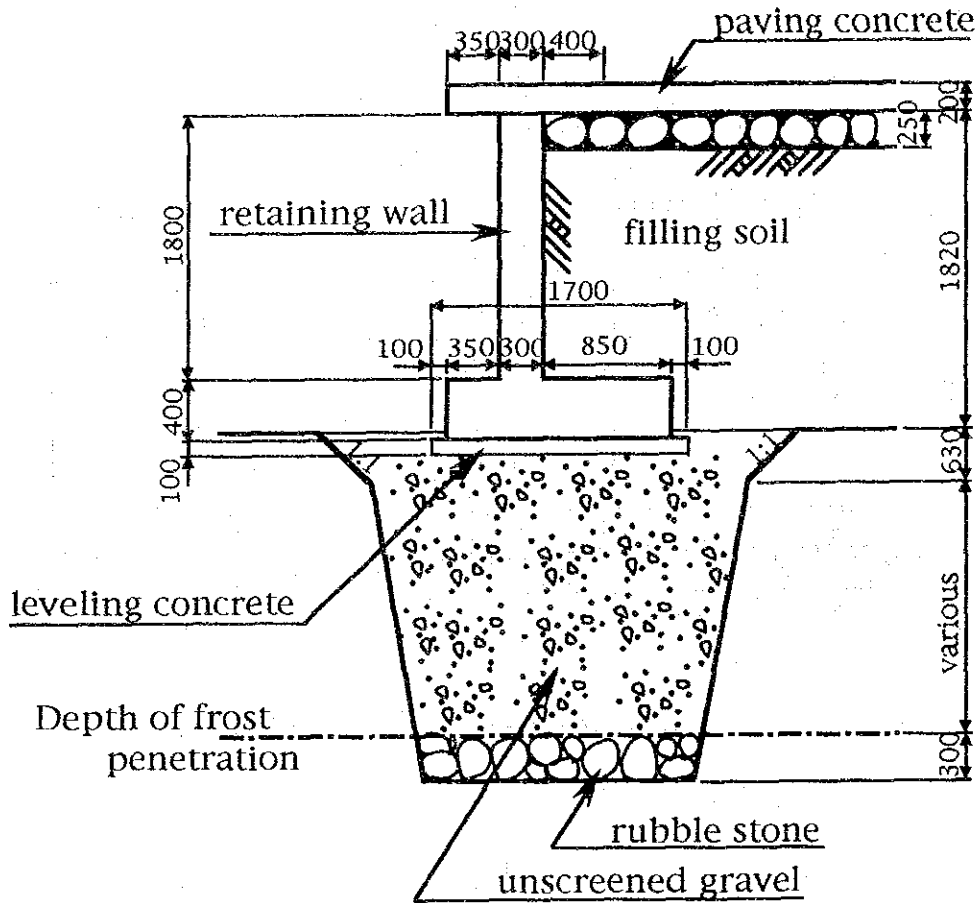
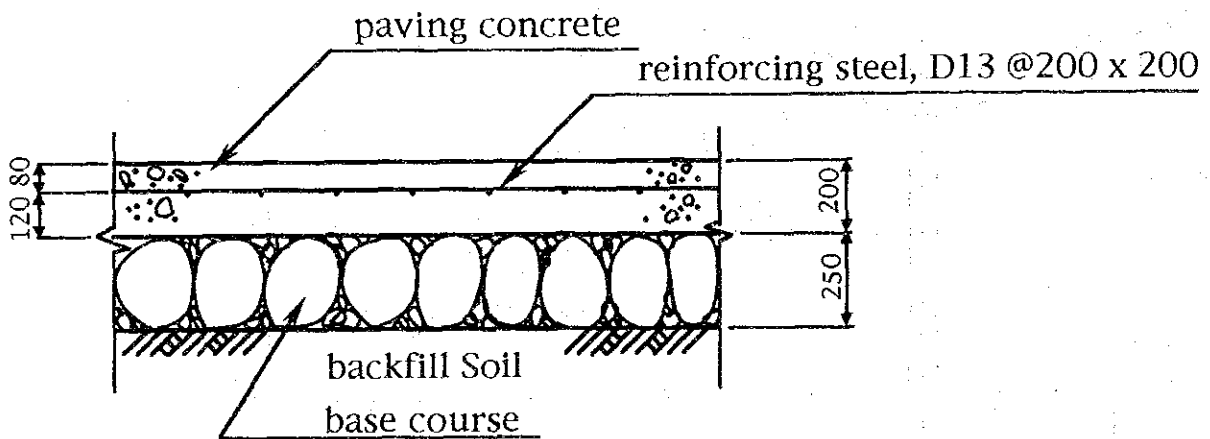


Wagon Platform



Retaining Wall



Concrete Pavement

Fig. 4-3-7 Retaining wall and Concrete Pavement for Wagon Platform

Container Platform

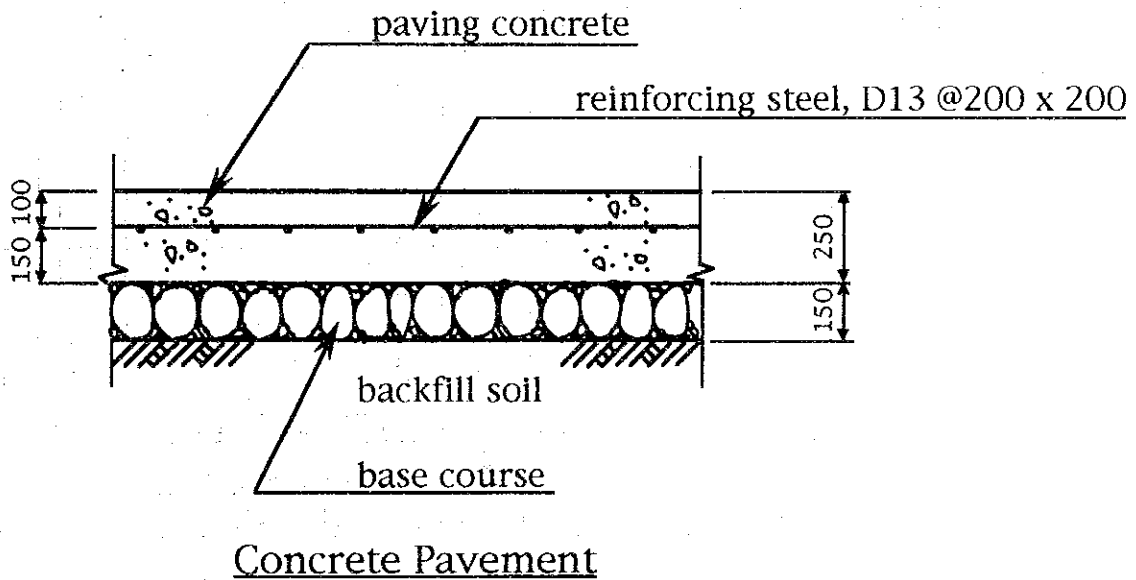
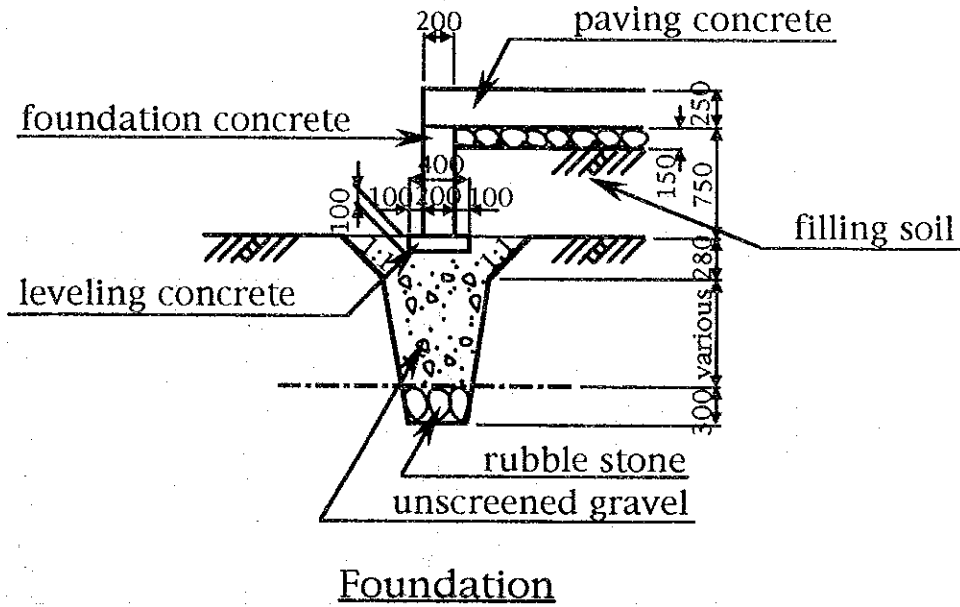


Fig. 4-3-8 Foundation and Concrete Pavement for Container Platform

Fence

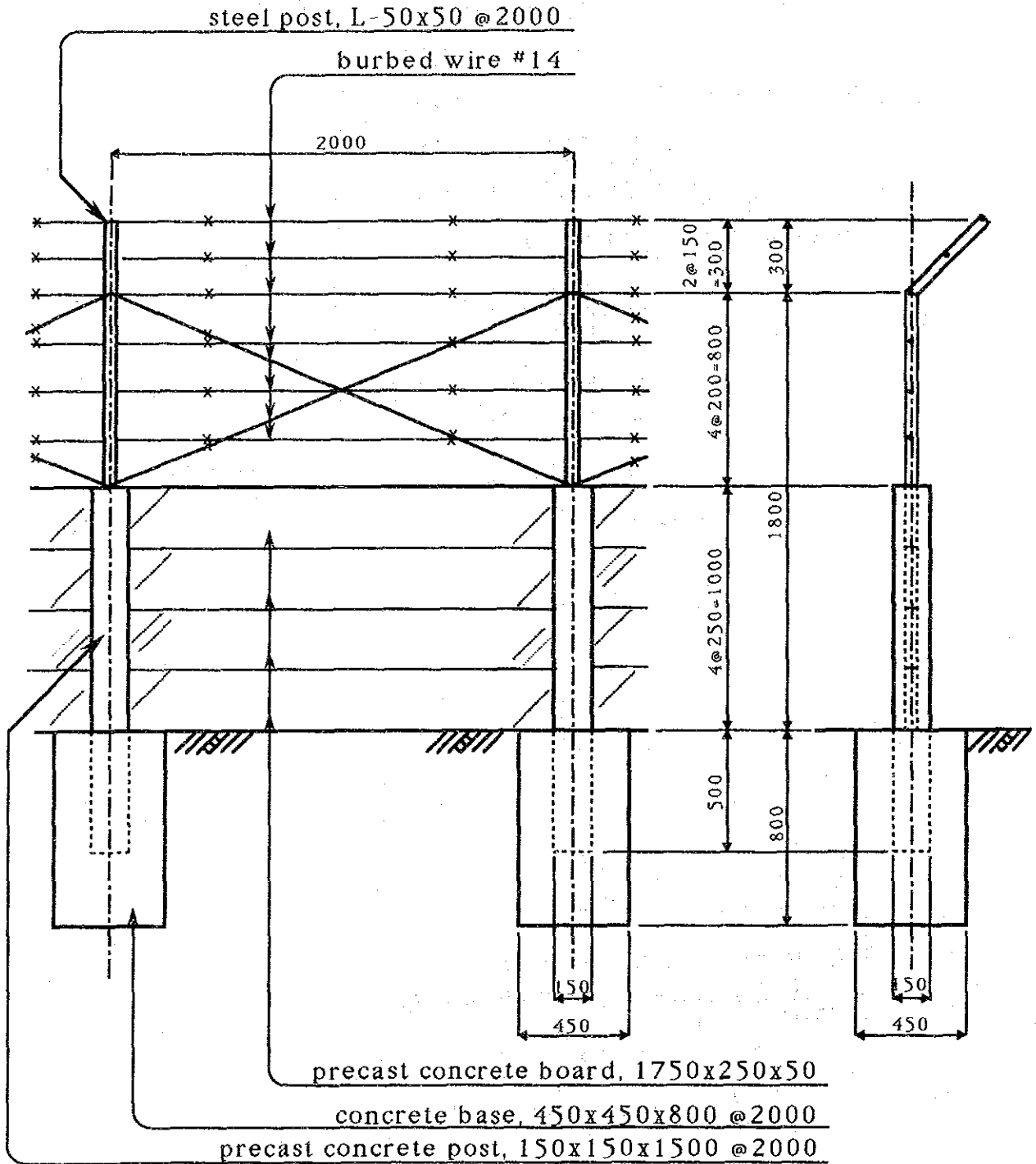


Fig. 4-3-9 Fence

ENTRANCE GATE

FRONT ELEVATION

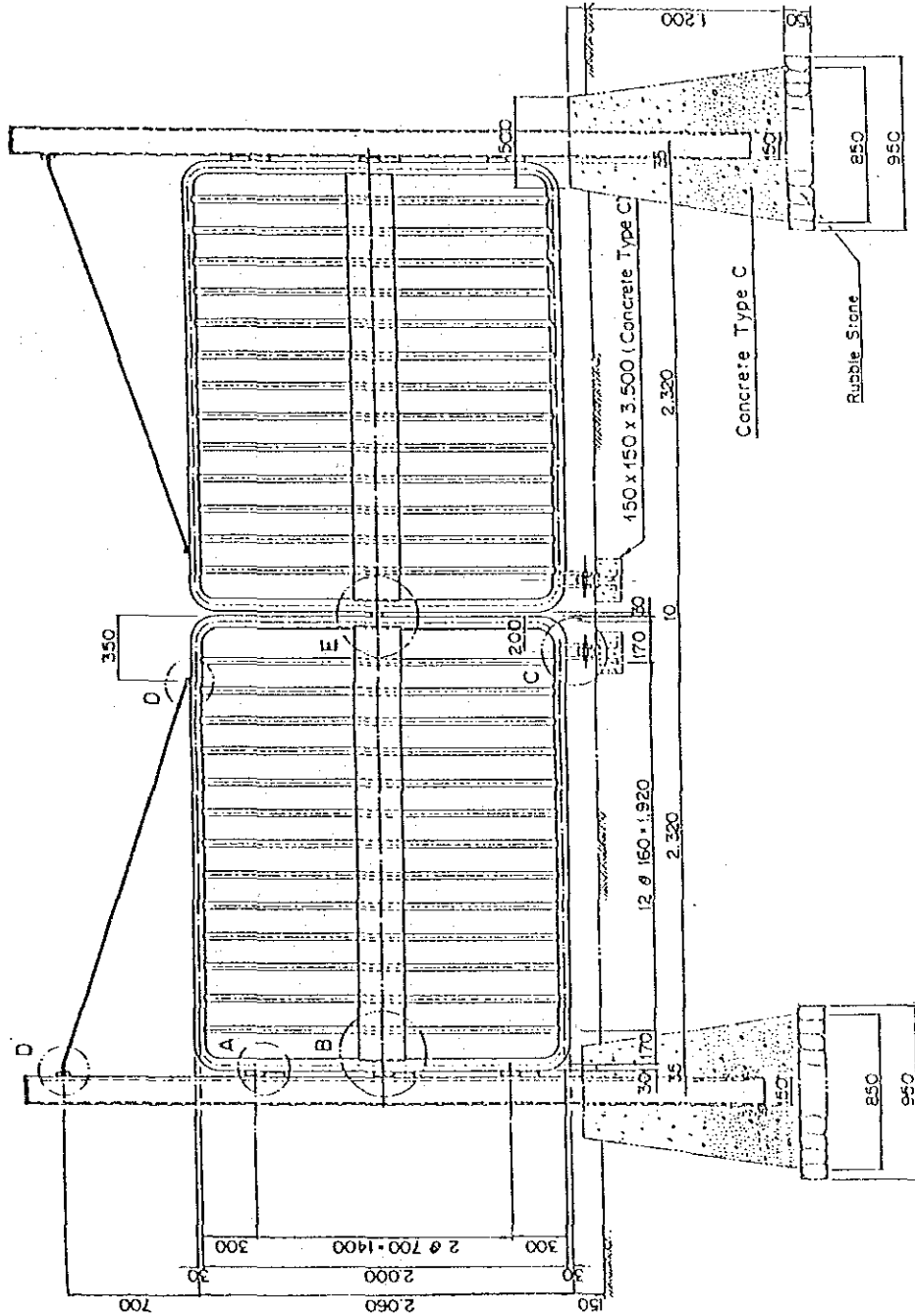
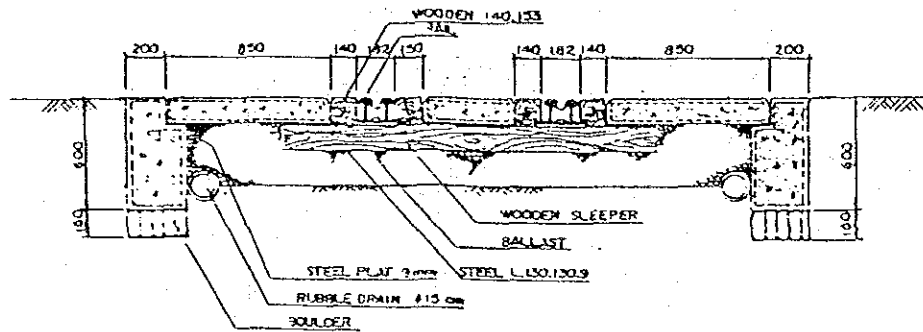


