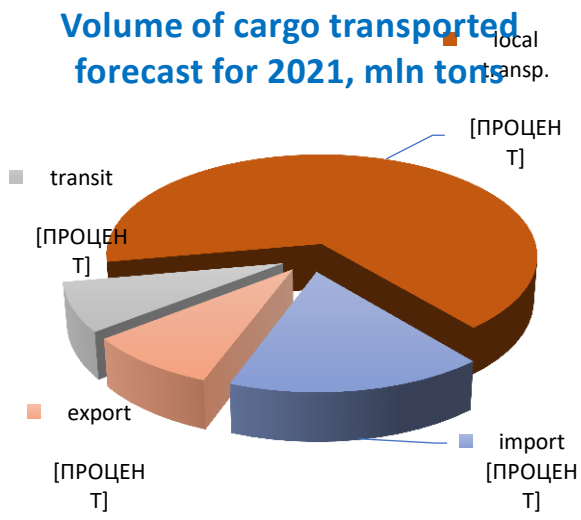
For 2020, it is expected to increase cargo turnover by 23.6 billion tons / km, cargo transportation by 95.41 million tons and cargo shipment by 70.4 million tons.





Cargo turnover for 2020, billion tons-km	Volume of cargo transported in 2020, million tons
- local transportation 11.5 - import 3.8 - export 2.7 - transit 5.6	- local transportation 56.0 - import 20.9 - export 10.4 - transit 8.1





Cargo turnover forecast for 2021, billion ton-km	Volume of cargo transported forecast for 2021, million tons
- local transportation 12.35	- local transportation 57.5
-import 3.7	-import 20.0
-export 2.8	- export 11.0
-transit 5.7	- transit 10.0

10.2.2. Railway freight rates

The transportation fee for the transportation of cargo and baggage, as well as the rules for their application, are determined by the tariff. The basic tariff is determined by the price list (tariff guide) No. 10-01 and the tariff policy of the railways of the Commonwealth of Independent States for the carriage of goods in international directions.

Freight rates in the price list No. 10-01 have two main rates – for start-end and transfer operations. This is followed by multiplying by distance to set the freight charge printed in fare guide 1 in the form of calculation tables. This tariff structure guarantees a slow increase in the amount of the fee depending on the distance, which corresponds to the change in the cost of transportation. The transportation fee is charged for the shortest distance.

The international rail transit tariff is the basis for calculating the rates applicable in the States of the Commonwealth of Independent States-a reduction tariff is applied to the base tariff depending on the distance of transportation, tonnage and the territory of individual countries through which cargo transportation is carried out. The base rate of the international rail transit fare is considered expensive, and special discounts guarantee volatility. Other factors take into account the elements for each individual country and the distance of transportation.

The international rail transit tariff favours long-distance transport and sets higher prices than short-distance transport, reflecting the corresponding cross-section of costs. This approach is considered optimal, given that short-distance transport is better provided by the

society than by road transport, while the railway serves the long-distance transport market and does not compete for the regional market.

10.2.3. Transport imbalance

Along with the ongoing work on the renewal and reconstruction of railways, it is necessary to take measures to optimize the entire chain of organization of freight transport. Many experts note that the solution to these issues can be the widespread use of containers, as well as the modernization of the infrastructure of JSC "UTI", the locomotive fleet and rolling stock.

Although there are import container shipments from many countries, the volume of their transshipment is very small due to the lack of appropriate export cargo. With regard to the export transport of goods such as cotton, the tariff structure is convenient for transporting them in closed wagons, so that transportation in containers is not cost-effective. Such goods are usually sold on the terms of a free-port warehouse, and there is a need to store them in port warehouses in anticipation of sale, when the final recipient is not known, and it is not possible to load the container for transit through Uzbekistan.

The problem of unbalanced transport is complicated by the lack of balance in neighboring States. All neighboring countries have a trade discrepancy regarding container transport, in which empty containers are sent in the opposite direction, China-to Europe or return to the seaport, despite the fact that there are special tariffs for the transport of empty containers, this situation applies to rail transport, which is expensive. Therefore, container carriers, in particular shipping companies, are reluctant to transfer containers for transportation to Uzbekistan, as this may put them out of circulation for some time. In this regard, the imbalance of transport and the difficulties of control together lead to the fact that shipping companies usually do not offer the parron bill of lading for transport to Central Asia (from Central Asia). Some shipping companies usually lend their containers to other shipping organizations, which are responsible for the return secured by a financial deposit. The amount of the deposit and the risks associated with the cargo are often too high to be borne, which is why cargo is often unloaded from containers. Despite the unfavorable weather conditions, about 70,000 containers are processed during the year.

10.2.4. Intermodal forwarding services

Many freight forwarders are single-modal. There are a large number of railway freight forwarders, among which two main organizations that serve container transportation predominate. In addition, there are also road freight forwarders, many of whom have connections abroad, who beistisno deals with international road transport. For successful intermodal transport, there must be a "partnership" between road and rail operators. Due to the lack of availability, road and rail freight forwarders are considered competitors, especially given the abundance of foreign car companies: freight forwarders offer a limited choice.

Given that a relatively small number of containers are concentrated in Tashkent and the Ferghana Valley, the lack of terminal facilities and devices does not hinder the growth of intermodal transport. Many loading and unloading stations are equipped with gantry overhead

cranes or have the ability to use mobile cranes that can unload and load containers. With the growth of intermodal transport, larger terminals will be required, such as the facilities at Chukursay or Tashkent freight stations, which will operate on a single-modal basis or become part of logistics centers. The cost of building such terminals and equipping them with stacker loaders with pin loaders and large-size forklifts is an expensive undertaking that will be cost-effective in exchange for increasing the scale of production to make them affordable. Thus, it is important to balance the supply and demand for such terminals.

10.3. Passenger transportation

Given the limited market for passenger transport on local routes, competition in road transport will be very high at the expense of intercity buses and private cars.Rail transport services will be improved through competitive fares and the introduction of new routes.

Currently, four high-speed electric trains have been launched, following the routes Tashkent–Samarkand, Tashkent-Bukhara and Tashkent-Karshi. These electric trains have created a worthy competition for air and road transport, opening up wide opportunities for the expansion of tourist transport by rail.

The electric train was developed by specialists of the Spanish company "Talgo" using the most advanced technologies.

In 2020, the construction of new railway sections Bukhara–Miskin and Urgench-Khiva was completed, and after the completion electrification and the organization of high speed electric train flights in the direction of Tashkent-Samarkand-Bukhara-Khiva, passengers and tourists will have the opportunity to comfortable and quickly move through the historical places of the territory of the Republic of Uzbekistan.

The Sharq Express has become a real "Oriental Express". This high-speed train connects three ancient cities of Uzbekistan: Tashkent, Samarkand and Bukhara. With a maximum speed of 160 km/h, the Sharq train covers the distance between two remote destinations (Tashkent-Bukhara, 616 km) quickly and comfortably for passengers.

To further develop and increase the export of tourist services

In accordance with the set of priority measures for 2018-2021, Uzbekistan Railways JSC is working to organize special tourist trains along the Silk Road both within the Republic of Uzbekistan and on international routes. To expand the scope of tourism services, JSC "O'ztemiryo'ly'lovchi" JSC "Uzbekistan Railways" annually participates in international tourism fairs: ITB in Germany, FITUR in Spain, WTM in the UK and others.

The study of these reserves and opportunities allows us to accurately determine the boundaries of the target markets for railway passenger transportation, and their development contributes to a significant improvement in the financial condition of the enterprise.

On the eve of the 25th anniversary of our country's independence, a passenger train started running from Tashkent to Andijan. Currently, modern high-speed trains run on the route Tashkent-Andijan-Tashkent twice a day, once a week the trains "Andijan-Bukhara-Andijan" and "Andijan-Khiva - Andijan" are launched, which will connect the two most remote tourist areas of the country and create a number of amenities for our citizens on the ground.

Table 11. – Carriage of passengers

Indicators	2017	2018	2019	2020	2021 *Compared to 2020*
Passenger turnover of railway transport, million passengers-km	4293,9	4329,8	4385,2	1 794,9	3243,2
Growth rate, %	109,2	100,8	101,3	40,9	180,7
Number of passengers transported by rail, million people	21,6	22,62	23,37	6,28	12,33
Growth rate, %	103,0	104,8	103,3	26,9	196,3

We can see that the volume of traffic and the number of passengers transported are steadily increasing in 2017-2019, but passenger traffic has declined sharply in 2020. The main reason for this is that passenger train traffic was suspended as a result of quarantine restrictions during the COVID-19 coronavirus pandemic. For this reason, the expected passenger turnover by the end of 2020 will be 1794.9 million passenger-kilometers. The main reason for the decrease in the expected performance in 2021 compared to 2019, when full operation was carried out, is that the movement of passenger trains on international routes will be resumed from the 2nd quarter of 2021. The resumption of passenger trains on international routes in the 1st quarter of 2021 is not planned due to the COVID-19 coronavirus pandemic.

Passenger turnover is defined as the sum of multiplying the number of passengers transported by the corresponding distance of their transportation according to the formula:

$$\sum A \bullet L = A_1 \bullet L_1 + A_2 \bullet L_2 + A_3 \bullet L_3 + \ldots + A_n \bullet L_n$$

where: A – The number of passengers, L-the distance at which the passengers were transported.

In the current year 2020, passenger transportation costs will account for 63.8% of total expenses

11. IMPLEMENTATION OF INDICATORS FOR 2020 AND FORECAST FOR 2021

11.1. In 2020, the following parameters were achieved::

- Income is expected in the amount of 9 687.2 billion soums;
- By the end of the year, the export of services is expected to fulfill the forecast indicators in the amount of 594.0 million US dollars or 100.7% to the forecast for the year.
- Development of capital investments for a total amount of USD 515.16 million, including:

own funds – 212.05 million US dollars,

Funds of the Fund for Reconstruction and Development of Uzbekistan – 36.62 million US dollars,

foreign investments-126.55 million US dollars,

state budget funds-66.28 million US dollars,

commercial bank loans-20.0 million US dollars,

direct investments-53.66 million US dollars.

- the volume of manufactured industrial products is expected to amount to 1,261. 6 billion soums or 106.9% of the previous year's report in comparable prices;
- Pursuant to the Decree of the President of the Republic of Uzbekistan dated 22.12.2016 No. PP-2692 "On additional measures for the accelerated renewal of physically worn-out and obsolete machinery equipment of industrial enterprises, as well as to reduce production costs", the company approved" a set of measures to reduce the cost of products produced by industrial enterprises". The volume of industrial production by industrial enterprises in real prices may reach 2020% compared to the reporting period of 2.3 years.
- 2,652 new jobs were created, including 1,077 jobs in new construction, 1,015 jobs in the sphere development program and 560 in other areas;
- According to the localization program (54 projects), 212.4 billion soums will be spent, or 100% of the forecast.

