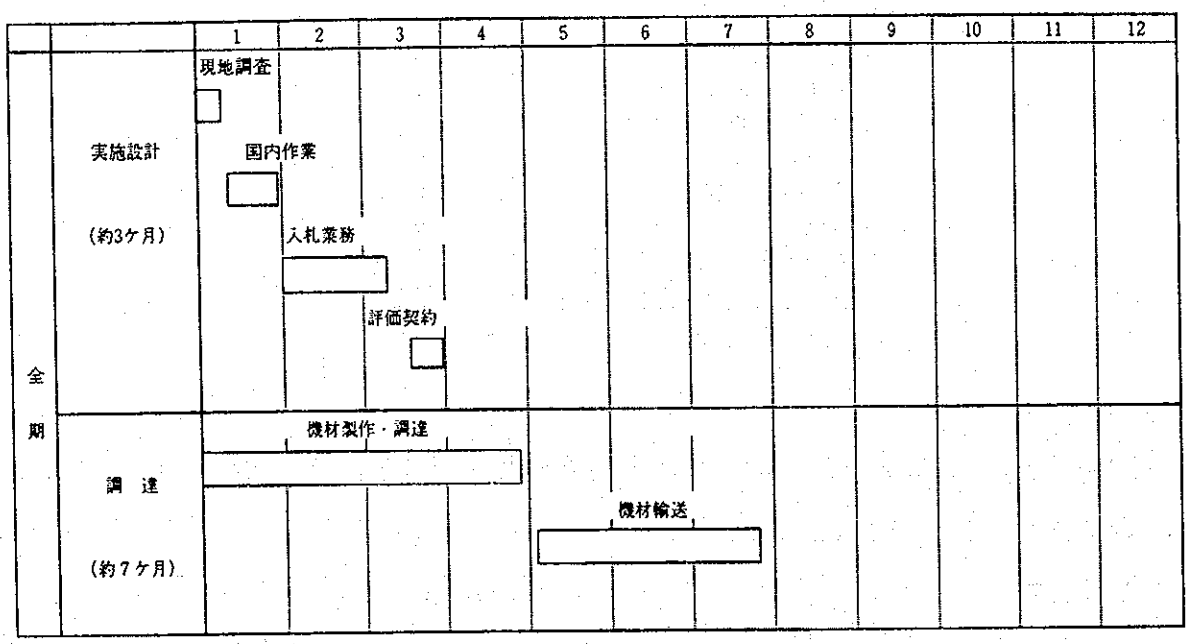
# 第4章　事業計画

## 4-1　実施工程

### 4-1-1　実施工程

実施工程は10カ月となる。詳細を表-23に示す。

表－23　工事実施工程表




### 4-1-2　相手国側負担事項

・日本国内の銀行に口座を開設することおよび支払い授権書（A/P）の発行。それらに係る手数料の支払い。

・認証された契約に基づき調達される機材および役務のうち日本国民に課せられる関税、内国税およびその他の財政過微金を免除手続きをすること。

・認証された契約に基づいて供与される日本国民の役務について、その作業の遂行のための入国および滞在に必要な便宜をあたえること。

・贈与に基づいて購入される機材が、当該計画の実施のために適正かつ効果的に維持され、使用されること並びにそのために必要な要員等の確保を行うこと。また、贈与によって負担される経費を除き計画の実施のために必要な維持・管理費全ての経費を負担すること。

## 4-2 概算事業費

### 4-2-1 概算事業費

表－24 事業費内訳表

| 名称 | 金額 | | | | | | 備考 |
|---|---|---|---|---|---|---|---|
| | 現地通貨 | | 米ドル | | 邦貨 | 計 | |
| | DM | 邦貨百万円 | US$ | 邦貨百万円 | 百万円 | 百万円 | |
| 総事業費 | 2,227,254 | 166.0 | 848,415 | 105.9 | 324.8 | 596.7 | |
| 1. 機材費 | 2,227,254 | 166.0 | 836,255 | 104.5 | 306.1 | 576.6 | |
| (1) 機材費 | 2,161,254 | 161.1 | 540,126 | 67.5 | 283.1 | 511.7 | |
| (2) 据付・技術者派遣費 | 0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | |
| (3) 梱包・輸送費 | 66,000 | 4.9 | 296,129 | 37.0 | 7.7 | 49.6 | |
| (4) 一般管理費 | 0 | 0.0 | 0 | 0.0 | 15.3 | 15.3 | |
| 2. 設計監理費 | 0 | 0.0 | 12,160 | 1.4 | 18.7 | 20.1 | |
| (1) 実施設計費 | 0 | 0.0 | 8,540 | 1.0 | 10.6 | 11.6 | |
| (2) 施工監理費 | 0 | 0.0 | 3,620 | 0.4 | 8.1 | 8.5 | |

積算時点：平成 11 年 2 月　　1US$=125.00 円　　1DM=74.58 円 (1998.8～1999.1)

### 4-2-2 維持・管理計画

(1) 検討機材調達後の維持管理

調達後の機材維持管理に関しては、以下の項目により十分な対応が出来るものと判断する。

1) 機材履歴簿の作成

調達後の機材については履歴簿を作成し、運用管理及び維持修理の計画の策定し、計画どおり維持管理を実施する。記入の内容としては、(ｱ)型式、規格、製作番号、調達年、(ｲ)納入者、年月日、価格、(ｳ)付属品等の内容、付属工具、移動の沿革、(ｴ)改造の概要、(ｵ)作業、維持修理等の経歴、(ｶ)写真である。

2) 日常点検

日常点検に関しては、メーカーが指導する日常点検表に従って点検し、作業前、稼働時間毎により、冷却水、油脂の消費量及び補給等について日常点検記録表に記載し、機械技師に点検結果を報告するべく日常点検システムを導入する。

3) 定期整備

定期整備は、上記日常点検表及びメーカー推薦時間単位時において、順次定期整備を行う。又、必要に応じ現地代理とのサービス契約を結び、助言、指導を受ける事とする。

4) 修理作業行程

・作業依頼書

機械技師が点検し、不具合箇所が認められる場合は、必要に応じ依頼書を発行し、点検修理を行う。

・修理表

修理表については、上記履歴簿の記入により行い、部品が必要な場合、部品依頼表を作成し、作業者が技師への報告の元、部品管理者へ出庫の依頼を行う。修理後については、技師及びオペレーターの立ち会いの元、修理結果の確認、点検を行う事とする。

5) スペアパーツ管理

部品管理に関しては、常に数量、アイテム、在庫金額（部品金額）、定期点検時常に必要な部品（ファーストムービングパーツ）を正確に把握し、適正な在庫管理を行う必要がある。尚、一般的に必要とされる部品については、以下の通りである。

・定期交換部品

エレメント、フィルター類、ファンベルト、等

・摩耗時の交換必要部品

ブレード、カッティングエッジ、エンドビット、スプロケット、セグメント、ブレーキライニング、ボルト、ナット、等を選定する。

・水漏れ、油漏れ等の修理キット

シーリング、ガスケット、グリースフィッティング、オイルシール、ダストシール、等を選定する。エンジン摺動部のスペアパーツについては、常時在庫の必要は低いが、機材の稼働時間等を考慮に入れ調達する事とする。

