New Tashkent International Airport - Uzbekistan

Environmental and Social Impact Assessment
Volume 1: Non-Technical Summary

Vision Invest

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Acronyms and Abbreviations

AoI	Area of Influence
ARFF	Aircraft Rescue and Fire Fighting
ATC	Air Traffic Control
CAA	Civil Aviation Agency
CHMP	Cultural Heritage Management Plan
CO	Carbon Monoxide
COD	Commercial Operation Date
CSO	Civil Society Organisation
DFC	U.S. International Development Finance Corporation
DFI	Development Finance Institution
E&S	Environmental and Social
EBRD	European Bank for Reconstruction and Development
EHS	Environmental, Health and Safety
EIA	Environmental Impact Assessment
EP IV	Equator Principles IV
EPC	Engineering, Procurement and Construction
ESAP	Environmental and Social Action Plan
ESDD	Environment and Social Due Diligence
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
ESMS	Environmental and Social Management System
FGDs	Focus Group Discussions
GHG	Greenhouse Gas
GIIP	Good International Industry Practice
GRM	Grievance Redress Mechanism
HRIA	Human Rights Impact Assessment
HSE	Health, Safety and Environment
HVAC	Heating, Ventilation and Air Conditioning
ICAO	International Civil Aviation Organisation
IESC	Independent Environmental and Social Consultant
IFC	International Finance Corporation
ILO	International Labour Organisation
JBIC	Japan Bank for International Cooperation
KEXIM	Export-Import Bank of Korea

LCS	Local Community Stakeholders
LCA	Landscape Character Area
LEED	Leadership in Energy and Environmental Design
LTO	Landing and Take Off
MAP	Million Annual Passengers
MoT	Ministry of Transport (Uzbekistan)
MRO	Maintenance, Repair and Overhaul
NACO	Netherlands Airport Consultants
NCECC	National Committee on Ecology and Climate Change (Uzbekistan)
NEXI	Nippon Export and Investment Insurance
NGO	Non-Governmental Organisation
NMF	Noise Management Framework
NTP	Notice to Proceed
OESMP	Operational Environmental and Social Management Plan
PV	Photovoltaic
RAP	Resettlement Action Plan
RFF	Rescue and Fire Fighting
SEP	Stakeholder Engagement Plan
SPV	Special Purpose Vehicle
SPZ	Sanitary Protection Zone
RAP	Resettlement Action Plan
TAA	Tashkent Airport Alliance
UA	Uzbekistan Airports
UNGPs	United Nations Guiding Principles on Business and Human Rights
VOC	Volatile Organic Compound
WWTP	Wastewater Treatment Plant

1.0 Introduction

1.1 Project Background

The proposed new Tashkent International Airport (the "Project") is being developed through a public-private partnership between JSC Uzbekistan Airports (the “Public Partner”) and Vision Invest, Sojitz Corporation, Incheon International Airport Corporation, and Korea Overseas Infrastructure & Urban Development Corporation (collectively referred to as the "Sponsors").

The Sponsors have been appointed by the Public Partner to design, construct, finance, operate and maintain the new Tashkent International Airport under a Public-Private Partnership Agreement (PPPA), governing the development, financing, construction, operation and maintenance of the Project.

The Sponsors are in process of establishing Tashkent Airport Alliance (“TAA”) as the Special Purpose Vehicle (SPV) for the development and operation of the Project. Once the TAA is incorporated the PPPA will be transferred by Sponsors to TAA. The Sponsors and Public Partner will be shareholders of the TAA. Construction is expected to commence in 2026, with an anticipated construction period of approximately 48 months, and commercial operations are planned to begin in 2030.

5 Capitals, part of SLR (5 Capitals), has been appointed by the Client to undertake the independent Environmental and Social Impact Assessment (ESIA) and associated environmental and social studies for the Project. To support the assessment, 5 Capitals partnered with the Uzbekistan-based consultancy Nazar Business Technology (NBT)-part of Oqtavia, which undertook the baseline environmental and social studies, stakeholder consultations, and preparation of the National Environmental Impact Assessment (EIA) in accordance with the regulatory requirements of the Republic of Uzbekistan.

The ESIA process has included baseline studies, impact assessment, mitigation planning and stakeholder engagement in accordance with Uzbek requirements and international lender standards. The ESIA package comprises ESIA Volumes 1 to 4 including supporting specialist studies covering key environmental and social topics, Resettlement Action Plan (RAP), Stakeholder Engagement Plan (SEP), and Environmental and Social Action Plan (ESAP).

Stakeholder engagement events were undertaken between December 2025 and February 2026, including public consultations in affected mahallas, socio-economic surveys, focus groups and meetings with authorities and communities.

The Project has also completed the first stage of Uzbekistan's National Environmental Impact Assessment (EIA) process. The Stage I EIA (ZVOS) received a Positive Conclusion from the State Ecological Expertise (SEE) on 20 April 2026, confirming the environmental acceptability of the Project and permitting the commencement of construction. As required under national legislation, a public hearing was held on 17 February 2026, and the outcomes were incorporated into the EIA submission. The Project will continue through the remaining stages of the national EIA process, including submission of the Stage II Environmental Impact Statement during detailed design and approval of the final environmental documentation prior to commencement of operations.

The Project will be implemented in accordance with the applicable environmental and social legislation of the Republic of Uzbekistan and will also align with international good practice, including the applicable requirements of international financial institutions, Good International Industry Practice (GIIP), and relevant International Finance Corporation (IFC) Environmental, Health and Safety (EHS) Guidelines.

1.2 Project Benefits and Opportunities

The Project is intended to transform Uzbekistan's aviation and logistics infrastructure by delivering a modern international airport aligned with the targets of the country's national strategy, Uzbekistan 2030, including contributing to US $160 Billion in GDP, and attracting 15 million foreign tourists. In its first phase of operation, the new airport will have the capacity to handle 20 million passengers and 129,000 tons of cargo per year, significantly more than the existing Islam Karimov Tashkent International Airport. Moreover, the new airport will improve operational efficiency, and provide modern, safe and internationally compliant airport facilities. Importantly, the Project will replace the existing airport rather than operate as an additional airport, thereby enabling the relocation of aviation and logistics activities away from the densely populated urban areas of central Tashkent.

The largest integrated modern aviation, travel and logistics hub in Central Asia, and the first to be fully powered by renewable energy resources, the Project will improve connectivity between Central Asia, Europe, the Middle East and Asia. Enhanced air transport infrastructure will facilitate trade, attract foreign investment, support business development, and improve access to international markets. The Project will also contribute to the continued growth of

Uzbekistan's tourism sector by improving accessibility to internationally recognised cultural and historical destinations, including Samarkand, Bukhara and Khiva. Improved connectivity is expected to increase visitor numbers and generate wider economic benefits for the hospitality, retail and service sectors. In fact, by 2035, it is estimated that the new Tashkent International Airport will attract more than US $2.5 billion in foreign direct investments.

During the construction stage, the Project is expected to create 5,000 jobs and will have an economic effect of over 200,000 jobs during operations, contributing approximately US $21 billion to national GDP over time. The Project will support local businesses and supply chains, and contribute to the development of technical skills within Uzbekistan's aviation sector. In addition, the airport will be LEED Certified, and has been designed to incorporate modern technologies and sustainable infrastructure solutions, promoting resource efficiency and supporting the country's environmental objectives.

The relocation of airport operations from the existing airport is also expected to deliver significant environmental and social benefits. More than one million people currently live within the urban area surrounding the existing airport, exposing them to pollution including aircraft noise, air emissions and associated traffic impacts. Relocating operations to the new airport will substantially reduce these impacts across central Tashkent, improving liveability and the quality of the urban environment. The new airport will minimise aircraft noise to surrounding rural communities, following the extensive noise modelling undertaken for the ESIA, operational mitigation and management measures. These measures are further detailed in the Noise Management Framework (NMF), prepared as a separate document.

In accordance with national requirements, a preliminary Sanitary Protection Zone (SPZ) assessment has been undertaken to evaluate potential public health impacts associated with airport operations. The assessment has been informed primarily by the available noise modelling, which represents the key factor in determining SPZ boundaries for the Project, and an SPZ conclusion has been issued. The SPZ boundaries and conclusions may be refined following completion of the updated noise modelling and air quality dispersion modelling, as required by the EIA Conclusion, and subsequent regulatory review.

The Project represents a key national infrastructure investment that will improve regional connectivity, strengthen economic competitiveness, support long-term sustainable development, enhance Uzbekistan's position as an international transport gateway, and deliver a net regional environmental benefit through the replacement of the existing airport.

1.3 Project Financing

The Sponsors are currently seeking project financing from a combination of international Development Finance Institutions (DFIs), Export Credit Agencies (ECA) and commercial banks. At this stage, discussions are being held with potential lenders including the International Finance Corporation (IFC), European Bank for Reconstruction and Development (EBRD), U.S. International Development Finance Corporation (DFC), Japan Bank for International Cooperation (JBIC), Nippon Export and Investment Insurance (NEXI), and the Export-Import Bank of Korea (KEXIM).

This Non-Technical Summary (NTS) forms part of the broader Environmental and Social (E&S) documentation prepared to support the Project's financing process.

2.0 Project Summary

2.1 Key Project Information

The following table presents the key information related to the Project.

Table 2-1 Key Project Information

Project Title	New Tashkent International Airport
Project Company	Tashkent Airport Alliance
EPC Contractor (Landside Development)	Larsen & Toubro
Environmental & Social Consultant	5 Capitals – Part of SLR Consulting (5 Capitals)
	Nazar Business Technology (NBT) (EA Registered Consultant) (Sub-Consultant of 5 Capitals – Tashkent based)

2.2 Project Overview

The new Tashkent International Airport is being developed to replace the existing Tashkent International Airport, in accordance with Presidential Decree PQ-353 issued on 25 November 2025. Once the new airport is fully operational, commercial aviation activities will transfer from the city's existing airport to the new facility. The future redevelopment of the existing airport site is not part of this Project and has therefore not been assessed in the Environmental and Social Impact Assessment (ESIA).

Building on the benefits described in Section 1.2, the Project supports Uzbekistan's long-term transport and logistics strategy by replacing the existing airport with a modern, high capacity international gateway serving national tourism and economic goals. This section focuses on the proposed facilities and Phase I design scope.

As noted above, Phase I of the airport is designed to accommodate up to 20 million passengers per year, with future expansion (increasing capacity to approximately 46 million passengers annually) subject to separate planning and environmental assessment.

Key Components of Phase I

- A modern passenger terminal with a floor area of approximately 208,000 m², incorporating passenger boarding bridges, baggage handling systems and other operational facilities.
- A 77-metre Air Traffic Control (ATC) tower equipped with air traffic management and meteorological services.
- Two 4,000-metre runways, together with taxiways, aircraft parking aprons, airfield lighting and navigational systems.
- Aircraft rescue and firefighting facilities, ground handling services, utility buildings and other operational support infrastructure.
- Cargo, maintenance and general aviation facilities.
- Landside infrastructure includes access roads, parking areas and passenger transport facilities.
- Airport utilities include electricity supply, heating and cooling systems, water supply, wastewater treatment, stormwater drainage, solid waste management, telecommunications and aviation fuel storage.

The airport masterplan and technical design are being prepared by NACO, an international aviation consultancy. Landside infrastructure will be designed and constructed by the appointed Engineering, Procurement and Construction (EPC) contractor, while a separate contractor will be appointed for construction of the airside infrastructure.

2.3 Project Location and Scale

The new Tashkent International Airport will be located approximately 23 kilometres south of Tashkent City and around 20 kilometres from the existing Islam Karimov Tashkent International Airport, within the Urta-Chirchik and Kuyi-Chirchik districts of Tashkent Province. The Project location in its national and regional context is shown in Figure 2.1 and Figure 2.2

The airport will occupy an area of approximately 1,300 hectares (around 13 km²) and has been planned on predominantly flat agricultural land. The site extends for approximately 6 kilometres in length and 2.2 kilometres in width, providing sufficient space for the proposed airport infrastructure and future expansion within the approved masterplan area.

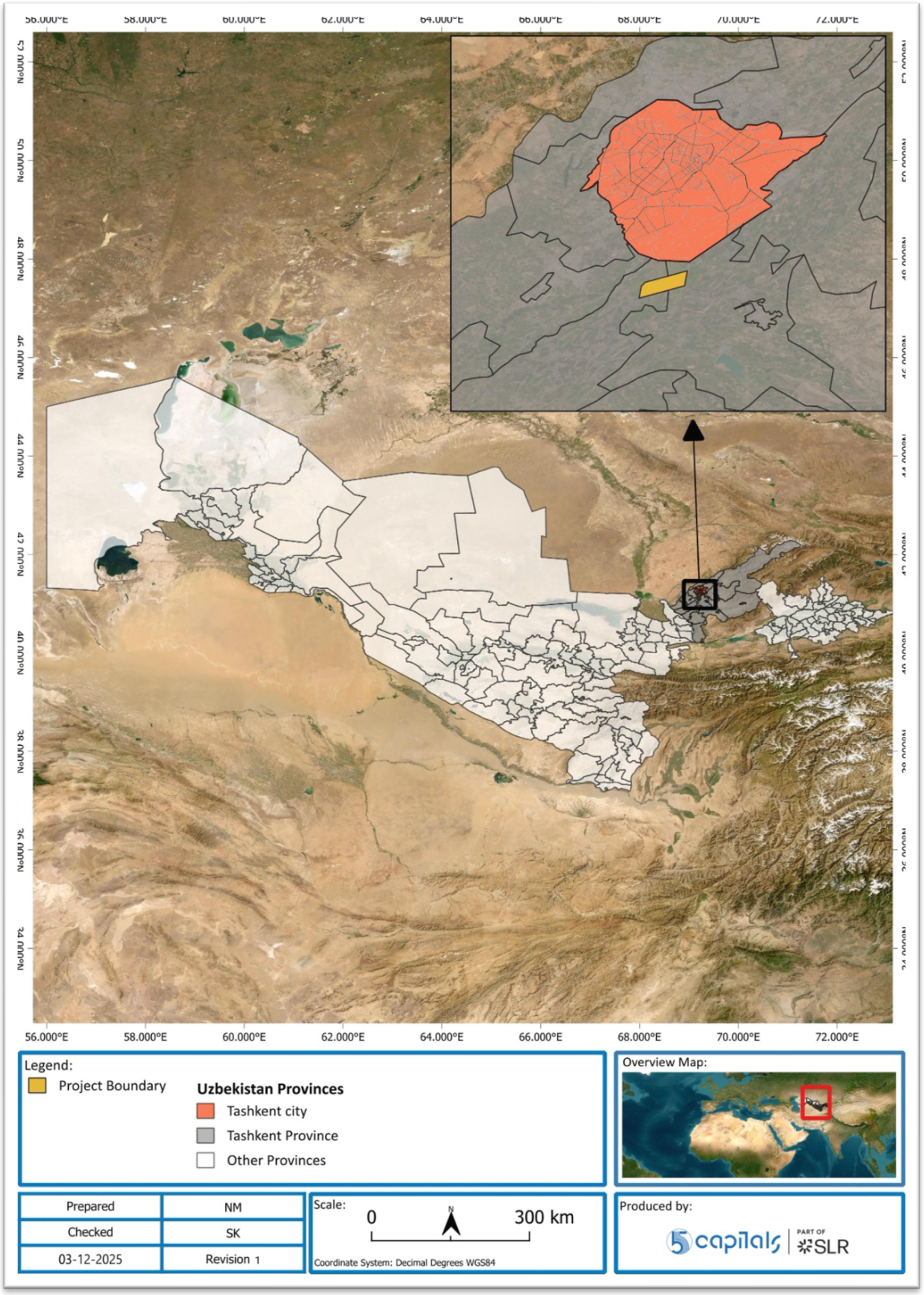


Figure 2-1 Project Location (National Context)

