Postcards from Uzbekistan
Tashkent....

....the rest

Let’s talk Medium-size!
What do we know about Medium-Size Cities in Uzbekistan?

Location Characteristics of 21 MSCs in Uzbekistan:

- The majority (18) are **Corridor MSCs**, located along CAREC/Silk route.
- Out of the 18, 13 are also **Cluster MSCs**, located in the periphery of primary urban centers;
- 3 are **Peripheral MSC** (eg. more isolated centers of advanced specialized industry).
What do we know about MSCs in Uzbekistan?

- Limited data available on MSCs;
- Demographic data shows dramatic population growth (50% of population growth during 1990-2014) and pressure on land, infrastructure and services of MSCs;
- Mid-size cities are the drivers of the recent urbanization, even if they represent only 15% of the cities in Uzbekistan;
- Expanding through sprawl. Population might triplicate when Master Plans are updated.
- Energy-intensive and high energy reliance
Lagging Investments in municipal infrastructures
Cost of Urban Sprawl

USD 370 mln

USD 74

- Appartments
- Individual houses

Water pipeline
Sewerage
Roads
Electricity

$ 1,319/Hhd
$ 6,153/Hhd
CHARTAK SNAPSHOT

QUICK FACTS

Population: 54.4 thousand

Population growth: 33% since 2010

Population density: 3216 people/km²
(as compared to 6,900 people/km² in Tashkent)

Land area: 14.39 km²
Chartak Eco-friendly city concept

① Wellness/Health tourism is pivotal to local economy

② City core infrastructure to be leveraged for tourism economy

③ Good existing infrastructure network, that needs to be:
   - Optimized (remove bottlenecks)
   - Rehabilitated
   - Retrofitted
   - Energy efficient
Simple Principle: SUSTAINABILITY

Simple Approach: ONE-SIZE DOES NOT FIT ALL

Knowing your MSCs is important

ACTIVATING MSCs
With a tailored place-based approach
to identify and leverage the UNIQUE development potential of each city within the Country’s system of cities.
Cities in Transformation: Uzbekistan Medium-Size Cities Program

A Program to

Transform medium-size cities to support integrated and balanced socio-economic development and contribute to unlock optimum and efficient use of their potential (Pillar III; 3.5 of NSDS)

By

1. Addressing Common Challenges at National Level
2. Building on Local Opportunities and potential

How

One Unified Delivery Mechanism:
ONE PROGRAM, ONE APPROACH, ONE IMPLEMENTING AGENCY to Channel multiple sources of funds
Localized solutions for prioritized investment programs

Value added of the integrated approach

1. Infrastructure prioritization: to support socio/economic development and vision.
2. No piece meal / fragmentation. One-time transformation to improve city / make it more attractive in a coordinated way.
3. Contribute to create better conditions to attract Private Sector

Expected Results

• Efficient services delivery (improved roads/pedestrian, reliable services)
• Improved environment for private sector investment
• Increased capacity of municipalities to manage municipal asset, capital investment planning
  • Increase in revenue generation
Thank you