(2) 機材維持管理費

本プロジェクトによるMPWの保有機材の増加にともない、機材維持管理費の増額と保守要員（機材管理、操作）45 名の増員のための年間予算措置が必要である。日本の「建設機械損料算定表」に基づき、パレスチナの状況を考慮して必要な機材維持管理費を算出すると、表-25 のとおり年間約 9,000 万円となり、これは本計画の実施により新たに必要となる。また、年間 80Km の工事にかかるアスファルト等の材料費は約 1.6 億円となり、1997 年度実績に比較して 4,000 万円の増加となる。但し、これらの増加分は 1997 年度道路整備予算のうち、機材賃貸料約 9,000 万円および民間委託費約 9,000 万円の減少分により充当できるため、事業運営に影響を与えない範囲と考えられる。さ

らに、MPW では来年度より道路維持基金（Maintenance Road Fund）の設立を予定しており、これは、燃料、自動車登録、道路使用許可税等から一定の割合で拠出され、道路整備全般に当てられるものであり、これらによる運営費（機材維持管理費）への割当でも期待される。

表-25　維持管理費

| 項　目 | 金　額（円） |
|---|---|
| 管理費 | 4,374,000 |
| 維持修理費 | 26,464,000 |
| 人件費 | 33,480,000 |
| 燃料費 | 24,553,000 |
| 油脂費 | 1,518,000 |
| 合　計 | 90,389,000 |

1)　管理費

機械保有にともない必要となる公租公課、保険料、格納施設、保管事務費等の経費合計を総称するもので、各機材基礎価格に年間管理比率（1%）として算出したものである。表 26-1 に機材別管理費の内訳を示す。

表 26-1　機材別管理費

（単位：千円）

| 機材名 | 基礎価格 | 年間管理費率 | 台数 | 計 |
|---|---|---|---|---|
| モーターグレーダ | 14,100 | 1% | 2 | 282.00 |
| ブルドーザ | 26,900 | 1% | 2 | 538.00 |
| エクスカベータ A | 18,200 | 1% | 2 | 364.00 |
| エクスカベータ B | 27,700 | 1% | 1 | 277.00 |
| バックホーローダ | 8,000 | 1% | 4 | 320.00 |
| ホイールローダ A | 16,300 | 1% | 1 | 163.00 |
| ホイールローダ B | 18,500 | 1% | 1 | 185.00 |
| トラッククローダ | 24,000 | 1% | 1 | 240.00 |
| ダンプトラック | 9,180 | 1% | 10 | 918.00 |
| トラックトレーラ | 16,000 | 1% | 1 | 160.00 |
| サービスカ | 2,500 | 1% | 3 | 75.00 |
| 振動ローラ | 13,400 | 1% | 1 | 134.00 |
| タイヤローラ | 8,200 | 1% | 1 | 82.00 |
| ハンドガイドローラ | 1,220 | 1% | 4 | 48.80 |
| カーゴトラック | 5,260 | 1% | 1 | 52.60 |
| 水タンク車 | 7,270 | 1% | 1 | 72.70 |
| ミリングマシン | 25,000 | 1% | 1 | 250.00 |
| エアーコンプレッサ | 2,800 | 1% | 1 | 28.00 |
| コンクリートミキサ | 4,000 | 1% | 3 | 120.00 |
| ｱｽﾌｧﾙﾄｶｯﾃﾝｸﾞｿ | 220 | 1% | 5 | 11.00 |
| ピックハンマ | 39 | 1% | 2 | 0.78 |
| ストーンクラッシャ | 5,300 | 1% | 1 | 53.00 |
| 総計 | — | — | 49 | 4,374.88 |

2) 維持修理費

機材の効用を維持するため必要な整備、及び修理の費用で運転経費以外のものをいう。式は、｜(基礎価格×維持修理率)－(基礎価格×調達部品率)｜÷耐用年数 を台数で積したものである。

表 26-2 機材別維持修理費

(単位：千円)

| 機材名 | 基礎価格 | 維持修理率 (%) | 台数 | 給与部品率 (%) | 耐用年数 (年) | 計 (千円) |
|---|---|---|---|---|---|---|
| モーターグレーダ | 14,100 | 35% | 2 | 7 | 7 | 1,128 |
| ブルドーザ | 26,900 | 45% | 2 | 7 | 6 | 3,408 |
| エクスカベータ A | 18,200 | 30% | 2 | 7 | 5 | 1,674 |
| エクスカベータ B | 27,700 | 30% | 1 | 7 | 5 | 1,274 |
| バックホーローダ | 8,000 | 30% | 4 | 7 | 5 | 1,472 |
| ホイールローダ A | 16,300 | 40% | 1 | 7 | 6 | 896 |
| ホイールローダ B | 18,500 | 40% | 1 | 7 | 6 | 1,017 |
| トラックローダ | 24,000 | 45% | 1 | 7 | 6 | 1,520 |
| ダンプトラック | 9,180 | 50% | 10 | 5 | 5 | 8,262 |
| トラックトレーラ | 16,000 | 25% | 1 | 5 | 5 | 960 |
| サービスカ | 2,500 | 50% | 3 | 5 | 5 | 675 |
| 振動ローラ | 13,400 | 35% | 1 | 7 | 6 | 626 |
| タイヤローラ | 8,200 | 35% | 1 | 7 | 8 | 287 |
| ハンドガイドローラ | 1,220 | 35% | 4 | 7 | 6 | 227 |
| カーゴトラック | 5,260 | 50% | 1 | 5 | 5 | 474 |
| 水タンク車 | 7,270 | 40% | 1 | 5 | 6 | 424 |
| ミリングマシン | 25,000 | 30% | 1 | 7 | 6 | 959 |
| エアーコンプレッサ | 2,800 | 30% | 1 | 5 | 5 | 140 |
| コンクリートミキサ | 4,000 | 30% | 3 | 5 | 5 | 600 |
| ｱｽﾌｧﾙﾄｶｯﾃﾝｸﾞｿ | 220 | 40% | 5 | 3 | 3 | 136 |
| ピックハンマ | 39 | 35% | 2 | 3 | 3 | 8 |
| ストーンクラッシャ | 5,300 | 35% | 1 | 7 | 5 | 297 |
| 総計 | — | — | 49 | — | — | 26,464 |

(注) 基礎価格とは標準仕様による機械の標準時価をいう。

3) 人件費

本案件機材の導入により、機材保守要員 15 名、操作要員 30 名（表－22 要員計画参照）の増加が予定されている。これら要員に係る人件費は以下の式により算出した。

・操作要員 30(名)×550(US$／月)＝16,550(US$)

・機材保守要員 15(名)×450(US$／月)＝6,750(US$)

・23,250(US$)×12 (月) ×120(円／US$)＝33,480,000(円)

4) 燃料費

燃料費は以下の式により算出した。

・各機材時間当たりの燃料消費量(ﾘｯﾄﾙ/PS.h)×概算馬力(PS)×年間使用時間（1,440 時間）×台数×現地燃料価格(ﾘｯﾄﾙ/US$)