11.2. Key challenges for 2021:

№ п/п	Name	Volume	Growth rate by 2020, %
1	Shipment, million tons	72,0	102,0
2	Cargo transportation, million tons	98,5	104,2
	including export cargo transportation, million tons	11,0	114,6
	transit cargo transportation, million tons	10,0	118,9
3	Export sales of goods and services, USD million	599,0	100,8
4	Creation of new jobs, pcs.	946	-
5	Development of capital funds, USD million	625,08	121,3
6	Industrial production, billion soums	1 359,1	107,7
7	**Localization of production of products, goods and spare parts, billion soums**	270,67	127,4

- Conducting the work of the working commission on monitoring and taking appropriate measures to repay receivables and payables and developing a Comprehensive Plan of Measures aimed at reducing receivables, including overdue debts.
- Continue and continuously improve the quality management system in accordance with the requirements of ISO standards.
- By the first of July, 2021, to hold the reporting general meeting of shareholders on the results of the work for 2020, as well as to consider the distribution of net profit, including the payment of dividends;

Within the framework of the railway industry development program for 2021, it is planned to implement measures for the development and modernization of railway transport in the following areas of its further development:

Railway infrastructure:

- Electrification of 145.1 km of the Pop-Namangan-Andijan railway line;

- Restoration of railways with a length of 180 km, replacement of 250 sets of switches and transmission bars;

Composition of the rolling stock:

- Modernization and restoration of UP "O'ztemiryo'l-mashta'mir" 35 locomotives with the extension of their service life;

- Production of 650 freight cars on the basis of DE «Quyuv mexanika zavodi» and DE «Andijon mexanika zavodi»;

- Restoration and modernization of 1,445 freight cars with the extension of their service life;

- Production of 30 passenger cars at JSC " Tashkent Car Building and Repair Plant of Passenger Cars"

Improving train safety on the railway:

- improvement of the system of measures to eliminate emergency situations and improve the safety of train traffic;

- further provision of railways with technical means to ensure the safety of train traffic, the introduction of automated train control systems;

- modernization of technical means of emergency recovery facilities of railway transport;

12. MARKETING STRATEGY

12.1. CARGO TRANSPORTATION MARKETING STRATEGY

The marketing strategy of JSC "U" for 2021 is determined by the following areas::

- Attracting transit cargo traffic to the railways of the Republic of Uzbekistan through the creation of specialized international transport terminals and the application of an optimal tariff policy. Conducting a systematic analysis of export, import and transit cargo transportation.
- Work on the development of railway transport related to the activities of the international intermodal logistics center and the free industrial economic zone (FEZ) established in the republic on the basis of the Navoi airport.
- Advertising on transport as a means of information about the proposed transport services, as a component of the marketing communication policy of railways. The need for active advertising activities in transport in the context of competition between all modes of transport is obvious. New types of transport services, such as branded services for cargo owners and high-speed passengers, transit transport corridors, benefits and discounts for individual users, door-to-door cargo delivery, convenient suburban electric trains, service at train stations and trains, and others, require competent, quickly understood and specific advertising.
- Practical application of international experience in the marketing of freight transport, as well as participation in international exhibitions Trans Uzbekistan, Trans Kazakhstan, Trans Russia, etc.
- Implementation of measures for the development of competition, ensuring the access of business entities to the implementation of certain services. At the same time, the company refers to the amendments made to Article 4 of the Law of the Republic of

Uzbekistan "On Natural Monopolies" of 14.12.2010, which provide that state regulation of the activities of natural monopolies in the railway industry is established taking into account the use of railway infrastructure.

- Reducing the cost of loading and unloading wagons, the introduction of the mechanism of route departures.

12.2. PASSENGER TRANSPORT MARKETING STRATEGY

Passenger transport marketing consists of a management system aimed at fully and effectively meeting the transport needs of the population.

- To increase passenger traffic, the technology of selling transportation documents directly to passenger trains of mixed and domestic directions was regulated.
- Development of baggage transportation to meet the demand of small and medium-sized businesses in the Republic of Uzbekistan. Within the framework of the legislation of the Republic of Uzbekistan, contracts for the rental of baggage cars are concluded with small and medium-sized businesses.
- Improving and expanding the services provided to passengers en route and at train stations. Expansion of services in high-comfort halls at Karshi, Termez, Jizzakh, Urgench, and Gulistan railway stations.
- Improving the quality and culture of passenger service on trains, including providing comfort. In order to improve the competitiveness of passenger transportation, the quality and culture of passenger service, 15 new passenger cars will be purchased in 2021.
- Implementation of sales of transportation documents to international destinations, including non-CIS countries, through the company's automated control system "Espresso-3".
- Development of tourist transportation in accordance with the results of market research on the needs of the population, non-residents of the Republic of Uzbekistan, as well as tourists who want to get acquainted with the cultural heritage and historical monuments of the Republic of Uzbekistan. In this regard, a comprehensive plan of measures for the development of tourist transportation by rail for the period up to 20210 has been developed. This plan provides for:

- organization of high-speed and high-speed passenger trains on the railways with the provision of more convenient and high-quality services to tourists;

- Organization of special (on request) international and charter tourist trains on the territory of the Republic of Uzbekistan, formed in JSC " UTY";

- organization of tourist and excursion trains in the following directions: Tashkent-Samarkand-Karshi-Bukhara-Khiva, Tashkent-Kokand-Samarkand-Bukhara-Khiva, Tashkent-Bishkek-Balykchi.

- creating additional amenities for tourists on the railways, information centers, ATMs, retail outlets and other services.

13. TARGET MARKETS

13.1. TARGET CONSUMERS

The largest shippers in the republic are the National Holding Company "Uzbekneftegaz", JSC "Uzstroymaterialy", JSC "Uzbekenergo", JSC "Uzkimesanoat" and others.

Cargo transportation by rail is carried out in tank cars, gondola cars, covered and other types of wagons. Universal wagons can carry not only aggregate cargo, but also oversized and dangerous goods transported in open rolling stock without different coating. The company's freight forwarding services enable it to organize rail freight transportation across the territory of the Republic, as well as to the countries of the Commonwealth of Independent States, Europe and Asia. The range of services includes:

- provision and loading of rolling stock:
- services for fixing / removing cargo in rolling stock;
- registration of transport documents;
- guard certain loads all along the road;
- organization of delivery of dangerous and complex goods;
- provision of other additional services.

In 2021, the company needs to ensure an increase in the volume of traffic on the busiest routes:

- The 882 km Keles-Galaba route to Afghanistan.
- Keles-Bekabad route with a length of 220 km, going to Tajikistan.
- Boldyr-Kudukli route with a length of 231 km, going to Tajikistan.

13.2. PRICE FORMATION

13.2.1. Freight transport tariff policy

Railway transportation services are included in the state register of natural monopolies, and prices for these services are regulated by the State. Tariffs for railway transportation on domestic routes are agreed with the Ministry of Finance of the Republic of Uzbekistan. Rail fares consist of fees charged for the carriage of cargo, passenger, baggage, and baggage.

Tariffs for the transportation of goods to local destinations are calculated in accordance with the price list 10-01, agreed with the Ministry of Finance of the Republic of Uzbekistan, and for transportation to international destinations-in accordance with the tariff policy of the member States of the Commonwealth of Independent States on railways.

Transportation fees are the main source of income for the company.

In transit and export-import transportation of goods by JSC "UTY", the rates of the tariff policy of the railways of the Republic of Uzbekistan, which are an international agreement of an interdepartmental nature, are applied.

The tariff policy has been developed in accordance with the basic principles of the formation and application of an agreed tariff policy and the concept of establishing an agreed tariff policy for railway transport in the member States of the Commonwealth of Independent States.

13.2.2. Passenger transportation tariff policy.

In accordance with the Decree of the President of the Republic of Uzbekistan dated September 2, 2017 No. UP-5177 “On priority measures for the liberalization of the currency policy”, prices and tariffs for goods, works and services are calculated in the national currency and agreed with the Ministry of Finance of the Republic of Uzbekistan. Comparative prices for passenger transportation (one-way) are shown in Table 12.

Table 12-comparative table of prices for passenger transportation

№	Railway	Air Economy Class	Railway compartment car	Railway reserved car	Railway S / V
1	Tashkent-Astana	1369000	1125294	785479	
2	Tashkent-Moscow	1 969000	2532737	1589833	3766365
3	Tashkent-Saratov		1696805	1095037	
4	Tashkent-Ufa	2063000	1539272	1030659	
5	Tashkent-Chelyabinsk		1770227	1052446	
6	Tashkent-Novosibirsk	2 110000	1 775901	1187371	
7	Tashkent-Yekaterinburg	2110000	1868943	1237936	
8	Tashkent-Andijan	178000	87949	71207	180684
9	Tashkent-Samarkand	160000	High-speed Afrosiyob		
			142000	105000	204000
			Йуловчи		
			79184	57563	150214
10	Tashkent-Karshi		94413	67244	180940
11	Tashkent-Termez	329000	132616	91458	257555
12	Tashkent-Bukhara	244000	104637	73703	203338
13	Tashkent-Urgench	422000	164783	112335	321734
14	Tashkent-Nukus	460000	175765	119162	344296

• Note: Prices are as of 01.11.2020

14. ADVERTISING STRATEGY

14.1. Development strategy

For the development of advertising, "Uzbekistan Railways" JSC studies the target market, analyzes published materials in the media and the Internet.

The information on the website of "Uzbekistan Railways" JSC is regularly updated.

The specialists will organize visits to the largest regional specialized exhibitions.

Meetings are held with key clients and freight forwarders of the company.

14.2. Advertising development tools.

In 2021, "Uzbekistan Railways" JSC will continue to promote the services and products provided by the company's enterprises, as well as produce advertising booklets, videos and other information publications in the media and on television.

Study and practical application of international experience in cargo transportation marketing, as well as participation in international conferences, seminars, round tables, meetings and exhibitions.

15. MANAGEMENT STRUCTURE OF THE COMPANY

During the years of independence, a number of government decisions were made in the field of railway transport:

• By the Decree of the President of the Republic of Uzbekistan No. UP-982 dated 07.11.1994, the state-owned joint-stock company "Uzbekistan Railways" was established on the basis of the Central Asian Railway";

• By the Decree of the President of the Republic of Uzbekistan dated March 2, 2001 No. UP-2815 "On measures for de-monopolization and corporatization of railway transport", the state-owned joint-stock company "Uzbekistan Railways" was transformed into an open joint-stock company (JSC).

• In accordance with Article 58 of the Law "On Joint-Stock Companies and Protection of Shareholders' Rights", the legal status of the company has acquired the status of a joint-stock company-JSC" Uzbekistan Railways".

Pursuant to the Decree of the President of the Republic of Uzbekistan dated 24.04.2015 No. UP-4720, as well as in accordance with the program of measures to radically improve the corporate governance system, the company approved the organizational structure of JSC "Uzbekistan Railways" as a trustee of the state in the person of the sole shareholder-JSC "UTI", which includes::

– 15 unitary enterprises, including: 6 regional railway hubs (Tashkent, Kokand, Bukhara, Kungrat, Karshi, Termez), "O'ztemiryo'lmashta'mir", "Uzbektemiryulexpedition", "Bridge-building trust", "Uztemiriulqurilishmontaj", "Specialized construction and installation train No. 406", "rail-welding train No. 14", "Power-installation train No. 1", "plant for repair of excavators and excavators chain equipment" and "agro-industrial complex"cisterna".

- 8 joint-stock companies, including: "Uztemiryulyulovchi", "Tashkent Plant for the Construction and Repair of Passenger Cars", "Yilreftrans", "Uztemiryulcontainer", "Uzvagontamir", "Granit", "Tashkent Mechanical Plant"and " Eyvalekmakhsustemirbeton".

In addition, "Uzbekistan Railways" JSC also includes 33 social infrastructure institutions.

In accordance with the resolution of the President of the Republic of Uzbekistan dated October 21, 2016 No. PP-2638 "On measures for the further development and improvement of the efficiency of the Tashkent Metro" and the order of the Chairman of the Management Board of JSC "UTY" dated October 28, 2016 No. 448 "On the implementation of the Resolution of the President of the Republic of Uzbekistan dated October 21, 2016 No. PP-2638", the structure of JSC "Uzbekistan Railways" includes the UP "Tashkent Metro".