Fig. 4-3-10 Entrance Gate

RAILWAY SURFACE ROAD

STANDARD CROSS SECTION



DETAIL OF GUARD RAIL STRUCTURE

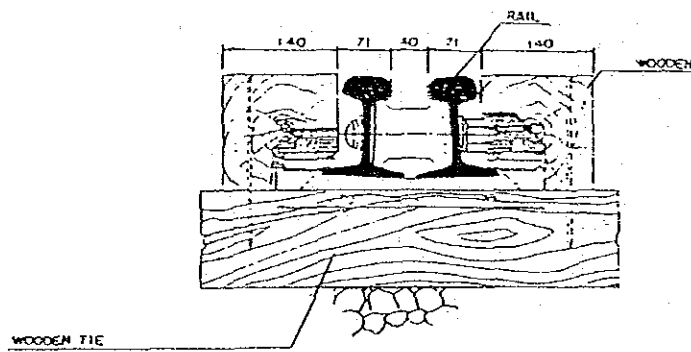


Fig. 4-3-11 Level Crossing

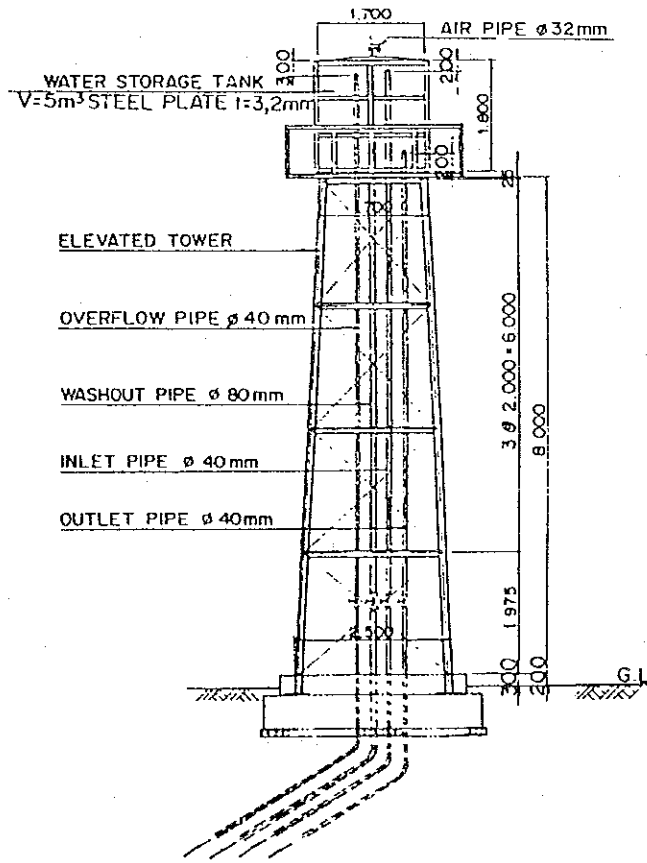
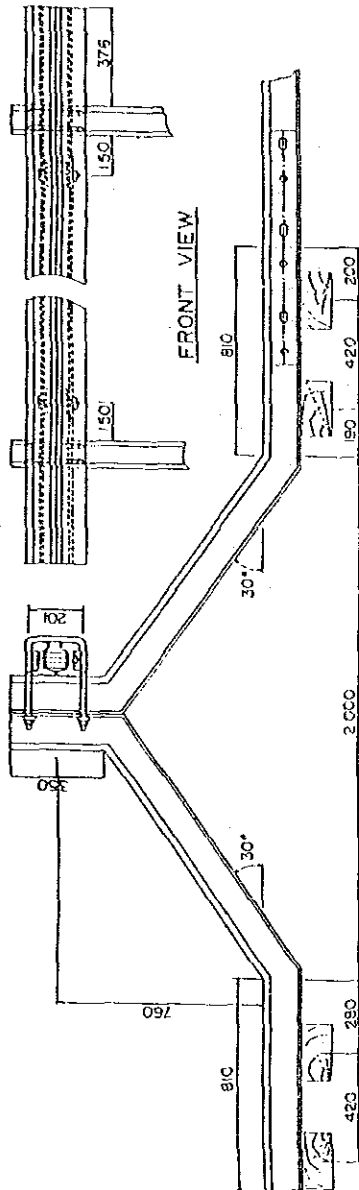


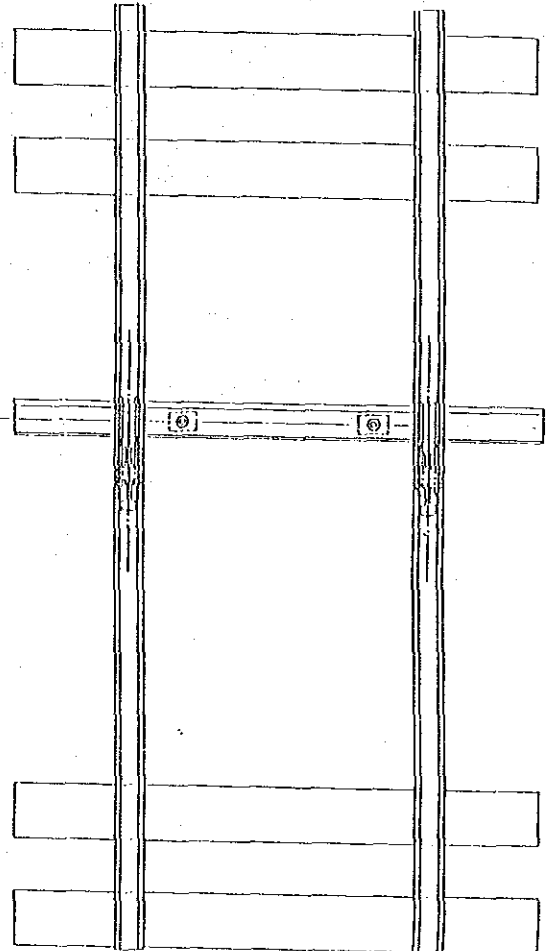
Fig. 4-3-12 Water Supply Tower

BUFFER STOP



SIDE VIEW

NOTE:
IN FABRICATING BUFFER STOPS
OLD RAILS SHALL BE UTILIZED



PLAN

Fig. 4-3-13 Buffer Stop

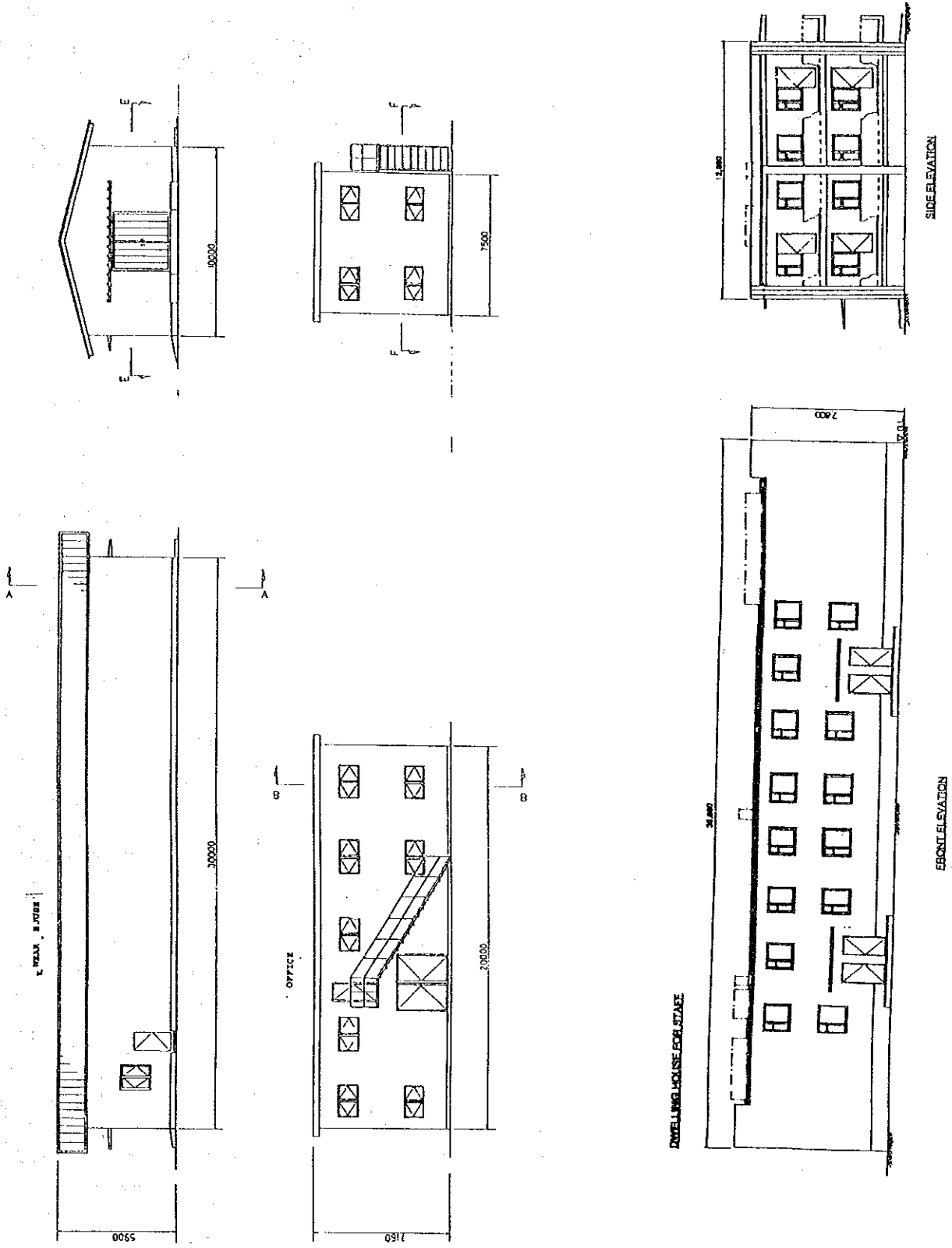


Fig. 4-3-14 Front/Side View of Buildings
(Storage, Office, Residential house)

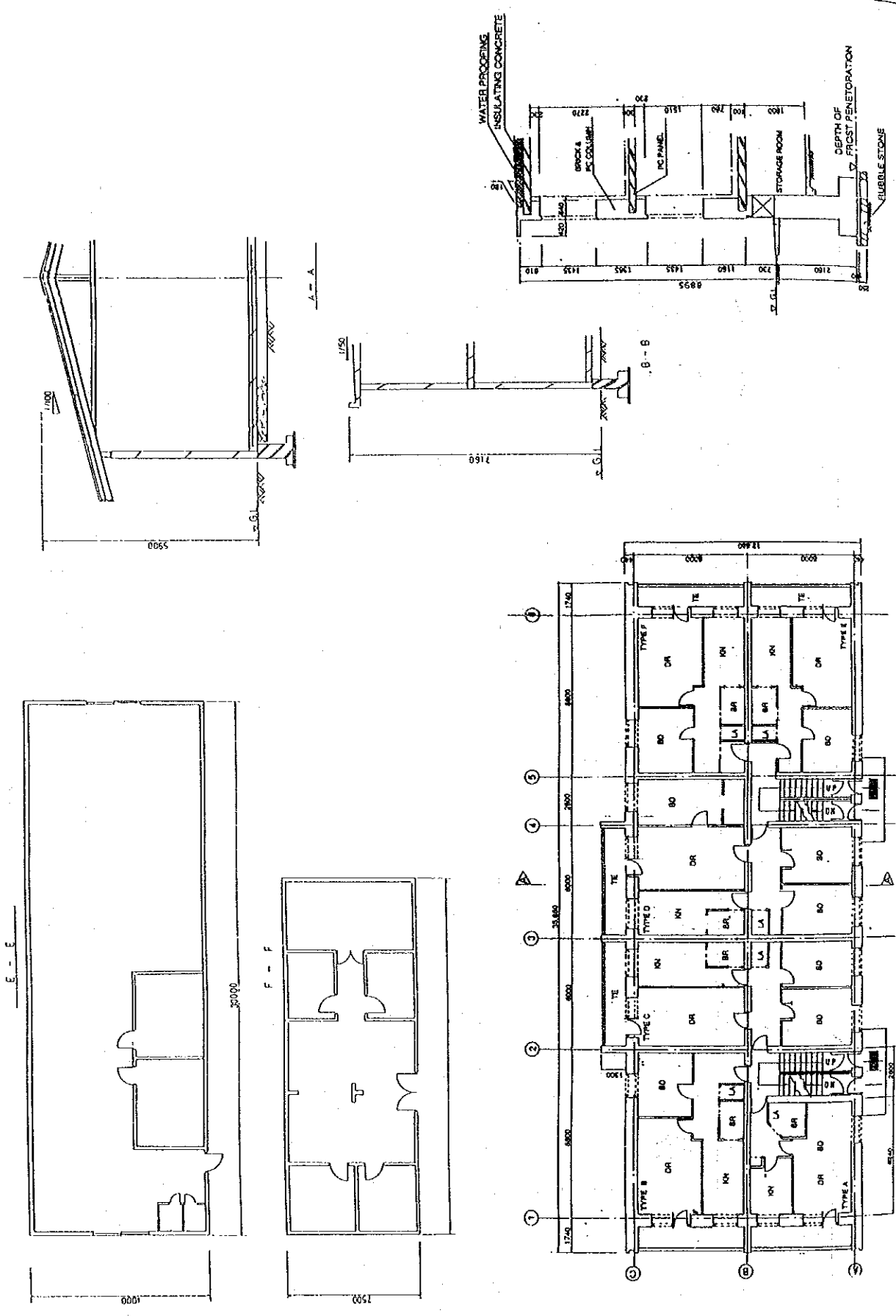


Fig. 4-3-15 Layout/Cross Section of Buildings

BOILER FACILITY (48.75m² X 2)