表 26-3 機材別燃料費

| 機材名 | 燃料消費量 (ﾘｯﾄﾙ／PS.h) | 馬力 (PS) | 年間使用時間 | 台数 | 年間消費量 (ﾘｯﾄﾙ) |
|---|---|---|---|---|---|
| モーターグレーダ | 0.105 | 135 | 1,440 | 2 | 40,824 |
| ブルドーザ | 0.138 | 220 | 1,440 | 2 | 87,437 |
| エクスカベータ A | 0.138 | 170 | 1,440 | 2 | 67,565 |
| エクスカベータ B | 0.138 | 208 | 1,440 | 1 | 41,334 |
| バックホーローダ | 0.100 | 85 | 1,440 | 4 | 48,960 |
| ホイールローダ A | 0.115 | 160 | 1,440 | 1 | 26,496 |
| ホイールローダ B | 0.115 | 175 | 1,440 | 1 | 28,980 |
| トラックローダ | 0.138 | 200 | 1,440 | 1 | 39,774 |
| ダンプトラック | 0.040 | 260 | 1,440 | 10 | 149,760 |
| トラックトレーラ | 0.080 | 382 | 1,440 | 1 | 44,006 |
| サービスカ | 0.030 | 120 | 1,440 | 3 | 15,552 |
| 振動ローラ | 0.114 | 100 | 1,440 | 1 | 20,736 |
| タイヤローラ | 0.075 | 100 | 1,440 | 1 | 10,800 |
| ハンドガイドローラ | 0.002 | 5 | 1,440 | 4 | 58 |
| カーゴトラック | 0.030 | 200 | 1,440 | 1 | 8,640 |
| 水タンク車 | 0.037 | 220 | 1,440 | 1 | 11,722 |
| ミリングマシン | 0.040 | 280 | 1,440 | 1 | 16,128 |
| エアーコンプレッサ | 0.155 | 70 | 1,440 | 1 | 15,624 |
| コンクリートミキサ | 0.010 | 15 | 1,440 | 3 | 648 |
| ｱｽﾌｧﾙﾄｶｯﾃﾝｸﾞｿ | 0.170 | 3 | 1,440 | 5 | 3,672 |
| ピックハンマ | - | - | - | - | - |
| ストーンクラッシャ | 0.115 | 20 | 1,440 | 1 | 3,312 |
| 総計 | — | — | — | 49 | 682,028 |

燃料費計：682,028 (ﾘｯﾄﾙ) ×0.3 ($／ﾘｯﾄﾙ) ×120 (円／$) ＝24,553,000 (円)

5) 油脂費

油脂費は、一般的に各機材が定期点検毎（1 年）に各部オイルを交換し、エンジンオイルについては平均年 4 回行う事とする。油脂費の計算式として

・年間使用量(LT or kg)×油脂価格(US$)×120(円／US$)とする。

表 26-4　機材別油脂費

| 機材名 | 台数 | エンジンオイル (LT) | | 作動油 (LT) | | ギアオイル (LT) | | グリース (kg) | |
|---|---|---|---|---|---|---|---|---|---|
| | | | 計 | | 計 | | 計 | | 計 |
| モーターグレーダ | 2 | 100 | 200 | 60 | 120 | 100 | 200 | 10 | 20.0 |
| ブルドーザ | 2 | 120 | 240 | 200 | 400 | 40 | 80 | 20 | 40.0 |
| エクスカベータ A | 2 | 50 | 100 | 160 | 320 | 10 | 20 | 10 | 20.0 |
| エクスカベータ B | 1 | 80 | 80 | 200 | 200 | 20 | 20 | 10 | 10.0 |
| バックホーローダ | 4 | 30 | 120 | 50 | 200 | 8 | 32 | 7 | 28.0 |
| ホイールローダ A | 1 | 45 | 45 | 105 | 105 | 35 | 35 | 10 | 10.0 |
| ホイールローダ B | 1 | 60 | 60 | 120 | 120 | 40 | 40 | 10 | 10.0 |
| トラックローダ | 1 | 120 | 120 | 200 | 200 | 40 | 40 | 20 | 20.0 |
| ダンプトラック | 10 | 120 | 1,200 | 10 | 100 | 40 | 400 | 15 | 150.0 |
| トラックトレーラ | 1 | 40 | 40 | 10 | 10 | 40 | 40 | 20 | 20.0 |
| サービスカ | 3 | 20 | 60 | - | - | 8 | 24 | 7 | 21.0 |
| 振動ローラ | 1 | 50 | 50 | 60 | 60 | 25 | 25 | 10 | 10.0 |
| タイヤローラ | 1 | 50 | 50 | 60 | 60 | 25 | 25 | 10 | 10.0 |
| ハンドガイドローラ | 4 | 10 | 40 | 5 | 20 | - | - | 1 | 4.0 |
| カーゴトラック | 1 | 80 | 80 | 10 | 10 | 15 | 15 | 10 | 10.0 |
| 水タンク車 | 1 | 80 | 80 | 10 | 10 | 15 | 15 | 10 | 10.0 |
| ミリングマシン | 1 | 100 | 100 | 60 | 60 | 100 | 100 | 10 | 10.0 |
| エアーコンプレッサ | 1 | 100 | 100 | - | - | - | - | 0.5 | 0.5 |
| コンクリートミキサ | 3 | 8 | 24 | - | - | - | - | 1 | 3.0 |
| ｱｽﾌｧﾙﾄｶｯﾃﾝｸﾞｿ | 5 | - | - | - | - | - | - | - | - |
| ピックハンマ | 2 | - | - | - | - | - | - | - | - |
| ストーンクラッシャ | 1 | 15 | 15 | - | - | - | - | 10 | 10.0 |
| 計 | 49 | - | 2,804 | - | 1,995 | - | 1,111 | - | 416.5 |

エンジンオイル　　2,804(LT)×2(US$／LT)×120(円／US$)＝673,000(円)

作動油　　1,995(LT)×2(US$／LT)×120(円／US$)＝479,000(円)

ギアオイル　　1,111(LT)×2(US$／LT)×120(円／US$)＝266,000(円)

グリース　　416.5(kg)×2(US$／kg)×120(円／US$)＝100.000(円)

総計＝1,518,000(円)

# 第５章　プロジェクトの評価と提言

## 5-1　妥当性にかかる実証・検証及び裨益効果

本計画は、西岸地域内舗装道路網総延長2,200Kmのうち、緊急に整備する必要のある425Km（約20％）を対象に道路改善・維持管理用機材を調達することである。本計画の実施による直接的裨益効果として、現在民間業者に委託している道路工事および機材賃貸料を節約することができ、この節約分を追加の道路整備費に充てることができるので、道路整備計画の早期達成が計れる。また、路肩・歩道の整備により車両および歩行者が安全に通行できるようになる。さらに、独自の機材を持つことにより、災害等の緊急時にも迅速な対応が可能となる。

間接的効果として道路網が整備されることにより、住民間の移動や物流が活性化し、経済活動が活発になるとともに、地域住民の医療・教育などの社会サービスへのアクセスを容易にし地域人口170万人の生活の向上が期待される。