Appendix 1 reflects the current structure of the executive office of Uzbekistan Railways JSC.

15.1. Corporate governance

The sole shareholder of the joint-stock company "Uzbekistan Railways" is the center of the Agency for State Assets Management of the Republic of Uzbekistan.

In accordance with the Resolution of the President of the Republic of Uzbekistan dated 24.07.2006 No. PP-474 "On Approval of the composition of the Boards of some large joint-stock companies with State assets", the Board of the Company is a management body that performs the functions of the general meeting of shareholders and the Supervisory Board. The Council of the Society consists of authorized representatives of ministries and departments and is headed by the Prime Minister of the Republic of Uzbekistan. The Management Board of the company is the executive management body of the company.

JSC "Uzbekistan Railways" is a shareholder (founder) of joint-stock companies. In order to enhance investment attraction, improve the corporate governance system in joint-stock

companies and ensure the protection of shareholder rights, "Uzbekistan Railways" JSC recommends qualified representatives of the company to the supervisory boards and executive bodies. Issues a power of attorney for the right of the Chairman of the Management Board of the company to represent the interests of the company in the amount of his share in the authorized capital of the company.

The corporate governance system is constantly being improved both in the company itself and in business entities in which the company owns shares or interests. Pursuant to the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated 28.07.2015 No. 207, JSC "Uzbekistan Railways" has developed the most important performance indicators of the company, reflected in Annexes 10 and 11.

Every year, at the annual meetings of business companies, constant monitoring of the implementation of annual business plans and the holding of annual meetings in business companies is carried out. Draft business plans for the next year are submitted for consideration at the meetings of the supervisory boards until December 1, and an objective assessment of the Executive body's performance in implementing the business plan is given.

At the meetings of the supervisory boards of economic companies, reports of the internal audit services of these companies are heard on a quarterly basis. On a quarterly basis, JSC "Uzbekistan Railways" submits reports to the Council of the company of JSC "UTY" to the internal audit service.

In accordance with the Decree of the President of the Republic of Uzbekistan dated 29.06.2018 No. UP-5468 "on the concept of improving the tax policy of the Republic of Uzbekistan", JSC "Uzbekistan Railways" provides for the unconditional calculation of dividends from net profit in accordance with the legislation in the financial analysis for 2020.

To date, within the framework of resolutions of the President of the Republic of Uzbekistan No. PP-4145 dated February 1, 2019 and No. PP-4356 dated June 10, 2019, the specialists of the subsidiary of the German national railway company “Deutsche Bahn” (DB) “DB Engineering & Consulting Gmbh "on the analysis and improvement of the operational activities of JSC" Uzbekistan Railways “are currently working together with the specialists of JSC” Uzbekistan Railways " on the basis of an agreement signed on May 28, 2019.

Taking into account the proposals of the German national railway company "Deutsche Bahn", a draft resolution of the President of the Republic of Uzbekistan has been prepared and submitted to the Cabinet of Ministers in coordination with the relevant ministries.

Taking into account the interest in the reform of Uzbekistan Railways JSC, the American consulting company Boston Consulting Group (BCG) showed interest. In order to expand the study of international experience in the development of railway transport, it was decided to conduct additional research by signing a contract with this company. In accordance with the order of the Cabinet of Ministers of the Republic of Uzbekistan dated October 14, 2020 No. 05\1-2205, in the process of reviewing and approving the order of the Government.

In order to fulfill the tasks defined by the decrees of the President of the Republic of Uzbekistan dated October 27, 2020 No. UP-6096 "on measures to accelerate the reform of enterprises with state participation and the privatization of state assets", on the basis of an internal order of the Chairman of the joint Stock company "Uzbekistan Railways", an action plan was approved.

In September of this year, an agreement was signed with Boston Consulting Group (Boston Consulting Group) to study the current activities of Uzbekistan Railways JSC, that is, in the financial and economic sphere, in order to ensure customer satisfaction with the services provided, identify barriers in operating activities, and compare with international experience in

setting tariffs. The reform involves the implementation of measures aimed at developing competition in the railway services market through the emergence of private rolling stock operators, ensuring access of private sector entities to the railway infrastructure.For the implementation of the tourism development program, the main focus is on the development of passenger transport, in particular high-speed. In this regard, as part of the planned reform, as well as ensuring the access of the private sector to this market, new participants should be able to invest in the purchase of high-speed rolling stock.

In the course of the research, the following areas were identified:

- improving the economic efficiency of railway transport, developing competition in the system and introducing modern corporate governance methods with the separation of competitive activities in the industry from the natural monopoly;

- exclusion from the company of insolvent enterprises that are not related to the organization of transportation and traffic safety;

- expansion of integration into the system of international transport corridors in order to increase the transit potential of the republic;

- increasing the level of digitization in the provision of railway transport services;

- creating favorable conditions for attracting representatives of the private sector to the industry and introducing public-private partnership mechanisms;

- development of railway infrastructure, technical re-equipment and renewal of the rolling stock fleet, gradual elimination of cross-subsidization of passenger transportation at the expense of revenue from cargo transportation.

In accordance with the draft decision developed on the issue of decommissioning one of the main areas of transformation, a total of 36 non-residential enterprises will be excluded from the company's assets.

15.2. Personnel policy

The objectives of the company's personnel policy are:

• analysis of the needs of the Company's divisions for specialists, resolution of issues related to the regulation of the number of personnel in the company's structural divisions in accordance with the assigned volume of work and the approved staffing table, as well as analysis of the number of personnel for reception and relocation;

• selection of specialists in the relevant departments and divisions in accordance with the required specialization and qualifications in order to ensure the safety of train traffic, labor and the integrity of the transported goods;

• carrying out targeted work in accordance with the proposed measures provided for in the State Program for the education and training of personnel in the field of railway transport;

• the use of "mentor-student" methods in the training of highly specialized personnel in order to preserve and promote the best practices of highly qualified workers and specialists in the company's divisions, to teach various subtleties and skills of the profession, to preserve and transfer to young people the established traditions of the company, to ensure the smooth operation of the company and uniform staff turnover in the company's divisions.

• study and analysis of the turnover and turnover of personnel in mass professions, the state of labor discipline. Assistance in the implementation of the state employment policy.

• creation of an effective system of personnel management and provision aimed at the qualitative formation and use of human resources through the selection, placement and education of personnel in the society.

• recruitment of the staff, subordinate structural divisions, enterprises and institutions with initiative, highly qualified specialists.

* Development and approval of practical reserves for filling senior positions in the nomenclature of the Office of the President of the Republic of Uzbekistan and in the Board of the company.

In order to further strengthen the personnel potential of the joint-stock company" Uzbekistan Railways " the department carries out relevant work on training personnel in leading foreign higher educational institutions.

Since 2005, cooperation with higher educational institutions of the Russian Federation and other foreign countries has been carried out through the Tashkent Institute of Railway Transport Engineers. Over the past period, a total of 41 bachelors, 105 engineers, 36 masters, and 45 postgraduates have been trained in the railway field in the bachelor's, master's, and postgraduate programs of the St. Petersburg State Railway University, the Moscow Institute of Steel and Alloys, and the Far Eastern Federal Universities.After defending their PhD theses, they joined the faculty of the Institute and employees of the company's enterprises.

JSC "Uzbekistan Railways" carried out work on training our youth in foreign higher educational institutions for the 2020-2021 academic year, as a result of which our youth, who passed the competition in accordance with the established procedure, were recommended for training in accordance with the relevant decisions of the admission committees of foreign higher educational institutions.

In particular, 9 people entered the St. Petersburg State Railway University, including 5 people (master's degree) and 4 people (postgraduate), 15 people entered the Russian Transport University, including 6 people (specialty), 8 people (master's degree) and 1 person (postgraduate), the Moscow Architectural Institute-7 people (bachelor's degree), N. E. 23 people entered the Bauman Moscow State Technical University, including 20 (bachelor's degree) and 3 (master's degree), the Moscow Institute of Physics and Technology-1 (graduate(master's degree program) MSTU).

As well as at the meetings of the Management Board of Uzbekistan Railways JSC (Minutes No. 72 of July 28, 2016, Minutes No. 95 of August 14, 2017, Minutes No. 94 of August 9, 2018, Minutes No. 160 of August 16, 2019, Minutes No. 169 of August 30, Minutes No. 181 of September 17, 2019). in accordance with the adopted decisions, 329 young people are studying in higher educational institutions of the Russian Federation, the Republic of Belarus and Japan.

Training and advanced training in the field of railway transport (the system of education in higher educational institutions, training of teachers, the study of international experience, conducting practical classes, the improvement of the education system):

The joint-stock company "Uzbekiston Temir Yullari" until September 2020, it operates as the highest and average special educational institutions and training centres and training:

- Tashkent Institute of Railway Transport Engineers;
- Tashkent Professional College of Railway Transport;
- Samarkand Professional College of Railway Transport;
- Kokand Professional College of Railway Transport;
- Academic Lyceum at the Tashkent Institute of Railway Transport Engineers;
- Road Center for Advanced Training, Training and Retraining of Personnel at the Tashkent Institute of Railway Transport Engineers;
- Train Driver Training Center at the Tashkent Professional College of Railway Transport.

Since September 2020, the following educational institutions and the Center for Training and Advanced Training of Personnel have been operating:

- Tashkent Railway Technical School;
- Samarkand Railway Technical School;
- Kokand College of Railway Transport;
- Road Center for Advanced Training, Training and Retraining of Personnel at the Tashkent Railway Technical School.

In 2020, 2,309 people graduated from educational institutions under the company's jurisdiction (Tashkent Institute of Railway Transport Engineers-1,078 people, Tashkent Professional College of Railway Transport-594 people, Samarkand Professional College of Railway Transport-391 people and Kokand Professional College of Railway Transport-246 people), of which 16 people entered foreign higher educational institutions, 134 – higher educational institutions of the Republic of Uzbekistan, the rest are graduates of jobs.

In the 2019-2020 academic year, 2,315 young people completed their studies in the educational institutions of our society.

Including,

Tashkent Institute of Railway Transport Engineers:

- - bachelor's degree-985 people (296 on a grant basis, 689 on a paid-contract basis);
- - master's degree program-93 people (13 on a grant basis, 80 on a paid-contract basis), the total number of graduates with higher education – 1078 people.
- By subordinate educational institutions of secondary vocational education:
- - Tashkent Professional College of Railway Transport-594 people;
- - Samarkand Professional College of Railway Transport – 391 people;
- - Kokand Professional College of Railway Transport-246 people, the total number of graduates with secondary special education – 1231 people.

In addition, in the current academic year, 64 people (47 bachelors, 17 masters) from among the young people sent to study in higher educational institutions of the Russian Federation at the expense of our society have completed their studies.

In particular,

- - 18 people of the Bauman Moscow State Technical University;
- - National University of Research and Technology (NUST-MISIS) 27 people (21 bachelor's degrees, 6 Master's degrees);
- - Russian Transport University (MIIT) 8 Bachelor's degrees;
- - St. Petersburg State Railway University (PGUPS) 8 Masters;
- - Omsk State Railway University (OMSUPS) 3 masters.

The work carried out on the training of middle-level personnel in the 2020/2021 academic year. In order to ensure the real need for personnel, to train the necessary specialists for the railway industry, taking into account the proposals of subordinate enterprises, to bring the requirements of national standards of vocational education in line with the classifier of international educational standards, international qualification requirements, to gradually bring the qualification requirements in line with international analogues, to train personnel capable of structurally combining general education with vocational training, effectively participate in the production and service processes, according to-or suggestions in the classifier by specialty (profession)up to 4 years at the expense of young people who have completed the relevant educational programs of the 3rd level.