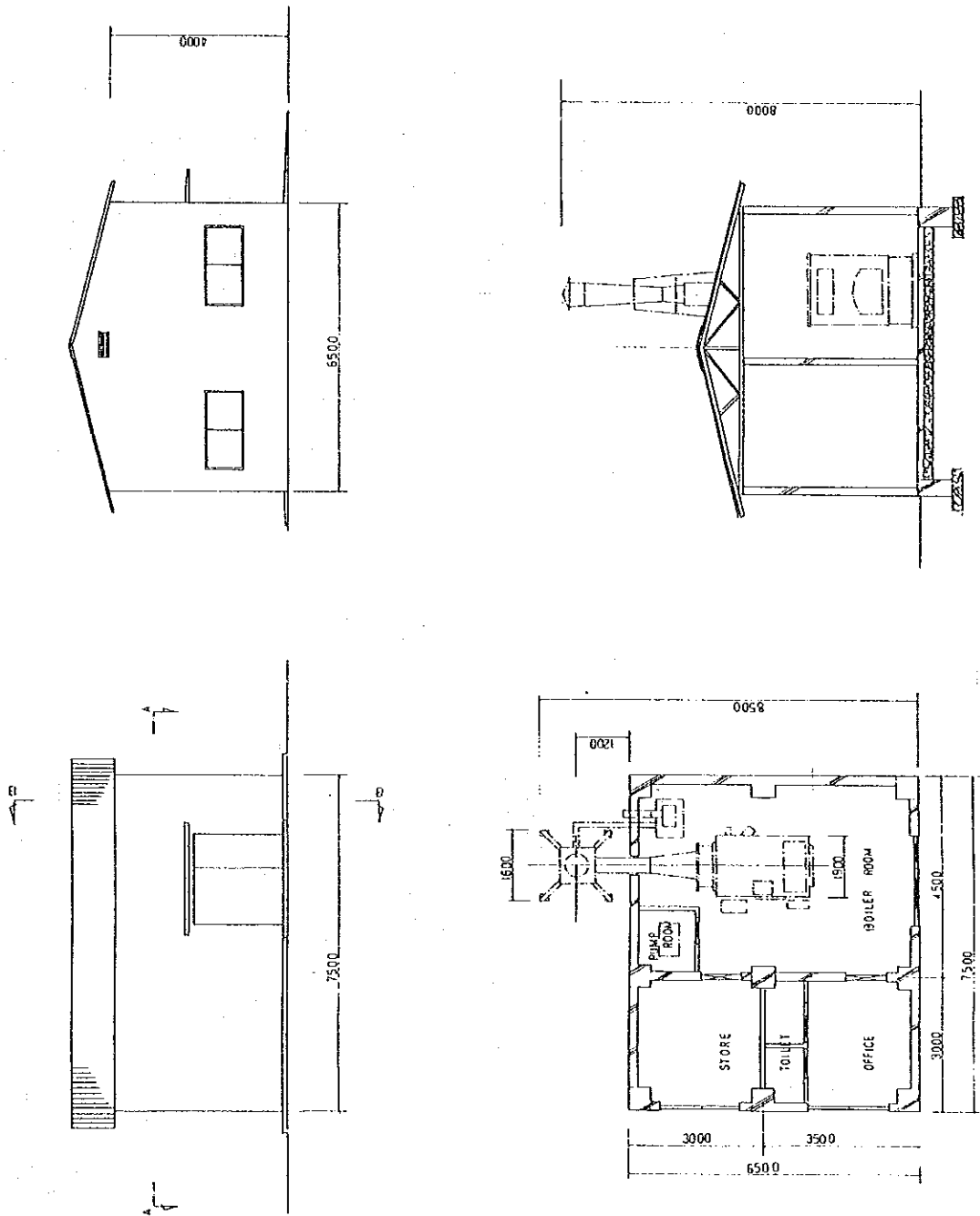


Fig. 4-3-16 Boiler Building

WORK SHOP

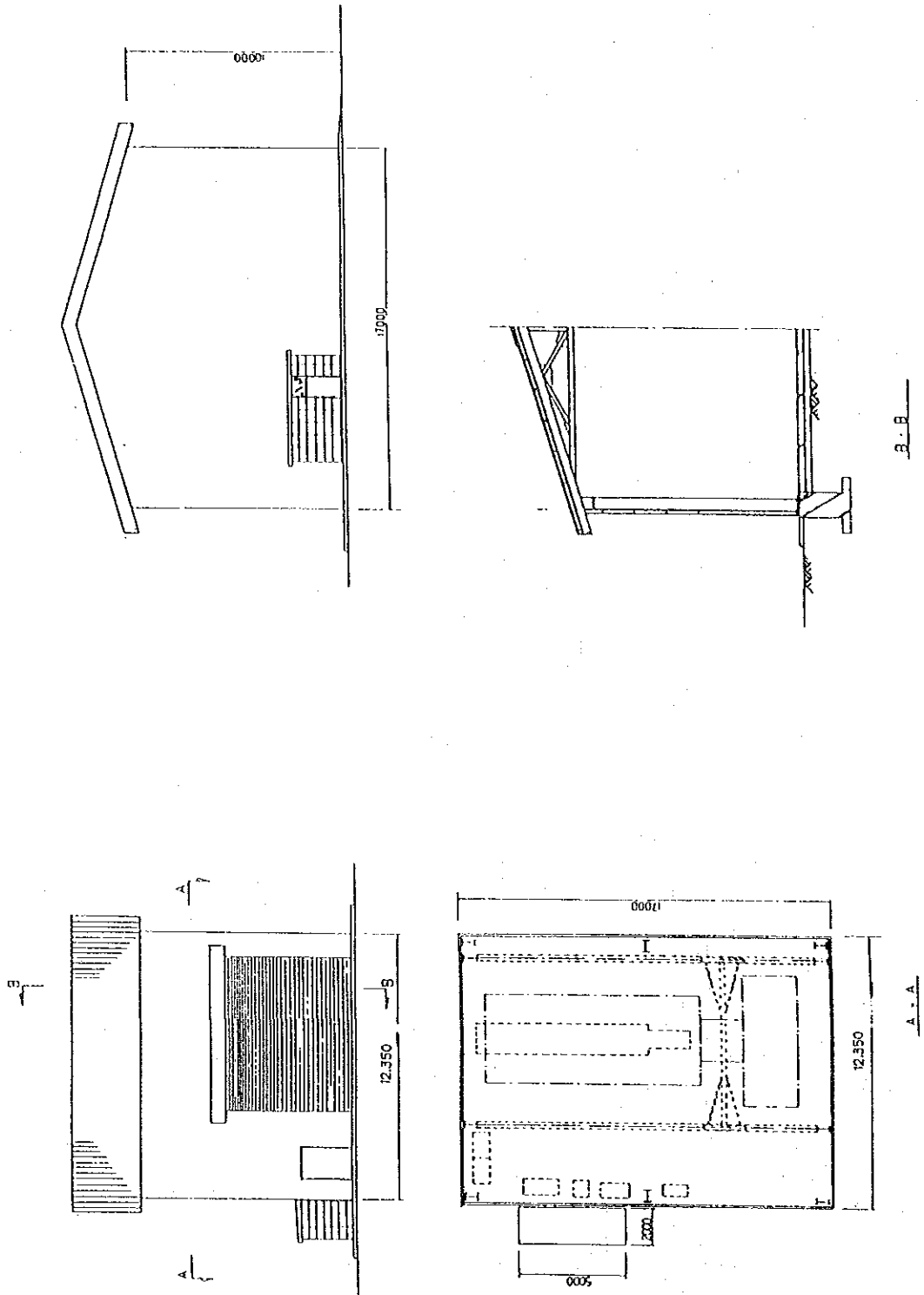


Fig. 4-3-17 Garage for Reach Stacker

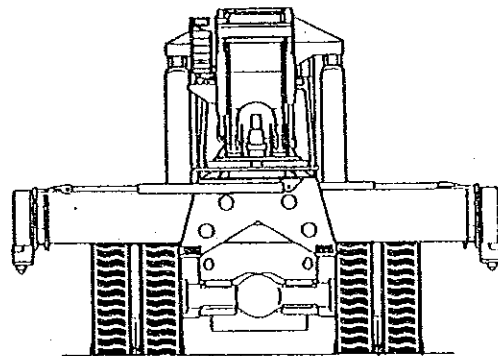
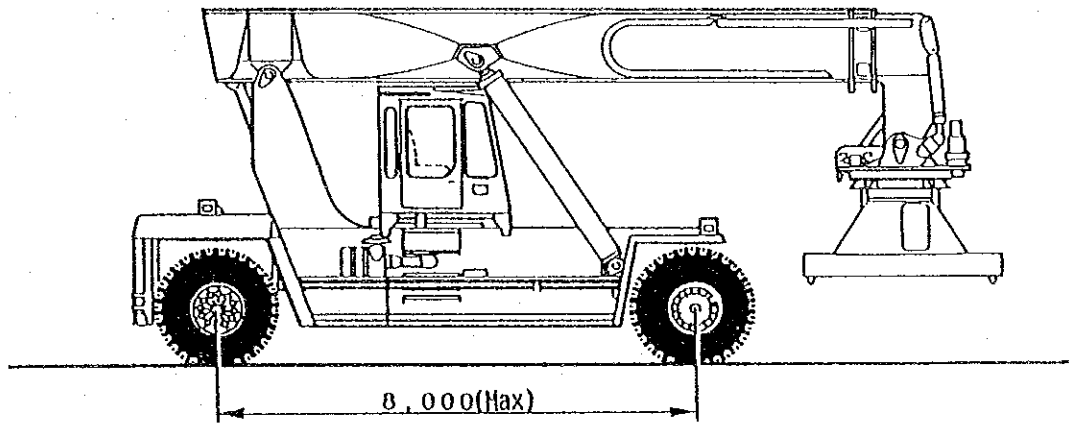


Fig 4-3-18 Typical Arrangement of Reach Stacker

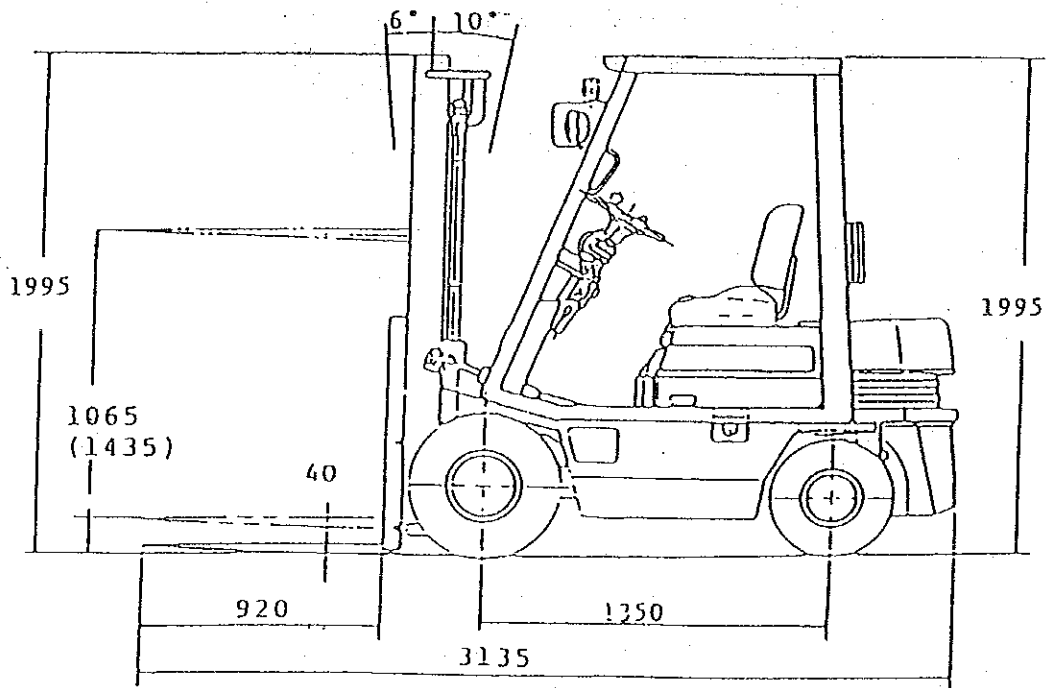
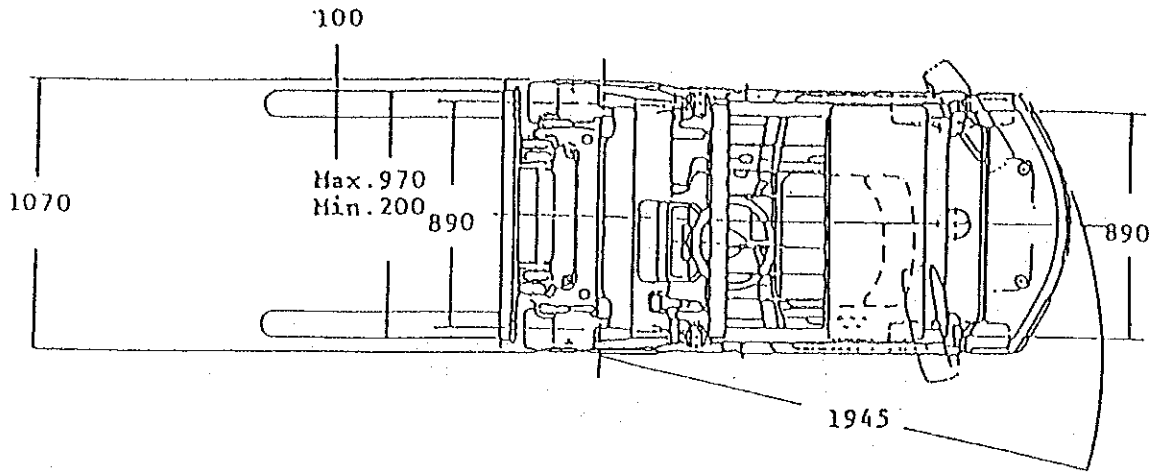


Fig. Typical 1.5 Ton Forklift

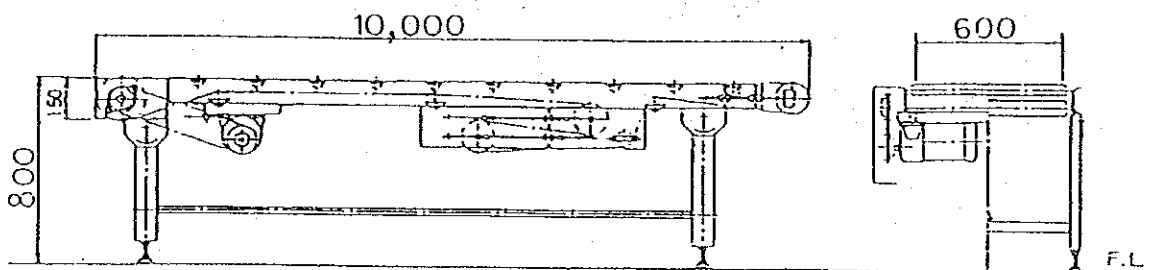


Fig 4-3-19 Typical Forklift and Portable Conveyor

Composition of Talk-Back System

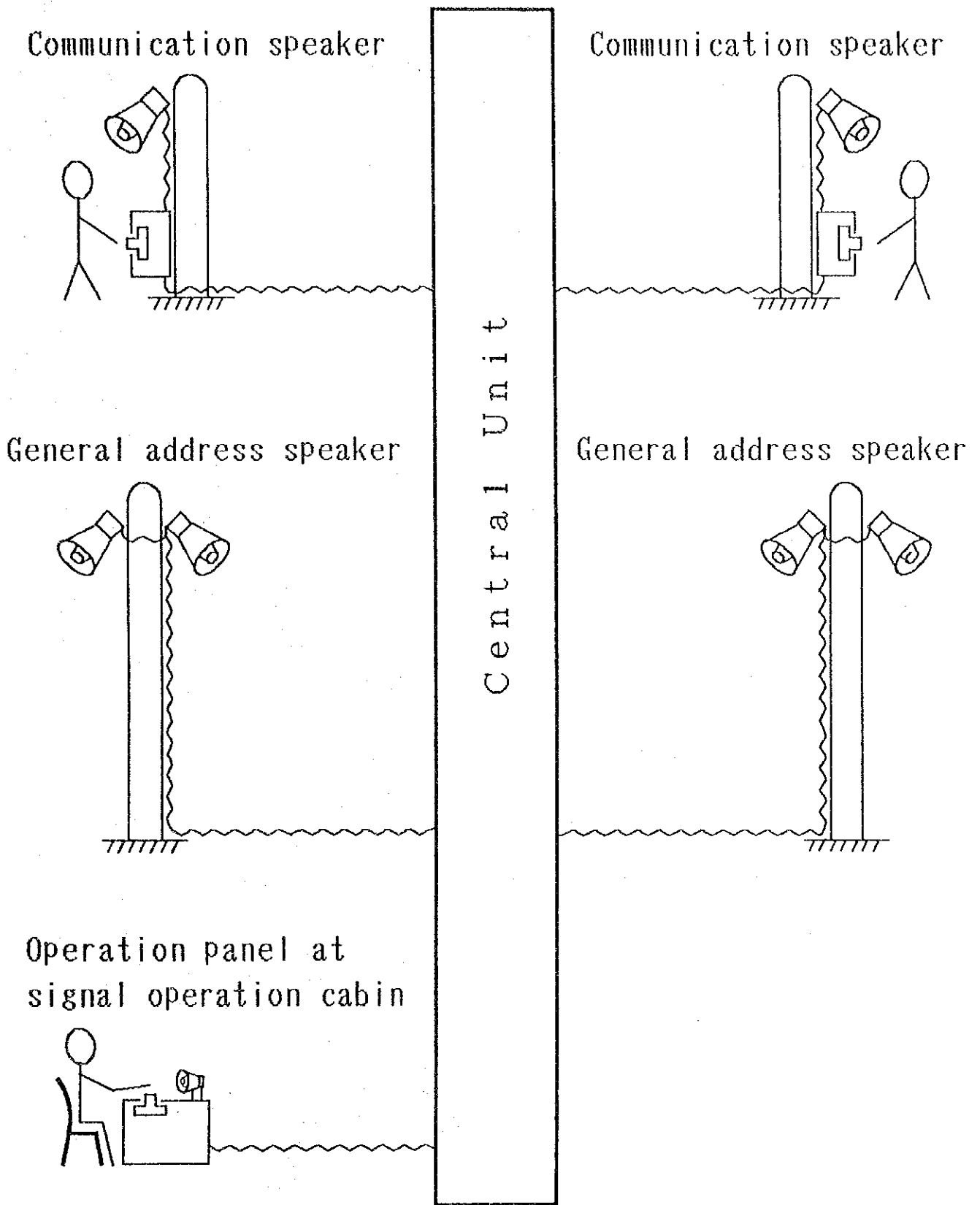


Fig 4-3-20 Out Line of Talk-Back System

Composition of Talk-Back System (Zanyuud Station)