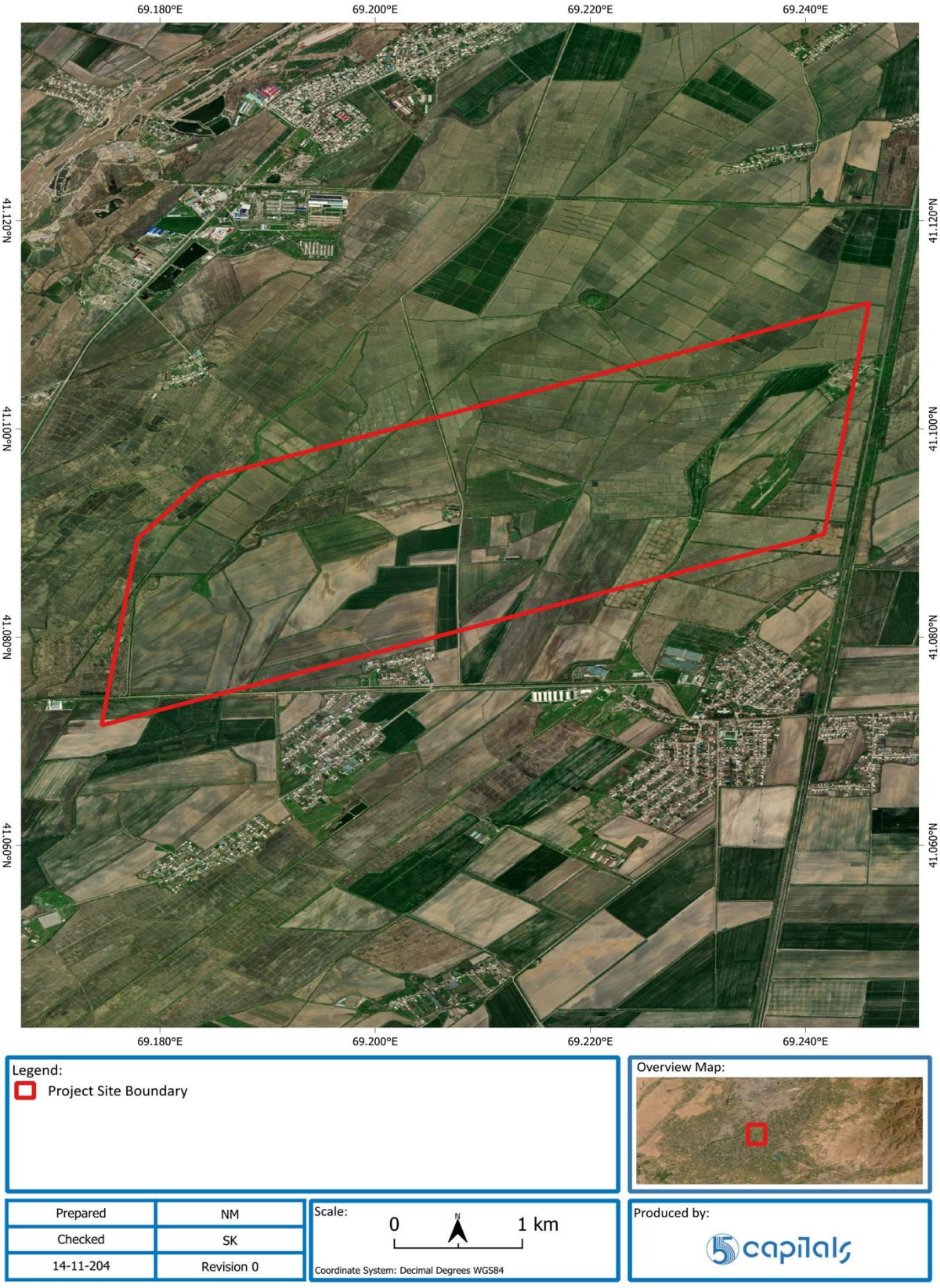


Figure 2-2 Project Location (Local Context)

The surrounding area is largely rural and is characterised by cultivated farmland used for growing cotton, cereals, fruit and other agricultural crops. An established network of irrigation canals crosses the area, supporting local farming activities. The Project site is also intersected by several local roads and contains a limited number of existing structures associated with agricultural land use.

The airport is located adjacent to the village of Yangitosh (to the south), with several other rural settlements situated nearby. The site was selected based on key considerations including the availability of sufficient land, flat terrain, strategic proximity to Tashkent, potential for future transport integration and airport expansion, and sufficient space for supporting infrastructure to meet future demand. The location provides adequate land for a modern international airport while maintaining appropriate separation from the urban centre of Tashkent and offers good opportunities for future transport connections and long-term airport development.

The surrounding environment and nearby communities have been carefully considered as part of the ESIA to identify potential environmental and social impacts and to develop appropriate mitigation measures.

2.4 Land Use and Site Conditions

2.4.1 Land Ownership and Project Agreements

Under the laws of Uzbekistan, all land is owned by the State. Individuals and businesses may lease land from the Government for activities such as farming and housing. The proposed airport site is currently occupied by agricultural land that is leased and used by local farmers for crop cultivation and seasonal livestock grazing.

The Government will allocate the land required for the Project through the appropriate legal agreements. Existing land users who are affected by the Project will be compensated in accordance with national legislation and international lender requirements. The process for land acquisition, compensation and livelihood restoration is described in the Resettlement Action Plan (RAP), which has been prepared as part of the Project.

2.4.2 Existing Site Conditions

The Project will be developed on approximately 1,300 hectares of predominantly agricultural land. Most of the site is actively cultivated, with crops including cotton, rice, vegetables, pulses and fruit trees. Livestock grazing also takes place on parts of the site outside the main growing season.

In addition to agricultural land, the Project site contains a small residential area associated with the Kalkhobad Mahalla, several isolated agricultural structures, irrigation canals, drainage channels and local access roads. A few electricity transmission lines also cross parts of the site and will require relocation or modification before construction begins.

Four small graveyards have been identified within the Project area. These have been recognised as important cultural heritage features. These have been considered during Project planning and throughout the environmental and social assessment.

2.5 Surrounding Environment

The area surrounding the proposed airport is predominantly rural and is characterised by extensive agricultural land interspersed with small villages and farming communities.

The nearest residential community is located approximately 70 metres south of the current Project boundary, with additional villages located throughout the surrounding area. These communities have been identified as important receptors during the environmental and social assessment.

The surrounding transport network includes an existing electrified railway along the eastern edge of the site and the A373 highway, located approximately 6 kilometres to the east. Several local roads also provide access to nearby villages and agricultural land.

The Chirchik River, located approximately 2 kilometres west of the Project site, is the nearest major watercourse and represents an important environmental resource.

Existing infrastructure in the area includes natural gas pipelines, electricity transmission lines and local utility networks. Some of these services will require relocation or protection as part of the airport development.

2.6 Sensitive Receptors

The ESIA identified nearby communities, environmental features and cultural heritage sites that could potentially be affected by construction or operation of the airport. These receptors have been considered throughout the impact assessment and in the development of mitigation measures.

2.6.1 Communities

Several rural communities are located around the Project site, as indicated in Figure 2-3 with the closest residential properties (shown as H1) situated approximately 70 metres from the Project boundary. Other villages and small commercial areas are distributed within the wider surrounding area. These communities have been considered in assessments of noise, air quality, traffic, visual impacts and other environmental and social issues. One small village (Bakavul) will be relocated from the Project site (see Section 4.11).

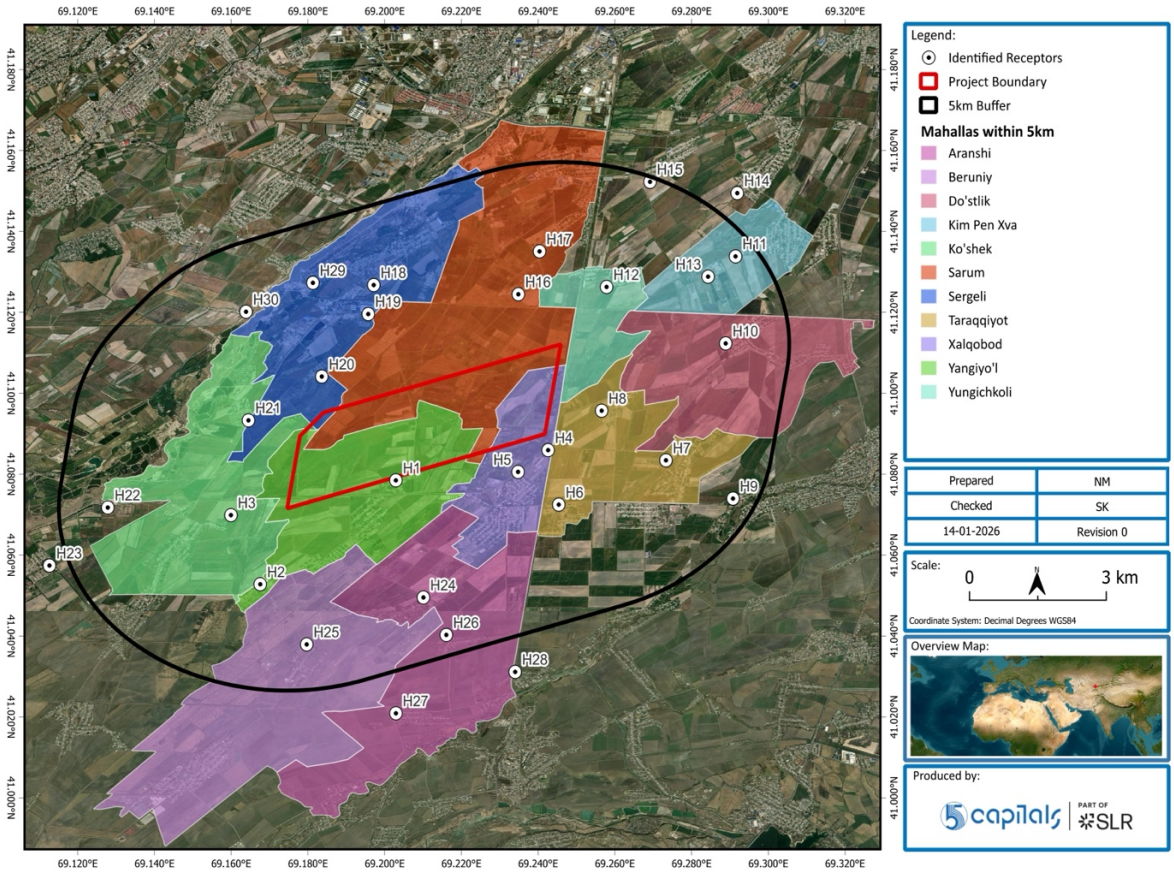


Figure 2-3 Nearby Communities and Identified Receptors

2.6.2 Ecological Receptors

There are no nationally or internationally designated protected areas within the Project site or within a 10-kilometre radius. The site consists mainly of modified agricultural habitats with relatively low ecological sensitivity.

The Chirchik River is the nearest significant natural feature and has been identified as an ecological receptor because of its importance for local biodiversity and water resources. Appropriate measures have been incorporated into the Project design to protect surrounding habitats during construction and operation.

Faunal species, vegetation and habitats (predominantly modified) have been identified as terrestrial ecological receptors. Several White Stork breeding colonies together with Little Egret and Glossy Ibis (all listed in the Uzbekistan Red Data Book) have been identified as key ecological receptors for the Project.

2.6.3 Cultural Heritage

As noted in Section 2.4.2, four small graveyards within the Project site (including Muslim and Orthodox Christian burial grounds) have been treated as important cultural heritage features. These are assessed further in Section 4.9.

Additional active cemeteries are located outside the Project boundary, with the nearest situated approximately 230 metres south of the site. These locations have been considered during Project planning, and appropriate management measures will be implemented to protect cultural heritage and ensure respectful engagement with affected communities.

2.7 Project Master Plan

The new Tashkent International Airport will be developed in phases. Certain infrastructure elements will be designed from the outset to accommodate the airport's full long-term development. As outlined earlier, the ESIA assesses the initial development phase, with an operational capacity of up to 20 million annual passengers (MAP). The Project footprint, land acquisition and resettlement impacts assessed in the ESIA are based on the currently defined Project boundary. The airport has been conceptually planned to accommodate future phased expansion up to its ultimate development capacity of 46 million annual passengers. Certain infrastructure elements will therefore be designed from the outset to support the airport's long-term development requirements. The airport masterplan is structured into the following key components:

- Airport infrastructure
- Support facilities
- Utilities
- Aviation safety features

As Uzbekistan is a member of the International Civil Aviation Organisation (ICAO), the design of all aviation-related facilities will comply with ICAO standards and recommended practices to ensure international safety and operational requirements are fully met.

2.8 Sanitary Protection Zone

A Sanitary Protection Zone (SPZ) has been established to protect public health by ensuring that environmental impacts from airport operations, particularly aircraft noise, remain within applicable national standards and acceptable limits for surrounding sensitive receptors.

For the new Tashkent International Airport, the SPZ has been defined based on project-specific environmental and noise modelling, undertaken in accordance with internationally

recognised methodologies and in consultation with the Committee for Sanitary and Epidemiological Welfare and Public Health. The approach is based on predicted aircraft noise contours rather than fixed buffer distances.

The SPZ boundary has been established along the 60 dB (LAeq) aircraft noise contour, with associated management zones defined for higher noise levels requiring progressively enhanced mitigation and control measures. This approach reflects national regulatory requirements and is consistent with good international industry practice.

The ESIA confirms that establishment of the SPZ does not result in additional physical displacement beyond that already identified within the Project footprint. Should future design refinements or operational changes result in adjustments to the SPZ boundary, any resulting impacts will be addressed in accordance with the Project's Resettlement Policy Framework and applicable lender's requirements.

The SPZ will be subject to further refinement during detailed design, based on updated operational assumptions including aircraft fleet mix, flight procedures, and traffic forecasts. Ongoing noise modelling and environmental monitoring will be undertaken to support compliance verification and adaptive management.

Responsibility for formal approval and enforcement of the SPZ rests with the competent national authorities. The Project Company will support this process through continued modelling, monitoring, implementation of mitigation measures where required, and reporting to relevant authorities and lenders.

Overall, the SPZ has been defined using a transparent, science-based and site-specific approach developed in consultation with the competent authorities and will continue to be updated as part of the Project's iterative environmental management process.

2.9 Aviation Safety Zone

The Project will comply with applicable national aviation safety requirements and ICAO requirements for aerodrome safeguarding. The Civil Aviation Agency (CAA), in coordination with the relevant regional and construction authorities, is responsible for controlling building heights and activities in the vicinity of the airport that could affect flight safety. Developments within the regulated area must obtain the required height and activity approvals from the CAA and Uzbek Airports Authority before relevant building permits can be issued.

An obstacle survey undertaken during the airport master planning process within a 10 km radius identified existing and potential obstacles that could affect aircraft operations. Aviation safety will be managed through Obstacle Limitation Surfaces (OLS) and associated height restrictions on buildings, structures, antennas, vegetation and other objects. Existing overhead transmission lines identified within and around the Project site that may penetrate protected airspace are planned to be removed by the responsible authorities.

Aviation safeguarding will also consider land uses and activities that could create potential hazards to aircraft operations, in addition to physical obstacles. Agricultural activities are not expected to be generally prohibited within the Aviation Safety Zone (ASZ); however, particular agricultural land uses or practices may be subject to aviation-safety controls where they could create an aviation hazard. These may include activities that attract birds or other wildlife, establishment of tall vegetation or orchards that could become obstacles, creation of large or persistent water bodies, and agricultural burning or other activities generating smoke or atmospheric obscuration. Such requirements will be addressed through the applicable aviation, planning and permitting processes and in coordination with the CAA and relevant authorities.