The company's Order No. 289 of April 17, 2020 "On accelerating the implementation of the Decree of the President of the Republic of Uzbekistan No. UP-5812 of September 6, 2019" approved the composition of the coordination working group and the working group on the development of regulatory documents for the system of secondary and secondary specialized vocational education.

Together with the relevant departments and enterprises, a list of professions and positions has been formed for which the relevant professional standards in the field of railway transport are being developed.

The industry qualification framework, professional standards for 28 (twenty-eight) names of professions and specialties, agreed by the company with the degrees of the international standard classifier of education for the railway system, were developed and submitted to the Ministry of Employment and Labor Relations for approval and registration in accordance with the company's letter No. 01-1873 dated May 20, 2020 and registered in accordance with the established procedure.

Taking into account the connection of specialties and professions with train safety, international experience was studied and the duration of training was determined.

The teaching staff of the relevant departments of the Tashkent State Transport University, the Tashkent and Samarkand Professional Colleges of Railway Transport, together with the Institute of Pedagogical Innovations, Management of Professional Education and Retraining and Advanced Training of Pedagogical Personnel of the Ministry of Higher and Secondary Special Education of the Republic of Uzbekistan, developed qualification requirements, standard curricula for 25 names of professions and specialties.

Currently, based on these qualification requirements and standard curricula, a total of 322 training programs are being developed in 10 general education, 9 general education, 94 special subjects, 86 educational, 82 technological, and 41 qualification practices.

In the context of educational institutions, proposals were formed for the admission of students at the expense of young people who have completed educational programs that correspond to at least the 3rd or 4th level of the international classifier, including full-time education:

Tashkent Railway Technical School-600 people, 92 people. budget;

Samarkand Railway Technical School – 600 people, of which 94 are budget-funded;

Kokand College of Railway Transport – 325 people, 75 people budget.

Table 13. Labor productivity indicators

Indicators	Unit of meas.	2020	Foreast for 2021
work performed	billion tons-km	27,22	31,04
Number of employees during transportation	people	38 418	38 496
Labor productivity	**thousand tons-km / person**	708,5	806,3

• - work performed-a conditional amount of work equal to the sum of cargo turnover and two-way passenger turnover

Table 14. Number of positions in the company subject to the calculation of the average monthly salary

Name of the division	2019	Expected for 2020	Forecast for 2021
Central Office	94	93	94
Locomotive facilities	7 615	7 454	7 450
Farm power supply	2 919	2 995	2 970
Alarm and communication	3 188	3 084	3 040
Road management	9 503	9 871	9 800
Railcar facilities	4 100	4 107	4 080
Transportation Management Department	5 468	5 714	5 600
Cargo and commercial operations, logistics	1 808	1 868	1 860
Material and technical support of the"iron ore" farm"»	2 022	1 491	1 306
Other	18 472	14 536	14 008
Total-main activity	**55 189**	**51 213**	**50 208**
Industrial enterprises	6 869	7 402	7 400
Contracting organizations	9 088	12 829	12 800
Social institutions	5 370	4 897	4 450
Metro station	3 205	2 952	3 500
JSC Uzbekkymir	5 895	0	0
JSC Shargunkymir	523	579	1 276
Other area not related to the main activity	3 667	3 556	3 500
Total	**89 806**	**83 428**	**83 134**

The company takes measures to optimize the number of management personnel.

2,652 new jobs were created, including 1,077 jobs in new construction, 1,015 jobs under the sphere development program and 560 in other areas.

To ensure the implementation of the tasks defined by the Decree of the President of the Republic of Uzbekistan dated February 24, 2020 No. PP-4611 "On Additional measures for the transition to International Financial Reporting Standards", the following work is being carried out:

Order No. 382/1 of the Acting Chairman of the Management Board of Uzbekistan Railways JSC dated May 29, 2020 "On Additional measures for the transition to International Financial Reporting Standards" was adopted, in accordance with which the "road map" for the phased transition to IFRS was approved;

Taking into account the best international practices, in 2021, a phased implementation of international financial reporting standards and modern methods of training personnel in this area will be carried out.

In 2021, organizations accredited by the International Association of Chartered Certified Accountants (Association of Chartered Certified Accountants — Corporate training courses will be held to prepare employees of the financial and accounting sector of Uzbekistan Railways JSC

for the document on successful completion of the discipline "financial reporting under IFRS" or to obtain one of the certificates, such as" Certified International Professional Accountant (CIPA)"," Certified certified Public Accountant (ACCA)"," Certified Public Accountant (CPA) "and"International Diploma in Financial Reporting (DipIFR)".

15.3. Social sphere

The stable operation of railway transport and the well-being of its employees largely depend on each other, and in this regard, the company constantly takes measures to provide employees with high-quality medical services in order to improve the standard of living and social protection of employees.

The company's employees are provided with free medical care. The structure of the society includes an institute, 3 colleges and 16 medical institutions, a sanatorium-preventorium, 9 sanitary and epidemiological centers, which are serviced at the expense of the society.

In 2020, the company allocated 270 billion rubles for the development of the social sphere. soums, in 2021-300 billion. in other words, in comparison with the report of 2020, 111 billion soums will be allocated. soums, including for healthcare facilities-210 billion. for educational institutions-90 billion soums. sumov.

The healthcare system is designed to provide qualified medical care and prevention to the company's employees.

15.4. Procurement Policy

In 2020, as a result of the severance of cooperation ties caused by the global coronavirus pandemic, a reduction in demand for products and sales markets, restrictive effects on the production activities of enterprises in a number of industries and sectors of the economy arose. In order to eliminate and support these impacts, in order to expand the volume and range of industrial production, deepen cross-industry cooperation and develop the value chain, the Regulation on the procedure for conducting the procurement process for the purchase of goods (works, services) for commercial needs was approved on the basis of the Decree of the President of the Republic of Uzbekistan No. PP-4812 of August 21, 2020 “On Additional measures to support domestic producers”.

Besides, in accordance with the decree of the President of the Republic of Uzbekistan “On additional measures for further development of the competitive environment and the reduction of state participation in the economy:

a) the improvement and development of the competitive environment is one of the main tasks of the bodies of state administration, appointed by the commissioners in industries and fields, and implementation of these tasks rests with the Director and the Deputy;

b) the establishment (initiation of the creation) of economic entities with state participation, as well as their affiliates and state institutions authorized to carry out economic activities (except for the purposes of defense and national security), is not allowed::

in the areas of activity of five or more private business entities on the same commodity market;

in the areas authorized by the state authorities for licensing, registration, accreditation and issuing permits;

c) economic entities with state participation, which are the only supplier, or which have been granted such a right, or have a preferential (monopoly) position, are prohibited from creating their affiliates, whose activities are related to the use of the goods (resources) of the

founder or industry infrastructure and carry out activities that compete with private business entities, with the exception of organizations formed as a result of the retirement of these affiliates with equal conditions;

g) the creation (reorganization) of economic entities with state participation, as well as their affiliated persons and state institutions authorized to carry out economic activities, with the exception of the creation for the purposes of defense and national security, is carried out after obtaining the prior consent of the antimonopoly authority;

d) an economic entity that has a conflict of interests with a state customer, a strategically important economic company and an enterprise may not be a direct participant in public procurement or the selection of the best proposals or negotiations, with the exception of public procurement carried out in order to ensure the safety of persons subject to state protection, ensure defense capability, security and maintain internal order in the Republic of Uzbekistan, as well as public procurement related to state secrets;

e) information about the state customer, a strategically important business company and an enterprise about tender and competitive bidding and procedures for selecting the best offers, and its affiliated persons, before conducting direct negotiations, is posted on a special information portal for public procurement.

16. INVESTMENT PROGRAM

The investment program of Uzbekistan Railways JSC for 2021 is developed in accordance with the following principles and policies:

The total amount of capital investments takes into account the sources of financing and the availability of financial resources of Uzbekistan Railways JSC.

The investments are aimed at ensuring smooth operation, improving operations and increasing the profitability of Uzbekistan Railways JSC.

The planned investment should receive a feasibility study so that each project has a financial return and an economic return.

Total capital expenditures for the planned period will amount to US $ 625.08 million.

Significant funds are planned to be allocated for the construction of a surface ring metro line in the city of Tashkent, the electrification of the Marokand-Navoi railway line, the electrification of the Bukhara-Urgench-Khiva railway line, the renewal of the locomotive fleet through the purchase of locomotives, the purchase of two high-speed passenger electric trains Talgo-250 and four economy cars. Modernization of JSC "Shargunkumir", the design capacity of which is up to 900 thousand tons of coal per year.

Table 15. Investments in projects for 2021

Project	Investment amount (equivalent to USD million)	Percentage of total cost, %
New construction	198,70	31,8
Modernization and reconstruction	83,97	13,4
Other destinations	342,41	54,8
Total	**625,08**	**100**

The financing of investment projects for 2021 will be carried out primarily at the expense of the company's own funds. Table 16 shows the sources of funding for its investment projects.

Table 16. Source of investment

Source of investment	Investment amount (equivalent to USD million)	Percentage of total cost, %
Public funds	201,30	38,7
Loans Fund for Reconstruction and Development of the Republic of Uzbekistan	64,90	10,0
Foreign loans guaranteed by the Republic of Uzbekistan	205,89	39,6
Commercial bank loans	10,00	9,8
Foreign direct investment	51,25	1,9
State budget funds	91,74	
Total	**625,08**	**100**

Priority investment projects for 2021:

- "Electrification of the Marokand-Navoi railway network, electrification of the Bukhara-Urgench-Khiva railway line, the implementation of which will increase the tourist potential, reduce the operating costs of energy resources, repair and maintenance of technical equipment and increase the capacity of railways, reduce the negative impact on the environment.

- "Construction of a surface ring line of the metro in Tashkent", the implementation of which will allow to develop the road transport infrastructure of Tashkent, reduce passenger traffic by motor vehicles, which will improve the environmental condition of the city.

- restoration of railways, which will ensure the safety of train traffic, reduce operating costs and improve the quality of services provided

- contributes to the modernization, modernization and restoration of the company's rolling stock, reducing operating costs, ensuring the safety of train traffic and improving the quality of services provided, construction, and acquisition of rolling stock.

- In 2021, it is planned to repair and restore 35 locomotives, 1,445 freight cars, build 1,400 freight cars and 30 passenger cars, as well as restore 180 km of railway tracks.

- In 2021, it is planned to put into operation 6 projects:

Construction of a surface ring metro line in Tashkent;

Electrification of the Pop-Namangan-Andijan railway line;

Construction of a multidisciplinary medical center in Tashkent;

Construction of a modern airport complex for civil (business) aviation on the basis of the Tashkent-Vostochny airfield (Stage 1);

Updating the locomotive fleet by purchasing locomotives;

Purchase of two high-speed passenger electric trains Talgo-250 and four economy class cars.

17. CONTRACTING ACTIVITIES

The company's contracting activity consists in performing construction and installation works under contracts with the general contractor. The company's customer is the Capital Construction Directorate, which enters into contracts with contractors performing general construction (main) works. To perform specialized (drilling and blasting, etc.) types of work, the general contractor engages the appropriate subcontractors.