以上のことから、本計画に対する無償資金協力を実施することは妥当であると判断される。

## 5-2　技術協力・他ドナーとの連携

現在までに以下の技術協力が実施されている。

・プロジェクト形成調査

| 年度 | 内容 |
|---|---|
| 平成6年度 | インフラ整備、医療機器・理化学機器整備 |
| 平成7年度 | 公共サービス機能強化 |

・第３国研修（エジプト）

| 年度 | 内容 | 人数 |
|---|---|---|
| 平成6～10年度 | 建設機械の保守・運営管理等 | 20名 |

## 5-3　課題

本プロジェクトの実施機関の技術的実施能力は高いと考えられるが、以下の事項に留意する必要がある。

1) 調達機材に対する運営・維持管理は公共事業庁が担当するが、維持管理に必要な人員・予算を確実に確保する。

2) 公共事業庁の技術者に対する機材の適切な使用方法についての操作指導及び機材維持管理の技術指導を、公共事業庁が独自にまたはメーカー等と協力し、定期的に行う。

3) 調達機材はイスラエルの港に陸揚げされた後、西岸地域まで内陸輸送される。港での通関手続き等はイスラエル側の管轄となるため、公共事業庁がこれらの関係機関と緊密に連携する。

# 資料

ナブルス

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Bathan-Qabatia road | 22.0 | 22.0 | | | | |
| ②Hariss Access road | 2.0 | | 2.0 | | | |
| ③Beit Fureek access road | 2.5 | | | 2.5 | | |
| ④Qirah Access road | 2.3 | | | 2.3 | | |
| ⑤Ematein&Faratta Access road | 2.5 | | | 2.5 | | |
| ⑥Qarrawat Bani Hassan road | 2.0 | | | 2.0 | | |
| ⑦Luban Sharqiah-Amouriah | 5.0 | | | 5.0 | | |
| ⑧Yasied access road | 3.7 | | | 3.7 | | |
| ⑨Jammaien main road | 7.0 | | | | 7.0 | |
| ⑩Tallouzah access road | 4.0 | | | | 4.0 | |
| ⑪Baqa El-Hatab access road | 1.0 | | | | 1.0 | |
| ⑫Oreef access road | 2.6 | | | | | 2.6 |
| ⑬AlSaweieh access road | 2.0 | | | | | 2.0 |
| ⑭Asera El shamaliah-Beit Emreen-Sabastia | 13.7 | | | | | 13.7 |
| ⑮Yasouf-Skaka-Salfeet road | 7.6 | | | | | 7.6 |
| ⑯Sasouf-Skaka-Salfeet road | 4.5 | | | | | 4.5 |
| 計（km） | 84.4 | 22.0 | 2.0 | 18.0 | 12.0 | 30.4 |

ジェニン

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Qabatia road | 3.8 | 3.8 | | | | |
| ②Tubas road | 2.2 | 2.2 | | | | |
| ③Sielit Al Thaher-Alatara | 3.0 | | 3.0 | | | |
| ④Jaba'a Intersection-Meselia-Zababdeh | 14.0 | | 14.0 | | | |
| ⑤Burgin-Al-Shuhada road | 3.0 | | | 3.0 | | |
| ⑥Jdaideh-Seir-Kfeir | 7.0 | | | 7.0 | | |
| ⑦Zbouba access road | 1.5 | | | | 1.5 | |
| ⑧Al-Yamoun-Al Araqa | 3.0 | | | | 3.0 | |
| ⑨Methaloun-Serees-Aljdayda road | 4.5 | | | | | 4.5 |
| 計（km） | 42.0 | 6.0 | 17.0 | 10.0 | 4.5 | 4.5 |

トルカレム

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Shwaikah-Baqa Al sharqiah | 15.0 | 15.0 | | | | |
| ②Allar-Kufor Ra'I | 4.5 | | 4.5 | | | |
| ③East Tulkarem Bypass | 2.0 | | | 2.0 | | |
| ④Kur-Kufur Soor road | 3.3 | | | | 3.3 | |
| ⑤Saffarin-Shoufah road | 2.0 | | | | | 2.0 |
| ⑥Azzoun-Kufur Jammal | 8.6 | 8.6 | | | | |
| ⑦Qalqilia city entrance roads | 5.0 | | 2.5 | 2.5 | | |
| 計（km） | 40.4 | 23.6 | 7.0 | 4.5 | 3.3 | 2.0 |

ラマラ

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Ramallah-Berzeit road | 11.0 | 4.0 | 4.0 | 3.0 | | |
| ②Beir Zeit Univ. Interection Abu-Shkeedem-Kubar | 5.0 | | 5.0 | | | |
| ③Sinjel road-Gilgilia-Abween-Aroura-Dier Sudan-Ajjoul-Um Safa | 21.0 | | 21.0 | | | |
| ④Deir Bzeea-K. Neemeh-Belein | 9.1 | | | 9.1 | | |
| ⑤Ramallah-Rafat road | 2.1 | | | 2.1 | | |
| ⑥Silwad-Ein Yabroud road | 4.2 | | | 4.2 | | |
| ⑦Yabroud access road | 2.0 | | | | 2.0 | |
| ⑧AlMaazraa AlQebliah access road | 3.4 | | | | 3.4 | |
| ⑨Al-Taybeh int. -AlMazraa Al-Shargiah-Nablus road | 7.4 | | | | 7.4 | |
| ⑩Attara access road | 4.5 | | | | 4.5 | |
| ⑪Tormus Aya-Abu Fallah road | 6.7 | | | | 6.7 | |
| ⑫Al-Ram-Jabba | 2.5 | | | | 2.5 | |
| ⑬Nieleen-Deir Qedeis road | 3.0 | | | | | 3.0 |
| ⑭Al-Mogair-Fallah | 3.0 | | | | | 3.0 |
| ⑮AlRoam Int.AlJeeb | 5.0 | | | | | 5.0 |
| 計（km） | 89.9 | 4.0 | 30.0 | 18.4 | 26.5 | 11.0 |

ジェリコ（ラマラに含む）

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ・Jericho-AlDyouk-Nweeama road | 3.0 | | | | | 3.0 |
| 計（km） | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

エルサレム（ラマラに含む）

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Bedo-(Al-Qubiba-Beit Anan)-Qatana | 6.0 | 6.0 | | | | |
| ②Jerusalem Vilages Access roads | 23.0 | 10.0 | 13.0 | | | |
| ③Beit Sourik access road | 1.4 | | | | 1.4 | |
| 計（km） | 30.4 | 16.0 | 13.0 | 0.0 | 1.4 | 0.0 |