2.10 Public Safety Zone

The Project will consider public and community safety risks associated with airport operations through appropriate public safety measures and coordination with the relevant aviation, planning and local authorities. The Public Safety Zone (PSZ) is intended as a land-use planning measure to protect people and communities from risks associated with aircraft taking off and landing, including aircraft accident risk, particularly in areas beyond the ends of the runways. The PSZ is not an ICAO-defined zone and, unlike the ASZ, is not governed by ICAO requirements. It will need to be developed in consultation with the relevant aviation, planning and local authorities as a public safety measure.

The formal national regulatory basis, delineation methodology and approval mechanism for a standalone PSZ currently does not exist for the Project and will be developed in coordination with the relevant aviation, planning, local government and other competent authorities. Once formally established, any applicable PSZ controls would be incorporated into relevant land-use planning, development and permitting processes, particularly where specific land uses or concentrations of population could increase public-safety risks.

Depending on the requirements established by the competent authorities, and aligned with relevant ICAO guidelines, PSZ related measures could include appropriate land-use or access controls, safety signage, community awareness and coordination with emergency and public-safety authorities. The Project will provide relevant risk and operational information to support the authorities in establishing and maintaining any applicable PSZ controls.

2.11 Process for Establishment and Implementation of the SPZ, ASZ and PSZ

The refinement and implementation of the SPZ and the establishment and implementation of ASZ and PSZ will involve a coordinated process between the Private Partner, the Public Partner and the relevant Government of Uzbekistan (GoU) authorities. The formal designation, mapping, cadastral integration and regulatory implementation of the three zones remain subject to confirmation by the competent authorities. The process currently understood is as follows:

1. Private Partner to provide noise and air quality dispersion models outputs to GoU
2. GoU agencies to issue guidance notes for development of SPZ, ASZ and PSZ.
3. GoU agencies to draw maps for SPZ, ASZ and PSZ and indicate restrictions within each zone. Output of this step will the establishment of Tashkent airport specific SPZ, ASZ and PSZ with detailed prescriptions within each zone.
4. GoU agencies to transfer requirements on cadastral maps which will result in updated cadastral records with restrictions applicable to each land parcel.
5. GoU agencies to enforce Step 4 through revision of regulations for granting construction permits or land use change permits within SPZ, ASZ and PSZ that take into consideration restrictions defined in Step 3.

2.12 Airside and Landside Design Details

The airport has been designed in accordance with ICAO standards and international best practice to ensure safe, efficient, and scalable operations. The layout separates airside (aircraft operations) and landside (passenger, cargo, and support services) functions to minimise operational conflicts and support future capacity growth. The airport will include 4,000 metre runways designed for Code 4E aircraft with limited Code 4F capability. Taxiways are primarily Code E compliant, with selective enhancements to accommodate occasional Code F operations.

A range of aprons will support passengers, cargo, maintenance, general aviation, de-icing, and isolation functions. Fuel hydrant systems will be provided at key commercial and cargo stands.

Specialised facilities include a dedicated engine run-up area, de-icing aprons near runway thresholds, airside service roads, and a secure perimeter system with controlled access to ensure safe and secure operations.

The landside area is organised into western passenger facilities and eastern operational/support facilities, connected by internal roads and integrated with regional transport links.

The passenger terminal is designed for an initial capacity of 20 million passengers per annum, configured as an H-shaped building with a central processor and four piers. A road system provides segregated access for arrivals, departures, parking, and service traffic.

The eastern support area will accommodate cargo, maintenance (MRO), fuel storage, utilities, and other operational functions, accessed via a dedicated spine road to separate logistics from passenger flows.

The overall layout is designed to ensure operational safety, minimise traffic conflicts, support future expansion (including Code F aircraft), and align with ICAO standards and international lender requirements.

2.13 Airport Facilities

The Project includes a range of airside and landside facilities designed to support safe, efficient, and scalable airport operations in line with international good practice and the masterplan provides for phased development aligned with forecast demand up to the ultimate capacity.

2.13.1 Main Facilities

Core infrastructure includes the passenger terminal, cargo terminal, aircraft maintenance areas, and general aviation facilities.

- A dedicated cargo terminal (~10,200 m²) will be located at the landside–airside interface.
- Aircraft maintenance (MRO) facilities, including hangars and an engine run-up bay, will be in the south-west support area.
- A general aviation terminal (~5,200 m²) will be located adjacent to the main terminal, with provision for future expansion (to be confirmed).

2.13.2 Support Facilities

Airport operations will be supported by essential services including rescue and firefighting, security, immigration control and customs, ground handling, catering, maintenance, and a future hotel.

2.13.3 Utilities and Infrastructure

A comprehensive utilities system will support airport operations, much of which will be developed as off-grid or hybrid systems due to limited existing infrastructure. Key systems include power, water, wastewater, stormwater, solid waste, fuel supply, cooling/heating, de-icing, and telecommunications. Redundancy is built in to ensure continuous operation and resilience.

- Power will be supplied primarily from the national grid, supported by onsite solar PV and backup generators.

- Water will be sourced from groundwater and treated onsite until regional supply becomes available.
- Wastewater will be treated onsite, with segregated management of glycol and special waste streams.
- Stormwater will be collected, treated where required, and discharged in compliance with the national standards of the Republic of Uzbekistan and the IFC Environmental, Health and Safety Guidelines.
- Solid waste will be segregated, recycled where possible, and managed through licensed offsite disposal for residual and hazardous waste.
- A central fuel farm will store and distribute aviation fuels, with provision for future Sustainable Aviation Fuel (SAF), including the potential adaptation or addition of suitable storage, transfer and blending infrastructure should SAF be introduced during the operational life of the airport.
- Dedicated de-icing facilities will collect and treat glycol-contaminated runoff to prevent environmental impacts.

2.14 Associated Facilities

Associated Facilities are defined under IFC Performance Standard 1 and EBRD Environmental and Social Policy as infrastructure that is not financed as part of the Project but is necessary for its operation.

The following Associated Facilities have been identified for the airport:

- Airport access roads comprising the nearby western and eastern connections to external road network (excluding the proposed highway network)
- 110 kV external power transmission line
- Aviation fuel pipeline from a nearby rail facility
- Diversion of irrigation canals and drainage collectors

At this stage, detailed designs and final alignments are not confirmed. A preliminary screening has therefore been undertaken, and further assessment will be completed once design details are finalised. Additional ESIA reporting will be prepared if required. No physical displacement is currently anticipated, subject to confirmation during detailed design.

Future railway and metro proposals in the wider region are not considered Associated Facilities, as the airport does not depend on them for operation and they remain at a conceptual planning stage. While the airport will benefit from and rely on the proposed wider highway network for regional access, the new highway from the city to Samarkand is not dedicated to the New Tashkent Airport and will serve wider transport needs.

Key potential impacts associated with the identified facilities include land take (mainly agricultural), temporary construction impacts (dust, noise, and traffic), changes to land use, road safety risks, bird collision risks and, for utilities, risks such as service disruption, habitat disturbance, and (for the fuel pipeline) potential spill risks. These will be managed in line with lender requirements, with further assessment undertaken once final designs are available.

2.15 Assessment of Alternatives

An assessment of alternatives was undertaken as part of the ESIA to identify the most appropriate approach for the development of the new airport, in line with lender's requirements. Under the "No Project" scenario, the new airport would not be developed, and the existing Islam Karimov Tashkent International Airport would continue to operate within its

current urban environment. This option would avoid project-related impacts such as land acquisition, construction activities, and site-specific environmental effects.

However, it would also mean that existing environmental and social pressures would persist, particularly aircraft noise, air emissions, and operational disturbances affecting surrounding urban communities. In addition, the opportunity to improve aviation capacity, enhance regional and international connectivity, generate employment, and support broader economic development would not be realised. For these reasons, the No Project option was not considered a viable alternative.

The Project requires a location in reasonable proximity to Tashkent to maintain its function as the primary international aviation hub. A structured site selection process was therefore undertaken by NACO, evaluating four potential locations identified by the Government.

The assessment applied a multi-criteria approach covering environmental, social, technical, and operational considerations. Key criteria included land use, proximity to residential areas, aircraft noise exposure, infrastructure connectivity, airspace constraints, geological conditions, and the presence of existing infrastructure such as pipelines (with gas pipeline conflicts treated as a “no-go” constraint).

Sites located in the north and east were discounted due to their higher potential interaction with current and planned urban expansion areas, which would increase exposure of residential populations to aircraft noise and other impacts. A preliminary noise assessment, based on comparable airport operations, also indicated that these sites would affect a greater number of sensitive receptors within higher noise contours.

Overall, the chosen Project configuration represents the most appropriate solution, balancing environmental considerations, technical feasibility, and long-term sustainability.

2.16 Project Area of Influence

The study area includes the airport site and surrounding areas that may be affected by Project construction and operation. It is used to support baseline studies and impact assessment.

The Area of Influence (AoI) is defined in line with IFC Performance Standard 1. It includes all areas where the Project may cause direct, indirect, induced, or cumulative impacts. The AoI varies by environmental and social topic (e.g. noise, air quality, traffic, biodiversity, water, and socio-economic conditions) and is based on baseline data, modelling, design information, and stakeholder consultation. It focuses on construction and operational phases. No significant overlapping developments are currently identified, although future urban growth is expected and will be considered as information becomes available. The AoI will be updated as needed.

2.16.1 Direct Impacts

The Direct Impacts AoI includes the Project site and nearby areas, extending up to ~10 km for noise and air quality. It covers construction zones, temporary facilities, access roads, drainage (including the Chirchik River), supporting infrastructure, waste sites, potential worker accommodation, and areas affected by land acquisition and resettlement (including Kalkabod).

2.16.2 Secondary Impacts

The Secondary Impacts AoI covers surrounding communities and districts (including Urta-Chirchik and Kuyi-Chirchik) where indirect socio-economic and environmental impacts may occur, extending to the wider Tashkent region in terms of employment and economic benefits.

2.16.3 Extended AoI

The Extended AoI includes wider regional and global impacts such as supply chains, material sourcing (aggregates, cement, steel), labour market effects, and greenhouse gas emissions. Quarry locations are not yet confirmed; impacts are assessed at a preliminary level.

2.17 Cumulative Impacts Assessment

The ESIA has considered potential cumulative impacts in line with IFC Performance Standard 1 and EBRD Environmental and Social Requirement 1. At present, no confirmed third-party developments are expected to overlap with the Project and cause significant cumulative construction impacts.

However, future developments such as urban expansion and transport infrastructure (e.g., roads, including highways and potential rail links) are planned in the wider area. These will be monitored through the Project's Environmental and Social Management System (ESMS). Where new developments become sufficiently defined and have the potential to materially influence the Project's cumulative impact assessment, the need for further assessment and any associated mitigation measures will be reviewed.

2.18 Project Construction and Commissioning

Construction of the new Tashkent International Airport will include airside, and landside works undertaken in accordance with applicable ICAO standards and international good practice. The Project will be implemented by Larsen & Toubro (L&T) as the EPC contractor for landside works and separate contractors for airside works. At peak construction, approximately 5,000 workers will be engaged across the Project.

Construction activities will include site preparation and earthworks, diversion of existing irrigation canals and utilities, ground raising of approximately 4 metres using fill material sourced from licensed regional quarries and construction of runways, taxiways, aprons, terminal buildings, and supporting airside and landside infrastructure. Sensitive features such as existing graves within the Project area will be managed through consultation and relocation in line with cultural and religious requirements and IFC Performance Standard 8.

Major works will also include excavation for foundations and underground structures, with groundwater dewatering likely required due to site conditions. Civil, structural, mechanical, electrical, and architectural works will cover installation of pavements, buildings, HVAC systems, power supply, lighting, navigational aids, water supply, drainage, wastewater treatment systems, and airport operational infrastructure.

Construction will require significant temporary utilities, including water, electricity, and fuel supply, with electricity drawn from the national grid and backup diesel generators. Temporary facilities will include site offices, workshops, laydown areas, waste management facilities, and worker accommodation. A significant proportion of workers will be housed onsite, while additional offsite accommodation may also be used depending on contractor arrangements, all subject to IFC/EBRD labour accommodation standards.

Construction waste will include excavated material, construction and demolition waste, hazardous waste (e.g., oils and chemicals), municipal waste, and wastewater, all to be managed through licensed contractors and segregation practices. Environmental and social risks during construction such as dust, noise, traffic, emissions, groundwater impacts, and community disturbance will be managed through the EPC Contractor Environmental, Health and Safety (EHS) management plans and mitigation measures consistent with national regulations and international good practice. Overall, construction impacts are expected to be temporary and manageable with the implementation of standard control measures and effective project supervision.

2.19 Project Operation and Maintenance

As outlined earlier, the new Tashkent International Airport will be developed and operated by TAA which is the SPV, with TAA responsible for the operation of landside and other airport assets, while the Public Partner will be responsible for the operation of airside and airfield assets. Certain non-core services will be outsourced to specialist operators for relevant landside and airport activities. The SPV will retain overall responsibility for compliance with national requirements and the applicable E&S Standards required under the Project financing arrangements, for activities under its responsibility, supported by dedicated E&S and Health, Safety and Environment (HSE) functions, including management of the Grievance Redress Mechanism (GRM). Certain environmental and social obligations that fall under the responsibility of the Public Partner are planned to be addressed separately through the Public Partner ESAP and associated commitments, which have been developed in line with the Lenders' E&S requirements. The airport will directly employ around 2,000 staff, with an additional 3,000 personnel engaged in landside and other airport-related operational services, supported by training programmes to ensure compliance with operational and safety requirements. Airport activities will include aircraft operations, passenger and cargo handling, air traffic management, ground transport, maintenance, fuelling, cleaning, waste management, and commercial services such as retail and food outlets. Routine and preventive maintenance will ensure safe and continuous operations with minimal disruption. Key utilities including water, electricity, fuel, and telecommunications will be sourced from approved providers and managed under controlled systems, with efficiency measures to reduce environmental impacts. The SPV will also maintain ongoing stakeholder engagement and operate a GRM to address operational concerns such as noise and traffic.

The decommissioning of the existing Tashkent airport is outside the scope of this ESIA and will be addressed separately by the Government, however, relocation of operations is expected to reduce noise and improve air quality in Tashkent, while potential future impacts such as waste generation, contamination risks, employment changes, and land-use transition will be assessed once decommissioning plans are defined.

2.20 E&S Management and Responsibility Arrangement

The Project’s E&S risk management arrangements recognise the respective responsibilities of the Sponsors/Private Partner and the Public Partner for the development and operation of the Project. E&S responsibilities will be allocated according to each party’s contractual obligations, area of responsibility and control, with coordinated arrangements established for matters that interface between the airside and landside components of the Project.

An Interface Management Plan, required under Schedule 35 of the Project Public-Private Partnership Agreement (PPPA), will provide the principal mechanism for managing E&S matters at the interface between the Private Partner and Public Partner. Each party will remain responsible for the E&S matters falling within its respective obligations, responsibility and control, and the interface arrangements will not transfer responsibility for the acts, omissions or obligations of the other party or third parties.

The Project ESMS will establish the organisational responsibilities, management procedures, monitoring and reporting arrangements applicable across the Project. During construction and operation, contractors and service providers will be required to implement the relevant E&S management measures through project-specific Construction Environmental and Social Management Plans (CESMPs), Operational Environmental and Social Management Plans (OESMPs) and supporting management plans and procedures. The Project Company will maintain oversight through E&S monitoring, inspections, reporting, audits and tracking of corrective actions.

The Public Partner will have specific responsibility for managing and implementing E&S requirements associated with its airside works and activities within its scope of responsibility.