In accordance with the resolution PP-2979 of May 19, 2017, work is being carried out on the “construction of a ground ring line of the metro in the city of Tashkent”. to date, a total of 341 cross beams, 2,073 beams, 11.5 km of railway tracks, and 33.4 km of high-voltage electrical networks have been fully installed on the section of the first stage of Loiha. On this site, the construction of 7 bus stops and 5 gravity stations has been completed, as well as escalators for passengers to exit to the platforms, separate elevators for passengers with disabilities, modern turnstiles operating on a plastic card, QR code at the entrance to the station buildings. Currently, construction works are being carried out at an accelerated pace at the second stage of the project – 12.5 km of the Kuylyuk – Almazar section. In particular, 129 (6%) of the 2,400 beams were installed, and 24 (6%) of the 400 cross beams were installed. 8 bus stops are under

construction on the Stage II section. Design work is developed in parallel and submitted to the contractor in sequence. More than 150 pieces of equipment, machines and mechanisms, as well as about 3,500 qualified engineers and workers were involved in the construction work. The project provides for the daily transportation of more than 150.0 thousand passengers, for which up to 10 light-type electric trains will run on the double-track railway with an average interval of 10 minutes in opposite directions. The mode of movement at full capacity of the rolling stock allows to transport up to 500,0 thousand passengers. passengers per day.

In accordance with the resolutions of the President of the Republic of Uzbekistan of June 30, 2017 No. PP-3104 "On the construction of a modern airport complex of civil aviation on the basis of the Tashkent-Vostochny airfield "and of January 3, 2018 No. PP-3456" On additional measures to accelerate the implementation of the project" Construction of a modern airport complex of civil (service) aviation on the basis of the Tashkent-Vostochny airfield "of JSC "Uzbekistan Railways "construction of the airport complex.

The technical specification for the development of the feasibility study of the project was developed and approved in accordance with the ONTS protocol No. 10 of 16.04.2018. The construction period is 2018-2020.

The project provides for the following:

- Construction of an artificial runway with a length of up to 4.0 km;

- apron for passenger aircraft with parking ttsh for 20 aircraft with a steering column;

- Building for the service of the first persons and government delegations of the Republic of Uzbekistan and foreign states (service hall for official delegations);

- business service buildings with a capacity of 250 passengers per hour;

- security checkpoint;

- guard service buildings;

- premises of flight support services (briefing, medical control, meteorological consultation);

- rooms with a kitchen for 100 seats for catering services";

- administrative building with a checkpoint;;

- building for services providing the use of the airfield;

- transformer substation;

- Hangar for accommodation and maintenance of Boeing-787, A-320 and two MI-8 helicopters;

- fire service depot;

- Lighting equipment and radio equipment of the airfield of the III category (for modernization) ;

- Category III meteorological equipment;

- cargo terminal, designed for the passage of cargo of 50 tons per day;

- The headquarters of the cargo terminal for large cargo aircraft such as " Boeing-747-8";

- accommodation for a battalion of 350 men to guard the airfield;

- Headquarters for aircraft of the Ministry of Defense and JSC "TMZ";

- reconstruction of the fuel and lubricants warehouse with a gas station;

- parking of passenger cars.

- perimeter fence, including: with a reinforced concrete spiral with a height of 3.0 meters, a metal frame with a height of 4.0 meters and a metal mesh with a height of 4.0 meters.

On the basis of the Decree of the President of the Republic of Uzbekistan dated April 14, 2016 No. R-4636 "On measures for the implementation of investment projects with the participation of funds of international financial institutions and foreign government financial organizations in 2016", together with the general designer of JSC "Boshtranslation" and JSC "Uzbekistan Railways", a feasibility study of the project was developed, approved by the Decree of the President of the Republic of Uzbekistan dated October 17, 2017 No. PP-3336 "On measures for the organization of the project "Electrification of the Pop-Namangan-Andijan railway line". In accordance with the approved feasibility study, working documentation was developed and positive conclusions were received from the State Unitary Enterprise “expertise of urban planning documentation”dated March 27, 2018 No. 36e and July 3, 2018 No. 268/17-3 and the State Committee for Nature Protection dated October 5, 2018 No. 03-01/13-08-2081. On the section of the Uichi-Uchkurgan railway provided for by the project, the construction of an artificial water pipeline has been completed, and the construction and installation work of bridges continues.

Electrification of the 45.6 km long Pop-Namangan section specified in the project has been completed. Construction and installation works at the Pop-1, Chust, Turakurgan, Raustan and Namangan stations have also been fully completed. In accordance with this, earthworks and the construction of artificial structures are being carried out on the Namangan-Andijan section. The 580.49 thousand cubic meters of earthworks specified in the project were completed in full, and the construction of 24 artificial drainage structures was completed. Construction and installation works on 4 reinforced concrete bridges and 1 overpass have been completed. At Hakkulabad and Rauston stations, construction and installation works are underway at traction power supply stations and "Uzbekistan Railways" JSC points of the contact network, at 137 sidings, on the territories of Chartak, Uichi, Hakkulabad, Poitug, Kuigan-Yor and Andijan-2 power stations, as well as the reconstruction of 2 new and 1 reinforced concrete bridges.

During 2021, Uzbekistan Railways JSC plans to continue construction of the following infrastructure facilities:

* Electrification of the Marokand-Navoi railway line – US $ 19.6 million
* Construction of a railway line to the Shargun coal field - US $ 13.18 million;
* Electrification of the Pop-Namangan-Andijan railway line - US $ 13.1 million
* Restoration of railways – 45.0 million US dollars;

* "Construction of a ground ring line of the metro in the city of Tashkent" Stage 2 – 19.2 million US dollars.

18. FINANCIAL ANALYSIS

Table 17. Financial indicators

T/p	Indicators	annual		
		2020 (billion soums)	Plan 2021 (billion soums)	%
I.	**Income, including**	**9 687,18**	**10 537,11**	**108,8**
	Net revenue, including	8 920,34	9 812,50	110,0
	Cargo transportation	7 492,31	8 244,28	110,0
	Passenger transportation	239,83	359,22	149,8
	Other income	1 188,20	1 209,00	101,8
	other income from operating activities	300,00	279,61	93,2
	income from financing activities	466,84	445,00	95,3
II.	**Expenses**	**9 547,36**	**10 304,63**	**107,9**
1	**Cost of production**	5 575,37	6 118,99	109,8
	Cargo transportation	3 344,09	3 488,56	104,3
	Passenger transportation	812,16	1 161,42	143,0
2	Period	**1 143,99**	**1 252,64**	**109,5**
	expenses selling	104,00	114,05	109,7
	expenses administrative expenses	251,29	275,13	109,5
	other operating expenses	788,70	863,46	109,5
3	Expenses for financial activities	**2 827,99**	**2 933,00**	**103,7**
III.	Taxes (income tax)	21,73	37,87	174,3
IV.	Financial result (net profit /loss)	**118,09**	**194,61**	**164,8**

The financial statements reflect only the main activities of the company and are prepared in accordance with national accounting standards.

Taking into account the implementation of the volume of work in 2021, it is planned to increase revenues by 849.93 billion soums, including an increase in net revenue by 892.16 billion soums.

In 2021, due to the increase in the volume of the company's work (cargo turnover compared to 2020-by 103.9%, passenger turnover-by 188%), there will be an increase in cargo transportation costs by 3.2%, passenger transportation costs-by 40.8% and an increase in the company's total expenses-by 7.9%.

The forecast of expenses for the period includes an increase of 17.4%. This, in turn, will lead to an increase in sales expenses – by 11.3%, administrative expenses - by 13.1% and other operating expenses - by 19.7%.

The effectiveness of the reforms carried out in the company in accounting for financial expenses will remain unchanged compared to 2020 due to the exclusion of large organizations from the composition of Uzbekistan Railways JSC.

Measures to reduce receivables and payables of Uzbekistan Railways JSC

For 2021

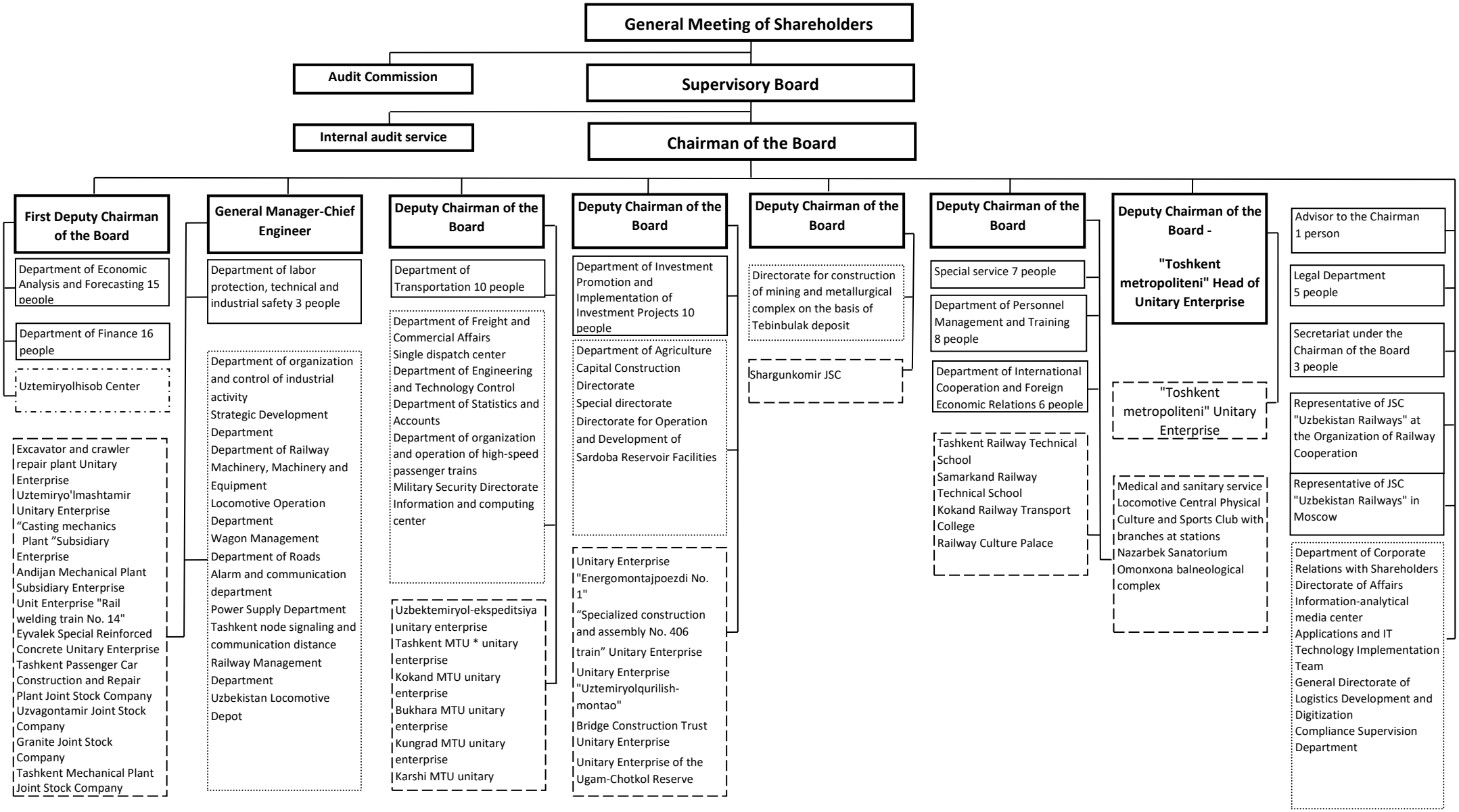
т/р	Event name	Terms of implementation
1	Creation of a working commission on reducing accounts receivable and payable under the chairmanship of the company's Board	In January 2021
2	Quarterly to hear the status of accounts receivable and payable, to develop specific measures to repay the debt	after the reporting period
3	Act in accordance with articles 235-244 of the Civil Code of the Republic of Uzbekistan (offsets, schemes and claims, statements of claim)	quarterly
4	Development of interdepartmental debt repayment schedules	Every month

19. SPONSORSHIP SUPPORT

"Uzbekistan Railways" JSC carries out charitable activities in the following main areas: health care, culture, sports, education, preservation of historical monuments, care for veterans, etc.