ヘブロン

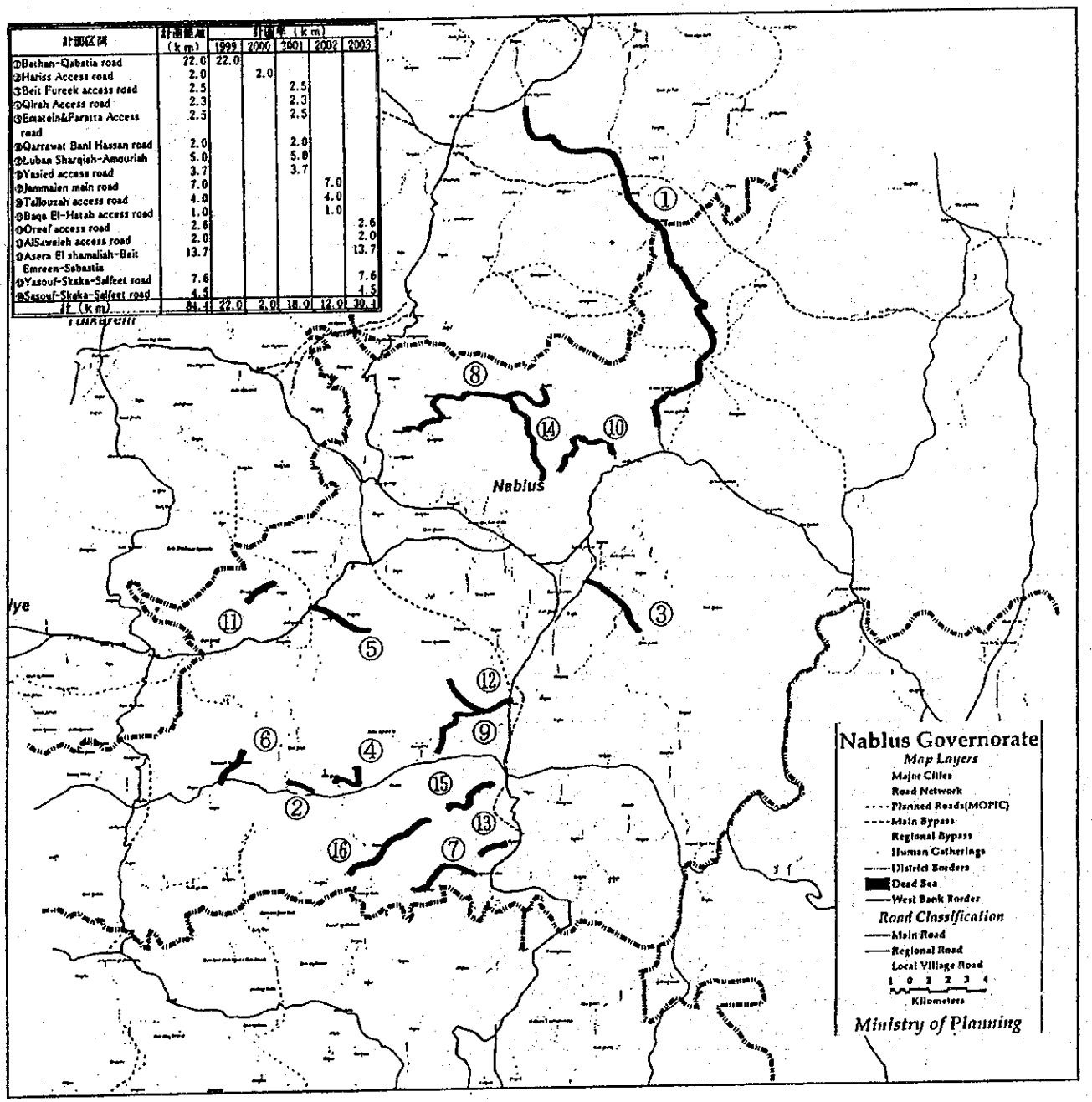
| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Al-Thahriya-Hebron main road | 20.0 | 20.0 | | | | |
| ②Beit Ummar-Soreef | 5.4 | 5.4 | | | | |
| ③Soreef-Beit Awa road | 25.0 | 15.0 | 10.0 | | | |
| ④Halhoul main road | 2.5 | 2.5 | | | | |
| ⑤Beit Awa-Dora road | 7.0 | | 7.0 | | | |
| ⑥Yatta-Bani Neim road | 10.0 | | | 10.0 | | |
| ⑦Beit Awa access road | 2.0 | | | 2.0 | | |
| ⑧Al-Sammou-Yatta road | 4.7 | | | 4.7 | | |
| ⑨Al-Sammou-Rafat | 1.6 | | | | 1.6 | |
| ⑩Yatta-Al Karmel | 6.0 | | | | 6.0 | |
| ⑪Batteer access road | 4.0 | | | | 4.0 | |
| ⑫Hebron-Bani Neem | 6.0 | | | | 6.0 | |
| 計（km） | 94.2 | 42.9 | 17.0 | 16.7 | 17.6 | 0.0 |

ベツレヘム（ヘブロンに含む）

| 計画区間 | 計画距離 | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | （km） | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Hosan-Bater-Walajeh Al-Jadidah | 7.0 | | 7.0 | | | |
| ②Wadi Elnnar road | 17.0 | 17.0 | | | | |
| ③Ebediah Access road | 2.5 | | 2.5 | | | |
| ④Ta'amreh-Beithlahem road | 6.5 | | | 6.5 | | |
| ⑤Beithlahem southerm Entrance | 0.5 | | | 0.5 | | |
| ⑥Zatarrah-Dar Salah road | 3.0 | | | | 3.0 | |
| ⑦Taqou'access road | 2.0 | | | | 2.0 | |
| ⑧Artass access road | 3.0 | | | | 3.0 | |
| 計（km） | 41.5 | 17.0 | 9.5 | 7.0 | 8.0 | 0.0 |