The Public Partner's responsibilities will extend beyond coordination and include the implementation and oversight of E&S mitigation measures within the airside scope under its responsibility. The Public Partner will also manage its airside contractors and subcontractors to ensure that the applicable E&S requirements are incorporated into their contractual obligations and implemented in practice. This is consistent with the Public Partner ESAP, which requires implementation of the relevant E&S management arrangements throughout construction and operation.

The Airside EPC Contractor, while contractually reporting to the Public Partner, will implement the applicable E&S requirements and management plans for its works. The Airside EPC Contractor's E&S performance will also form part of the Project Company's overall E&S oversight and lender reporting arrangements. Monitoring will include inspections and audits, tracking of ESIA and ESAP commitments, monitoring against approved management plans, incident and near-miss reporting, corrective-action tracking and periodic E&S performance reporting.

These arrangements are intended to ensure that each E&S risk and mitigation measure has a clearly identified responsible party, while maintaining effective coordination where risks, impacts or mitigation measures extend across the Private Partner/Public Partner interface. The arrangements will apply throughout the construction, commissioning and operational phases of the Project.

2.21 Project Milestones

Based on the details provided by the Project sponsors, the following tentative timeline of key milestones (see Table 2-2) is currently in place for the Project.

Table 2-2 Key Project Milestones and Timeline

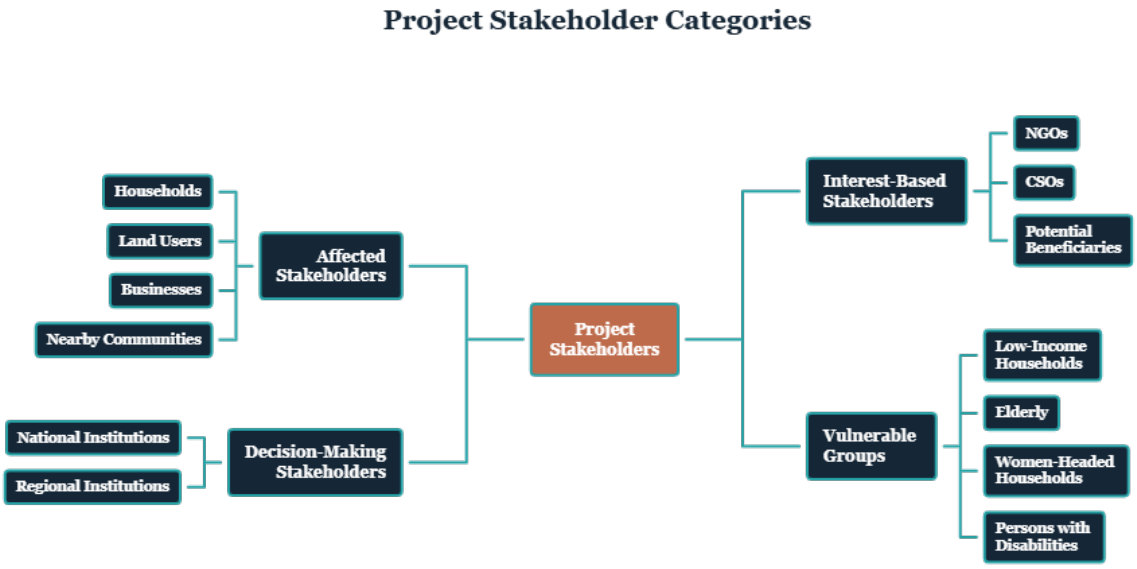
Milestone	Date / Scheduled Date / Duration
Private Public Partnership Agreement Signing	29 July 2026
Notice to Proceed (NTP) and Financial Close	Q1 2027
Construction Duration	48 Months
Start of Commercial Operation	Q4 2030
Operational Term	31 Years

3.0 ESIA Stage Stakeholder Engagement

Stakeholder engagement and information disclosure for the Project are guided by the Stakeholder Engagement Plan (SEP), which outlines the approach for ongoing consultation, disclosure, and grievance management throughout the Project lifecycle. The SEP provides mechanisms to ensure that relevant project information is disclosed in a timely, accessible, and culturally appropriate manner to Local Community Stakeholders (LCS). This includes continued engagement during construction and operation phases through public meetings, information materials, and dedicated communication channels. Project information, including key environmental and social documents, will be made available to the public through appropriate platforms (e.g. project website, local administrative offices, and community notice boards). Stakeholders will also have access to the Project's Grievance Redress Mechanism (GRM), enabling them to raise concerns or feedback at any stage of the Project.

3.1 Stakeholder Identification

Stakeholders for the Project were identified during ESIA scoping and impact assessment in line with IFC Performance Standard 1 and relevant lender requirements. Stakeholder engagement will continue throughout the Project lifecycle.



Stakeholders are grouped into four main categories:

- **Affected Stakeholders:** Individuals and communities directly or indirectly affected by Project activities, including households, land users, businesses, and nearby communities within the Area of Influence.
- **Interest-Based Stakeholders:** Parties with an interest in the Project, including NGOs, Civil Society Organisations (CSOs), and potential beneficiaries, regardless of direct impact.
- **Decision-Making Stakeholders:** Government authorities, regulators, and agencies responsible for permitting, oversight, and implementation, including national and regional institutions.
- **Vulnerable Groups:** Individuals or groups who may be disproportionately affected due to socio-economic or personal circumstances, including low-income households, elderly persons, women-headed households, persons with disabilities, and other at-

risk groups). These groups will be engaged through tailored and accessible consultation methods.

A comprehensive Stakeholder Engagement Plan (SEP) has been developed to guide structured and inclusive engagement throughout all Project phases.

3.2 ESIA Stage Consultation

Stakeholder consultations during the ESIA stage were undertaken between December 2025 and February 2026 in accordance with the stakeholder engagement plan. More than 60 consultation events were conducted, including key information interview, meetings with government authorities, focus group discussions (FGDs) and public consultations across affected makhallas. Community consultations and FGDs were held with stakeholders from the following makhallas: Aranshi, Beruniy, Dustlik, Kim Pen Xva, Koshek, Sarum, Sergeli, Taraqqiyot, Xalqobod, Yangiyol and Yungichokli. These engagements involved district and local authorities, religious representatives, and community members, including women and vulnerable groups. Information was shared on project activities, potential environmental and social impacts, mitigation measures, land acquisition, infrastructure and cemetery relocation, employment opportunities, and the grievance redress mechanism. Project information brochures were distributed at all engagement sessions.

Key concerns raised included land acquisition and compensation, water availability, cemetery relocation, impacts on agriculture and livelihoods, construction-related disturbances (dust, noise, and traffic), road safety, and expectations for local employment and infrastructure improvements. Women and vulnerable groups also highlighted the need for inclusive job opportunities, skills training, improved basic services, and safe and accessible grievance channels.

The feedback has been integrated into the ESIA process. Stakeholder engagement will continue throughout project development and implementation, ensuring compliance with national legislation and international lender requirements, including implementation of appropriate mitigation measures for identified impacts and sensitive matters such as cemetery relocation and infrastructure adjustments.

ESIA public disclosure meetings will be held between late September to early October 2026, providing an opportunity for stakeholders to review the ESIA findings and proposed mitigation and management measures and provide further feedback. The results of the meetings will be documented, reviewed and incorporated, as appropriate, in the final ESIA package that will be kept disclosed for the Project life-time.

3.3 Stakeholder Engagement during National EIA Process

Stakeholder engagement was undertaken in February 2026 as part of the national EIA process, in accordance with national requirements. Local stakeholders and government representatives were provided with information on the Project and its potential environmental and social impacts, and given an opportunity to raise questions and concerns.

Issues raised during this engagement were considered, where relevant, in the subsequent ESIA and development of mitigation measures. This process was separate from, and complemented by, the broader stakeholder engagement undertaken for the international lender ESIA in accordance with the Project's SEP.

3.4 Stakeholder Engagement During Construction and Operation

Building on the SEP approach outlined above, engagement will continue throughout the construction and operational phases of the Project through structured and targeted activities tailored to affected households, vulnerable groups, authorities and utility providers, workers and local communities.

3.5 Grievance Mechanism

A Grievance Redress Mechanism (GRM) has been established to provide stakeholders with a clear and accessible process to raise concerns or complaints at any stage of the Project. The mechanism is free of charge, transparent, anonymous and culturally appropriate, and will remain in place throughout construction and operation.

Stakeholders will be continuously informed of their rights to access the GRM and the procedures for submitting a grievance, either verbally or in writing, and as outlined in the ESIA Volume 2 and the SEP. In line with the Project Company's Grievance Mechanism , grievances may be submitted via the grievance form, at the Project site entrance, by phone, email, or through any other method preferred by the complainant.

All grievances will be recorded, assessed, and addressed in a timely manner, with follow-up actions tracked to ensure resolution. This process supports open communication with stakeholders and helps ensure that concerns are effectively managed.

3.6 Monitoring, Reporting, and Adaptive Management

The effectiveness of stakeholder engagement will be monitored and reported throughout the Project lifecycle. Monitoring will track the number and type of consultations held, participation levels including gender and vulnerable group representation, grievances received and resolved, and community concerns related to environmental and social impacts. The implementation of mitigation measures and engagement commitments will be regularly reviewed.

Regular reporting will be prepared for internal management, regulators, and lenders in line with IFC Performance Standard 1 requirements to ensure accountability and transparency.

Overall, stakeholder engagement is an ongoing and adaptive process designed to ensure meaningful participation, transparency, and responsiveness throughout the Project lifecycle. The SEP will be periodically reviewed and updated to reflect changes in Project activities, stakeholder expectations, and applicable national and international requirements.

4.0 Summary of Main Environmental and Social Impacts

Note: *this section provides a summary of key impacts as assessed in the ESIA. For full details of the assessment, reference should be made to ESIA Volume 2 .*

4.1 Air Emissions and Ambient Air Quality

4.1.1 Existing Air Environmental Setting

Ambient air quality in the Project area was assessed through field monitoring undertaken in 2025 at multiple locations representing the airport site, nearby settlements, and surrounding road corridors. The monitoring programme included continuous and passive (diffusion tube) sampling to measure key pollutants such as particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide (NO_2), sulphur dioxide (SO_2), carbon monoxide (CO), ozone (O_3), and selected volatile organic compounds (VOCs), including BTEX compounds.

The results indicate that ambient air quality in the Project area is generally consistent with rural and peri-urban conditions influenced by agricultural activities, traffic along local roads, and regional background emissions. Most measured gaseous pollutants were within applicable national standards and international guideline values.

However, periodic exceedances of particulate matter (PM_{10} and $PM_{2.5}$) were recorded at several locations during both monitoring rounds. These elevated concentrations are short-term in nature and are primarily associated with local agricultural activities (including soil disturbance, field preparation, residue burning), vehicle movements on unpaved roads, and dry and windy weather conditions.

NO_2 concentrations were generally within applicable standards, although minor localised exceedances were observed at a limited number of roadside locations. These are likely linked to traffic emissions and other nearby combustion sources.

Meteorological data indicate that the area experiences predominantly easterly winds, which influence the dispersion of emissions in a west–east direction. Given the relatively flat terrain and open land use, pollutant dispersion conditions are generally favourable, although dust generation potential increases during dry periods.

The baseline conditions reflect an airshed influenced by seasonal agricultural activity, traffic emissions, and natural dust resuspension. These conditions provide the reference against which potential construction and operational impacts of the Project have been assessed.

4.1.2 Impacts during Construction

During construction, air quality impacts are expected to arise mainly from dust generation and emissions from construction vehicles and equipment. Key activities such as site clearance, excavation, earthworks, material handling, and movement of heavy vehicles will result in the release of particulate matter (dust) into the air.

Dust is expected to be the main pollutant of concern. It will be most noticeable within the construction site and along access and haul roads. Under dry and windy conditions, dust may temporarily travel beyond the site boundary and affect nearby sensitive receptors, particularly the closest residential settlements located near the southern part of the Project area.

In addition to dust, exhaust emissions from construction machinery, generators, and vehicles will release small quantities of nitrogen oxides (NO_x), carbon monoxide (CO), sulphur dioxide (SO_2), and particulate matter. These emissions are expected to be low in volume, short-term, and quickly dispersed in the open environment.

Construction activities may also result in minor emissions of volatile organic compounds (VOCs) from fuel storage, bitumen use, paints, and other construction materials. Temporary

odours may occur from on-site sanitation facilities if not properly managed, but these are expected to be localised and short-lived.

Air quality management measures will focus on dust suppression and control, including wetting of unpaved surfaces, speed restrictions, covering of dusty materials, use of barriers and screens, minimisation of exposed surfaces, wheel cleaning and appropriate scheduling of dusty activities during adverse weather conditions. Vehicle and plant emissions will be controlled through equipment maintenance, avoidance of unnecessary idling, efficient delivery management and use of compliant vehicles and lower-emission fuels where available. Adequate sanitary facilities and proper waste management will control odour, while volatile materials will be securely stored in sealed and well-ventilated areas.

With these measures implemented and supported by monitoring, inspection and a mechanism for responding to complaints, residual air-quality impacts are expected to be reduced to minor for dust at residential receptors and negligible for other construction-phase air emissions.

4.1.3 Impacts during Operation

During operation, the airport is expected to generate air emissions from aircraft movements, ground support equipment, airport-related road traffic, and standby power generation. The main pollutants include nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), and hydrocarbons.

Air dispersion modelling was undertaken to predict the contribution of airport operations to local air quality. The results indicate that, in general, operational emissions will be well within applicable national standards and international guidelines across most of the study area.

At almost all sensitive receptors, the airport's contribution to pollutant concentrations is low and below the IFC significance threshold (25% of applicable air quality standards). This indicates that the Project will not materially affect existing air quality conditions in the wider area.

A very localised exceedance of annual mean NO_2 has been predicted at one receptor located close to the southern boundary of the airport. This exceedance is marginal and is influenced by conservative modelling assumptions representing worst-case operating conditions. Short-term pollutant concentrations at all receptors remain within applicable standards.

Operational NO_2 concentrations at the nearest receptor will be managed through a combination of operational and emissions-control measures, including optimising aircraft taxiing and runway operations, minimising aircraft Auxilary Power Unit running times, enforcing anti-idling requirements for ground vehicles and equipment, progressively transitioning ground support equipment to lower-emission technologies, and applying emissions standards and preventive maintenance requirements to airport vehicles and equipment. The Project will also provide for future use of Sustainable Aviation Fuel (SAF), where feasible, and periodically inspect equipment to identify and address excessive emissions.

For particulate matter (PM_{10} and $PM_{2.5}$), the airport contribution is very small and does not significantly increase existing background levels, which are already influenced by regional dust and agricultural activity. Carbon monoxide and hydrocarbon concentrations are also predicted to remain well within acceptable limits.

Overall, operational air quality impacts are expected to be low and acceptable. Most impacts are localised, and the airport's contribution to regional air pollution is minor in comparison to existing background sources. Ongoing monitoring and good operational practices will help ensure that air quality remains within acceptable limits throughout the life of the Project.

Mitigation will be implemented through measures, including optimisation of runway allocation and flight procedures. Fuel storage and handling will be managed to minimise fugitive

emissions, while emergency generators will be subject to controlled operation, appropriate maintenance and emissions management. An SPZ will be established based on updated noise and air dispersion modelling, as described in Section 1.2, to manage potential exposure to noise and air emissions.

With these measures implemented and supported by operational air quality monitoring and adaptive management, the residual impact at the closest receptor (i.e., Yangitosh village) is expected to be reduced to minor, with residual impacts at other receptors remaining negligible.