Social policy in the company is based on the following basic principles: the expediency of the assistance provided, systematic methodology, openness in making and executing decisions, as well as reporting on the intended use of funds.

Taking into account the importance of the country's policy on social protection and public health, ensuring the full life of pensioners, disabled people, single elderly people and other vulnerable categories of the population, in 2019, in accordance with Article 5 of the Charter, Uzbekistan Railways JSC plans to allocate about 19.5 billion rubles to charity. sum, but not more than 10 percent of net profit.



The total number of administrative staff is 94 people

1. Production capacity (works and services)

Indicators	Unit of measurement	1 quarter	1 half year	9 months	annual
By production capacity (works and services) of the enterprise, including the main types of products (works, services):	One unit				
Shipping	mln. tons	17,2	35,0	53,1	72,0
Cargo turnover	billion ton km.	6,0	12,25	18,4	24,55
Sending passengers	thousand passengers	995,8	4881,0	8502,0	11928,4
Passenger turnover	million passenger km.	421,0	1330,0	2323,5	3243,2

2. Production (Works and Services) Volume

Indicators	Unit of measurement	1 quarter	1 half year	9 months	annual
By volume of production (works and services), including the main types of products (works, services):	mln. sum	**2 063 219,0**	**4 174 256,0**	**6 384 995,0**	**8 697 999,0**
Shipping	mln. tons	17,200	35,000	53,100	72,000
	thousand soums	-	-	-	-
Cargo turnover	billion ton km.	6,0	12,25	18,4	24,55
	mln. sum	1 983 696	3 986 845	6 067 831	8 244 282
Sending passengers	ming. passenger	995,8	4881,0	8502,0	11928,4
	thousand soums	-	-	-	-
Passenger turnover	mln. passenger km.	421,0	1330,0	2323,5	3243,3
	mln. sum	56 523,0	141 411,0	247 164,0	359 217,0

3. Financial forecast indicators of JSC "Uzbekistan Railways" for 2021 (billion sums)

No.	Indicators	1 quarter			1 half year			9 months			annual		
		2020 y.	Plan 2021y.	%	2020 y.	Plan 2021y.	%	2020 y.	Plan 2021y.	%	2020 y.	Plan 2021y.	%
I.	**INCOME, including**	**2 392,18**	**2 475,23**	**103,5**	**4 768,57**	**5 184,26**	**108,7**	**7 101,32**	**7 859,99**	**110,7**	**9 687,18**	**10 537,11**	**108,8**
	Net income, including	2 188,46	2 339,80	106,9	4 420,36	4 845,30	109,6	6 604,87	7 325,38	110,9	8 920,34	9 812,50	110,0
	Cargo transportation	1 822,85	1 983,70	108,8	3 729,66	3 986,85	106,9	5 582,71	6 067,83	108,7	7 492,31	8 244,28	110,0
	Sending passengers	91,97	56,52	61,5	101,38	141,41	139,5	143,96	247,16	171,7	239,83	359,22	149,8
	Other income	273,63	299,58	109,5	589,32	717,04	121,7	878,20	1 010,39	115,1	1 188,20	1 209,00	101,8
	other income from operating activities	50,42	50,42	100,0	132,96	132,96	100,0	209,61	209,61	100,0	300,00	279,61	93,2
	income from financial activities	153,31	85,01	55,5	215,25	206,00	95,7	286,84	325,00	113,3	466,84	445,00	95,3
II.	**SPENDINGS**	**2 262,63**	**2 431,31**	**107,5**	**5 095,88**	**5 116,92**	**100,4**	**7 164,73**	**7 670,03**	**107,1**	**9 547,36**	**10 304,63**	**107,9**
1	**Net price of the product**	**1 339,41**	**1 458,03**	**108,9**	**2 736,71**	**3 073,24**	**112,3**	**4 119,04**	**4 573,06**	**111,0**	**5 575,37**	**6 118,99**	**109,8**
	Cargo transportation	799,21	866,97	108,5	1 708,60	1 717,75	100,5	2 524,99	2 626,35	104,0	3 344,09	3 488,56	104,3
	Sending passengers	220,34	267,95	121,6	334,29	597,96	178,9	567,50	879,28	154,9	812,16	1 161,42	143,0
2	**Current expenses**	**227,56**	**280,28**	**123,2**	**494,56**	**597,27**	**120,8**	**733,77**	**907,94**	**123,7**	**1 143,99**	**1 252,64**	**109,5**
	selling expenses	15,85	27,90	176,0	27,08	55,80	206,1	34,27	84,89	247,7	104,00	114,05	109,7
	administrative expenses	55,60	66,28	119,2	113,17	131,08	115,8	173,93	204,65	117,7	251,29	275,13	109,5
	other operating expenses	156,11	186,11	119,2	354,31	410,39	115,8	525,57	618,40	117,7	788,70	863,46	109,5
3	**Expenses on financial activities**	**695,67**	**693,00**	**99,6**	**1 864,62**	**1 446,42**	**77,6**	**2 311,92**	**2 189,02**	**94,7**	**2 827,99**	**2 933,00**	**103,7**
III.	**TAXES (income tax)**	22,69	7,34	32,3		11,60			30,75		21,73	37,87	174,3
IV.	**FINANCIAL RESULT (net profit / loss)**	**106,86**	**36,58**	**34,2**	**-327,31**	**55,73**	**-17,0**	**-63,41**	**159,22**	**-251,1**	**118,09**	**194,61**	**164,8**

4. Financial indicators

Indicators	Unit of measurement	1st quarter	1 - half year	9 months	annual
Income,including	mln. sum	2 475 230	5 184 256	7 859 995	10 537 110
Net income	mln. sum	2 339 803	4 845 297	7 325 382	9 812 497
Other income from operating activities	mln. sum	50 416	132 959	209 613	279 613
Income from financial activities	mln. sum	85 012	206 000	325 000	445 000
By net price of products sold (work, service), including the main types of products (work, service):	mln. sum	1 458 028	3 073 237	4 573 062	6 118 994
Cargo transportation	one unit, sum	144,5	140,2	142,7	142,1
	total amount, mln. sum	866 966	1 717 751	2 626 351	3 488 558
Sending passengers	one unit, sum	636,5	449,6	378,4	358,1
	total amount, mln. sum	267 953	597 963	879 281	1 161 419
Operating expenses include:	mln. sum	280 284	597 267	907 944	1 252 636
Sales costs	mln. sum	27 898	55 796	84 894	114 052
Administrative expenses	mln. sum	66 280	131 084	204 647	275 125
Other operating expenses	mln. sum	186 106	410 387	618 403	863 460
Expenses on financial activities	mln. sum	693 000	1 446 419	2 189 021	2 933 000
Net profit / loss	mln. sum	18 822	55 733	159 222	194 607

s and payments to trust funds

Indicators	Unit of measurement	1st quarter	1 - half year	9 months	annual
Total amount of payments to the budget, including:	mln. sum	181 883	363 764	545 644	727 527
Income (profit) tax	mln. sum	8 587	17 174	25 760	34 347
Value Added Tax (VAT)	mln. sum	14 254	28 508	42 761	57 015
Excise tax	mln. sum	6 089	12 178	18 267	24 356
Single social payment and insurance contributions of citizens to the extra-budgetary Pension Fund (Single Social Payment)	mln. sum	63 601	127 201	190 802	254 403
Tax for the use of mineral resources	mln. sum	9 500	19 001	28 501	38 001
Others (all other taxes)	mln. sum	79 852	159 702	239 553	319 405

5. Distribution of net profit

Name	Unit of measurement	1st quarter	1 - half year	9 months	annual
Net profit	mln. sum	36 580,55	55 732,91	159 222,18	194 607,49
Dividend payment including:	mln. sum				
State share	mln. sum				58 382,25
From this, paid	mln. sum				
To the reserve fund	mln. sum				973,20
To develop the enterprise	mln. sum	30 577,85	54 333,44	108 868,02	135 252,04
Others	mln. sum				

6. Debt

Name	Unit of measurement	1st quarter	1 - half year	9 months	annual
Accounts receivable	million soums	2 500 000	2 575 000	2 652 250	2 731 818
Accounts payable	million soums	2 100 000	2 163 000	2 227 890	2 294 727

7. External debt

mln. US dollars

Naming	Balance at the beginning of the reporting period 01.01.2021y	Planned loan				2021 loan repayment										Balance at the end of the reporting period 31.12.2021y.
		I	II	III	IV	I-чорак		II-чорак		III-чорак		IV-чорак		Жами		
						Principal debt	percent	Principal debt	percent	Principal debt	percent	Principal debt	percent	Principal debt	percent	
External debt of the enterprise, including	**1 100,19**	**19,05**	**15,74**	**34,09**	**17,95**	**23,70**	**12,57**	**9,20**	**2,07**	**23,97**	**11,77**	**9,20**	**2,05**	**66,07**	**28,46**	**1 120,96**
State guarantee	1 013,48	19,05	15,74	34,09	17,95	19,96	11,63	7,51	1,96	20,22	10,90	7,51	1,96	55,21	26,45	1 045,10
Based on the company's own guarantee	86,71					3,74	0,94	1,69	0,10	3,74	0,87	1,69	0,09	10,86	2,01	75,86

8. Foreign trade and foreign financial activity of the enterprise

Name	Unit of measurement	1st quarter	1 - half year	9 months	annual
Export volume	million US dollars	108,63	263,97	449,76	599,00
Import volume	million US dollars	38,75	98,70	209,41	343,89
Trade balance (difference between exports and imports)	million US dollars	69,88	165,27	240,35	255,11
Demand for foreign currency	million US dollars				

9.

List of key performance indicators of JSC "Uzbekistan Railways" for 2021 (including forecast values and specific weights)

№	Indicator	Unit of measurement	Normative	For the first quarter		In the first half of the year		For 9 months		For the year 2021		Note
				Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	
1	Profit before interest, taxes and depreciation (EBITDA - EarningsBeforeInterest, Taxes, Depreciation & Amortization)	billion soums								1,0%	700,000	
2	Cost Income Ratio (CIR - Cost Income Ratio)	К								1,0%	0,700	
3	Return on Capital Employed (ROCE = Earnings Before Interest and Tax (EBIT) / Capital Employed (Total Assets - Current Liabilities))	К								1,0%	0,032	
4	Return on Equity (ROE - Return On Equity (Net Income / Shareholder's Equity))	К								1,0%	0,060	
5	Return on Investment (TSR - Total Shareholders Return)	К									0,000	
6	Return on assets	К	**> 0,05**	6,0%	0,003	5,0%	0,003	5,0%	0,003	4,0%	0,003	JSC "UTY" is a natural monopoly
7	Absolute liquidity ratio	К	**> 0,2**	15,0%	0,180	15,0%	0,180	15,0%	0,140	20,0%	0,120	JSC "UTY" is a

												natural monopoly

№	Indicator	Unit of measurement	Normative	For the first quarter		In the first half of the year		For 9 months		For the year 2021		Note
				Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	
8	Financial independence ratio	K	**> 1**	12,0%	6,000	12,0%	6,000	10,0%	6,000	15,0%	6,010	
9	Turnover of accounts payable, in days	day		20,0%	85,000	20,0%	80,000	22,0%	85,000	19,0%	90,000	
10	Turnover of receivables, in days	day		20,0%	75,000	20,0%	85,000	22,0%	85,000	19,0%	80,000	
11	Coverage (solvency) ratio	K	**> 1,25**	27,0%	3,000	28,0%	3,500	26,0%	3,000	18,5%	3,000	
12	Dividend output (%)	%								0,5%	0,01	

№	Indicator	Unit of measurement	Normative	For the first quarter		In the first half of the year		For 9 months		For the year 2021		Note
				Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	
13	Decrease in accounts receivable (as a percentage of the assignment)	%										Dynamics of growth of freight and passenger volumes, due to the increase in the exchange rate against the soum, it is impossible to calculate the norms of receivables on the basis of the annual increase in tariffs for transportation
Total:				100,0%		100,0%		100,0%		100,0%		

• The coefficients of the financial analysis (shown in paragraphs 1-5) calculated on the basis of these financial statements based on international standards are applied only after the transition to the publication of the report on International Financial Reporting Standards.