# 改善対象道路位置図 ナブルス

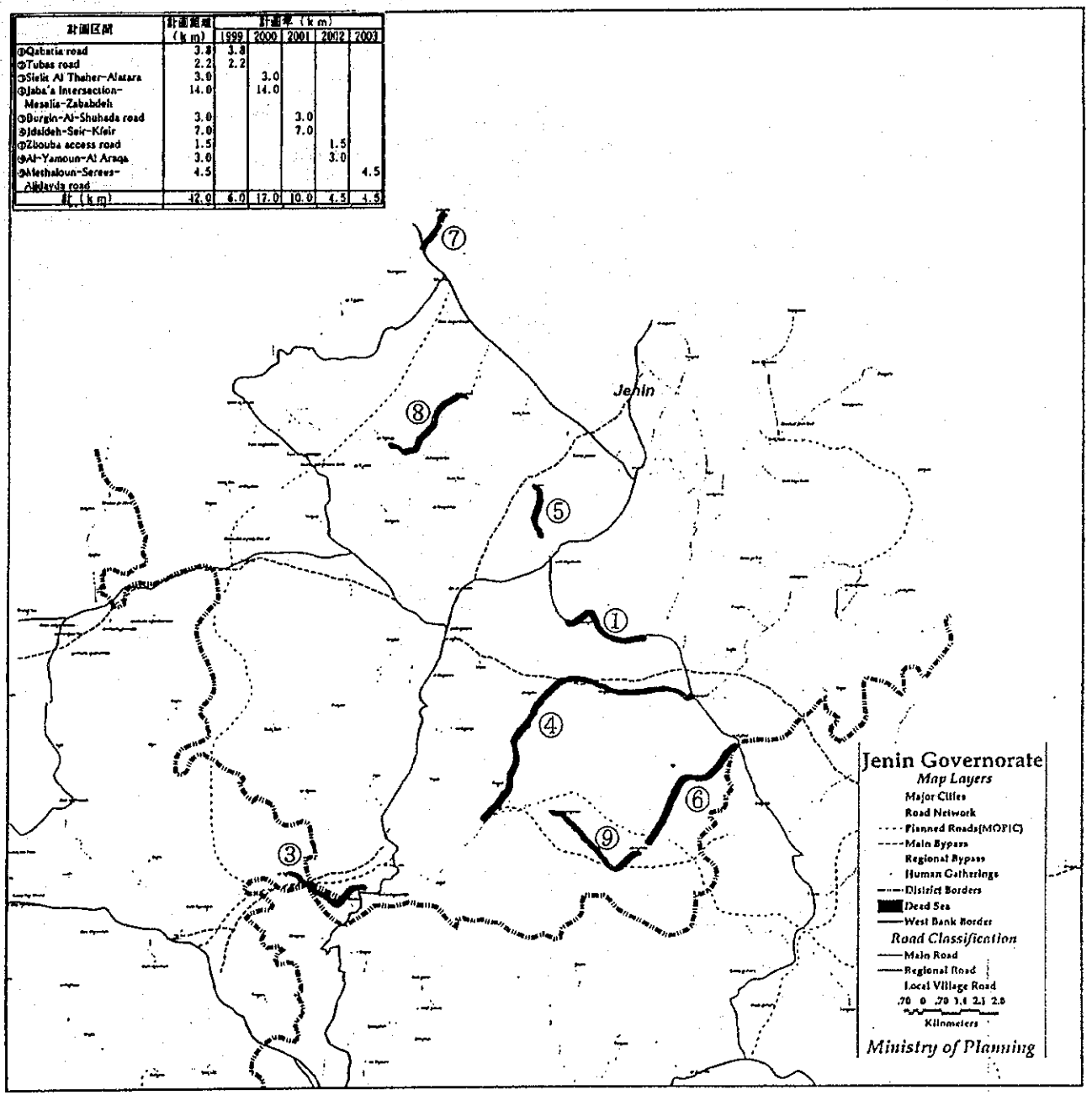
| 計画区間 | 計画延長 (km) | 計画年 (km) | | | | |
|---|---|---|---|---|---|---|
| | | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Bathan-Qabatia road | 22.0 | 22.0 | | | | |
| ②Hariss Access road | 2.0 | | 2.0 | | | |
| ③Beit Fureek access road | 2.5 | | | 2.5 | | |
| ④Qiriah Access road | 2.3 | | | 2.3 | | |
| ⑤Ematein&Faratta Access road | 2.5 | | | 2.5 | | |
| ⑥Qarrawat Bani Hassan road | 2.0 | | | 2.0 | | |
| ⑦Luban Sharqieh-Amouriah | 5.0 | | | 5.0 | | |
| ⑧Yasied access road | 3.7 | | | 3.7 | | |
| ⑨Jammaien main road | 7.0 | | | | 7.0 | |
| ⑩Tallouzah access road | 4.0 | | | | 4.0 | |
| ⑪Baqa El-Hatab access road | 1.0 | | | | 1.0 | |
| ⑫Oneef access road | 2.6 | | | | | 2.6 |
| ⑬AlSaweieh access road | 2.0 | | | | | 2.0 |
| ⑭Asera El shamaliah-Beit Emreen-Sabastia | 13.7 | | | | | 13.7 |
| ⑮Yasouf-Staka-Salfeet road | 7.6 | | | | | 7.6 |
| ⑯Sasouf-Staka-Salfeet road | 4.5 | | | | | 4.5 |
| 計 (km) | 84.4 | 22.0 | 2.0 | 18.0 | 12.0 | 30.4 |