4.2 Climate Change Impacts Assessment

The new Tashkent International Airport is located in a continental climate zone characterised by hot, dry summers and cold winters, with relatively low annual precipitation and strong seasonal variability. Climate change projections indicate a consistent warming trend across the Project area, with significant increases in mean temperatures and a substantial rise in the frequency and severity of extreme heat conditions over the Project lifetime. While changes in precipitation are expected to be moderate, the intensity of extreme rainfall events is projected to increase, raising the potential for localised flooding. Other climate hazards such as extreme cold and high winds remain relevant but are expected to gradually reduce in frequency under mid- to long-term scenarios.

The Project's potential impacts on climate change has been assessed through a full greenhouse gas (GHG) inventory covering construction, operations, and aviation-related activities. Construction emissions are estimated at approximately 23,504 tCO_2e, primarily from diesel use and purchased electricity over the construction period. During operation, Scope 1 and 2 emissions are estimated at around 58,800 tCO_2e per year, largely driven by electricity consumption and ground operations. In addition, aviation-related Scope 3 emissions from aircraft Landing and Take-off (LTO) cycles are substantially higher, at approximately 972,122 tCO_2e per year, reflecting the dominant contribution of air traffic to the airport's overall carbon footprint. Flights beyond LTO have not been included in the assessment since quantification of beyond-LTO Scope 3 aircraft emissions is highly dependent on airline/route/fleet/flight-profile information that is not available or sufficiently defined at this stage of the Project.

Given that operational Scope 1 and 2 emissions exceed relevant screening thresholds applied under the applicable lender requirements, the Project includes a range of embedded mitigation measures. These include the integration of renewable energy through on-site solar photovoltaic (PV) systems, LEED-aligned energy efficient building design, electrification of ground support equipment, high-efficiency HVAC systems, LED airfield lighting, and advanced building energy management systems. These measures are intended to reduce operational emissions intensity from the commencement of its operation. Aircraft related emissions and associated mitigation measures are addressed under the air quality section of the ESIA.

Climate risk screening indicates that the most significant physical climate hazards for the Project are extreme heat, flooding, increased temperatures, extreme precipitation events, extreme wind and, extreme cold conditions. These six climate risks were assessed as part of the Climate Change Risk Assessment. Rising temperatures are expected to increase cooling demand and may affect worker health and operational efficiency, while extreme precipitation events could impact drainage capacity and airfield operations. Although extreme cold conditions may cause icing and reduced runway surface friction, affecting aircraft and runway operations, climate projections indicate that the number of days with temperatures below 0°C ("ice days") is expected to decrease in the future under both moderate (Shared Socioeconomic Pathways, SSP2) and high (SSP5) greenhouse gas emissions scenarios. Extreme wind may affect aircraft operations, visibility and airport infrastructure. Adaptation measures incorporated into the Project design include enhanced stormwater management systems, runway grooving, heat stress management protocols, adjusted working schedules, aircraft and runway de-icing and anti-icing preparedness, and measures to manage extreme wind

conditions and associated sandstorms in accordance with relevant operational management plans that will be established prior to operation.

With these measures implemented, flooding, extreme precipitation, extreme cold and extreme wind are expected to result in a medium residual risk, while extreme heat and increased temperatures are expected to result in a low residual risk.

Overall, the Project is considered broadly resilient to projected climate change conditions, provided the proposed adaptation measures are implemented effectively. While aviation-related emissions are significant in absolute terms, the Project's contribution to climate change is considered not significant in the context of global GHG emissions. The Project incorporates measures to improve energy efficiency and reduce operational emissions from the commencement of operations. The Project is aligned with relevant international climate risk assessment frameworks and supports a transition towards more energy-efficient and lower-carbon airport operations over its lifecycle.

4.3 Noise and Vibration

4.3.1 Existing Ambient Noise Setting

Baseline noise monitoring was undertaken at several locations within and around the Project area, including nearby residential communities, roadside locations, and rural settlements. Measurements were carried out during both daytime and night-time periods using calibrated sound level meters and in accordance with good international practice.

The existing noise environment is generally influenced by rural and semi-rural activities, including agricultural operations, intermittent vehicle movements on local roads, and occasional railway activity in certain areas. Natural sources such as wind and wildlife also contribute to background noise levels, particularly during night-time periods.

The results of the baseline surveys indicate that ambient noise levels in most locations are relatively low and consistent with a rural acoustic environment. However, short-term increases in noise were recorded in some areas due to vehicles, railway movements, and local community activities. Night-time noise levels are generally lower, although natural sounds remain the dominant source of background noise in some locations.

Overall, the Project area is characterised by a relatively quiet baseline environment, which is an important consideration in assessing potential future noise impacts from airport construction and operation.

4.3.2 Impacts during Construction

Construction activities will generate temporary increases in noise due to the use of machinery and equipment such as excavators, bulldozers, rollers, cranes, generators, and heavy goods vehicles.

Noise levels will vary depending on the type of activity being undertaken, the number of plants operating simultaneously, and the distance to nearby receptors. The most noticeable noise impacts are expected during early site preparation works, earthworks, foundation construction, and material transport activities.

Construction traffic will also contribute to temporary increases in noise, particularly along local access roads where baseline traffic levels are currently low.

Vibration impacts may occur during activities such as compaction, piling, and movement of heavy vehicles. However, these impacts are expected to be localised and limited to areas close to active construction zones and are not expected to result in structural damage or widespread disturbance.

Construction noise impacts will be temporary, intermittent, and reversible once construction activities are completed. In the absence of mitigation, short-term significant noise effects may occur at the nearest residential receptors, particularly if work occurs during night-time periods.

Overall, construction noise impacts are expected to be major for the nearest residential receptor (i.e., Yangitosh village) and moderate for other nearby residential communities and project workers, with lower impacts expected at commercial/industrial receptors. Vehicular noise impacts are expected to be moderate for nearby residential communities and minor for roadside receptors. Mitigation will include a Noise Management Plan, phasing and scheduling of noisy works, noise barriers and acoustic controls where required, use and maintenance of quieter equipment, minimisation of night-time works and unnecessary vehicle idling, traffic management, advance notification to affected receptors, and access to the grievance mechanism. Workers exposed to elevated noise will be protected through the hierarchy of controls, appropriate PPE, exposure management and training. Following implementation of these measures, residual impacts are expected to be moderate at Yangitosh village, and minor to negligible for other nearby receptors including residential communities.

4.3.3 Impacts during Operation

During airport operation, aircraft movements associated with take-off, landing and taxiing will be the primary source of noise. Detailed noise modelling was undertaken using internationally recognised methodologies and subsequently refined through an updated Noise Assessment Addendum, which incorporated revised operational assumptions and additional mitigation measures, including preferential runway use, transition to quieter next-generation aircraft, optimisation of flight procedures and a partial night-time operational restriction on the southern runway. These measures significantly reduce predicted aircraft noise exposure compared with the original assessment, particularly for the nearest communities south of the airport.

Consistent with the SPZ approach described in Section 2.9, operational noise management will be based on the approved 60 dBA aircraft noise contour and further refined through monitoring and adaptive mitigation. However, a limited number of residential properties are predicted to remain above the WHO night noise guidance reference level of 55 dB under future operational scenarios. Although this guideline is a health-based reference rather than a regulatory compliance standard for aircraft noise, additional mitigation measures will be implemented where appropriate, including optimisation of flight procedures, operational noise management, ongoing aircraft noise monitoring and, where required, residential acoustic insulation.

To confirm the feasibility of installing noise insulation, structural surveys were undertaken for representative residential properties located in the areas of highest predicted aircraft noise exposure. The surveys concluded that the buildings are generally structurally sound and suitable for the installation of acoustic insulation measures, such as improved glazing, doors, roof and ceiling insulation and associated ventilation systems. This demonstrates that building-level noise mitigation is a practical and viable option should it be required following confirmation of the final operational noise contours.

Noise from ground operations, airport road traffic and vibration is predicted to be comparatively localised and of much lower significance than aircraft noise. These impacts will be managed through embedded design measures, including noise barriers, appropriate airport layout, operational controls and routine environmental monitoring. While residual impacts are expected to be predominantly minor, moderate residual impacts may remain for some residential receptors exposed to future scenario aircraft noise and for properties potentially affected by secondary vibration from aircraft noise.

A Noise Management Framework (NMF) has been prepared separately to provide a structured approach for managing and monitoring aircraft noise associated with the Project. The NMF defines the key noise management measures, responsibilities, targets and monitoring

requirements to be implemented during Project operation. A detailed Noise Management Plan (NMP) will be developed prior to airport operations to provide the details about monitoring, managing and mitigating aircraft noise impacts.

The Project is intended to replace, rather than supplement, the existing Islam Karimov Tashkent International Airport. As a result, the relocation of airport operations is expected to substantially reduce aircraft noise exposure over the densely populated urban areas of central Tashkent, where more than one million people are currently affected by airport-related noise. While some rural communities surrounding the new airport will experience increased aircraft noise, the refined assessment concludes that, with the proposed mitigation measures and long-term noise management programme, operational impacts can be effectively managed.

4.4 Terrestrial Ecology and Birds

4.4.1 Overview of Ecological Context

The Project site is located on the flat alluvial plains of the Chirchik River basin within the Tashkent Region. The surrounding landscape has been extensively modified by agriculture, irrigation infrastructure and settlements, and is dominated by irrigated cropland, orchards, drainage canals and small fragmented patches of semi-natural vegetation. As a result, the Project footprint is largely composed of highly modified habitats with generally low ecological value, while the more diverse habitats associated with the Chirchik River corridor and nearby wetlands occur outside the immediate Project area.

Comprehensive ecological surveys conducted across multiple seasons identified 132 plant species and a range of common mammals, reptiles, amphibians and bats typical of agricultural landscapes. No threatened or endemic plant species were recorded. Mammals, reptiles and amphibians are generally widespread species of low conservation importance. Although the globally Vulnerable Central Asian Tortoise was recorded, only two isolated instances were observed and these are not considered to represent a naturally occurring population within the Project area.

Birds represent the most important ecological component of the Project area. Seasonal surveys recorded 56 bird species, including resident, breeding and migratory species. Although the Project site itself does not provide important breeding or wintering habitat, it lies within a wider regional migration corridor associated with the Tashkent Plain and Chirchik River Valley, through which birds regularly pass during seasonal migration. Several White Stork breeding colonies and isolated nests together with Little Egret and Glossy Ibis (all listed in the Uzbekistan Red Data Book), were recorded within the wider area and have been identified as key ecological receptors for the Project. One isolated White Stork nest was observed on an electricity pole at the southwestern corner of the Project site.

The Project does not overlap with any protected areas, Key Biodiversity Areas or other internationally recognised conservation sites. A Critical Habitat Assessment undertaken in accordance with IFC Performance Standard 6 and EBRD Environmental and Social Requirement 6 concluded that, although seven Priority Biodiversity Features are present, the Project area does not support globally significant populations or habitats that would qualify as Critical Habitat.

4.4.2 Impacts during Construction

During construction, the Project will result in the permanent conversion of predominantly agricultural land and other modified habitats within the airport footprint. Temporary impacts will include disturbance to birds and other wildlife from noise, vibration and increased construction activity, together with a low risk of injury to small mammals and reptiles during site clearance. There is also potential for the spread of invasive plant species and localised sediment or pollution runoff into nearby irrigation channels. Given the highly modified nature

of the Project area and the absence of sensitive natural habitats, these impacts are expected to be localised and of limited significance. Mitigation measures will include pre-construction ecological surveys, protection of active bird nests (particularly White Stork colonies), removing one existing White Stork nest located within the airport footprint and installing at least one alternative nesting platform constructed at an appropriate, safe location, and implementation of fauna protection procedures, control of vegetation clearance, biosecurity measures to prevent the spread of invasive species, and erosion and pollution control measures. With these measures in place, residual construction impacts are expected to be minor.

4.4.3 Impacts during Operation

During operation, the principal biodiversity consideration will be the potential for bird-aircraft strikes as birds move across the airport airspace during daily movements and seasonal migration. The area supports a range of resident and migratory bird species, including larger and flocking species such as White Stork, pigeons, starlings and corvids, which move between surrounding agricultural land, irrigation canals and nearby habitats and may intersect with aircraft flight paths. Other operational impacts include permanent habitat loss within the airport boundary, disturbance from aircraft noise and lighting, and changes in wildlife movement patterns in the immediate vicinity of the airport.

These impacts will be managed through implementation of a Wildlife Hazard Management Plan, developed in accordance with ICAO requirements and international good practice. The plan will include habitat management to minimise features that attract birds, regular wildlife monitoring and bird strike risk assessments, active wildlife control and dispersal measures where necessary, bird strike recording and reporting, monitoring of nearby White Stork colonies and other priority species, staff training, and adaptive management to respond to changing wildlife patterns over time. With these measures in place, operational biodiversity impacts are expected to be reduced to low or minor levels while maintaining both aviation safety and biodiversity protection.

A biodiversity monitoring programme will be implemented during construction and operation under the Biodiversity Management and Monitoring Plan and Wildlife Hazard Management Plan. During construction, monitoring will focus on vegetation clearance compliance, fauna presence and disturbance, wildlife mortality, and seasonal monitoring of breeding birds, particularly White Storks. During operation, monitoring will focus on bird-aircraft interactions, including bird strike records and patterns of bird movement in the airport vicinity, as well as continued monitoring of White Stork colonies. Monitoring results will be used to support adaptive management and ensure effectiveness of mitigation measures over time.

4.5 Topography, Geology, Soil and Hydrogeology

4.5.1 Existing Environmental Setting

The Project site lies within the Chirchik River floodplain and is underlain by alluvial soils consisting of sands, gravels, silts, and clays. The area has been intensively cultivated over a long period, and soil has been influenced by irrigation and agricultural inputs.

Soil investigations indicate generally uniform conditions across the site, with slightly alkaline soils typical of irrigated farmland. Laboratory results show the presence of heavy metals (including copper, zinc, lead, and cadmium) at levels that exceed national screening values in some cases but remain below international intervention thresholds. The distribution of these parameters suggests diffuse agricultural influence rather than localised contamination.

Overall, soil quality reflects long-term agricultural use rather than industrial pollution.

Groundwater at the site is shallow (approximately 1-3 m below ground level) and flows through highly permeable gravel and sand deposits. The aquifer is hydraulically connected to nearby

irrigation channels and is an important resource for agricultural and domestic use in the wider area.

Monitoring shows generally acceptable water quality for basic parameters. However, some heavy metals (notably copper, zinc, and cadmium) exceed national limits, although concentrations remain below international intervention levels. These results indicate moderate, diffused impacts rather than point-source contamination.

Overall, groundwater conditions are typical of intensively farmed alluvial areas and show no evidence of severe contamination.

The Chirhik River and associated irrigation canals represent the main surface water systems in the area. Flow is highly seasonal and strongly influenced by irrigation demand.

Water quality is generally acceptable, with some deterioration in the downstream of agricultural and developed areas, including increased suspended solids and nutrients. Surface water and groundwater are closely connected through the irrigation network.

4.5.2 Impacts During Construction

During construction, the Project will involve extensive site preparation, including excavation for airport buildings and underground infrastructure, large-scale earthworks, and raising of the site by approximately four metres using an estimated 12 million m³ of imported fill material. These activities will permanently convert agricultural land within the airport footprint and may result in temporary soil erosion, soil compaction, disturbance and displacement of topsoil. There is also a potential risk of introducing contaminated fill material if appropriate quality controls are not implemented.

The shallow groundwater table and highly permeable subsurface mean that temporary groundwater dewatering will be required during excavation of below-ground structures, including the passenger terminal, baggage handling system and utility infrastructure. Dewatering may temporarily lower groundwater levels around excavation areas, potentially affecting nearby irrigation wells, groundwater users and agricultural land through reduced groundwater availability and soil moisture. In addition, closure and diversion of existing drainage collectors and irrigation channels within the airport footprint may locally increase groundwater levels, resulting in temporary waterlogging or flooding of adjacent farmland until the replacement drainage network becomes operational. Dewatering may also mobilise existing contaminants, where present, although these effects are expected to be localised and temporary.