10.

List of additional key performance indicators of JSC "Uzbekistan Railways" for 2021 (including forecast values and specific weights)

№	Indicator	Unit of measurement	Normative	For the first quarter		In the first half of the year		For 9 months		By 2021		Note
				Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	
1	Depreciation rate of fixed assets	К	**< 0,5**	2,1%	0,300	2,1%	0,300	2,1%	0,310	2,1%	0,250	
2	Fixed asset renewal rate	К								1,2%	0,150	
3	Labor productivity	thousand / sum per 1 employee		12,0%	44 736,3	12,5%	92 236,9	11,1%	139 199,7	12,0%	186 160,1	
4	Return on funds	Relative to 1 sum of OS value		6,9%	0,120	7,1%	0,230	7,0%	0,380	7,1%	0,600	
5	Production capacity utilization factor	К										It is impossible to calculate the use of production capacity, taking into account the specifics of the railway industry, in particular, the prevalence of railways throughout the country, the specificity of transport and capacity, as well as the erratic movement of freight cars on some sections of the railway. .

№	Indicator	Unit of measurement	Normative	For the first quarter		In the first half of the year		For 9 months		By 2021		Note
				Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	Comparative weight	Forecast	
6	Energy efficiency (share of the cost of fuel and energy resources in the cost of production)	%		11,1%	0,120	11,0%	0,110	11,0%	0,110	11,0%	0,120	
7	The cost of staff training, per worker	mln. sum / 1 per worker		6,1%	3,632	6,5%	4,760	7,0%	9,500	7,0%	11,380	
8	Employee turnover ratio	K	**< 1**	0,8%	1,000	0,8%	1,000	0,8%	1,000	0,8%	1,000	
9	An indicator of the implementation of the investment program in monetary terms	million US dollars		13,8%	40,130	13,7%	89,170	14,7%	148,980	15,5%	201,300	
10	Export parameter performance indicators (in% of the amount of money)	%		13,8%	100,000	13,7%	100,000	14,7%	100,000	15,5%	100,000	
11	Shipping (million tons)	mln.tons		13,7%	17,200	13,8%	35,000	14,8%	53,100	15,5%	72,000	
12	Sending passengers (thousand people)	thousand people.		13,7%	0,99	13,8%	4,88	14,8%	8,50	15,5%	11,93	
Жами:				**100,0%**		**100,0%**		**100,0%**		**100,0%**		

11.

JSC "Uzbekistan Railways"

The list of products planned to be produced by enterprises in 2021 under localization programs

№	Company name	Name of localized product	Unit of measurement	2021 - йилга режа			I-чорак		II-чорак		III-чорак		IV-чорак	
				Quantity	Price (mln.sum)	Localization rate,%	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)
1	Andijan Mechanical Plant Subsidiary company	Triangel	pieces	640	783	66	190	232,5	350	428,4	520	636,4	640	783,3
2		Triangel hanging	pieces	1280	121	100	380	36,0	700	66,4	1030	97,7	1280	121,4
3		Pendulum (suspension pendulum) AO-2104.01	pieces	640	24	100	190	7,2	350	13,2	520	19,6	640	24,2
4		Binding pad PL-5.71.01.002	pieces	3000	247	39	900	74,0	1650	135,6	2400	197,2	3000	246,6
5		Overlay TS 115 45 02 001	pieces	3000	44	46	900	13,2	1650	24,2	2400	35,3	3000	44,1
6		Storage bracket PS-115.41.02.005	pieces	3000	108	79	900	32,5	1650	59,5	2400	86,6	3000	108,3
7		Fasoniy bracket PP-5.701.02.101	pieces	3000	259	82	900	77,8	1650	142,6	2400	207,5	3000	259,3
8		Railway screw	Thousand pieces	300	3 600,0	62	90	1080,0	170	2040,0	240	2880,0	300	3600,0
9		Bracket for subway lines	pieces	5000	1 460,0	48	1500	438,0	2800	817,6	4000	1168,0	5000	1460,0
10		Wagon tank for liquefied gas transportation	pieces	50	25 600,0	42	15	7680,0	30	15360,0	40	20480,0	50	25600,0
11		4-axle wagon tank for transporting chemical cargo	pieces	12	13 414,5	40	4	4471,5	7	7378,0	10	11178,8	12	13414,5

№	Company name	Name of localized product	Unit of measurement	2021 - йилга режа			I-чорак		II-чорак		III-чорак		IV-чорак	
				Quantity	Price (mln.sum)	Localization rate,%	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)
12	Subsidiary company "Foundry Mechanics Plant"	The spring-loaded beam of the freight car	pieces	772	6831	52	230	2035,8	430	3806,0	620	5487,8	772	6831,0
13		Side frame of freight car	pieces	1544	12825	54	460	3822,2	850	7062,7	1240	10303,3	1544	12825,1
14		"Pyatnig" of freight car	pieces	551	659	73	160	191,2	300	358,5	440	525,9	551	658,8
15		Pad with support	pieces	3308	192	82	990	57,5	1800	104,6	2650	154,0	3308	192,2
16		Fricted klin	pieces	3087	496	61	920	147,7	1700	273,0	2470	396,7	3087	495,7
17		Centering rod	pieces	1764	237	71	530	71,1	970	130,2	1410	189,2	1764	236,7
18		Shoe brake caliper	pieces	6615	828	73	2000	250,5	3640	455,9	5300	663,8	6615	828,5
19		Fastener cover	pieces	9702	2367	40	2900	707,5	5400	1317,4	7800	1902,9	9702	2366,9
20		A holder that holds the vertical point	pieces	2426	140	36	730	42,2	1400	81,0	1950	112,8	2426	140,3
21		Pillar with triangel	pieces	2426	136	36	730	40,9	1400	78,4	1950	109,2	2426	135,8
22		Triangel tip	pieces	4851	169	38	1460	50,8	2700	93,9	3900	135,7	4851	168,7
23		Triangel's bookmark	pieces	9702	314	40	2900	93,9	5400	174,8	7800	252,5	9702	314,1
24		Mechanism refill	pieces	33957	2689	36	10200	807,8	18700	1480,9	27000	2138,2	33957	2689,1
25		Sector lock of the unloading mechanism	pieces	33957	1427	36	10200	428,7	18700	785,9	27000	1134,8	33957	1427,1
26		Bracket	pieces	2426	122	40	730	36,6	1350	67,7	1950	97,8	2426	121,6
27		Bracket (of separation device)	pieces	2426	102	38	730	30,6	1350	56,6	1950	81,7	2426	101,7
28		Steering wheel	pieces	1213	145	38	360	43,1	670	80,2	970	116,2	1213	145,2

№	Company name	Name of localized product	Unit of measurement	2021 - йилга режа			I-чорак		II-чорак		III-чорак		IV-чорак	
				Quantity	Price (mln.sum)	Localization rate,%	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)
29	Subsidiary company "Foundry Mechanics Plant"	4-axle freight car	pieces	170	72250	36	50	21250,0	95	40375,0	140	59500,0	170	72250,0
30		Drawing of the centering ball.№VZ-1589	pieces	100	16	36	30	4,8	55	8,7	80	12,7	100	15,8
31		Connecting plate drawing.№ VZ-1632	pieces	100	10	38	30	3,0	55	5,5	80	8,0	100	10,0
32		Rear pillar drawing.№ VZ-1590	pieces	100	142	36	30	42,6	55	78,1	80	113,5	100	141,9
33		Front pillar drawing.№ VZ-1592	pieces	100	179	42	30	53,8	55	98,6	80	143,4	100	179,3
34		Pulling (holding) a hammer. drawing №1593	pieces	100	185	44	30	55,4	55	101,6	80	147,8	100	184,7
35		Pendulum pin for subway lines	pieces	70000	1 400,0	40	21000	420,0	38500	770,0	56000	1120,0	70000	1400,0
36		Wagon platform for transporting large containers	pieces	50	25 000,0	40	15	7500,0	28	14000,0	40	20000,0	50	25000,0
37		Wagon hoppers for transporting mineral fertilizers	pieces	50	25 800,0	40	15	7740,0	28	14448,0	40	20640,0	50	25800,0
38		The left tooth of the excavator bucket	pieces	1000	621,9	30	300	186,6	550	342,1	800	497,6	1000	621,9
39		The right tooth of the excavator bucket	pieces	1000	621,9	30	300	186,6	550	342,1	800	497,6	1000	621,9
40		Excavator bucket tooth crown. №EK 02.00.02	pieces	1000	404,0	15	300	121,2	550	222,2	800	323,2	1000	404,0
41		Excavator bucket tooth №EK 02.00.01	pieces	1000	438,9	15	300	131,7	550	241,4	800	351,1	1000	438,9
42		TEM2 locomotive spring suspension	pieces	20	9,6	40	6	2,9	11	5,3	16	7,7	20	9,6

№	Company name	Name of localized product	Unit of measurement	2021 - йилга режа			I-чорак		II-чорак		III-чорак		IV-чорак	
				Quantity	Price (mln.sum)	Localization rate,%	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)
43	Subsidiary company "Foundry Mechanics Plant"	Hydromechanical reducer flange of TEM2 locomotive	pieces	60	3,9	40	20	1,3	35	2,3	50	3,2	60	3,9
44		Slider (large)	pieces	20	15,6	100	6	4,7	11	8,6	16	12,5	20	15,6
45		Slider (small)	pieces	20	12,5	100	6	3,7	11	6,9	16	10,0	20	12,5
46	"Uztemiryolmash-ta'mir" Unitary Enterprise	Gear on the reducer of the electric locomotive 131 VL60, VL80	pieces	14	5,5	68	4	1,6	8	3,1	12	4,7	14	5,5
47		Gear reducer electric locomotive 047 VL60, VL80	pieces	14	37,5	90	4	10,7	8	21,4	12	32,1	14	37,5
48		Piston pin D50.04.101	pieces	160	65,6	42	50	20,5	90	36,9	130	53,3	160	65,6
49		Inlet valve D50.09.009	pieces	380	284,5	46	110	82,4	210	157,2	300	224,6	380	284,5
50		Exhaust valve D50.09.010	pieces	380	297,3	46	110	86,1	210	164,3	300	234,7	380	297,3
51		Main pole TED ED118	pieces	480	2 929,3	57	150	915,4	270	1647,7	400	2441,1	480	2929,3
52		Pole additional TED ED118	pieces	480	2 195,2	48	150	686,0	270	1234,8	400	1829,3	480	2195,2
53		Main pole TED NB514	pieces	120	531,7	48	40	177,2	70	310,1	100	443,1	120	531,7
54		Pole additional TED NB514	pieces	120	387,5	44	40	129,2	70	226,0	100	322,9	120	387,5
55		Pole compensation TED NB514	pieces	120	449,0	44	40	149,7	70	261,9	100	374,2	120	449,0
56		Gear wheel 2TE10L 85.15.145	pieces	14	39,6	68	4	11,3	8	22,6	12	33,9	14	39,6
57		Lower Shaft 10D100.08.057	pieces	14	23,6	90	4	6,7	8	13,5	12	20,2	14	23,6