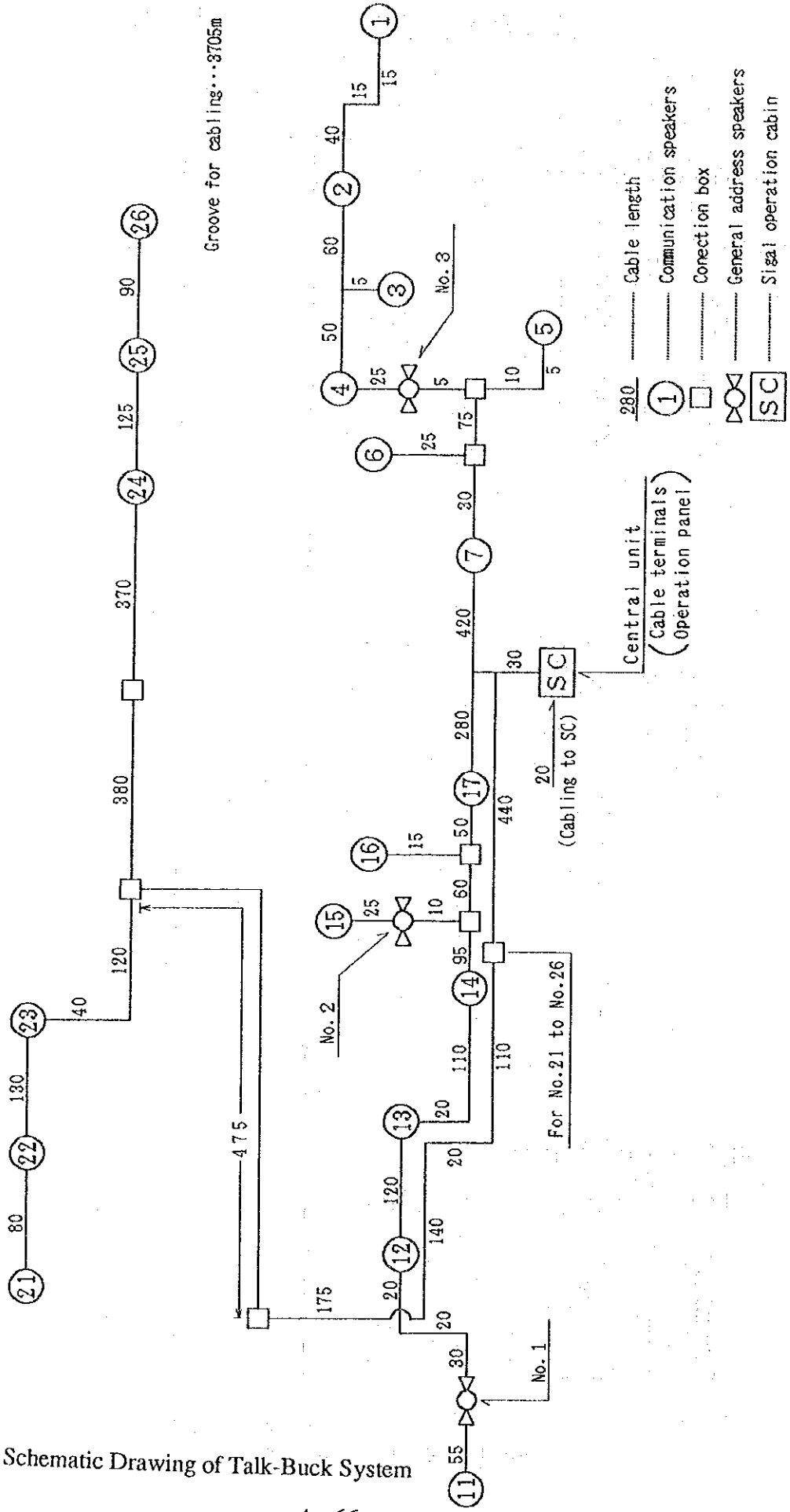
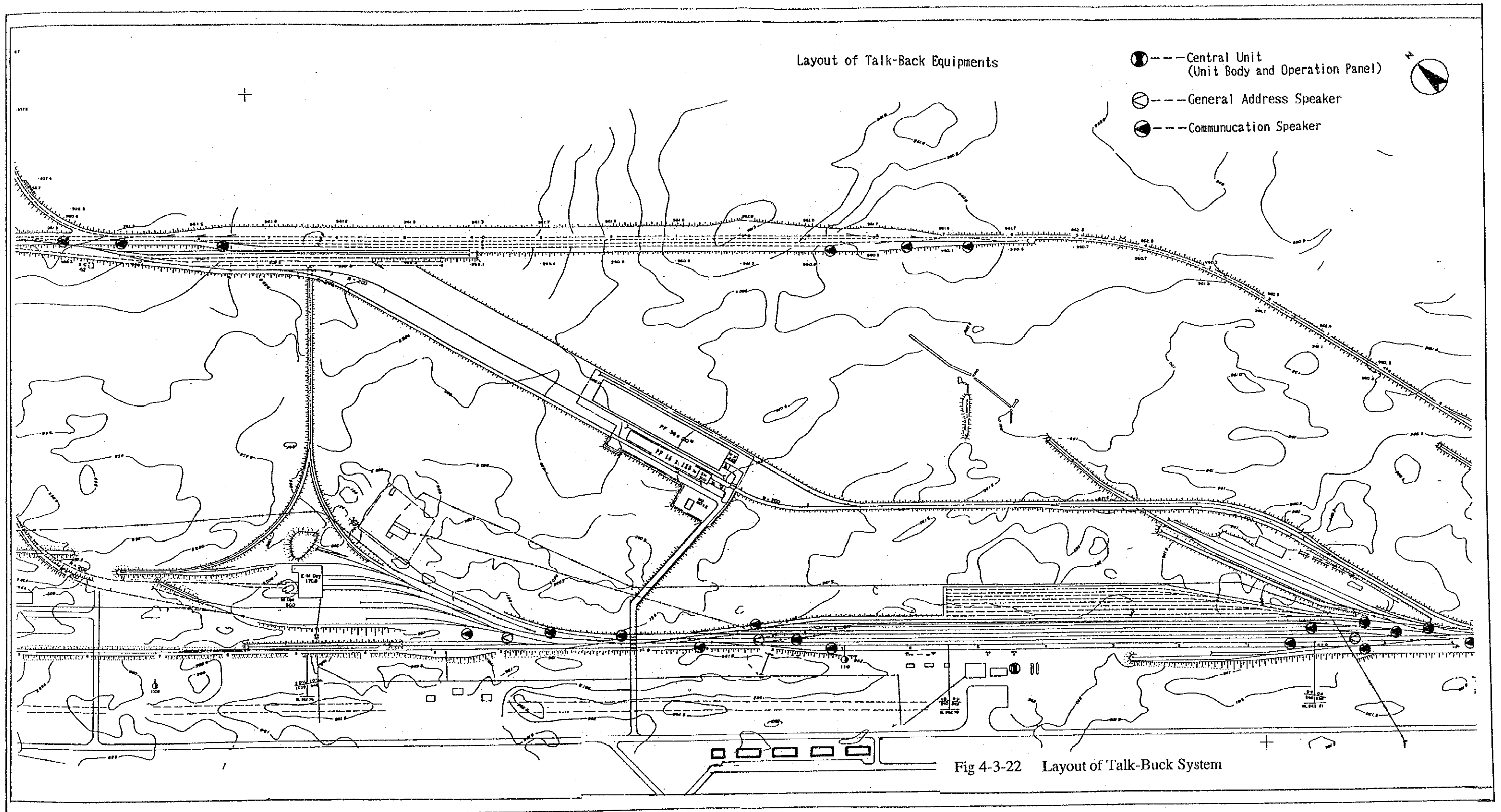


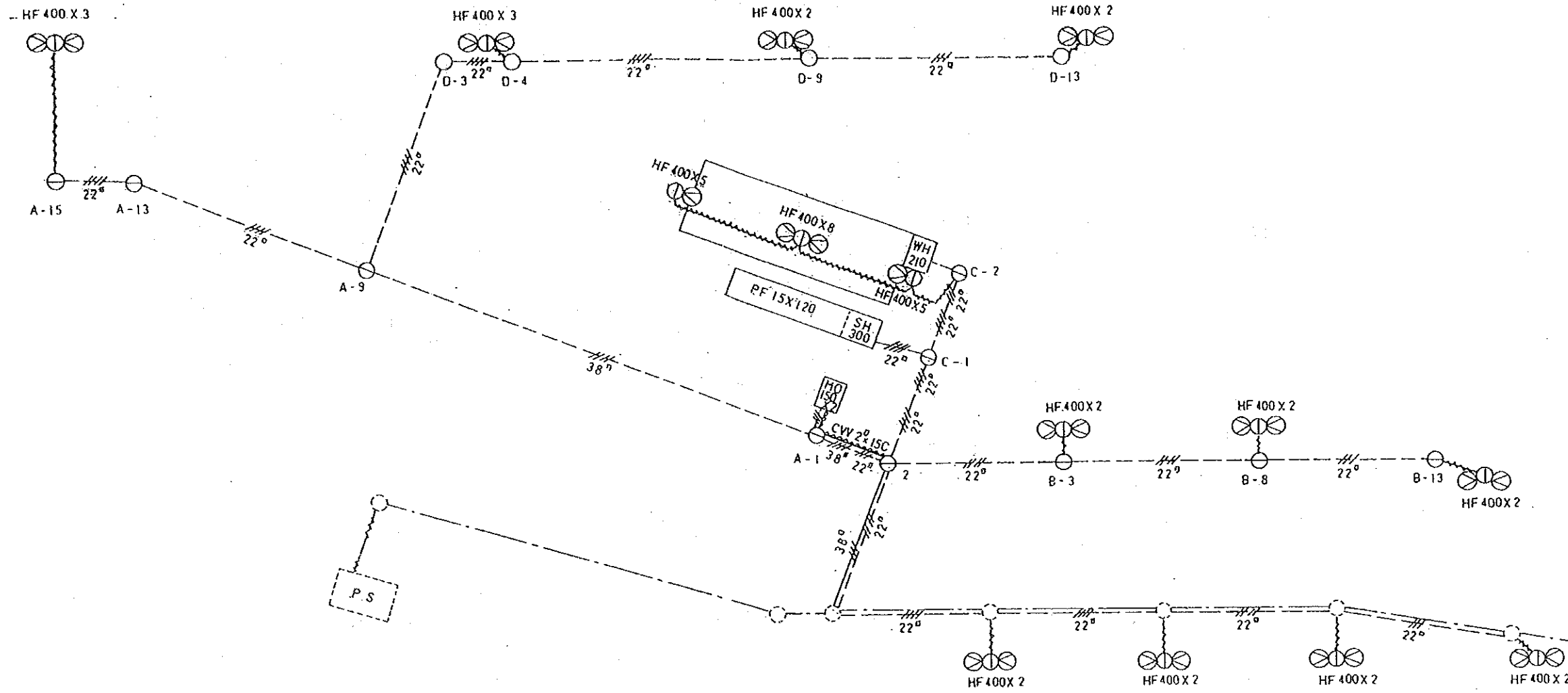
Fig 4-3-21 Schematic Drawing of Talk-Back System



Layout of Talk-Back Equipments

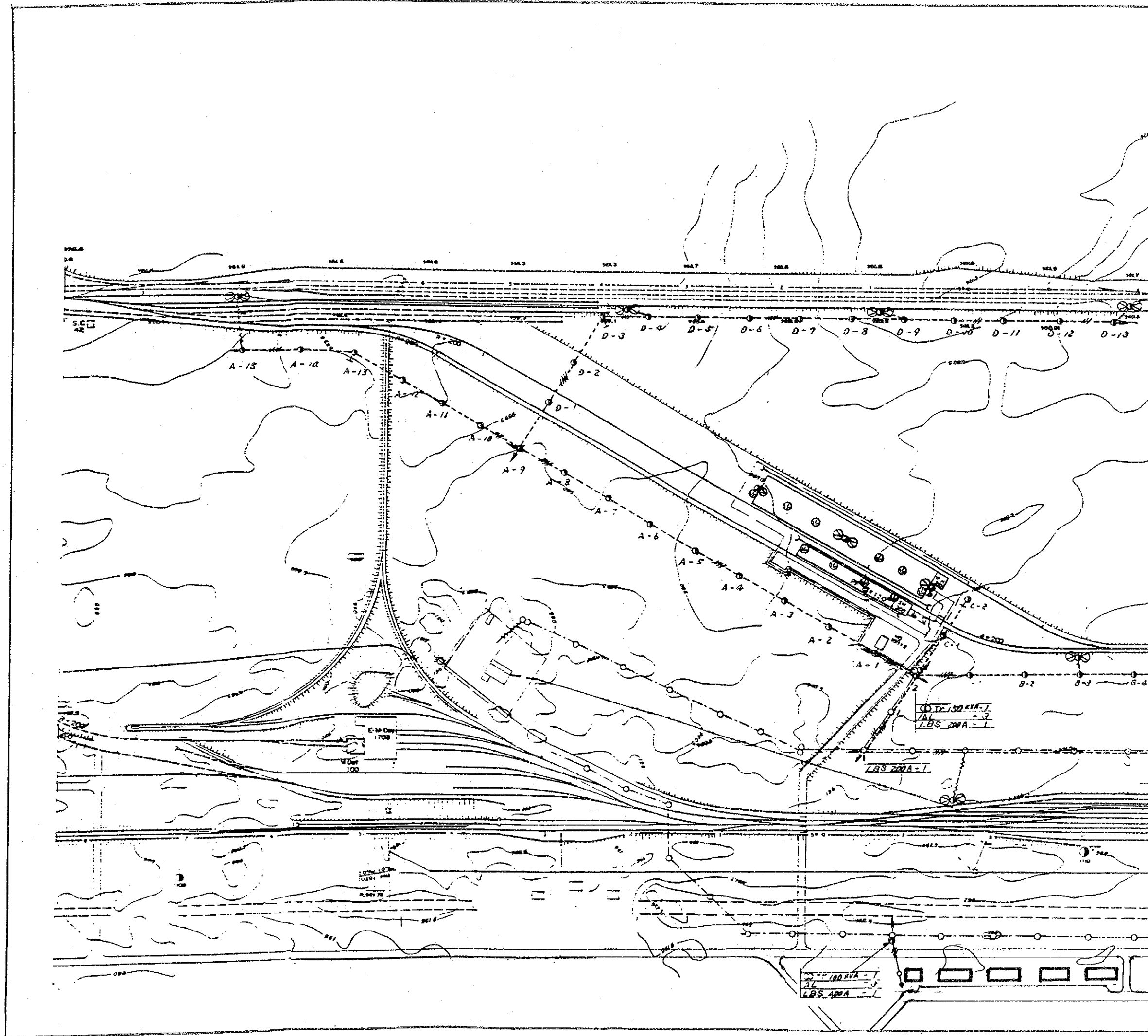
- Central Unit
(Unit Body and Operation Panel)
- General Address Speaker
- Communication Speaker