Construction activities will also involve the storage and use of fuels, oils, chemicals and other hazardous materials, creating the potential for accidental spills or leaks that could affect soils and shallow groundwater if not properly managed. Additional risks include contamination from construction wastewater, leakage from temporary storage areas, and localised soil compaction resulting from heavy plant and vehicle movements. Although the site's shallow groundwater table and highly permeable soils increase the potential for contaminant migration, these impacts are expected to be temporary, localised and reversible.

Mitigation will include coordination with relevant authorities and restoration or provision of drainage infrastructure, detailed assessment and control of groundwater dewatering, and measures to minimise erosion, soil disturbance and compaction. Soil and spoil will be appropriately segregated, handled and reused within the Project site, while imported fill will be subject to quality testing. Potential contamination risks will be managed through controlled storage and handling of fuels, chemicals and hazardous materials, secondary containment, designated refuelling and washout areas, spill prevention and response procedures, regular equipment inspections, and appropriate training and housekeeping. Contaminated soils, if encountered, will be separately managed and disposed of in accordance with the applicable waste management procedures.

With implementation of the proposed Earthworks/Soil and Spoil Management Plan, residual impacts are anticipated to be minor.

4.5.3 Impacts During Operation

During operation, impacts on geology are expected to be negligible, as airport pavements and foundations have been specifically designed to accommodate aircraft loading without affecting the underlying geological conditions.

The principal long-term environmental risks relate to the protection of soil and groundwater quality. Routine airport activities, including aircraft refuelling, fuel storage and distribution, aircraft and vehicle maintenance, operation of underground fuel tanks and pipelines, de-icing and anti-icing activities, firefighting and emergency response operations, stormwater runoff from paved operational areas, and the storage and handling of hazardous wastes all have the potential to release contaminants if not appropriately managed. Given the shallow groundwater table and highly permeable subsurface conditions, contaminants could migrate relatively rapidly through the soil profile and potentially affect groundwater resources, irrigation water and nearby agricultural land.

The airport has therefore been designed to incorporate dedicated drainage systems, oil-water separators, fuel containment systems, stormwater treatment facilities and controlled discharge points to minimise the potential for contamination. Mitigation will include secondary containment and leak prevention for fuel and chemical storage, spill prevention and response procedures, regular inspections and monitoring, and controlled use of de-icing and firefighting chemicals. Operational activities will also be supported by routine environmental monitoring and inspection programmes to verify the effectiveness of these measures and identify any emerging issues at an early stage. Overall, with the proposed design features, environmental management measures and monitoring programmes in place, residual impacts on geology, soils and groundwater are expected to be minor to negligible.

4.6 Water and Water Resources

4.6.1 Existing Baseline Conditions

There are no natural rivers, lakes or other surface water bodies within the Project site. However, the site is intersected by an extensive network of irrigation canals and agricultural drainage channels that form part of the wider regional irrigation system supporting agricultural production across the Tashkent Region. These channels collect irrigation return flows and surface runoff from surrounding farmland before conveying water through the regional drainage network. Although artificial, they represent important environmental and socio-economic receptors due to their role in supporting local agriculture and maintaining water management across the area.

The nearest natural watercourse is the Chirchik River, located approximately 2.3 km west of the Project site. The river is one of Uzbekistan's most important water resources and a major tributary of the Syr Darya River. It provides water for irrigation, public water supply, industrial use and fisheries, while numerous canals abstract water from the river to irrigate agricultural land throughout the region. Because the Project drainage system ultimately connects to this wider catchment, both the irrigation network and the Chirchik River have been considered key receptors in the assessment.

Socio-economic surveys undertaken as part of the ESIA indicate that neighbouring communities rely predominantly on shallow groundwater for domestic and drinking water supplies through local pumping wells ("kachalka"), with relatively limited access to centralised piped water infrastructure. Surface water from irrigation canals and rivers is used only to a very limited extent for domestic purposes but remains essential for agricultural irrigation and

local livelihoods. Consequently, protecting both groundwater and the quality of the surrounding irrigation network is an important consideration for the Project.

Baseline water quality surveys were undertaken at eight locations, comprising four sampling points within the Chirchik River and four within the irrigation and drainage channels crossing or surrounding the Project site. The results indicate that surface waters are generally characteristic of an agricultural alluvial catchment. Water was found to be neutral to slightly alkaline, with low nutrient concentrations and moderate levels of organic matter. Elevated concentrations of certain trace metals, including copper, zinc and cadmium, were identified above national guideline values at all sampling locations. These elevated concentrations are considered representative of existing background conditions and are most likely associated with the long history of agricultural activities, including the use of fertilisers and pesticides, together with the natural geochemical characteristics of the alluvial sediments, rather than specific local pollution sources.

Overall, the baseline assessment confirms that while the Project area does not contain natural surface water features, it forms part of an important regional irrigation and drainage network that is hydraulically connected to the Chirchik River catchment. These water resources support agriculture, local communities and downstream users, and have therefore been identified as key environmental receptors for the Project.

4.6.2 Impacts During Construction

During construction, the principal impacts on surface water will be associated with temporary disturbance to the existing irrigation and agricultural drainage network, which currently supports surrounding farmland. Construction activities will require the diversion or relocation of several irrigation channels and drainage collectors crossing the Project site. If not carefully managed, these works could temporarily disrupt irrigation water supply to neighbouring agricultural land, reduce drainage capacity and cause localised waterlogging. Earthworks and excavation activities also have the potential to increase erosion and sediment runoff, resulting in elevated turbidity within nearby irrigation channels during rainfall events.

Construction will also generate sanitary wastewater, concrete wash water and significant volumes of groundwater from excavation dewatering activities. Construction water demand is expected to be approximately 2,500 m³/day during the peak construction period, with water sourced primarily from onsite groundwater production wells and, where necessary, approved external suppliers. This will result in a temporary increase in groundwater abstraction. The available groundwater resources are considered sufficient to meet the Project's construction water requirements without causing a significant impact on groundwater availability, subject to appropriate management of abstraction rates.

Temporary discharge of untreated wastewater or dewatering water could affect the quality of nearby drainage channels and, ultimately, the Chirchik River if not appropriately managed. In addition, accidental spills of fuels, oils and construction chemicals could contaminate surface water resources through runoff or drainage pathways. Dewatering and construction water discharges will therefore be appropriately controlled, treated where required and discharged in accordance with applicable requirements. Although these impacts are temporary and localised, the irrigation network and the Chirchik River are considered highly sensitive because they support agricultural irrigation, fisheries and downstream water users.

The Project will coordinate with relevant authorities to ensure that the irrigation and drainage arrangements for the perimeter canals are developed and implemented prior to construction, through a Water Management and Implementation Plan, to maintain water management for affected users and the environment. With the proposed controls, including maintaining drainage and irrigation connectivity, managing groundwater abstraction and dewatering, controlling sediment runoff and preventing uncontrolled discharges and spills, residual impacts are expected to be minor.

4.6.3 Impacts During Operation

During operation, the principal impacts relate to the management of stormwater runoff, operational wastewater and routine airport activities. Aircraft and vehicle washing, runway and apron cleaning, aircraft refuelling and maintenance activities have the potential to generate wastewater containing hydrocarbons, detergents, trace metals and other contaminants. During rainfall events, pollutants accumulated on operational surfaces could also be washed into the drainage system if not adequately controlled. In addition, routine airport operations will generate domestic and commercial wastewater requiring treatment before discharge, while landscaped areas may require irrigation and limited application of fertilisers or pesticides.

The airport will require potable water for passengers, staff and airport operations, with demand expected to increase as passenger numbers grow. Groundwater has been identified as a potential interim water source until a regional bulk water supply becomes available. However, the anticipated demand is relatively small compared with regional agricultural water use. The Project is developing a long-term water supply strategy, with groundwater abstraction and future regional bulk water supply infrastructure being considered as potential supply options. A documented assessment and decision-making framework will be developed to evaluate the suitability, capacity and sustainability of these and other potential water supply options, supported by the necessary technical studies, investigations and stakeholder consultations.

The terminal building has been designed to achieve LEED Silver certification, incorporating water-efficient fixtures and water conservation measures to minimise operational water consumption.

Overall, the airport has been designed to incorporate dedicated stormwater drainage systems, wastewater treatment facilities, controlled discharge points and sustainable water management measures to protect surrounding irrigation channels, the Chirchik River and downstream water users. With these measures in place, together with ongoing water quality monitoring throughout construction and operation, residual impacts on surface water resources are expected to be low.

4.7 Waste and Waste Management

4.7.1 Existing Infrastructure and Environmental Setting

Based on publicly available information and third-party sources, a range of licensed waste and wastewater management facilities are present within the wider Tashkent region. These facilities provide established infrastructure for the collection, treatment, recycling, and disposal of municipal and selected hazardous waste streams and may be used to support Project waste management, subject to permitting and capacity confirmation. The main municipal wastewater treatment facilities identified in the region include:

- Nurafshon Wastewater Treatment Plant (WWTP)
- Yangiyul WWTP

In addition, a new WWTP is reportedly planned in the Surum area, however, its commissioning schedule and operational status have not yet been formally confirmed at the time of preparation of this ESIA. These facilities form part of the regional wastewater treatment network serving urban and peri-urban areas of Tashkent region.

The main municipal solid waste disposal facilities in the region include:

- Yangiyul Landfill
- Akhangaron Landfill

The Akhangaron landfill is a long-established facility located approximately 35 km south of Tashkent and has been operating since 1967. It receives municipal waste from Tashkent City

and surrounding areas. The site has undergone improvements under national solid waste management programmes, including the development of an adjacent modern landfill area designed in line with improved environmental standards.

In addition, several licensed waste management companies operate in the Tashkent region providing services for waste collection, recycling, transport, treatment, and disposal of municipal, industrial, and selected hazardous waste streams.

4.7.2 Impacts During Construction

During construction, the Project will generate a range of solid and liquid waste streams associated with site preparation, earthworks, construction activities, installation of equipment and operation of worker accommodation facilities. These will include non-hazardous construction waste (such as excavated material, concrete, scrap metal, timber, plastics and packaging), domestic waste from the workforce, hazardous waste (including used oils, lubricants, chemical containers, contaminated materials and batteries), together with sanitary wastewater and construction wastewater.

The large construction workforce and the scale of the Project will generate substantial volumes of waste over the approximately 48-month construction period, creating additional demand on existing municipal waste management infrastructure. Domestic wastewater generated from the labour camp and temporary welfare facilities will be treated on site using a temporary on-site Sewage Treatment Plant (STP). If not properly managed, construction waste could result in localised impacts on soil, surface water and groundwater, nuisance from odours and litter, attraction of vermin and pests, and potential health risks to workers and nearby communities. Improper handling of hazardous wastes could also result in contamination of environmental receptors and place additional pressure on regional hazardous waste treatment and disposal facilities.

The assessment indicates that suitable landfill facilities, wastewater treatment plants and licensed waste management operators are available within the Tashkent Region to accommodate Project waste streams. Prior to commencement of construction, the EPC Contractors will, in coordination with the relevant authorities and waste management facilities, establish appropriate contractual arrangements and confirm available capacity for the anticipated Project waste streams. The EPC Contractors will prepare comprehensive Waste Management Plan, including detailed waste forecasts, waste minimisation measures, segregation, reuse and recycling opportunities, identification of licensed waste management facilities, and due diligence of waste contractors to ensure compliance with national legislation and Good International Industry Practice. With these measures in place, residual construction waste impacts are expected to be low.

These risks will be addressed through a combination of advanced arrangements to secure appropriate waste management capacity and the Waste Management Plan described above, including segregation, licensed disposal, wastewater controls and contractor due diligence.

Effective implementation of the Waste Management Plan will therefore be central to protecting workers, nearby communities and environmental receptors.

4.7.3 Impacts During Operation

During operation, the airport will generate a variety of waste streams associated with passenger terminals, aircraft operations, cargo handling, commercial activities, maintenance facilities and airport services. These will include municipal solid waste, food and packaging waste, hazardous and industrial wastes (such as oils, solvents, fuels and chemical residues), aircraft waste, wastewater from terminal buildings and aircraft servicing, and smaller quantities of quarantine waste from international flights requiring specialised handling.

The principal operational impacts relate to increased demand on municipal and hazardous waste management facilities, together with the potential for contamination of soil and water

resources if hazardous wastes or wastewater are not appropriately managed. Organic waste from food outlets may also create odour and pest issues if not collected and managed efficiently, while wastewater generated from terminal operations, restaurants and aircraft servicing requires appropriate treatment prior to discharge.

Operational waste management will be supported by dedicated on-site waste collection, segregation and temporary storage facilities, together with an on-site wastewater treatment plant for the treatment of airport wastewater. Waste requiring off-site treatment or disposal will be transferred only to licensed and authorised waste management facilities. The Project Company will implement an Operational Waste Management Plan, incorporating waste minimisation, reuse and recycling, segregation of hazardous and non-hazardous waste streams, monitoring and auditing of waste contractors, and procedures for the management of special waste streams such as quarantine waste.

4.8 Landscape and Visual

4.8.1 Existing Landscape and Visual Setting

The Project site is located within a predominantly flat, open agricultural landscape on the outskirts of Tashkent. The area is characterised by cultivated farmland, irrigation canals, scattered farm buildings, and small rural settlements, providing long-distance views across the surrounding landscape. Only limited semi-natural vegetation remains within the Project area, while nearby features include agricultural villages, a railway corridor, industrial facilities, and the Chirchik River to the west.

Landscape surveys identified five Landscape Character Areas (LCAs) within the study area:

- Agricultural landscape, which dominates the Project area and surrounding region.
- Rural settlements comprising small villages and farmsteads.
- Industrial and commercial areas associated with agricultural businesses.
- Natural water bodies, primarily the Chirchik River corridor.
- Undeveloped and semi-natural landscape with shrubs.

Visual surveys were undertaken from five representative viewpoints around the Project using field observations and visibility modelling. The flat terrain allows relatively extensive views of the Project site, particularly from nearby agricultural fields and settlements. However, visibility is locally reduced by trees, buildings, and other existing infrastructure.

4.8.2 Impacts During Construction

Construction of the new airport will temporarily transform the existing rural landscape through vegetation clearance, earthworks, site levelling, stockpiles, construction compounds, heavy machinery, cranes, and temporary access roads. The most noticeable change will occur within the agricultural landscape where open farmland will be replaced by active construction areas.

Nearby residents, farmers, road users, and visitors to cultural sites may experience temporary reductions in visual quality due to the presence of construction activities, cranes, heavy equipment, dust, and vehicle movements. The extent of these effects will depend on the distance from the site, duration of construction activities, and the degree of natural or built screening between receptors and the Project.

Where construction continues during night-time, temporary floodlighting may increase light spill, glare, and sky glow, particularly for nearby settlements and farmsteads. These effects will reduce with increasing distance and where vegetation or buildings provide visual screening.

Mitigation will focus on limiting works to the Project footprint, retaining existing vegetation where practicable, screening construction areas, maintaining good housekeeping,

rehabilitating disturbed areas where feasible, and implementing a Construction Landscape and Lighting Management Plan. Night-time works and lighting will be minimised, with low-intensity, shielded and downward-directed lighting used to reduce light spill. Despite these mitigation measures, the residual visual and landscape impacts during construction are expected to remain major due to the scale of the construction works, the transformation of the existing rural/agricultural landscape and the visibility of construction activities from surrounding receptors.