№	Company name	Name of localized product	Unit of measurement	2021 - йилга режа			I-чорак		II-чорак		III-чорак		IV-чорак	
				Quantity	Price (mln.sum)	Localization rate,%	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)	Quantity	Price (mln.sum)
58	JSC "Tashkent plant for construction and repair of passenger cars"	Updating the composition of passenger cars	pieces	16	42667	40	5	13333,5	9	24000,3	13	34667,1	16	42667,2
59		Water tank (tank)	pieces	15	208	40	4	55,5	8	111,1	12	166,6	15	208,3
60		Boiler	pieces	15	10	40	4	2,7	8	5,4	12	8,2	15	10,2
61		Central suspension spring 101	pieces	120	131,5	44	35	38,4	68	74,5	100	109,6	120	131,5
62		Central suspension spring 102	pieces	120	67,9	43	35	19,8	68	38,5	100	56,6	120	67,9
63		Central suspension spring 103	pieces	120	33,0	39	35	9,6	68	18,7	100	27,5	120	33,0
64		The inner spring of the box	pieces	240	21,2	43	70	6,2	130	11,5	190	16,8	240	21,2
65		The outer spring of the box	pieces	240	133,3	42	70	38,9	130	72,2	190	105,5	240	133,3
66		Buffer glass spring	pieces	60	25,5	41	18	7,7	35	14,9	48	20,4	60	25,5
67		Water boiler	pieces	15	133,0	42	5	44,3	8	73,2	12	106,4	15	133,0
68		Heating system boiler	pieces	15	156,8	42	5	52,3	8	86,2	12	125,4	15	156,8
69	Andijan Mechanical Plant LLC	Conical anchor	Thousand pieces	60	6 720,0	55	20	2240,0	34	3808,0	50	5600,0	60	6720,0
70		Hydraulic jack SMZH 783.RE	pieces	50	530	70	15	159,0	28	530,0	40	424,0	50	530,0
	Total:				**270 670,5**			**82 022,4**		**152 477,2**		**219 754,6**		**270 670,5**

12.

INFORMATION
on the implementation of investment projects in JSC "Uzbekistan Railways" for 2021-2023

№	Project name and initiator	Name of the region	Implementation period	Project capacity	Foreign investor and lender	The total cost of the project	Remaining 01.01.21y. expected	Mastering plan: 2021 Jami	I quarter	II quarter	III quarter	IV quarter	The basis for entering the program
	JSC "Uzbekistan Railways"							**625,08**	**114,98**	**152,80**	**184,64**	**172,67**	
	including:												
	new construction							**198,70**	**26,30**	**43,45**	**57,66**	**71,30**	
	modernization and reconstruction							**83,97**	**20,81**	**27,45**	**20,21**	**15,50**	
	other directions							**342,41**	**67,87**	**81,90**	**106,77**	**85,87**	
	state budget							91,74	19,33	32,98	19,70	19,74	
	public funds							201,30	37,20	53,28	63,60	47,22	
	TTJ funds							64,90	9,50	14,30	24,70	16,40	
	Foreign loans guaranteed by the Republic of Uzbekistan							205,89	37,10	36,93	58,13	73,73	
	foreign direct investment							51,25	10,32	12,84	15,43	12,66	
	commercial bank loans							10,00	1,53	2,47	3,08	2,92	

№	Project name and initiator	Name of the region	Implementation period	Project capacity	Foreign investor and lender	The total cost of the project	Remaining 01.01.21y. expected	Mastering plan: 2021 Total	I quarter	II quarter	III quarter	IV quarter	The basis for entering the program
	new construction						**891,18**	**198,70**	**26,30**	**43,45**	**57,66**	**71,30**	
1	**Construction of Sergeli line of Tashkent metro** *state budget*	Tashkent	2017-2020 y.	7,1 km		82,66	2,39	2,39	2,39				Resolution of the President of the Republic of Uzbekistan from 11/29/2016 No.PP-2664
2	**Construction of the second stage of the Yunusabad line of the Tashkent metro** *state budget*	Tashkent	2017-2020 y.	2,9 km		103,82	2,08	2,08	2,08				Resolution of the President of the Republic of Uzbekistan from 07.11.2016 No.PP-2653
3	**Construction of the above-ground public metro in Tashkent**	Tashkent	2017-2022 y.	52,1 km	Eximbank of China	466,13	295,36	123,74	16,80	34,40	35,40	37,14	Resolution of the President of the Republic of Uzbekistan No. PQ-2979 of 19.05.17 and Decree of the President of the Republic of Uzbekistan No. F-5447 of 24.05.18
	state budget					316,72	199,97	78,84	11,80	27,60	19,70	19,74	
	TTJ funds					88,92	34,90	34,90	5,00	6,80	15,70	7,40	
	Foreign loans guaranteed by the Republic of Uzbekistan					60,49	60,49	10,00				10,00	

4	Construction of the second line of the high-speed electrified Navoi-Bukhara railway *public funds*	Navoi and Bukhara regions	2020-2023 y.	92,3 km		157,37	157,37	5,00	1,35	1,58	0,90	1,17	Resolution of the President of the Republic of Uzbekistan No. PP-4563 of 9.01.2020

№	Project name and initiator	Name of the region	Implementation period	Project capacity	Foreign investor and lender	The total cost of the project	Remaining 01.01.21y. expected	Mastering plan: 2021 Total	I quarter	II quarter	III quarter	IV quarter	The basis for entering the program
5	Electrification of the Marokand-Navoi railway section *public funds*	Samarkand and Navoi regions	2019-2022 y.	135 km	-	59,50	49,98	21,50	3,22	5,38	7,52	5,38	1st Deputy Prime Minister of the Republic of Uzbekistan, Order of the Minister of Transport dated 15.02.19 05 / 1-175
6	Electrification of the Bukhara-Urgench-Khiva railway	Bukhara and Khorezm regions	2020-2024 y.	452 km	ADB co-financed by AIIB	384,00	384,00	44,00	0,46	2,09	13,84	27,61	Resolution of the President of the Republic of Uzbekistan No. PP-2376 of 27.07.15 and the Decree of the President of the Republic of Uzbekistan No. 4681 of 25.07.16
	public funds					114,00	114,00	10,00	0,46	2,09	3,89	3,56	
	Foreign loans guaranteed by the Republic of Uzbekistan					270,00	270,00	34,00			9,95	24,05	
	modernization and reconstruction						**320,68**	**83,97**	**20,81**	**27,45**	**20,21**	**15,50**	

7	**Extending the service life by modernizing subway cars** *state budget*	Tashkent	2019-2021 y.	28 wagons		8,44	8,44	8,44	3,06	5,38			Resolution of the Cabinet of Ministers No. 24 of February 3, 2016
8	Electrification of the Pop-Namangan-Andijan railway section	Namangan and Andijan regions	2017-2021 y.	145,1 km	ADB	160,14	3,08	3,08	0,87	1,12	0,57	0,52	Resolution by President of the Republic of Uzbekistan No. PP-3336 of October 17, 2017
	public funds					68,92	2,58	2,58	0,37	1,12	0,57	0,52	
	Foreign loans guaranteed by the Republic of Uzbekistan					80,00	0,50	0,50	0,50				
№	**Project name and initiator**	**Name of the region**	**Implementation period**	**Project capacity**	**Foreign investor and lender**	**The total cost of the project**	**Remaining 01.01.21y. expected**	**Mastering plan: 2021 Total**	**I quarter**	**II quarter**	**III quarter**	**IV quarter**	**The basis for entering the program**
9	Rehabilitation of railways *public funds*	Republic of Uzbekistan	2020-2024 y.	900 km		240,00	208,00	48,00	11,78	14,14	13,26	8,82	Development Concept Draft
10	**Restoration of locomotives** *public funds*	Republic of Uzbekistan	2020-2024 y.	166 pcs.		60,20	47,45	12,75	2,90	3,30	3,30	3,25	Development Concept Draft
11	Modernization and extension of service life of freight cars *public funds*	Republic of Uzbekistan	2020-2024 y.	6349 pcs.		34,00	26,71	6,40	1,40	1,65	1,76	1,59	Development Concept Draft
12	Purchase of equipment and technology for the company's divisions public funds	Republic of Uzbekistan	2020-2024 y.	workshop and technology		32,00	27,00	5,30	0,80	1,86	1,32	1,32	Development Concept Draft

	other directions						**603,01**	**342,41**	**67,87**	**81,90**	**106,77**	**85,87**	
13	Construction of a multidisciplinary clinic in Tashkent foreign direct investment	Tashkent	2017-2021 y.	object	LLC "UGMK-Holding"	150,00	56,25	51,25	10,32	12,84	15,43	12,66	Resolution of the President of the Republic of Uzbekistan dated 29.09.17 No PP-3298
14	**Construction of a modern civil aviation airport complex on the territory of Tashkent East Airport (1 stage)**	Tashkent	2018-2021 y.	object		140,00	40,00	40,00	6,03	9,97	12,08	11,92	Decree of the President of the Republic of Uzbekistan dated 30.06.17 PQ-3104 and 03.01.18y. Resolutions No. PQ-3456
	commercial bank loans					75,00	10,00	10,00	1,53	2,47	3,08	2,92	
	TTJ funds					65,00	30,00	30,00	4,50	7,50	9,00	9,00	

№	Project name and initiator	Name of the region	Implementation period	Project capacity	Foreign investor and lender	The total cost of the project	Remaining 01.01.21y. expected	Mastering plan: 2021 Total	I quarter	II quarter	III quarter	IV quarter	The basis for entering the program
15	**Renovation of the locomotive fleet through the purchase of locomotives**	Republic of Uzbekistan	2020-2021 y.	30 pcs.	ADB	181,07	105,96	105,96	33,43	35,32	22,50	14,71	Resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated 15.07.19 Resolution No. 586
	public funds					11,07	9,57	9,57	2,63	2,62	2,61	1,71	
	Foreign loans guaranteed by the Republic of Uzbekistan					170,00	96,39	96,39	30,80	32,70	19,89	13,00	

16	**Construction of freight cars** *public funds*	Republic of Uzbekistan	2020-2024 y.	7300 pcs.		375,50	295,00	70,00	7,53	16,14	27,45	18,88	Development Concept Draft
17	**Updating the composition of passenger cars** *public funds*	Republic of Uzbekistan	2020-2024 y.	150 pcs.		51,00	40,80	10,20	4,76	3,40	1,02	1,02	Development Concept Draft
18	**Purchase of two high-speed electric passenger trains Talgo-250 and 4 economy class cars** *State-guaranteed foreign loans (FIEM)*	Republic of Uzbekistan	2019-2021 y.	2 electric trains and 4 wagons	FIEM	65,00	65,00	65,00	5,80	4,23	28,29	26,68	Resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated 07.05.19 Resolution No. 382

SCHEME OF RAILWAYS OF THE REPUBLIC OF UZBEKISTAN