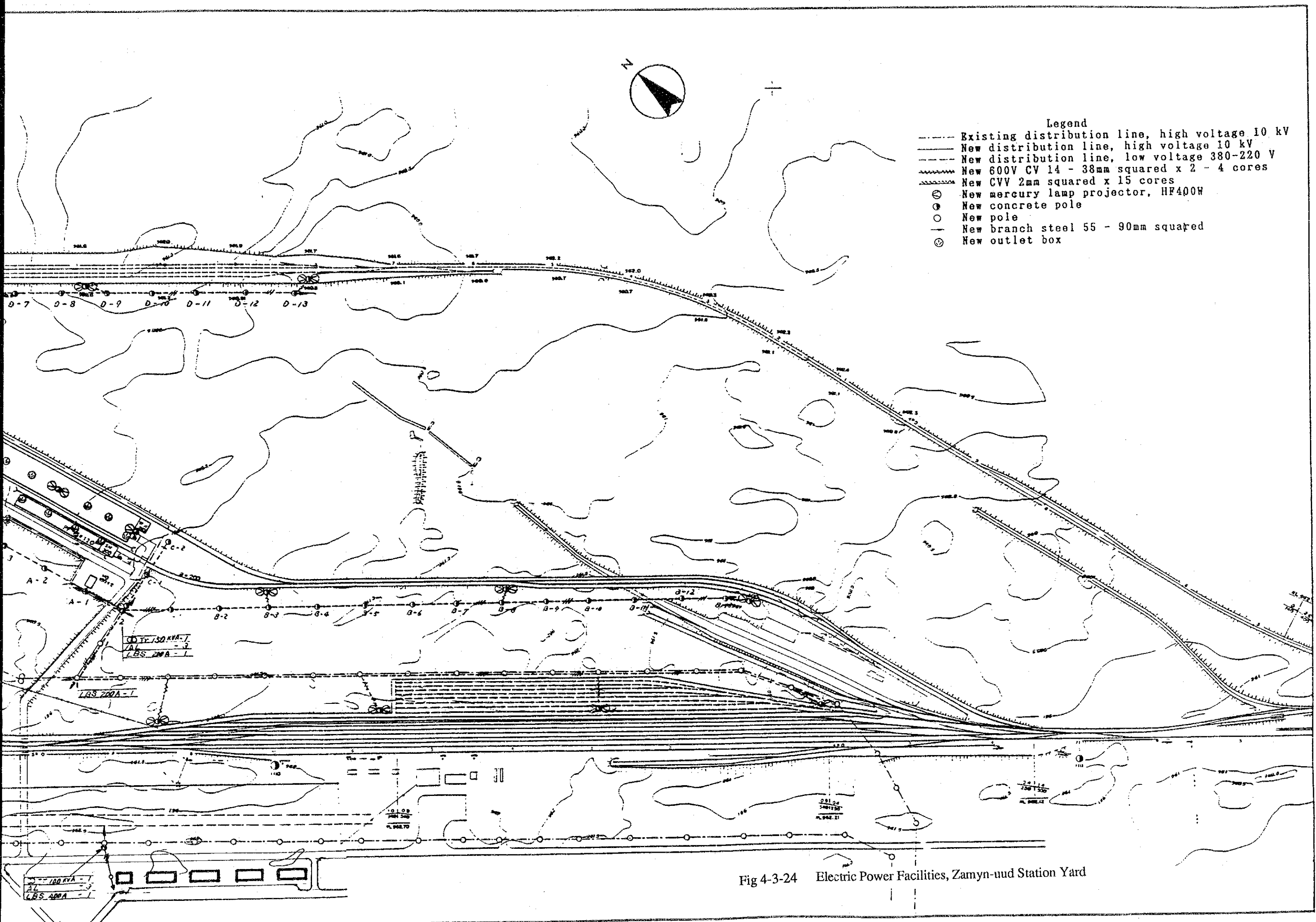
Fig 4-3-22 Layout of Talk-Buck System



- Legend
- Existing distribution line, high voltage 10 kV
 - New distribution line, high voltage 10 kV
 - New distribution line, low voltage 380-220 V
 - New cable, low voltage
 - Mercury lamp projector, HF400W
 - ⊕ Concrete pole, 15 m
 - ⊖ Concrete pole, 10-12 m

Fig 4-3-23 Power Distribution Line System





- Legend
- Existing distribution line, high voltage 10 kV
 - New distribution line, high voltage 380-220 V
 - ~~~~~ New 600V CV 14 - 38mm squared x 2 - 4 cores
 - ~~~~~ New CVV 2mm squared x 15 cores
 - ⊙ New mercury lamp projector, HF400W
 - ⊕ New concrete pole
 - New pole
 - |— New branch steel 55 - 90mm squared
 - ⊙ New outlet box

Fig 4-3-24 Electric Power Facilities, Zamyn-ud Station Yard

- Legend
- (1) Checking ladder
 - (2) Lighting Arrester (14 kV)
 - (3) Load-break switch
 - (4) Pole-mounted transformer support
 - (5) Concrete pole

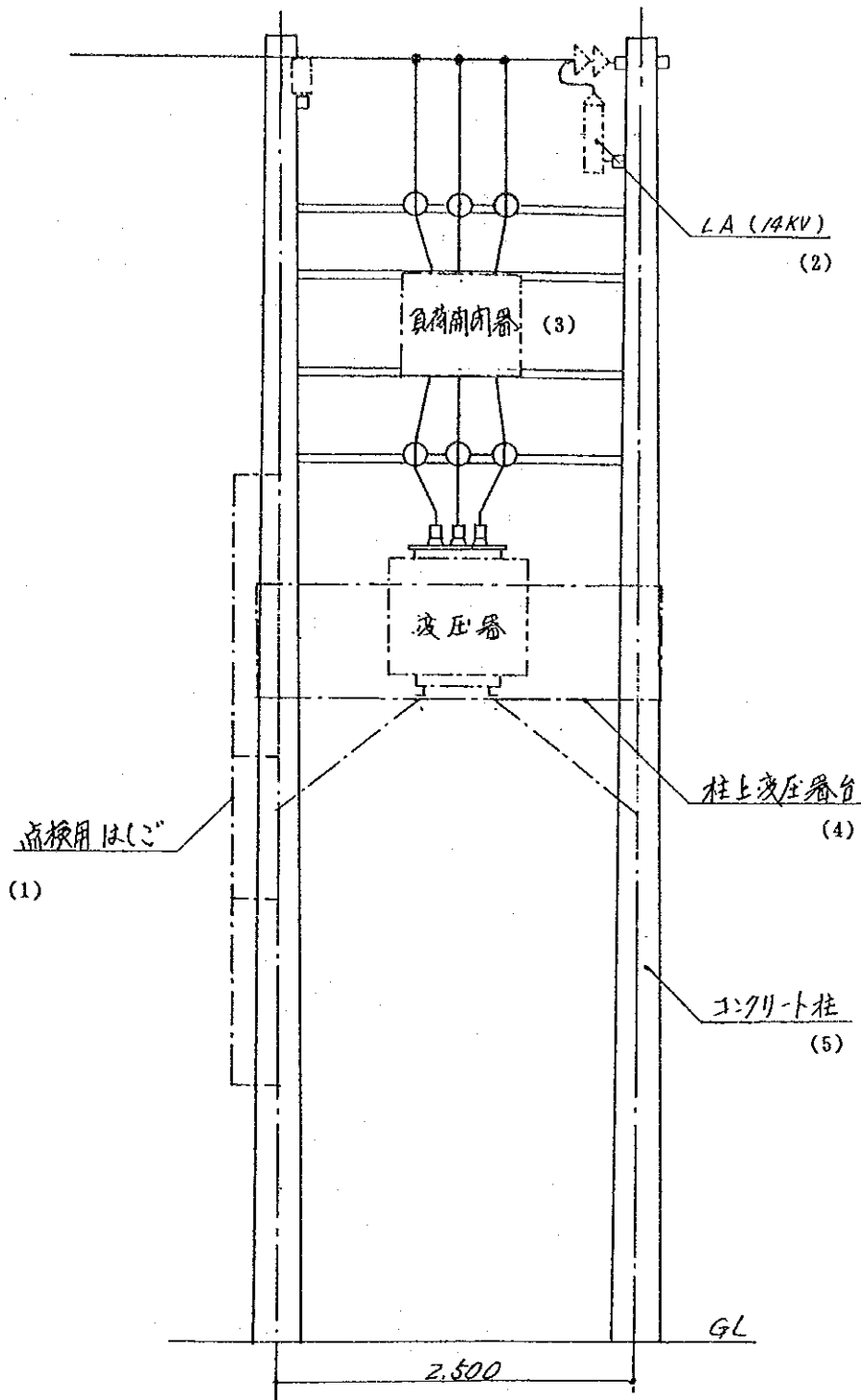


Fig 4-3-25 Transformer-Mounted Standard Pole

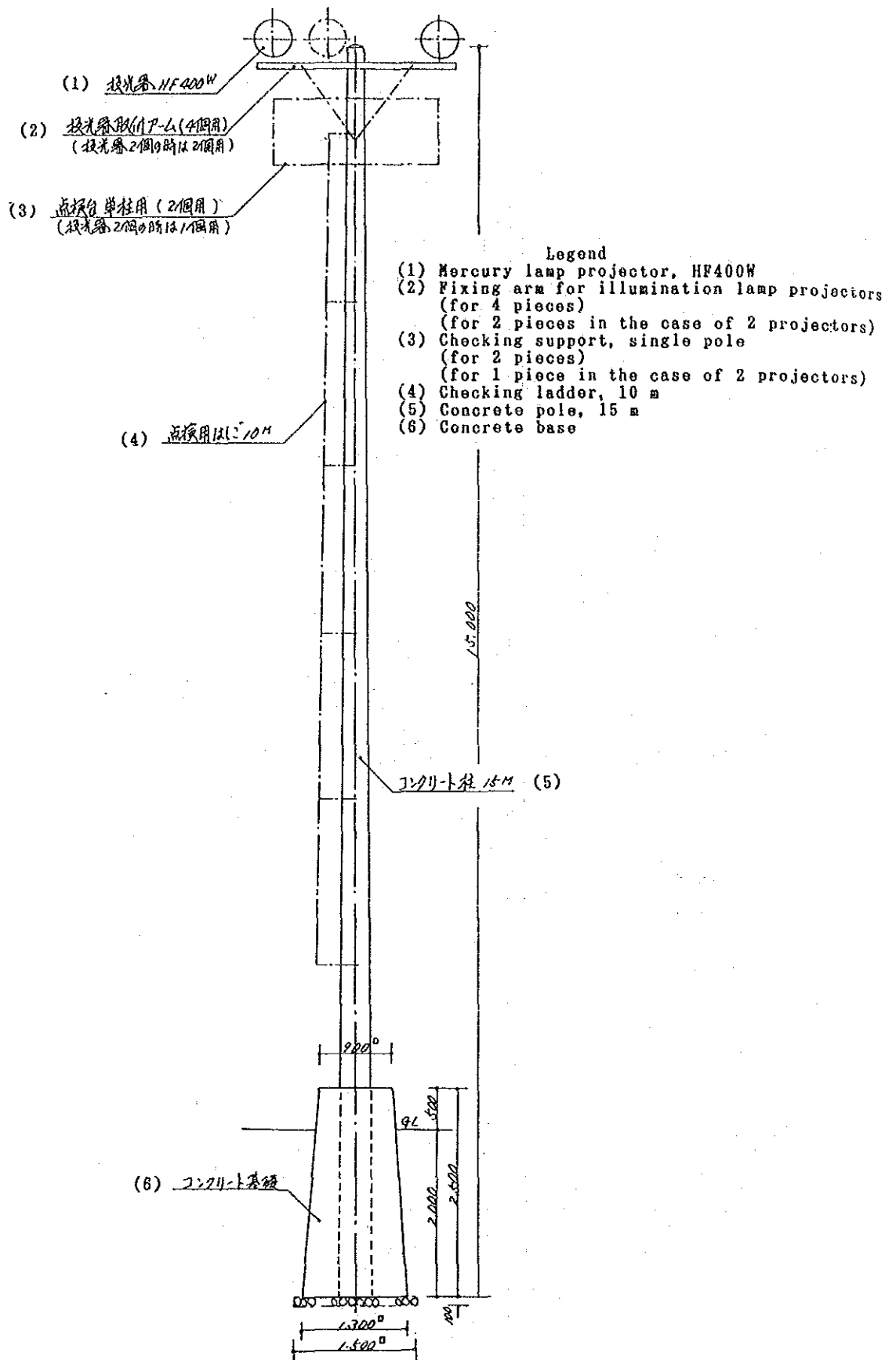


Fig 4-3-26. Standard Pole for General Yard Illumination

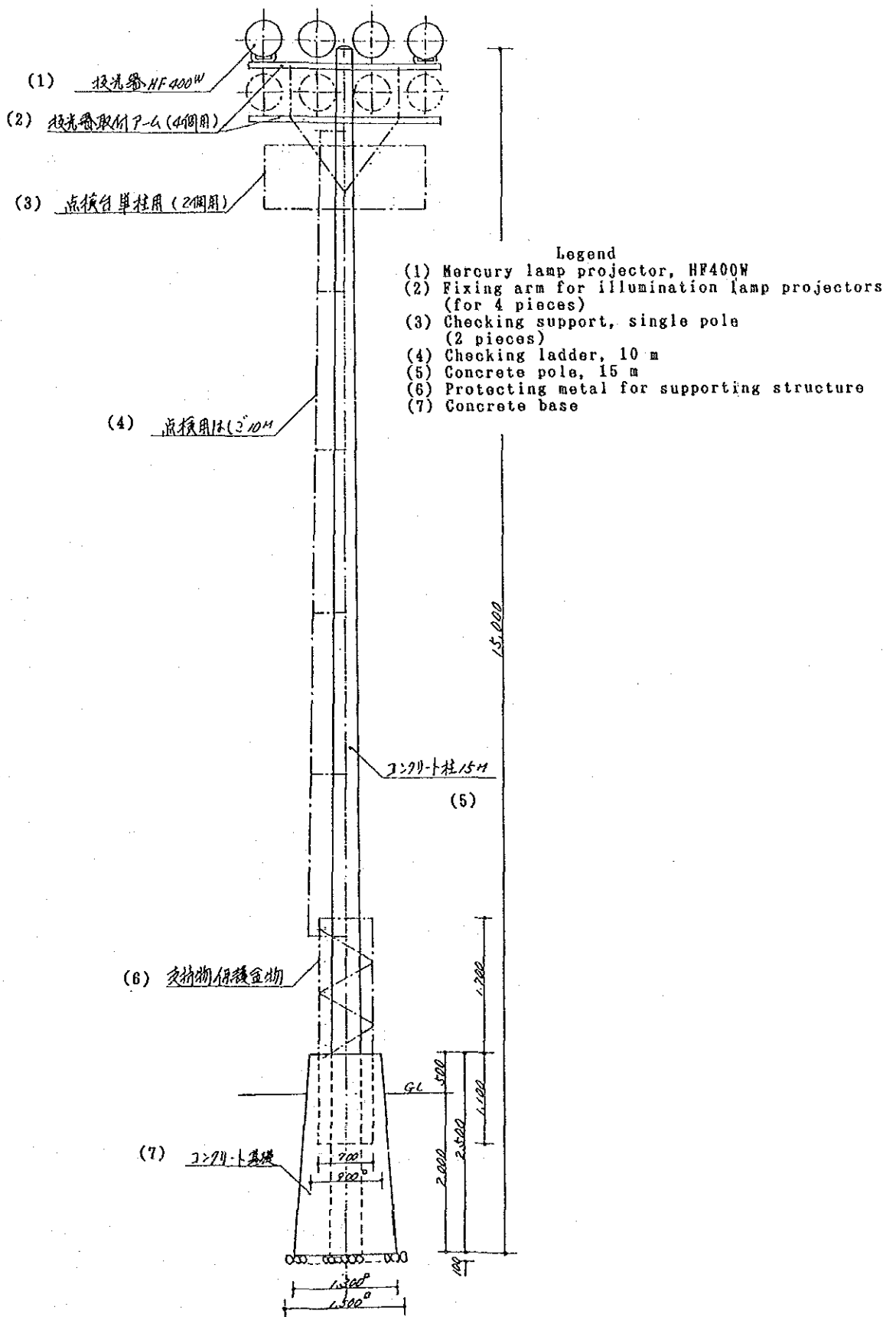


Fig 4-3-27 Standard Pole for Container Platform Illumination

4-4 Implementation Plan

4-4-1 Construction Condition

Zamyn-uud station is located at about 700 km south from Ulaanbaatar along railway, immediately near the border to China. All of the passengers and cargo to and from China pass this station. Due consideration above-mentioned should be paid to ensure the safe operation of Zamyn-uud station while the construction work is in progress.