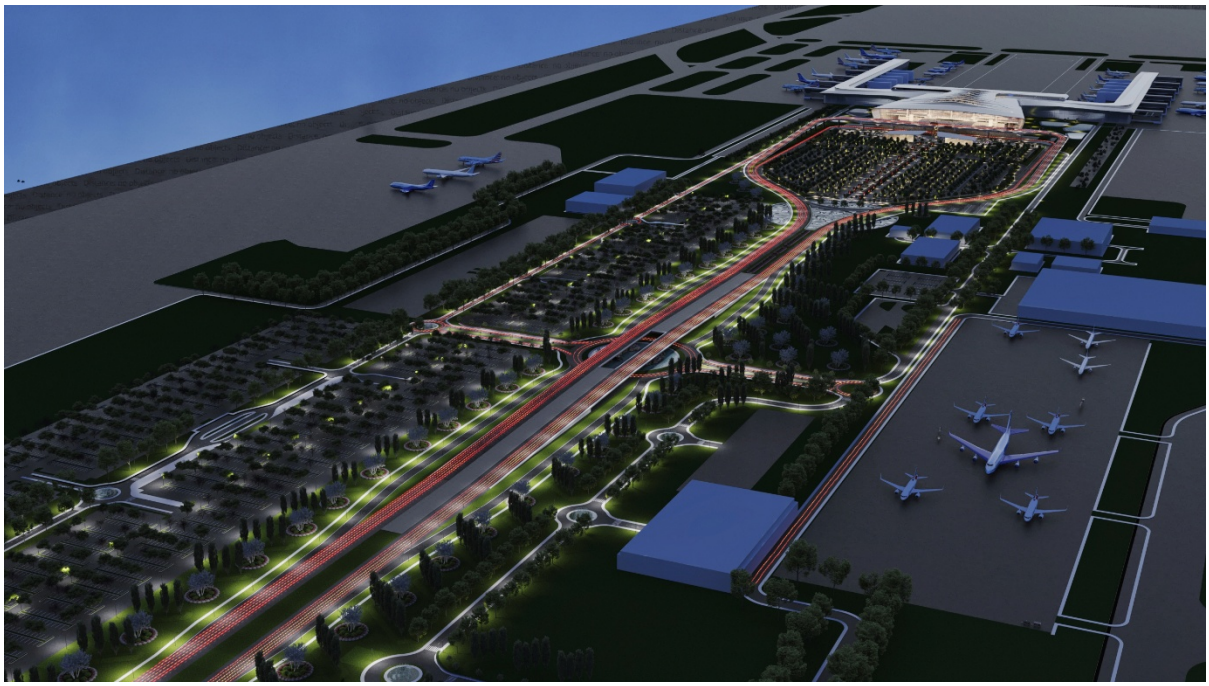
4.8.3 Impacts During Operation

Operation of the airport will permanently change the landscape from predominantly agricultural land to a major transport and aviation facility, including runways, terminal buildings, the air traffic control tower, aircraft hangars, access roads, and associated infrastructure. Although this represents a permanent change within the Project footprint, the wider agricultural landscape surrounding the airport will remain largely unchanged.

The completed airport will become a prominent visual feature, particularly from nearby settlements, agricultural land, and roads where views are open. Tall structures such as the air traffic control tower and terminal buildings will be visible over long distances due to the flat terrain, while aircraft movements will introduce additional visual activity. Visual effects will decrease with distance and where trees, buildings, or other features partially screen views.

Permanent operational lighting, including runway, taxiway, apron, terminal, and security lighting, will increase the visibility of the airport during night-time. While lighting will be designed to minimise unnecessary light spill through directional fixtures and shielding, some increase in glare and sky glow is unavoidable to meet aviation safety requirements. The greatest effects are expected for nearby receptors with unobstructed views, while more distant locations and areas screened by existing development will experience lower levels of visual impact.

Overall, even with mitigation, the permanent change to the agricultural landscape and visual effects at some nearby settlements, farmsteads and cultural heritage receptors are expected to remain noticeable. Residual effects range from negligible or minor at more distant or screened locations to moderate at some of the closest and most exposed receptors.



4.9 Cultural Heritage and Archaeology

4.9.1 Existing Baseline Conditions

The Project is located within the Chirchik River valley, an area that has supported human settlement, agriculture and trade for thousands of years due to its fertile soils and strategic location between Central Asia's major mountain passes and the Tashkent oasis. Although the Project site itself is largely occupied by cultivated agricultural land and has been extensively modified by irrigation and farming activities, the wider region has a rich archaeological and cultural history spanning prehistoric, Bronze Age, Silk Road, medieval and more recent historical periods. The area lies close to historic trade routes connecting Tashkent with other important settlements across Central Asia, indicating that previously undiscovered archaeological remains may be present beneath the existing agricultural landscape.

A detailed cultural heritage assessment, including desk-based studies, historic mapping, satellite imagery analysis, archaeological field surveys conducted by local and international experts and extensive consultation with government authorities, local communities and religious representatives, was undertaken to establish the baseline conditions. No nationally designated cultural heritage sites or protected archaeological monuments were identified within the Project footprint. However, historical mapping and previous investigations indicate the presence of several locations with archaeological potential, including former settlement mounds ("tepa"), possible buried structural remains and historic landscape features.

The assessment identified thirteen sites of potential cultural heritage interest within the Project area and its immediate surroundings. These comprise a combination of historic graveyards, raised mounds that may contain archaeological remains, former structures identified from historic mapping, a historic railway and several areas where additional archaeological investigation is recommended. Archaeological field inspections confirmed that many of the surveyed areas have been substantially disturbed by long-term agriculture and historic burial activities, and no significant intact archaeological remains were identified during the surface investigations. A subsequent Cultural Heritage Review undertaken in July 2026 as parrt of the ESIA assessed these sites and identified three sites within the Project footprint requiring precautionary pre-construction archaeological investigation.

The assessment also identified several historic Muslim and Korean graveyards within or close to the Project area. As part of the airport master planning process, the Project layout was modified to avoid impacts on the principal active graveyard by relocating the airport boundary approximately 300 metres westwards. Several other graveyards are no longer in active use, although consultations confirmed that they remain culturally and spiritually important to local communities because of their association with ancestors and traditional burial practices.

Extensive consultation was undertaken with the Academy of Sciences, cultural heritage authorities, religious organisations, local government, community leaders and affected communities. While few participants identified archaeological sites or historic buildings within the Project area, considerable importance was attached to graveyards, burial traditions and associated religious practices. These consultations helped identify sites of cultural importance, informed the cultural heritage assessment, and will continue to guide the detailed archaeological investigations and cultural heritage management measures as the Project progresses.

Overall, the baseline assessment concludes that although the Project area contains no confirmed protected archaeological sites or monuments, several locations have been identified as having potential cultural heritage significance, including graveyard sites. The Cultural Heritage Review and subsequent assessments have confirmed the need for management measures at the identified sites, including the relocation of burials affected by the Project footprint. All four burial grounds located within the Project footprint will be relocated to identified suitable locations outside the Project footprint, in accordance with the Burial Relocation Plan and applicable national requirements and international good practice. These

measures together with the management of any newly discovered archaeological remains will be implemented through the Cultural Heritage Management Plan (CHMP) and Chance Finds Procedure.

4.9.2 Impacts During Construction and Operation

During construction, there is potential for impacts on both tangible and intangible cultural heritage. Although no nationally designated heritage sites have been confirmed within the Project footprint, archaeological studies identified several locations with the potential to contain buried archaeological remains, including settlement mounds ("tepa"), possible burial mounds (kurgans), historic graveyards and other buried structures that may be associated with the long history of human occupation of the Chirchik Valley. Given the current level of information, a precautionary approach has been adopted, recognising that some of these features may be of moderate to high cultural significance until further investigations are completed.

Construction activities, particularly earthworks, excavation and ground levelling, could permanently disturb or remove previously unidentified archaeological remains if they are present. To reduce this risk, additional archaeological investigations will be undertaken before construction commences in areas of identified archaeological potential. A CHMP and Chance Finds Procedure will also be implemented to ensure that any previously unknown archaeological remains discovered during construction are appropriately protected, investigated and managed in consultation with the relevant national authorities.

Graveyard impacts will be managed through the established Burial Relocation Roadmap and Methodology, covering identification, consultation, permissions, exhumation, transportation, reburial and documentation in accordance with national legislation and international best practice. As established, graveyards and burial are culturally important, construction-phase management will therefore rely on continued consultation, the CHMP and agreed procedures for any required relocation.

No notable adverse impacts on archaeological resources are anticipated during operation, as these would have been identified and appropriately managed during the construction phase. Operational activities are also not expected to affect the cultural significance of surrounding heritage assets. Overall, with implementation of the proposed archaeological investigations, heritage management measures and continued stakeholder engagement, residual impacts on cultural heritage are expected to be low and not significant.

4.10 Socioeconomics

4.10.1 Existing Baseline Conditions

The Project's social Area of Influence (AoI) covers 11 makhallas within a 5 km radius of the proposed airport site in Urta-Chirchik and Kuyi-Chirchik districts. The socioeconomic baseline was established through secondary data, stakeholder consultations, focus group discussions, and household surveys covering 272 households (1,303 individuals). The study area comprises predominantly Uzbek communities, with smaller Kazakh, Korean, Tatar, Russian, and Tajik populations. No Indigenous Peoples were identified in accordance with IFC Performance Standard 7.

Livelihoods are primarily based on salaried employment, seasonal agriculture, livestock rearing, informal work, and labour migration. Agriculture remains an important source of household income, with around 72% of surveyed households cultivating dehkan plots or raising livestock. Pensioners represent a significant proportion of household heads, and women experience lower employment levels, lower incomes, and greater dependence on informal work than men. Vulnerable groups include female-headed households, low-income families, elderly persons, people with disabilities, and households dependent on social assistance.

Most households have reliable access to electricity, gas, waste collection, education, and healthcare services, although centralised sewerage remains limited and many households rely on groundwater pumping units for domestic water supply. Existing community concerns include limited employment opportunities, inadequate road conditions, dependence on agriculture and groundwater resources, and gender inequalities in access to formal employment and decision-making.

4.10.2 Impacts During Construction

Construction of the Project will create substantial short-term employment opportunities, generating income for local workers and supporting local businesses through demand for goods and services. However, the availability of skilled labour will determine the proportion of jobs filled by local communities, and employment benefits are therefore expected to be moderate and temporary.

Land-linked livelihood impacts are addressed in detail in Section 4.11; this section focuses on the wider community effects of construction including employment, local procurement, traffic, dust, noise and service pressures.

These impacts will be managed through compensation where appropriate, livelihood restoration measures, maintenance of access to land and services wherever possible, traffic and community safety management, protection of water resources, ongoing stakeholder engagement, and an accessible grievance mechanism. With these measures in place, residual socioeconomic impacts during construction are expected to be minor to moderate and temporary.

4.10.3 Impacts During Operation

During operation, the airport will provide long-term employment opportunities in airport operations, maintenance, security, and administration, contributing to local economic growth and reducing dependence on seasonal employment and labour migration. The Project is also expected to stimulate demand for local businesses and services, creating indirect economic benefits for surrounding communities.

Operational activities may place additional demand on local roads, utilities, and community services, while continued use of land and water resources will require careful management to avoid adverse effects on agriculture and household water supplies. Existing gender disparities and barriers faced by vulnerable groups may also limit equal access to Project benefits if not appropriately addressed.

The Project will implement measures to promote local recruitment, skills development, gender inclusion, responsible water management, community health and safety, and ongoing engagement with local communities. With these measures in place, operational socioeconomic impacts are expected to be predominantly positive, with long-term benefits through employment generation, local economic development, and improved regional connectivity provided by the new airport.

4.11 Land Acquisition

4.11.1 Baseline Conditions and Project Footprint

The Project requires approximately 1,300 hectares of land, currently used mainly for agriculture, including crop cultivation, orchards, and livestock grazing. A small number of residential structures, ancillary buildings, irrigation networks, drainage systems, and transmission lines are also located within the footprint.

The Project directly affects four makhallas within Urta-Chirchik and Kuyi-Chirchik districts of Tashkent Region. These areas form the primary administrative and social context for land acquisition and resettlement planning. Agriculture is the dominant livelihood, supported by

seasonal wage labour and small-scale activities, although economic diversification is gradually increasing due to regional development.

A census identified 64 Project-Affected Households (approximately 374 people). Of these, 21 households will experience physical displacement, while 44 households will experience economic displacement. One household will experience both physical and economic displacement. Vulnerable households include low-income families and households headed by people with disabilities.

A Resettlement Action Plan (RAP) for the Project was finalised in July 2026. RAP-focused stakeholder engagement was undertaken from December 2025 through January 2026, including consultations with Project-Affected Households in all affected makhallas. Further engagement with affected households was undertaken in April 2026 as part of the lenders' Environment and Social Due Diligence (ESDD) process. RAP implementation is currently ongoing, with further consultation and engagement to continue throughout implementation.

4.11.2 Impact during Construction

During construction, the Project will result in both physical and economic displacement. A total of 21 households will require relocation due to land acquisition, while 44 households will experience loss of land access, crops, or livelihood sources.

All physically displaced households will receive compensation at full replacement cost and assistance with relocation, including moving support, restoration of utilities, and transitional housing arrangements where needed. Attention will be given to vulnerable households through additional relocation and social support measures.

Economically displaced households will be compensated for loss of land, crops, income, and assets, and supported through a Livelihood Restoration Plan (LRP). This includes replacement land where feasible, access to Project employment opportunities, skills training, and targeted assistance for vulnerable groups.

Agricultural land losses will be fully compensated, and measures will be implemented to maintain continuity of irrigation and farming activities wherever possible. Infrastructure and utility disruptions will be managed through advance planning, diversions, and coordination with relevant authorities.

With these measures in place, residual impacts during construction are expected to be low for physical displacement and moderate but temporary for economic displacement, with livelihoods expected to be restored over time.

4.11.3 Impact during Operation

No additional land acquisition or physical displacement is expected during operation. However, residual socio-economic effects may persist for some relocated households, particularly in relation to income restoration, integration into new locations, and access to services.

Economically displaced households may continue to experience indirect impacts linked to changes in land use, agricultural access, and local economic conditions. These will be addressed through continued livelihood monitoring, targeted support, and access to grievance mechanisms.

Vulnerable households may remain at risk of disproportionate impacts and will continue to receive targeted assistance and monitoring during operation.

Agricultural land outside the Project footprint may experience indirect effects such as changes in irrigation access or access routes. These impacts are expected to be limited and will be managed through coordination with local authorities and irrigation users.

Overall, operational impacts are expected to be moderate, with no significant long-term adverse effects anticipated following implementation of mitigation and livelihood restoration

measures. With the implementation of the proposed livelihood restoration, monitoring, community engagement, access and infrastructure management, and other mitigation measures, the residual impacts are expected to be negligible.

4.12 Labour and Working Conditions

4.12.1 Existing Baseline Conditions

Uzbekistan has a growing and diversified labour market, with employment concentrated in construction, agriculture, manufacturing, and services, alongside a significant level of informal employment. While a comprehensive legal framework exists to regulate labour rights, occupational health and safety, and non-discrimination, enforcement challenges persist in certain sectors, particularly construction and other labour-intensive industries. Labour migration is a key socio-economic feature, with a substantial proportion of the workforce employed abroad and remittances contributing significantly to household incomes. Despite recent improvements, issues such as informal employment arrangements, wage variability, limited contract coverage, and inconsistent occupational health and safety practices remain relevant. Vulnerable groups, including women, youth, low-skilled workers, and migrant workers, may face barriers in accessing stable employment and adequate labour protections.