別添 2

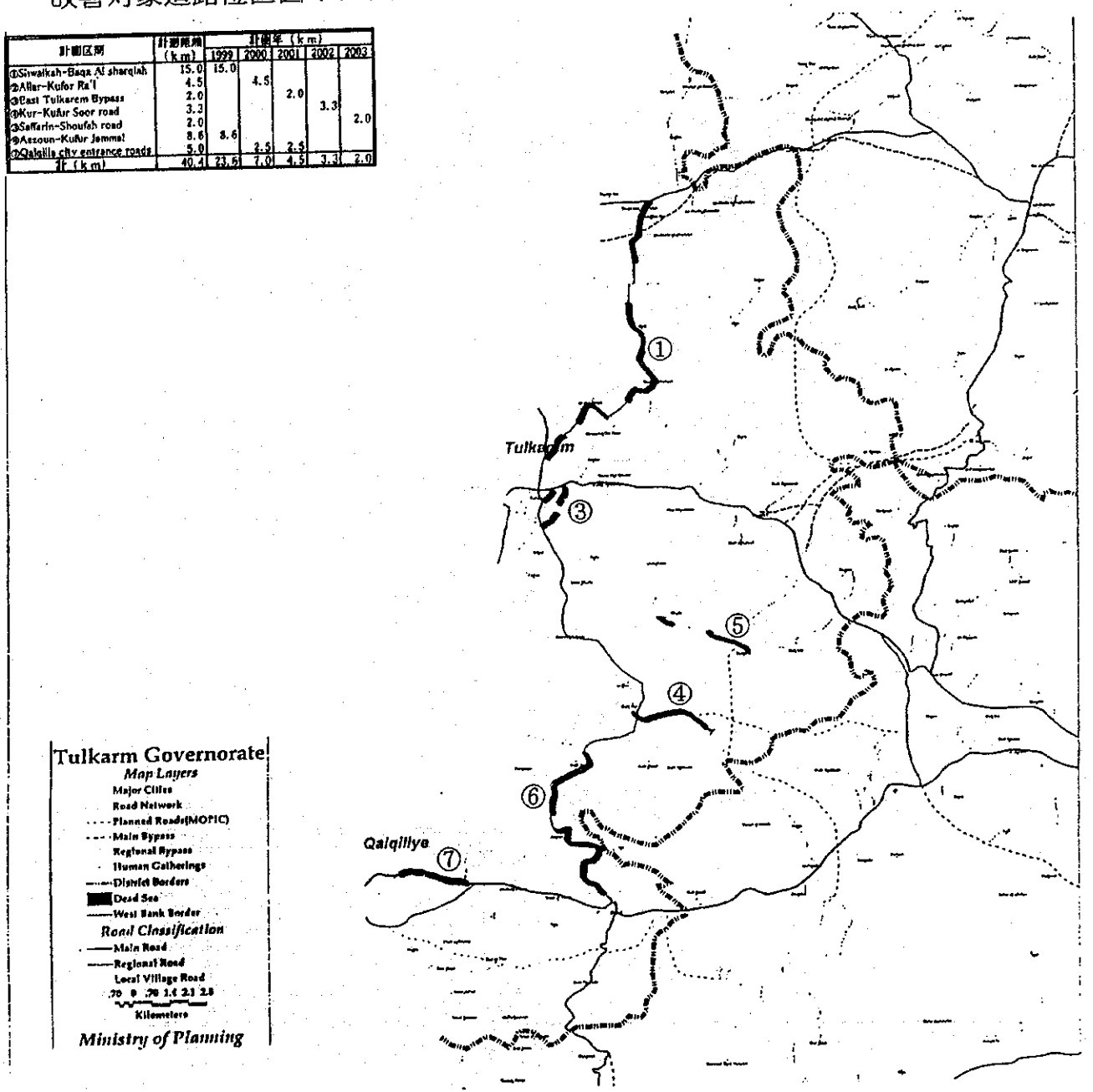
# 改善対象道路位置図 ジェニン

| 計画区間 | 計画延長 (km) | 計画年 (km) | | | | |
|---|---|---|---|---|---|---|
| | | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Qabatia road | 3.8 | 3.8 | | | | |
| ②Tubas road | 2.2 | 2.2 | | | | |
| ③Sielit Al Thaher-Alatara | 3.0 | | 3.0 | | | |
| ④Jaba'a Intersection-Messlia-Zababdeh | 14.0 | | 14.0 | | | |
| ⑤Burqin-Al-Shuhada road | 3.0 | | | 3.0 | | |
| ⑥Jdaideh-Seir-Kfeir | 7.0 | | | 7.0 | | |
| ⑦Zbouba access road | 1.5 | | | | 1.5 | |
| ⑧Al-Yamoun-Al Araqa | 3.0 | | | | 3.0 | |
| ⑨Methaloun-Sereus-Aldlavia road | 4.5 | | | | | 4.5 |
| 計 (km) | 42.0 | 6.0 | 17.0 | 10.0 | 4.5 | 4.5 |

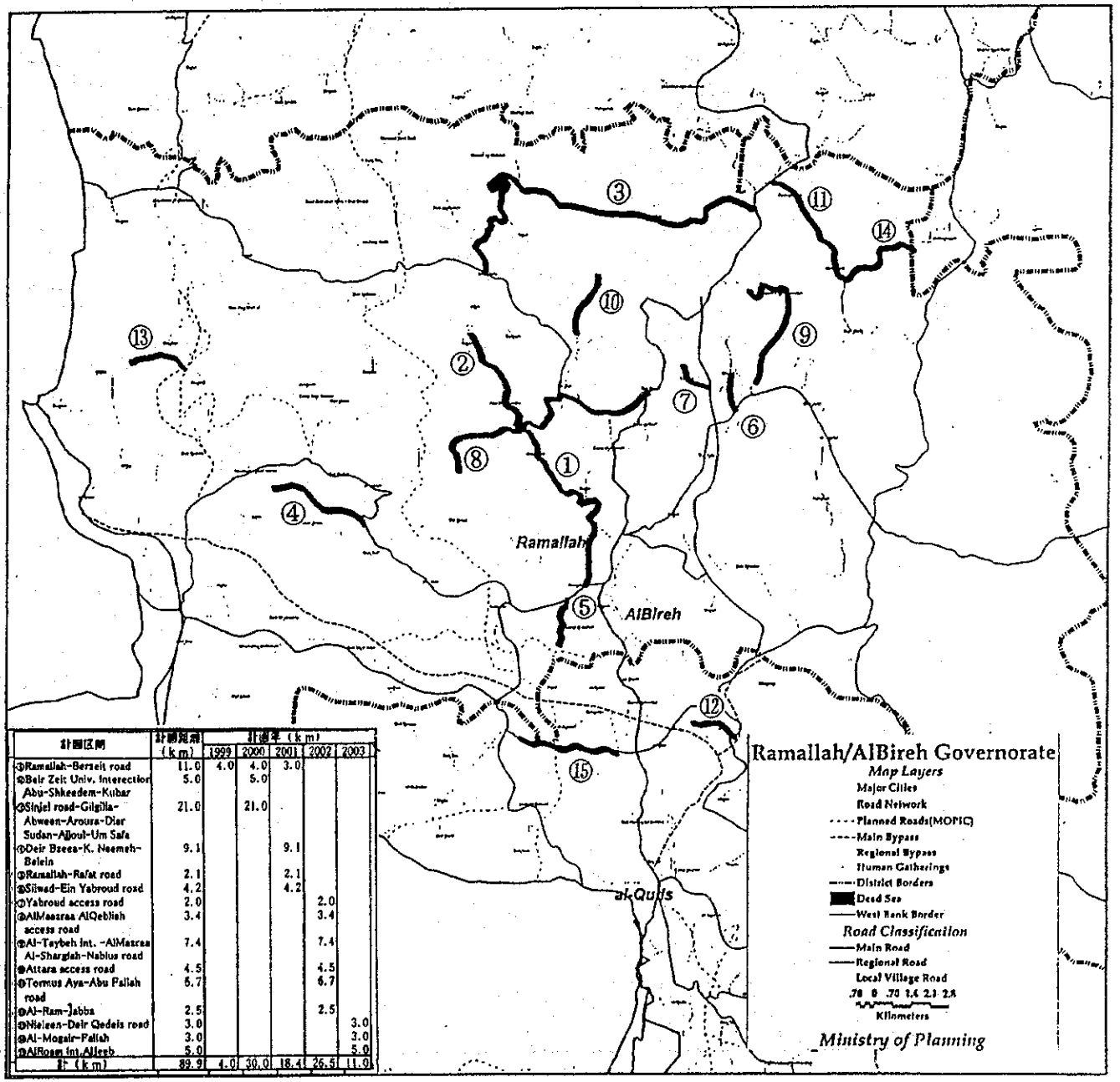


# 改善対象道路位置図トルカレム

| 計画区間 | 計画距離（km） | 計画年（km） | | | | |
|---|---|---|---|---|---|---|
| | | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Siwaikah-Baqa Al sharqiah | 15.0 | 15.0 | | | | |
| ②Aflar-Kufor Ra'I | 4.5 | | 4.5 | | | |
| ③East Tulkarem Bypass | 2.0 | | | 2.0 | | |
| ④Kur-Kufur Soor road | 3.3 | | | | 3.3 | |
| ⑤Saffarin-Shoufeh road | 2.0 | | | | | 2.0 |
| ⑥Azzoun-Kufur Jammal | 8.6 | 8.6 | | | | |
| ⑦Qalqilia city entrance roads | 5.0 | | 2.5 | 2.5 | | |
| 計（km） | 40.4 | 23.6 | 7.0 | 4.5 | 3.3 | 2.0 |