The monthly mean atmospheric temperature of intense severe cold terms (from November to March) are lower than -20°C . Almost all of the construction works such as concrete works and soil filling works will not be able to be executed in the intense severe cold period.

In the light of its importance and urgency, the minimum cargo transshipment facility such as wagon platform, transshipment tracks, access road, control office and power supply facilities should be completed first to begin cargo transshipping operations.

As a general principle the local labour forces will be used to the maximum possible extent, none the less, a consideration will also be paid to the use of some heavy construction equipment in order to shorten the construction period. To meet this requirement, some foreign skilled mechanical operators will be assigned immediately upon the delivery of the equipment and some local technicians will be employed as the assistants to the operators.

Due to the timing of the concrete works and soil filling work is restricted according to the severe cold temperature, the construction and improvement of transshipment facilities at Zamyn-uud station should be divided to 2 phases and the total construction period should be planned for approx. 24 months.

4-4-2 Implementation Method

This project should be divided into 2 phases as referred above. The facilities necessary as a minimum to operate the transshipment works should be completed at first phase. Expansion of the facilities should be completed in the second phase.

The possible season of construction should be considered for 7 months (from April to October) each year. To achieve the planned progress for each month, the preparation works such as erection of construction camp and surveying and delivery of construction materials and equipments to the site should be done within the intense severe cold terms. Depending on the construction program, even the minor concrete works and or track construction works may be executed in the intense cold term within the limit which is considered for no damages effected by the severe low temperature.

The construction camp including material stock yards and material receiving station should be erected in the site area. Materials to be procured locally will be transported by railway. Equipment and materials to be procured of overseas products will be transported by the following methods (In case imported from Japan);

Japan	-----	Tianjin Port (China) by sea
Tianjin	-----	Erenhot by railway
Erenhot	-----	Zamyn-uud by railway

(transshipping at Erenhot station)

4-4-3 Construction Plan

Based on the design and construction conditions as referred to section 4-4-1, the preliminary construction method will be planned as summarized in the following:

(1) Preparatory Works

- 1) Mobilization
- 2) Preparation of Stock Yard
 - Stock Yard
 - Off-loading Station
- 3) Construction of Site Offices
 - Site office for consultants and MTI/MR
 - Site office for contractor
 - Access Roads
 - Deep Well for water intake

(2) Civil Works

- 1) Construction of Platform
- 2) Construction of Ballast and Track
- 3) Improvement of Existing Track
- 4) Construction of Road

(3) Building Works

- 1) Control Office
- 2) Staff Accommodation
- 3) Storage House
- 4) Garage with workshop

- (4) Mechanical/electrical and other
 - 1) Construction of Power Supply Facility
 - 2) Construction of Water Supply and Drainage Facility
 - 3) Installation of Communication Facility
 - 4) Construction of Security Facilities
 - Fence and Gate
 - Security Light
 - 5) Construction of Crossing Facility

4-4-4 Detailed Design and Construction Supervision Plan

(1) Basic Policy of Detailed Design and Supervision

1) Detailed Design

It would be most appropriate to proceed with the detailed design by the Consultant which has undertaken the basic design study. This will contribute to the cost saving, as the work is required to be done in a short period of time and furthermore he fully understands the design policy better than anybody else.

2) Construction Supervision

As described above, it would be most appropriate that the construction supervision is to be carried out by the Consultant which has performed the detailed design. A local staff will be requested to participate in the supervision services to supplement the needs of the Consultant in such a manner that the transfer of technical know-how can be made satisfactorily.

(2) Organization of Implementing the Detailed Design

In the preparation of the detailed design including the tender documents after the consulting contract has been entered into, the foreign staff composed of the following expertises will be needed:

- a) General tasks
- b) Track work design
- c) Civil structure design
- d) Architectural design
- e) Transshipment equipment design

- f) Telecommunication design
- g) Electrical power supply design
- h) Construction plan and cost estimate

(3) Organization of Implementing Supervision

The tender evaluation will be performed by the foreign Consultants. With reference to the supervision organization during the construction period, a foreign Consultant resident engineer as well as some supervisory engineers for cardinal portions of works as outlined below will be required. In addition, some local staff will be employed as auxiliary staff.

- a) Resident engineer
- b) Track engineer
- c) Architect
- d) Mechanical engineer
- e) Telecommunication engineer
- f) Power supply engineer

4-4-5 Procurement Plan

(1) Materials Procurement

The materials needed in the construction, in principle, will be procured locally in so far as they are available.

- a) Materials to be procured locally

The materials mentioned below can be made available within Mongolia with adequate quantity and quality:

- 1) Coarse aggregate for concrete work
- 2) Fine aggregate for concrete work
- 3) Cement
- 4) Crushed stone
- 5) Gravel for road construction
- 6) Ballast
- 7) Timber

- b) Materials to be procured from outside
 - 1) Structural steel for superstructures
 - 2) Reinforcing steel bar
 - 3) Slate board for roofing
 - 4) Underlay paper for concrete pavement
 - 5) Rail
 - 6) Fish-plate, Track bolt and Fish-nut
 - 7) Turnouts
 - 8) Tie plates
 - 9) Spikes
 - 10) Wooden sleepers or concrete sleepers

(2) Procurement of Construction Equipment

There is no big scale company to lend out any construction equipment to perform this project within Mongolia. Because of this, almost all of the cardinal construction equipment will have to be brought from outside of Mongolia. Procurement from Japan or from China which is a neighboring country is a possibility. The proposed main construction equipment to be brought from outside of Mongolia are as tabulated in the following Table 4-4-1.

4-4-6 Implementation Schedule

Implementation schedule for this project scheme will be such that the consultant's contract will be entered into after the Exchange of Notes for the detailed design and supervision has been concluded, and the detailed design and the preparation of the design drawings and tender documents will be prepared.

The construction schedule will comprise the tendering, tender evaluation and construction. The tendering and the tender evaluation will take about 2.5 months, and the construction period was estimated to be 24 months time. These activities are presented in form of the bar chart as seen in table 4-4-2. The whole construction scheme will be divided into two phases due to the restriction of the severe cold temperature.

Table 4-4-1 Main Construction Equipment brought from outside of Mongolia

Type of Equipment	Spec.	Number	Application
Truck Crane	25 ton	1	For track and concrete work
Cargo Flat Truck	4 ton	2	For materials transport work
Low Body Semi Trailer	15 ton	1	For materials transport work
Tamper	80 - 100 kg	4	For backfill earth compaction work
Hand Type Roller	1.1 ton	3	For earthfill compaction work
Concrete Vibrator	3.3 PS	8	For concrete compaction work

(1) Detailed Design (Phase I & II)

As soon as the Exchange of Notes has been concluded the consultant's contract should be entered into immediately. The work will primarily comprise the preparation of the design drawings and the tender documents, all of which are necessary to commencement of the construction works.

(2) Tender and Contract (Phase I & II)

In the first step, the Consultant will carry out the contractor's prequalification on behalf of the Executing Agency of Mongolia. The tender evaluation as well as the selection of a successful tenderer will be conducted in the presence of the Foreign Government officials, and the authorities of Mongolia. Consultant's staff and tenderers will attend thereto.

(3) Construction Work (Phase I & II)

The construction work comprises a variety of works such as mobilization, preparatory works, delivery of materials, civil works, building works and incidental works related thereto. It is mandatory to prepare a realistic construction planning taking into account the severe cold temperature.

The phase 1 of the construction covers the following main facilities and equipment to enable the transshipment of cargo carried by wagon car.

- Improvement or adjustment work of existing standard gauge track
- Carriage/transshipment track for wagon platform
- Wagon platform
- Building of Storage house and Control Office

- Procurement of Fork lift and Beltconveyor
- Communication and Power Supply

The phase 2 is to enable the transshipment of cargo carried by container car expanding the following construction and procurement.

- Carriage/transshipment tracks for container platform
- Make-up/Sorting Tracks
- Extension of Dept./Arr. Tracks (1,520 mm)
- Container platform
- Building of Garage and Staff Accommodation
- Procurement of Reach Stacker
- Power Supply

(4) Implementation Time Schedule

Because of the short construction period and the limitation of construction seasons, the total implementation schedule is very tight as shown in the following Table 4-4-2.

Tender Evaluation	:	2.5 months
Phase I of the construction	:	12 months
Phase II of the construction	:	12 months

4-4-7 Scope of Work

The division of works to be shared by both countries with respect to the execution of this project scheme will be as summarized in the following:

- a) Works to be undertaken by the foreign side
 - Construction of permanent maintenance road and temporary road for construction within the site
 - Construction of buildings of new cargo handling office, new cargo storage house and garage/repair shop for new transshipment equipment
 - Construction of the transshipment facilities and equipment of Track, Embankment, Platform, Reach Stacker, Forklift, Conveyor, Telecommunication Equipment

1st Phase

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Detailed Design (1)	█																							
Tender/Contract (1)				█																				
Construction (1)						█																		
Commissioning (1)																			█					

2nd Phase

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Detailed Design (2)	█																							
Tender/Contract (2)				█																				
Construction (2)						█																		
Commissioning																			█					

Phase-1 works to complete the cargo transshipment facilities on wagon platform
 Phase-2 works to complete the cargo transshipment facilities on container platform

Fig. 4-4-2 Implementation Schedule

- The drop wiring and internal wiring of electric power supply for the project
 - Provision of the main circuit breaker and transformer for electric power supply
 - Construction of water supply system for maintenance purpose of the above buildings
 - Construction of drainage system for the project
 - Provision of traffic management facilities for road and railway during the construction period
 - To bear all transportation cost of the materials and equipment necessary for project construction
- b) Works to be undertaken by the Mongolian side
- Land acquisition
 - Construction of roads necessary for project implementation outside of the site
 - Construction of residential house for operation and maintenance of transshipment facilities and equipment
 - Provision of the distribution line to the site
 - Construction of drainage system and electrical facilities equipment for above residential house
 - Control of road and railway traffic in and around the site during the construction
 - Removal and reconstruct the existing point operation house No. 4
 - To bear the advising/payment commissions to the foreign exchange bank for the banking services
 - Tax exemption and customs clearance of the products for the project at the country border of disembarkation

- To exempt the Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in Mongolia with respect to the supply of the products and services under the verified contract
- To extend such facilities as may be necessary for entry into Mongolia and stay therein for the performance of work to the Japanese nationals whose services may be required in connection with the supply of products and the services under the verified contract
- To ensure prompt processing of required internal formalities to secure the implementation time schedule of the Project
- To bear all the expenses, other than those to be borne by the foreign Aid, necessary for construction of the facilities

CHAPTER 5 PROJECT EVALUATION AND CONCLUSION

Effects of the Project

After the collapse of the former Soviet Union, the Mongolian trade with the socialist countries has sharply decreased, while increasingly larger quantities of cargos are now coming from the southern route via China. The difference of track gauge between Mongolia and China requires transshipment of cargos arriving through China at the border station of Mongolia. Since Mongolia does not have transshipment facilities at its border station, however, cargos are currently being transshipped in China, against the international rule that stipulates the recipient country's responsibility for cargo transshipment in such a situation. On the other hand, a large number of freight cars are said to be stagnating at Erenhot, Chinese cargo transshipping station at the border, due to insufficient capacity of transshipment. Under the circumstances, a plan to construct cargo transshipment facilities at Zamyn-uud, the Mongolian station facing Erenhot across the border, has come to the fore in Mongolia, as a national project to motivate the economic recovery of the country.

In this context, the Government of Mongolian requested the Government of Japan in November, 1990 to make a feasibility survey of the cargo transshipment facilities at the border station of Zamyn-uud. Thus, Japan sent a project formation survey team to the country, in July 1991, and a mission of Japan International Cooperation Agency (JICA) in April, 1992 to discuss the scope of work of full-scale survey. According to the results of these surveys, the Governments of Mongolia and Japan concluded an agreement on the Scope of Work for a full-scale survey, based on which the full-scale study team has established a short term cargo transshipment facilities improvement plan, and picked out parts of the report as the urgent project. The potential effects of the urgent project are summarized below.

(1) Shorter cargo delivery time

The additional capacity of cargo transshipment at the border between Mongolia and China will shorten the delivery time of cargoes. Thus, cargoes and commodities will reach their destinations earlier after the commissioning of the new cargo transshipment facilities at Zamyn-uud.

(2) Cutting drain of foreign exchange

The freight cars leased from Russia are staying for unnecessarily long hours at Erenhot due to the shortage of transshipment capacity of the station, thereby

compelling Mongolian Railway to pay rental charges including those for the days when the cars have uselessly stagnated in China. Commissioning its own cargo transshipment facilities will stop the drain of the valuable foreign exchange from Mongolia.

(3) Creation of employment opportunities

The construction work under the urgent project and operation of the cargo transshipment facilities at Zamyn-uud will create employment opportunities and contribute to a reduction of un-employment in Mongolia as a direct effect. This tendency would be accelerated by the economic activities vitalized as the result of smoother circulation of cargoes.

(4) Equal footing of Mongolia

The initiative for the freight train operation across the border is inclined to rest with China at present, since China monopolizes the cargo transshipment work and subsequently has the control of wagon movement in its hands. In addition, Mongolia is forced to be in a position to accept virtually any revision of transshipment fees due to the lack of self-subsistence. After commissioning its own cargo transshipment facilities, Mongolia will be on a par with neighboring countries for the first time and acquire an equal floor in the international community.

(5) Economic analysis

The economic analysis in this study has proved that the construction of cargo transshipment facilities at the border station is viable from the viewpoint of national economy.

(6) Financial analysis

The financial analysis has proved that the operation of the cargo transshipment facilities at Zamyn-uud station will be profitable to Mongolian Railway under some conditions when the saving of transshipment fees now being paid to China alone is taken into consideration. There are other factors favorable to Mongolia but not considered in the analysis due to the lack of data, such as revenue from the petroleum transshipment, saving of rental charges for the freight cars, and shorter rotation period of freight cars, all of which reinforce the potential profitability of the project.

(7) Contribution to national economy

Smoothen transport will facilitate import of cargoes required for the development of the country and enhance the productivity of agriculture, manufacturing and other industries as a whole.

Conclusion

It can be concluded from the above that the implementation of the project will lead to the development of industries, improvement of living standards, vitalization of national economy, and enhancement of Mongolia's position in the international society. Thus, it is recommended to urgently promote the project with assistance including grant loans from developed countries.