4.12.2 Impact during Construction

During construction, the Project will generate significant temporary employment opportunities through EPC contractors and subcontractors, resulting in positive socio-economic benefits such as income generation and local procurement. However, the large workforce (including migrant and non-local workers) may also lead to labour and working condition risks, including inconsistent application of employment terms, informal or subcontracted labour arrangements, wage delays, excessive working hours, and potential gaps in occupational health and safety compliance. The influx of workers may also place pressure on local housing, services, and infrastructure, and may increase the risk of social tensions or community concerns if not properly managed. In addition, vulnerable groups may face unequal access to employment opportunities and heightened exposure to poor working conditions if contractor controls are weak.

Key mitigation measures include implementation of occupational health and safety and labour management plans, task-specific risk assessments and permit-to-work systems, worker training and use of Personal Protective Equipment (PPE), appropriate accommodation and welfare standards, fair employment and working conditions, worker grievance mechanisms, workforce and gender management measures, and monitoring of contractors and suppliers. The impacts are generally assessed as moderate prior to mitigation, with residual impacts expected to be negligible in most cases, low for worker accommodation, and negligible to moderate for gender-related risks following implementation of the proposed measures.

4.12.3 Impact during Operation

During operation, the Project will support a smaller but more stable long-term workforce, including direct airport staff and contracted service providers. This will generate sustained employment opportunities and contribute to skills development; however, risks may arise from inconsistent labour conditions across multiple service providers, particularly regarding wages, working hours, and employment benefits. Operational activities, including 24-hour airport operations and shift-based work, may result in fatigue-related risks and work-life balance challenges for workers. Occupational health and safety risks will persist due to continuous airside and landside operations, requiring strong safety management systems. Overall, with effective implementation of a Labour Management Plan and contractor oversight, impacts are expected to be manageable and largely controlled during the operational phase.

Mitigation measures during operation include implementation of a Human Resources and Occupational Health and Safety Management System, fair and transparent employment

practices, management of working hours and fatigue, contractor and subcontractor compliance monitoring, worker training and grievance mechanisms, prohibition of forced and child labour, adequate welfare facilities, and measures to prevent and respond to gender-based violence and harassment. With these measures implemented, residual impacts are expected to be negligible.

4.13 Community Health, Safety, and Security

4.13.1 Existing Baseline Conditions

The Project area is primarily rural in character, comprising small villages and agricultural land within the wider Tashkent Province. Communities generally experience low levels of industrial activity, limited traffic volumes, and relatively low baseline safety risks. However, access to services such as healthcare, transport, and emergency response varies between settlements.

Healthcare services are typically provided through local clinics and district-level facilities, while more advanced medical services are accessed only in Tashkent city. Overall health conditions reflect common rural patterns, including seasonal illnesses, limited access to specialised care in some villages, and dependence on agriculture-based livelihoods.

Community safety conditions are generally stable, with low levels of serious crime reported across settlements. However, concerns were noted regarding limited street lighting, narrow rural roads, and the potential for accidents involving pedestrians, livestock, and agricultural vehicles.

Gender-based violence and harassment (GBVH) risks exist primarily in domestic and community settings, and are consistent with national patterns, although no direct cases were reported during consultations. Formal GBVH support services in rural areas are limited, and communities largely rely on informal mechanisms such as makhalla structures and local authorities for support and dispute resolution.

4.13.2 Impact during Construction

During the construction phase, the Project is expected to result in temporary impacts on community health, safety, and security within the Project Area of Influence. These impacts will primarily arise from increased movement of construction vehicles and heavy machinery, a large influx of workers, and associated construction activities. This may lead to higher risks of road traffic accidents on rural roads, temporary congestion, and interaction between construction traffic, pedestrians, and agricultural activities. Communities may also experience short-term disturbances related to noise, dust, and vibration. The presence of a predominantly male workforce may increase the potential for social tensions, petty crime, and GBVH, particularly affecting women and other vulnerable groups, although baseline crime levels are very low. In addition, temporary pressure may be placed on local services such as healthcare, water supply, and housing, particularly in nearby villages with limited capacity.

Overall, these impacts are expected to be temporary, localised, and reversible, and will be managed through workers influx management measures, traffic control and community road-safety measures, security controls, worker Codes of Conduct and workers sensitisation training, GBVH prevention and response measures, community engagement, and grievance mechanisms. With these measures implemented, residual impacts are expected to range from negligible to moderate, depending on the nature of the impact.

4.13.3 Impact during Operation

During the operational phase, the Project is expected to generate longer-term but generally lower-intensity impacts on community health, safety, and security. These impacts will mainly be associated with increased air traffic, passenger and cargo movements, and supporting ground transport activities, which may lead to increased noise levels, localised air emissions, and higher traffic volumes on surrounding roads. This may increase the risk of road traffic

accidents and place additional pressure on existing rural transport infrastructure. While baseline crime levels are low, the presence of a permanent airport facility and associated population movements may result in a slight increase in opportunistic petty crime or disturbances in public spaces, although serious security risks are not anticipated. Potential GBVH risks during operation are expected to remain low but will continue to be managed through preventive measures, safe infrastructure design, and community awareness.

Overall, operational impacts on community health, safety and security are expected to be long-term but moderate in scale. Key mitigation measures include continuous monitoring of air quality and noise, operational traffic management and road-safety measures, emergency preparedness and response procedures, safe management and storage of hazardous materials, 24/7 site security and controlled access, GBVH prevention and response measures, community health and safety awareness, ongoing coordination with local authorities and emergency services, and an accessible grievance mechanism. The Project's PSZ will also be maintained and managed during operation to control development and activities within the designated area and minimise potential risks to surrounding communities. With these measures implemented, residual impacts are expected to be negligible to moderate depending on the type of impact.

4.14 Human Rights Impact Assessment

4.14.1 Overview

A Human Rights Impact Assessment (HRIA) has been undertaken for the Project as part of the ESIA, in line with the Equator Principles IV (EP IV), the United Nations Guiding Principles on Business and Human Rights (UNGPs), and relevant IFC and EBRD standards. The HRIA assesses how Project activities may affect the human rights of workers and surrounding communities within the Project's area of influence.

The Project is committed to respecting internationally recognised human rights, including those set out in the International Bill of Human Rights and the International Labour Organisation (ILO) core conventions. Contractors, subcontractors, and suppliers will also be required to comply with these principles and avoid contributing to any adverse human rights impacts.

4.14.2 Baseline Human Rights Context

Uzbekistan has made important progress in strengthening its human rights framework through legal and institutional reforms, with established protections covering labour rights, gender equality, non-discrimination, public participation, and access to justice. However, as is common in countries undergoing reform, gaps remain between legislation and practical implementation, including uneven enforcement of labour standards, variable awareness of rights among workers and communities, and capacity constraints in grievance and oversight mechanisms.

Key baseline considerations relevant to the Project include generally strong but inconsistently enforced labour protections, residual risks of forced and child labour in informal employment settings, and ongoing gender inequality in relation to employment access, pay equity, and decision-making roles. While freedom of expression and association are legally recognised, their practical application may vary depending on institutional and workplace context. Vulnerable groups such as women, low-income households, persons with disabilities, elderly persons, and informal workers may face higher exposure to risks and more limited access to effective remedies. Although land acquisition processes are formally regulated, concerns may still arise in practice regarding compensation fairness and livelihood impacts.

Overall, while the national framework is broadly aligned with international standards, effective project-level systems are essential to ensure consistent implementation and protection of human rights in practice.

4.14.3 Impact during Construction

Construction stage human rights risks may arise in relation to labour and working conditions, community health and safety, land and property rights, access to information and participation, and the rights of vulnerable and marginalised groups. Key labour related risks include potential child or forced labour, inadequate working conditions, restrictions on freedom of association and collective bargaining, privacy concerns, and gender inequality or discrimination. Community-related risks include potential impacts on the rights to health and safety, housing, land and property, and meaningful access to information and participation.

The most significant potential impact is associated with land, housing and property rights, which is assessed as Major prior to mitigation, reflecting the sensitivity of affected land users and tenants. Other construction-phase human rights impacts are generally assessed as Moderate, including working conditions, child and forced labour, gender inequality and discrimination, community health and safety, access to information and participation, and the rights of vulnerable and marginalised groups. Indigenous Peoples have not been identified locally and the associated potential impact is assessed as Negligible.

Mitigation measures will include implementation of the Project Labour Management Plan and appropriate contractor controls; prohibition and monitoring of child and forced labour; age and employment verification; provision of fair and safe working conditions, adequate welfare facilities and PPE; protection of freedom of association and collective bargaining; non-discrimination and gender-sensitive employment practices; and accessible, confidential and non-retaliatory worker grievance mechanisms. Community-related measures will include dust, noise, vibration and traffic controls, community health and safety measures, fair and timely compensation and livelihood measures for land acquisition, transparent consultation and disclosure, accessible grievance mechanisms, and targeted measures to ensure the participation and protection of vulnerable groups. Contractor and subcontractor compliance will be monitored through contractual requirements, inspections, audits and worker/community feedback.

With these measures and the associated oversight arrangements effectively implemented, residual human rights impacts are expected to be reduced to Low to Moderate.

4.14.4 Impact during Operation

During the operation phase, human rights risks are generally lower but more long-term in nature due to permanent employment and ongoing airport operations. Key considerations include the provision of stable employment opportunities with associated potential for skills development and local economic benefits, as well as continued occupational health and safety risks linked to routine operations and maintenance activities. Ongoing attention will also be required to ensure effective management of contractor and subcontractor labour standards, promote gender equality and non-discrimination in long-term employment, and prevent residual risks of forced or child labour through third-party service providers. Worker welfare aspects, including fair wages, working hours, and access to grievance mechanisms, will remain important throughout the operational phase. With these measures effectively implemented, residual human rights impacts during operation are expected to be low in significance across all identified operational risks.

At the same time, the Project is expected to deliver positive human rights outcomes through sustained employment and improved economic opportunities.

4.15 Transboundary Impacts

Transboundary impacts refer to potential effects extending beyond Uzbekistan's national borders, considering the Project's proximity (approximately 20 km) to Kazakhstan.

The assessment concludes that no significant adverse transboundary impacts are expected during construction or operation. Construction-related impacts such as dust, noise, vibration, traffic, and wastewater will be temporary and localised within the Project area.

During operation, aircraft noise and emissions were assessed for wider impacts. Modelling shows that noise remains within Uzbekistan, while air emissions disperse rapidly and are not expected to affect air quality at the border.

The Project does not involve shared water resources, and no transboundary impacts on water or other environmental receptors are anticipated. International flight operations are part of routine aviation activities and do not constitute environmental transboundary impacts.

No significant transboundary effects are expected, and no further assessment is required.

5.0 Environmental and Social Management and Monitoring

The Project Company for the new Tashkent International Airport will be responsible for overall governance, management, and compliance of the Project. An Environmental and Social Management System (ESMS) will be established to ensure that all construction and operational activities comply with national legislation of Uzbekistan and the applicable requirements of project lenders. The measures summarised throughout Section 4 will be consolidated through the Project ESMS as outlined below.

Volume 3 of the ESIA provides a framework to outline structures to be established for the management of E&S risks, impacts, opportunities and compliance associated with both the construction, commissioning and operational phases of the Project. This also outlines which parties shall develop elements of the respective management systems.

The ESMS will define organisational roles and responsibilities, management procedures, monitoring arrangements, and reporting requirements to ensure effective management of environmental and social (E&S) risks and impacts across all Project phases, including activities undertaken by contractors and service providers.

To implement the mitigation and management measures established in the ESIA (Volume 2), specific management programmes will be developed by the EPC Contractors and Operator respectively as part of the construction and operational phase ESMSs. These will incorporate the requirements of the relevant Uzbek regulatory authorities – including the National Committee on Ecology and Climate Change (NCECC) – and the Project Lenders. Such documented information will be in the form of Project-specific Construction Environmental and Social Management Plan (CESMP) and Operation Environmental and Social Management Plan (OESMP) (and complimentary plans/procedures); which are being prepared separately to the ESIA.

The Project will also be subject to ongoing monitoring and periodic independent review in line with lender requirements. An Independent Environmental and Social Consultant (IESC) will be appointed to audit Project performance against applicable standards, including the Lender ESAP and relevant good international practice guidelines.

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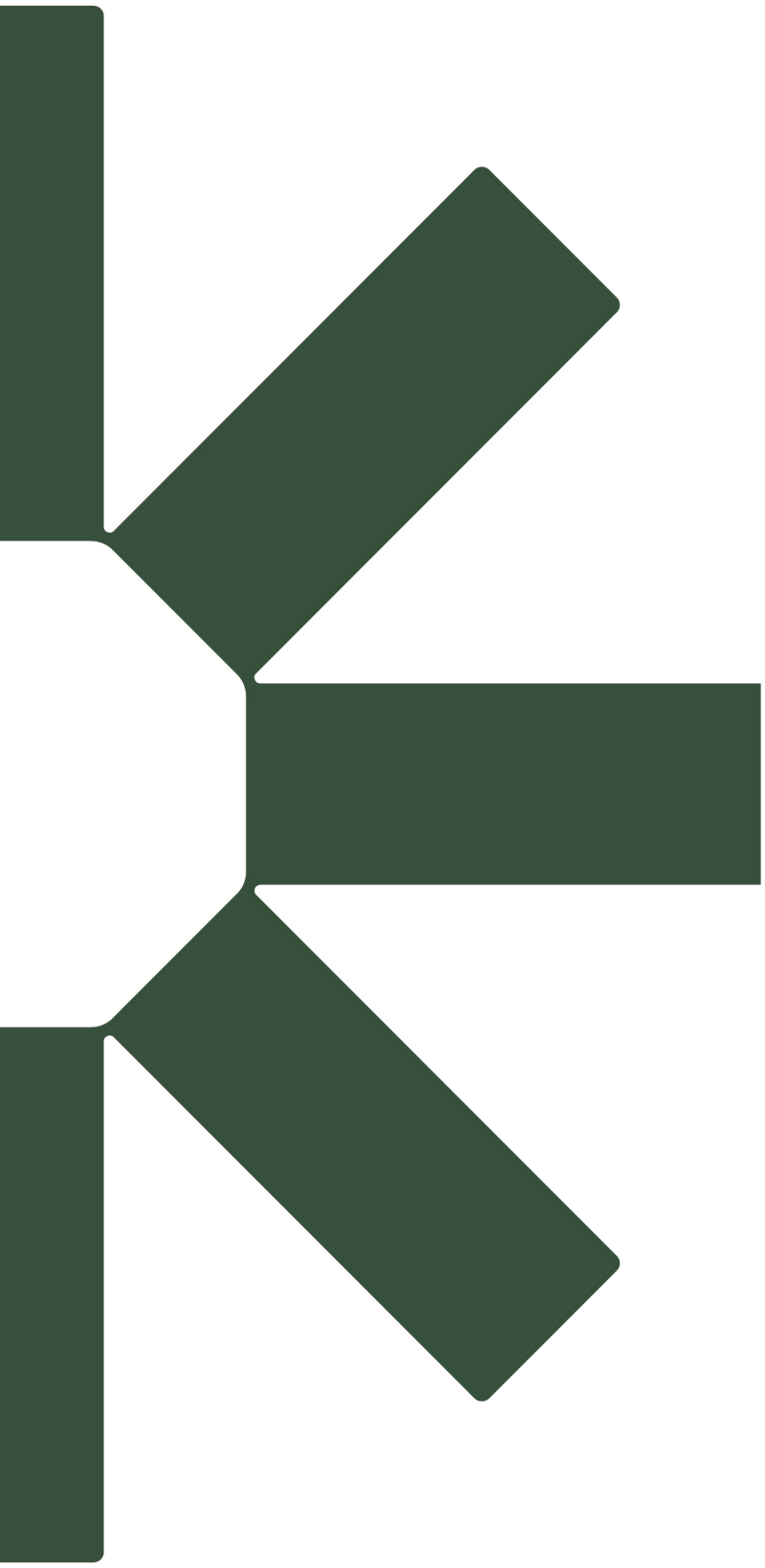

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