Appendix - 1: Members List of Survey Team

Advisory Committee

Chairman

Name	Mr. Naoto EGAWA
Present Post	Director, Railway Division, Chubu District Transport Bureau, Ministry of Transport

Cargo Transshipment System Planner

Name	Mr. Shigemasa SATO
Present Post	Deputy Director of the Division, Railway Bureau, Ministry of Transport

Station Yard Planner

Name	Mr. Masaki KAMIURA
Present Post	Manager, Grand Facility Maintenance Office, Railway Operation Headquarters, Japan Freight Railway Company

Coordinator

Name	Mr. Yoshinari OSHIMA
Present Post	Deputy Director, First Development Study Division, Social Development Study Department, Japan International Cooperation Agency

Name	Mr. Shingo SAITO
Present Post	First Development Study Division, Social Development Study Department, Japan International Cooperation Agency

Name	Mr. Shinya TOMONARI
	Public Relations Division General Affairs Department Japan International Cooperation Agency

Study Team

Name	Assignment
Mr. Masaaki FUJIMOTO	Team leader
Mr. Makio KASAI	Planning, transportation
Mr. Kazuyoshi WATANABE	Planning, road bed, structure and station
Mr. Yutaka WADA	Planning, signal and telecommunication facilities
Mr. Kuniaki HASHIMOTO	Planning, rolling stock and cargo handling facilities
Mr. Taro IWATA	Operation and management, and financial analysis
Mr. Ryuichi OZAWA	Demand estimate and economic analysis
Mr. Hikaru ISHIKAWA	Designing, civil work
Mr. Fumio OKABE	Designing, electrical equipment
Mr. Toshikazu ONO	Designing, mechanical equipment

Appendix - 2: Survey Schedule

Date	Activities
1st Field Survey	(from August 18 to September 24, 1992)
August 18 (Tuesday)	Members departed from Narita for Beijing by Air
August 19 (Wednesday)	Members departed from Beijing for Ulaan Batar
August 20 (Thursday)	Courtesy call on EOJ, MTI and MR
August 21 (Friday)	Explanation of Inception Report
August 22 (Saturday)	Internal Meeting on work schedule
August 23 (Sunday)	Holiday
August 24 (Monday)	Data collection and Interview Survey
August 25 (Tuesday)	JICA Mission departed from Narita for Beijing
August 26 (Wednesday)	JICA Mission departed from Beijing for Ulaan Batar
August 27 (Thursday)	Explanation/Discussion of Inception Report
August 28 (Friday)	Members left for Zamyn-Uud by train
August 29 (Saturday)	Site Investigation and Facility Survey
August 30 (Sunday)	Site Investigation and Facility Survey
August 31 (Monday)	Site Investigation and Facility Survey
September 1 (Tuesday)	Members returned to Ulaan Batar by train and Signing of Minutes of Meeting
September 2 (Wednesday)	JICA Mission left for Beijing by Air
September 3 (Thursday)	JICA Mission left for Narita by Air
September 4 (Friday)	Site survey in Ulaan Batar Station
September 5 (Saturday)	Internal meeting and data collection
September 6 (Sunday)	Holiday
September 7 (Monday)	Interview Survey on Signal, Telcom., Civil, Mechanical
September 8 (Tuesday)	Site Survey in Ulaan Batar freight terminal
September 9 (Wednesday)	Data collection for cost estimation
September 10 (Thursday)	Interview Survey with Petro Company

Date	Activities
September 11 (Friday)	Meeting for Demand Forecast Policy
September 12 (Saturday)	Site Survey for Signal/Telecom. facilities in Ulaan Batar
September 13 (Sunday)	Holiday
September 14 (Monday)	Site Survey for Container terminal, Ulaan Batar
September 15 (Tuesday)	Meeting with W/B Consultants on Petro Facilities
September 16 (Wednesday)	Site Survey for Asphalt/Concrete Block Factory
September 17 (Thursday)	Meeting on Zamyn-Uud Site Survey
September 18 (Friday)	Internal Meeting for Short Term Plan
September 19 (Saturday)	Meeting with Chief Engineer, MR
September 20 (Sunday)	Holiday
September 21 (Monday)	Meeting on Construction Method for the Project
September 22 (Tuesday)	Report EOJ, MTI, MR on Survey Result
September 23 (Wednesday)	Members left for Beijing by Air
September 24 (Thursday)	Members arrived in Tokyo
2nd Field Survey	(from November 29 to December 17, 1992)
November 29 (Sunday)	Members departed from Narita and arrived in Beijing
November 30 (Monday)	Members departed from Beijing and arrived in Ulaan Batar
December 1 (Tuesday)	Courtesy call on Ministry of Trade and Industry and Mongol Railway
December 2 (Wednesday)	Courtesy, call on Japan Embassy Explanation of Interim Report and supplementary survey for Basic Design
December 3 (Thursday)	Supplementary survey for Basic Design
December 4 (Friday)	Members left for Zamyn-uud by train
December 5 (Saturday)	Inspection of Zamyn-uud Station Facilities and equipment
December 6 (Sunday)	Movement from Zamyn-uud to Ulaan Batar by train
December 7 (Monday)	Discussions with MTI and MR about the scope of the Urgent Project

Date	Activities
December 8 (Tuesday)	Signing of Minutes of Discussions as of Interim Report and Basic Design for Urgent Project. Internal meeting with staff of EOJ
December 9 (Wednesday)	Advisory Committee left for Japan. Supplementary data collection
December 10 (Thursday) - 14 (Monday)	Supplementary data collection and making preparatory work for basic design
December 15 (Tuesday)	Courtesy call on MTI and MR. Supplementary data collection
December 16 (Wednesday)	Members left Ulaan Batar for Beijing
December 17 (Thursday)	Members left Beijing for Narita
3rd Field Survey	(from February 9 to February 21, 1993)
February 9 (Tuesday)	Member departed from Narita for Beijing by Air
February 10 (Wednesday)	Members departed from Beijing for Ulaan Batar
February 11 (Thursday)	Courtesy call on MTI, MR
February 12 (Friday)	Courtesy call on EOJ and Explanation of Draft Final Report
February 13 (Saturday)	Explanation of Draft Final Report
February 14 (Sunday)	Holiday
February 15 (Monday)	Question and Answer for Draft Final Report JICA Mission left for Beijing by Air
February 16 (Tuesday)	JICA Mission left for Ulaan Batar Courtesy call on EOJ
February 17 (Wednesday)	Courtesy call on MER, MTC Explanation/Discussion for Draft Final Report
February 18 (Thursday)	Courtesy call on NDB, MTI Signing of Minutes of Meeting for Draft Final Report
February 19 (Friday)	JICA Mission left for Beijing
February 20 (Saturday)	Members left for Beijing
February 21 (Sunday)	Members arrived at Narita

Appendix - 3: Member List of Concerning Party in the Recipient Country

Mr. S. BAYARBAATAR	Advisor to the Prime Minister in Foreign Economic Affairs
Mr. Chimiddorjiin GANZORIG	Deputy Director General, Department of Economic Cooperation, National Development Board Under The Prime Minister of Mongolia
Mr. Ts. TSOGT	Minister for Trade & Industry (MTI)
Mr. Ts. YONDON	First Deputy Minister, MTI
Mr. H. NARANHUU	Director of Industry & Foreign Investment Policy Department, MTI
Mr. Damdinsurengin BATBAYAR	Head of Market Research Institute, MTI
Mr. N. BATSAIKHAN	Assistant to the minister, MTI
Mr. Y. ALTANTULGA	Deputy Director of Foreign Trade Department, MTI
Mr. L. NASANBUYAN	Assistant of Director, MTI
Mr. G. OYUNTCHIMEG	Officer, Foreign Trade Policy Dept. MTI
Mr. T. LEGJEEM	Officer, Foreign Trade Policy Dept. MTI
Mr. Balhaajav BOOWAY	Officer, Dept. of America & Europe, Ministry of Foreign Relations.
Mr. Radnaabazar RASH	Chairman, Mongolian Railway (MR)
Mr. Jigjid NYAMAA	Chief Engineer, MR
Mr. Damdin DASHTSEVEG	Chief of the Engineering Division, MR
Mr. Tsendiin BYAMBADORJ	Chief of Loading and Unloading Transport Expedition on Ulaan Batar Railway Station, MR
Mr. Yondon BATSAIHAN	Deputy Director of Ulaan Batar Railway, MR
Mr. Dorjyn BADAMTSEREN	Chairman of Zamyn-uud Railway Station, MR
Mr. KISVYANTSEV	Chief Engineer of Design Institute, MR
Mr. Razdak SANDALKHAN	Minister, Ministry of Road, Transport and Communication (MRTC)
Mr. Rinchingiin BUD	First Vice-Chairman, Ministry of Road, Transport and Communications (MRTC)
Mr. Lhamjavyn GOMBO	Executive Manager, Foreign Relation and Cooperation, MRTC
Mr. Sonomyn ZAMTS	Senior official, Foreign Relation and Cooperation MRTC
Mr. Baatariin ERKHEMBATAR	General Director of Road and Bridges, Design and Reseach Company (MONAZ)

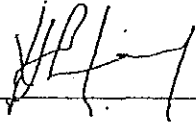
Mr. L. DASHPUREV	Ministry of External Relations
Mr. Rentsendoo JIGJID	Second Secretary, Asia & Africa Department Ministry of External Relations
Mr. B. DODY	Head of Road Network Development Division, Research and Production Co (AVTOZAM)
Mr. Terbich OTCHIRKHIAG	Director of Western Roads Construction Co.
Mr. BALGIR	Chief Engineer, Road Construction Company CHANDMANI
Mr. Janchiv OYUNGEREL	General Director of Mongolia Petroleum Import and Supply Company (MPIC)
Mr. S. DASHDONDOG	Deputy Director, MPIC
Mr. N. GANSUKH	Deputy general director, MPIC
Mr. S. TSERENBADAM	Officer of Foreign Trade Dept., MPIC
Mr. VLADIMIR. I. TITIEVSKY	General Director, Russian Construction Co SOVINVEST
Mr. VYSHINSKI. V. NICOLAEVICH	Vice-General Director, SOVINVEST

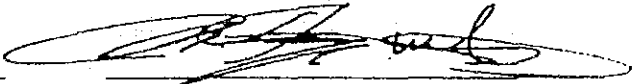
Appendix - 4: Minutes of Discussion

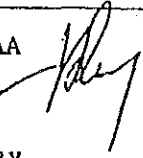
MINUTES OF MEETING
FOR
THE STUDY
ON
THE IMPROVEMENT PLAN FOR TRANSSHIPMENT FACILITIES
AT ZAMYN-UUD STATION IN MONGOLIA

AGREED UPON
BETWEEN
MINISTRY OF TRADE AND INDUSTRY,
MONGOLIAN RAILWAY
AND
JAPAN INTERNATIONAL COOPERATION AGENCY

ULAANBAATAR, SEPTEMBER 1, 1992


Mr. H. NARANHUU
Director,
Industry & Foreign Investment
Policy Department,
Ministry of Trade & Industry


Mr. MASA AKI FUJIMOTO
Leader,
Full-scale Study Team,
Japan International Cooperation
Agency


Mr. JIGJID NYAMAA
Chief Engineer,
Mongolian Railway.

Japan's full-scale study team (hereinafter referred to as the "Team") headed by Mr. Masaaki Fujimoto visited Mongolia from August 19, 1992 to make a field survey on the Improvement Plan for Transshipment Facilities at Zamyn-Uud Station in Mongolia.

The Team explained the inception report to the Government of Mongolia in the presence of Mr. Naoto Egawa, Chairman of the Advisory Committee, on August 27, 1992, and the Government of Mongolia accepted it as it was.

The Team also had a series of discussions with the authorities concerned of the Government of Mongolia. Through the discussions up to August 31, 1992, the Government of Mongolia and the Team agreed upon the following in the presence of attendants listed in the Annex attached hereto.


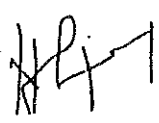
1. Regarding the transshipment of cross-border cargos, the Government of Mongolia stated that there exists an international agreement that prescribes the recipient's responsibility for the transshipment of incoming cargos, and this principle applies to the cargos transported between Mongolia and China.

The Government of Mongolia and the Team agreed, therefore, that the scope of transshipment facilities to be planned by the Team be limited to those for cargos arriving in Mongolia from China.

2. The Government of Mongolia clarified its policy on the priority of construction of category-wise cargo transshipment facilities of Zamyn-Uud station.

It is in the order of:

- (1) Package cargos of food and consumer commodities
- (2) Containers.
- (3) Petroleum
- (4) Others



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It is in the order of:

- (1) Package cargos of food and consumer commodities
- (2) Containers
- (3) Petroleum
- (4) Others

- 125 HPT

MA

LIST OF ATTENDANTS

1. MONGOLIAN SIDE

- | | |
|-----------------|--|
| (1) H. Naranhuu | Chairman of the Foreign Investment Policy Department,
Ministry of Trade and Industry |
| (2) J. Nyamaa | Chief Engineer of the Mongolian Railway |
| (3) J. Hurelsuh | Deputy Chief of the National Technic Development and Investment Department |
| (4) L. Gombo | Senior official of the Foreign Relation Division,
Ministry of Road, Transport and Communication |
| (5) T. Legjeem | Officer of the Foreign Trade Policy Department,
Ministry of Trade and Industry |
| (6) B. Chingee | Officer of the Foreign Investment Policy Department,
Ministry of Trade and Industry |

2. JAPANESE SIDE


- | | |
|-----------------------|-------------------------------|
| (1) Naoto Egawa | Chairman, advisory committee |
| (2) Masaki Kamiura | Member, advisory committee |
| (3) Shingo Saito | Coordinator |
| (4) Masaaki Fujimoto | Leader, Full-scale study team |
| (5) Kuniaki Hashimoto | Member, Full-scale study team |

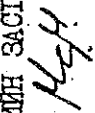
Handwritten signatures and initials, including a large 'HA' and a checkmark.


Handwritten signature.

ТӨМӨР ЗАМЫН ТЭЭВЭРЛЭЛТИЙН 1991-1995 ОНЫ
ХЭГИЙН ТӨЛӨВЛӨГӨӨ

Үзүүлэлтүүд	Хэмжих		ОНЫ					
	1990 ОНЫ	1990 ОНЫ	1991	1992	1993	1994	1995	
: нэгж	туйцэт-	гэл						
1. Ачаа тээвэрлэлт - бүгд	мян. тонн	14517,1	10269,8	9350	10760	12121	13790	95,0
а. ачаа оруулалт	"	2209,7	1281,2	824	1450	1687	1930	87,3
б. ачаа гаргалт	"	2753,4	1706,8	1400	1600	1684	1860	67,5
в. орон нутгийн тээвэр	"	8575,6	7113,2	6726	6900	7350	8000	94,4
г. дамжин өнгөрөх ачаа	"	978,4	168,6	400	-810	1400	2000	204,4
2. Ачаа эргэлт - бүгд	сая. тн. км	5037,8	3012,6	2840,5	3671	4551	5527	108,6
а. ачаа оруулалт	"	734,8	467,5	260	529	616	704	95,8
б. ачаа гаргалт	"	1323,1	760,9	680	701	738	815	61,6
в. орон нутгийн тээвэр	"	1943,9	1596,9	1456,5	1542	1643	1788	92,0
г. дамжин өнгөрөх ачаа	"	1066,0	187,3	444	899	1554	2220	204,4
3. Зорчигч тээвэрлэлт	мян. хүн	2590,2	2536,3	2520	2580	2600	2650	102,3
4. Зорчигч эргэлт	сая. хүн. км	570,0	596,3	570	584	588	590	103,5
5. Нийлмэл тн-км	мян	5657,8	3608,9	3410,5	4255	5139	8177	144,5

БРӨНХИЙ ИНЖЕНЕР 

ТӨЛӨВЛӨГӨӨ ЭДИЙН ЗАСГИЙН
АЛБАН ДАРГА 

Ж. НЯМАА 

Н. НЭРГҮЙ. 

АЧАА ОРҮҮЛАЛТ, ОРОН НҮГЭЙН ТЭЭВРИЙН
1991-1995 ОНЫ ХЭТИЙН ТӨЛӨВЛӨГӨӨ

Ачааны нэр	Ачаа Орүүлалт / Мян. Тонн /					Орон Нүгрийн Тээвэр / Мян. Тонн /				
	: 1991	: 1992	: 1993	: 1994	: 1995	: 1991	: 1992	: 1993	: 1994	: 1995
1. Нүүрс	193,2	50	50	50	50	4910,1	5000	5200	5500	5500
2. Нефть, нефтийн бүтээг- дэхүүн	634,2	400	590	693	762	26,8	28	30	34	34
3. Хар металл	49,9	30	170	180	250	23,1	20	30	35	35
4. Машин тоног төхөөрөмж	23,1	20	150	190	250	9,6	8	18	20	20
5. Барилгын материал	94,7	33	53	75	100	1414,5	1200	1300	1500	1500
6. Талх гариа	92,2	20	30	35	40	45,5	30	40	45	45
7. Түргэн гэмтэх ачаа	12,4	15	18	20	23	6,9	6,0	7,0	8,5	9,1
8. Мал	-	-	-	-	-	8,9	7,0	8,0	9,0	9,0
9. Арьс, шир, ноос	0,2	0,3	0,5	0,7	1	5,1	4	5	5	6
10. Хайлуур жонш	-	-	-	-	-	104,4	100	105	110	115
11. Химийн ачаа	23,1	10	40	50	60	2,1	2	4	5	7
12. Химийн борлоо	35,5	30	35	40	50	0,9	1	1	2	3
13. Хүнсний ачаа	45,1	50	70	80	90	24,9	20	23	25	26
14. Түлээ	41	20	26	30	34	101,2	80	83	85	88
15. Модон материал	9,7	10	14	17	20	258,5	200	212	220	225
16. Хүдэр, хүдрийн баяжмал	-	-	-	-	-	-	-	-	-	-
17. Өнгөт металл	0,6	0,3	1,5	2	2,0	0,7	0,5	1	2	3
18. Бусад төрлийн ачаа	53,2	130,4	102	224,3	198,0	170,5	121,5	149	260,5	375
Бүгд	1281,2	824	1450	1687	1930	7113,2	6726	6900	7350	8000

ЕРВНХИЙ ИНЖЕНЕР
ТӨЛӨВЛӨГӨӨ ЭДИЙН ЗАСГИЙН
АЛБАНН ДАРГА

Ж.НЯМАА

Н.НЭРГИЙ

АЧАА ТАРГАЛТ, ДАМЖИН ӨНГӨРӨХ АЧААНЫ
1991-1995 ОНЫ ХЭТИЙН ТӨЛӨВЛӨГӨӨ

Ачааны нэр	Ачаа таргалт /мян.тн/		Дамжин өнгөрсөн ачаа /мян.тн/							
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
1.Нуурс	119	100	300	300	400	-	-	-	-	-
2.Нефтийн бүтээгдэхүүн	2,4	2,0	3,0	4,0	4,0	-	-	-	-	-
3.Хар металл	25,5	10	12,0	13,0	20,0	10,9	25	50	150	325
4.Машин тоног.техөөрөмж	19,1	13	15	17	18	21,6	25	30	35	40
5.Барилгын материал	134,2	100	110	115	120	-	1	1,5	2,0	2,5
6.Талх тариа	300	30	35	37	40	-	-	-	-	-
7.Тургэн гэмтэх ачаа	21,0	20	25	26	30	-	-	-	-	-
8.Мал	8,8	9	10	11	12	-	-	-	-	-
9.Арбс, шир, ноос	2,6	3	5	6	10	-	1	1,3	1,5	2,0
10.Хайлуур жонш	356,8	300	320	330	350	-	50	60	80	90
11.Химийн ачаа	3,2	3	5	6	7	35,9	50	75	90	100
12.Химийн бордоо	36,4	30	35	38	39	76,6	123	379	700	1000
13.Хүнсний зүйл	1,6	5	6	7	8	2,4	20	30	50	60
14.Тулэх	2,5	3	5	6	6	-	-	-	-	-
15.Мод материал	164,9	60	65	68	70	-	35	45	100	160
16.Хүдэр,хүдрийн баялмал	450,7	400	425	450	460	-	5	7,7	11	15
17.Өнгөт металл	5,5	3	4	5	5	8,8	15	20	25	30
18.Бусад	422,6	209	220	245	261	12,4	50	110,5	155,5	175,5
Бүгд	1706,8	1300	1600	1634	1680	168,6	400	810	1400	2000

ЕРӨНХИЙ ИНЖЕНЕР

ТӨЛӨВЛӨГӨӨ ЭДИЙН ЗАСГИЙН
АЛБАНЫ ДАРГА

Ж.НЭГМАА

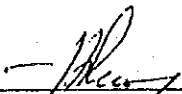
Н.НЭРГИЙ

September 22, 1992

Memorandum

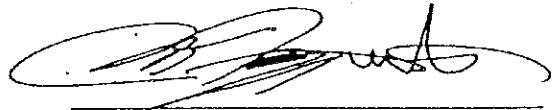
Trough the discussions up to September 21, 1992, the Mongolian Railway and the Full-scale Study Team have confirmed the following.

1. An exchange rate of Tugrog to US dollar, 40 Tugrog = 1 US dollar, will be adopted in the economic and financial analyses and relevant calculations.
2. A soft loan, for example, at the interest rate of 2% per annum, will be provided by the Government of Mongolia as the domestic funds for the construction of the cargo transshipment facilities at Zamyn-Uud Station.
3. The petroleum transportation trains that arrive at Zamyn-Uud Station from China will be composed of tank wagons alone, not mixed with freight cars carrying other categories of cargos.
4. The Mongolian Railway will survey the yard of Zamyn-Uud Station and provide the Full-scale Study Team with a correct survey map as early as possible.



Jigjid Nyamaa

Chief Engineer of
Mongolian Railway



Masaaki Fujimoto

Leader,
Full-scale Study Team


MINUTES

The Full-scale Study Team of Japan International Co-operation Agency (JICA) (hereinafter referred to as "the Team"), headed by Mr. Masaaki Fujimoto, explained and submitted the Interim Report on the Study on The Improvement Plan for Transshipment Facilities at Zamyn-Uud Station in Mongolia, in the presence of members of the Advisory Committee for this project, headed by Mr. Naoto Eagawa, Chairman of the Committee, on December 3, 1992 and the Government of Mongolia accepted it.

On this occasion, the Government of Mongolia and the Team confirmed and agreed upon the followings.

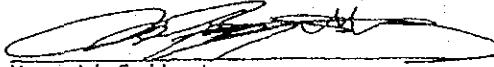
1. Regarding the petroleum transshipment facilities at the station, the existing temporary facilities can cope with the transport demand up to the target year, without requiring construction of new facilities. Therefore, the final report will be drafted accordingly.
However, the Team does not have any objection to constructing new petroleum transshipment facilities by the Government of Mongolia before the target year. In case new petroleum transshipment facilities are constructed in the future at the planned construction site, the Team will design the track layout to accommodate arriving and departing petroleum transport trains and allow their shunting to and from the construction site.
2. As the main cargo handling equipment to be used to transship containers and cargoes in gondolas, the Team proposed adoption of the reach stacker (Plan 2) against the gantry crane (Plan 1) for financial and other reasons.
The Team will, therefore, design the cargo transshipment facilities based on the use of reach stackers.
3. The equipment and construction work to be included in the Urgent Project are as per the Attachment I.
4. The work to be implemented and the facilities to be provided by the Government of Mongolia or the source of the funds are, in principle, assumed to be as per the Attachment II, according to the result of discussions between the Government of Mongolia and the Team, based on which the Team will finalize the basic design of the Urgent Project in the final report.
5. The Government of Mongolia inquired the possibility of providing financial assistance to this project from the Government of Japan. The Japanese side replied that the Team is not in a position to mention about it, but it may be conveyed to the authority concerned of the Government of Japan.

c.

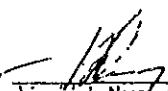


Tsedevin Yondon
First Deputy Minister,
Trade and Industry

December 8, 1992



Masaaki Fujimoto
Leader,
Full-scale Study Team,
JICA



Jigjid Nyamaa
Chief Engineer,
Mongolian Railway

ATTACHMENT I

1. Track work (Material and installation)
 - 1,435 mm gauge (New installation) approx. 3,600 m
 - (Adjustment) approx. 5,000 m
 - 1,520 mm gauge (New installation) approx. 5,600 m

2. Civil work (Material and Construction)
 - Platform with roof for wagon 15m X 120m approx. 1,800 m²
 - Platform for container 36m X 210m approx. 7,560 m²
 - Earthwork for the above track and platform
 - Maintenance road, gate, fence, drainage
 - Pumping system (water supply) for transshipment facilities

3. Building work (with heating, plumbing and lighting systems)
 - Cargo handling office 150m² X 2F approx. 300 m²
 - Cargo storage house approx. 300 m²
 - Garage for reach stacker approx. 210 m²
 - Residential houses for 54 employees approx. 1,620 m²

4. Cargo handling equipment (with fueling and repairing equipment and spare parts)
 - Reach stacker 1 set
 - Forklift 1:5 ton 4 sets
 - Portable belt conveyor 4 sets

5. Telecommunication (Equipment and installation)
 - Fixed and portable radio communication equipment 28 sets
 - Talk-back equipment 21 sets

6. Power equipment (Material, equipment and installation)
 - Mercury floodlamps (10 lux for container platform)
 - do - (100 lux for wagon platform)
 - do - (One lux for storage and locomotive turn-out track)

ATTACHMENT II

1. Executing Agency

Ministry of Trade and Industry (MTI) and Mongolian Railway (MR) are responsible for the implementation of the Project.

2. Design Standard

MTI and MR have confirmed that Japanese design standards or equivalent internationally recognized standards will be applied to the design of the transshipment facilities at Zamy-Uud station, excepting the trackwork to which design standards now being applied in Mongolia.

3. Outline of the Project

The outline of the Project to be implemented as an Urgent Project is shown in Attachment I.

The General Plan of the Urgent Project is shown in the attached drawing.

However, the final components of the Urgent Project which will be resulted from the Basic Design in the Study may differ from the above-mentioned description.

4. Major Undertakings and Necessary Measures to be Taken by the Government of Mongolia

The Government of Mongolia will take major undertakings and necessary measures, described in the Annex for smooth implementation of the Project, on the condition that the foreign assistance is extended to the Project.



MAJOR UNDERTAKINGS AND NECESSARY MEASURES TO BE TAKEN BY THE MONGOLIAN SIDE
AND BORNE BY FOREIGN AID

1. Major Undertakings

No.	Items	To be covered by Foreign Aid	To be covered by Mongolia
1.	To secure land		0
2.	To construct roads		
	1) Within the site	0	
	2) Outside the site		0
3.	To construct buildings		
	1) Cargo handling office, storage house, Garage for reach stacker	0	
	2) Residential house for operation and maintenance of transshipment facilities and equipment		0
4.	To construct the transshipment facilities and equipment: Track work, Earthwork, Platform, Reach Stacker, Forklift, Conveyor Telecommunication Equipment Power supply equipment	0	
5.	To provide facilities for the distribution of electricity, water supply, drainage and other incidental facilities		
	1) Electricity		
	a) The distribution line to the site		0
	b) The drop wiring and internal wiring within the site	0	
	c) The main circuit breaker and transformer	0	
	2) Water Supply system for construction purpose and maintenance purpose of the above item 1) of 3 and 4 within the site (well boring and elevated tank)	0	
	3) Drainage system (toilet sewer, ordinary waste and others)		
	a) For item 1) of 3 and 4	0	
	b) For item 2) of 3		0
	4) Furniture and Equipment		
	a) General furniture		0
	b) Project equipment	0	
6.	Control of road and railway traffic in and around the site during the construction		0
7.	Traffic management facilities for road and railway during the construction: cones, barricades, ropes and prewarning signs and lights	0	
8.	To remove and reconstruct the existing point operation house No.4		0

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2. Necessary Measures

No.	Items	To be covered by Foreign Aid	To be covered by Mongolia
1.	To bear the Advising/Payment commissions to the foreign exchange bank for the banking services		0
2.	To ensure unloading and customs clearance		
	1) Marine, Air, Rail transportation of the products from foreign countries to Mongolia	0	
	2) Internal transportation to the project site	0	
	3) Tax exemption and customs clearance of the products for the project at the country border of disembarkation		0
3.	To exempt the foreign nationals from customs duties, internal taxes and other fiscal levies which may be imposed in Mongolia with respect to the supply of the products and services under the verified contract		0
4.	To extend such facilities as may be necessary for entry into Mongolia and stay therein for the performance of work to the foreign nationals whose services may be required in connection with the supply of products and the services under the verified contract		0
5.	To ensure prompt processing of required internal formalities to secure the implementation time schedule of the Project		0
6.	To bear all the expenses, other than those to be borne by the foreign Aid, necessary for construction of the facilities		0

M I N U T E S

The Full-scale Study Team of Japan International Co-operation Agency (JICA) (hereinafter referred to as "the Team"), headed by Mr. Masaaki Fujimoto, made presentation of the Draft Final Report (hereinafter referred to as "the Report") on the Study on The Improvement Plan for Transshipment Facilities at Zamyn-Uud Station in Mongolia (hereinafter referred to as "the Plan") and submitted the Report to the Government of Mongolia in the presence of Mr. Naoto Egawa, Chairman of the Advisory Committee for this study. On this occasion, the Government of Mongolia and the Team confirmed and agreed upon the following in the presence of those listed in the attached list of attendants.

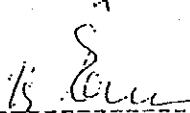
(1) In the presentation to the Government of Mongolia and Mongolian Railway, the Team made it clear that the Plan would become viable from the financial viewpoint as well, even when the saving of foreign exchange to be paid to China for the transshipment work alone was taken into consideration, when the rates of transshipment fee are revised to twice the levels in the past as currently proposed.

(2) In the discussion with the Team, Mongolian Railway required that one of the Chinese gauge tracks be extended in the Urgent Project toward the construction site of the petroleum transshipment facilities, while the Team replied that the Urgent Project should cover only the facilities relevant to the transshipment of cargos. However, the Team maintained that the track layout would be designed in the Urgent Project to easily allow this extension work in the future.

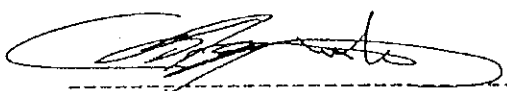
(3) Mongolian Railway reiterated the necessity to introduce two sets of reach stackers, instead of one set as planned in the Report, and to include the improvement of the staff accommodation in the Urgent Project. The Team replied that, though these issues are not in the scope of work of the Team, they are now allegedly under discussion by the authorities concerned in the Government of Japan. The Team added that, in any event, the request by Mongolian Railway on these issues would be conveyed to the organizations in charge.

(4) Regarding the residential houses, Mongolian Railway wanted to build two-story condominiums, with each unit designed for family use, to which the Team replied that the Final Report would be finalized accordingly.


February 18, 1993



Tsedengiin Yondon
First Deputy Minister,
Trade and Industry



Masaaki Fujimoto
Leader,
Full-scale Study Team, JICA



Jigjid Nyamaa
Chief Engineer,
Mongolian Railway

LIST OF ATTENDANTS

1. Attendants from Mongolia

Mr. Tsedengiin Yondon
First Deputy Minister,
Trade and Industry

Ms. Lodoidambyn Nasanbuyan
Assistant of Director
Ministry of Trade and Industry

Mr. Jigjid Nyamaa
Chief Engineer,
Mongolian Railway

Mr. D. Dashtseveg
Chief of Engineering Division
Mongolian Railway

Mr. D. Badarch
Senior Engineer of Engineering Division,
Mongolian Railway

2. Attendants from Japan

Mr. Naoto Egawa
Chairman,
Advisory Committee

Mr. Shinya Tomonari
Public Relations Division,
General Affairs Department, JICA

Mr. Masaaki Fujimoto
Leader,
Full-scale Study Team, JICA

Mr. Taro Iwata
Member,
Full-scale Study Team, JICA

Mr. Hikaru Ishikawa
Member,
Full-scale Study Team, JICA




February 18, 1993

Mr. Masaaki Fujimoto
Leader,
Full-scale Study Team on the Study
on The Improvement Plan
for Transshipment Facilities
at Zamyn-Uud Station,
Japan International Co-operation Agency


Dear Sir,

We hereby declare that the Government of Mongolia accepts the Draft Final Report on The Improvement Plan for Transshipment Facilities at Zamyn-Uud station submitted by the Full-scale Study Team, JICA, and that the Government of Mongolia and Mongolian Railway do not have any comments thereon for the purpose of finalizing the Final Report, since their requirements are satisfactorily reflected in the Plan or pledged to be conveyed to the authorities concerned of the Government of Japan.

Sincerely yours,



Tsedengiin Yondon
First Deputy Minister,
Trade and Industry,
Government of Mongolia



Jigjid Nyamaa
Chief Engineer
Mongolian Railway

JICA