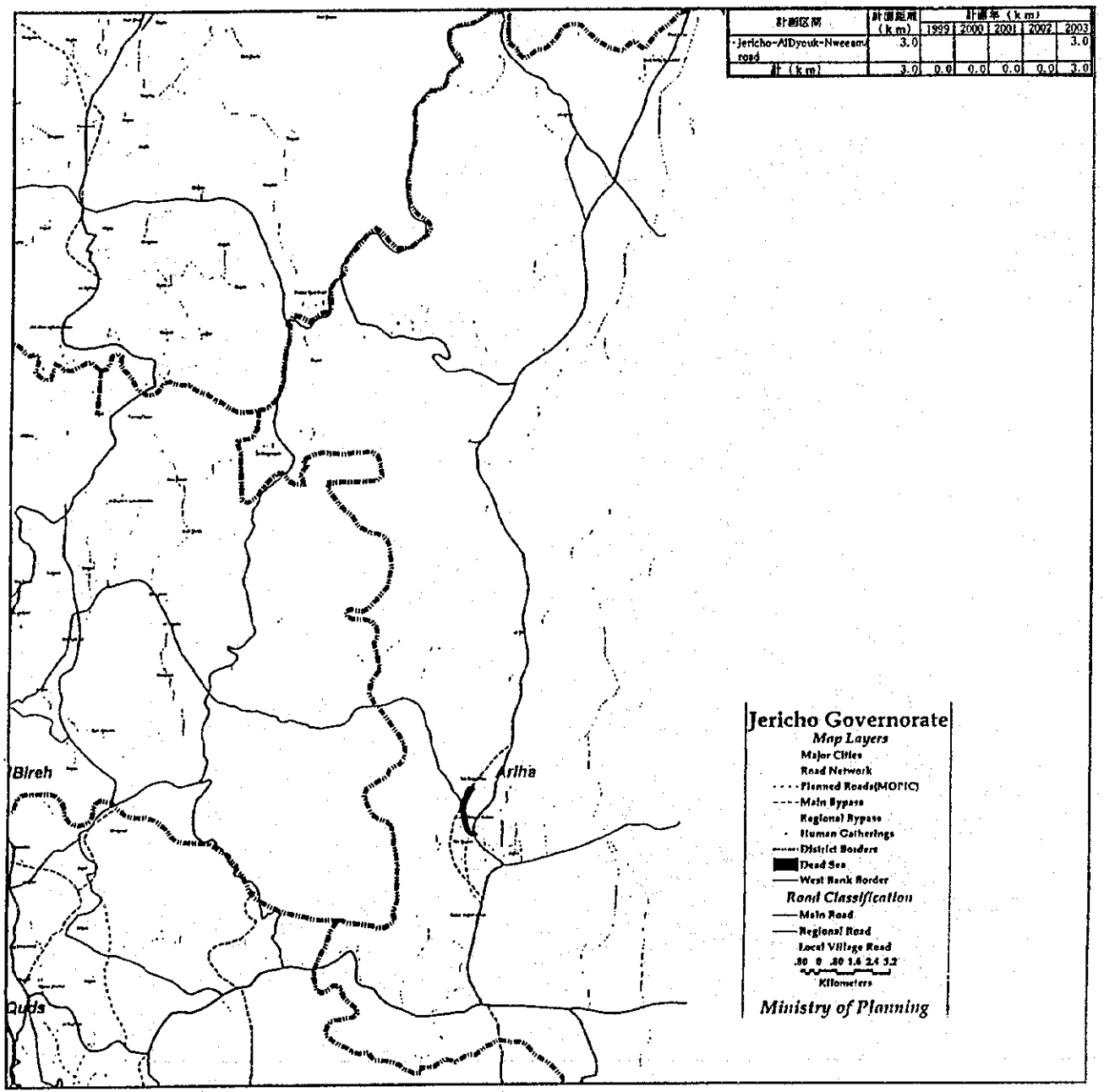


# 改善対象道路位置図 ラマラ

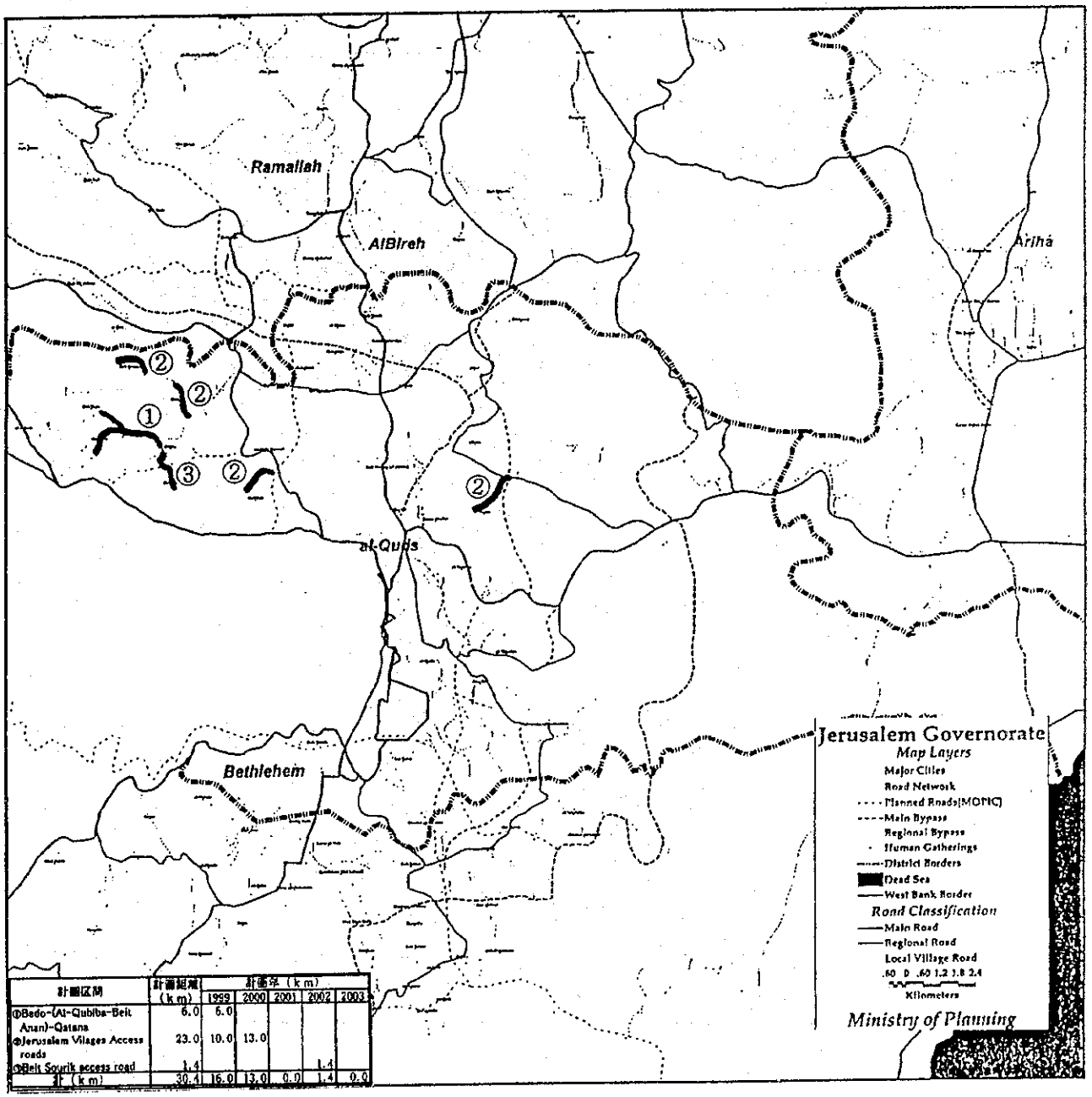



| 計画区間 | 計画規模 (km) | 計画年 (km) 1999 | 2000 | 2001 | 2002 | 2003 |
|---|---|---|---|---|---|---|
| ①Ramallah-Berzeit road | 11.0 | 4.0 | 4.0 | 3.0 | | |
| ②Beir Zeit Univ. Intersection Abu-Shkeedem-Kubar | 5.0 | | 5.0 | | | |
| ③Sinjel road-Gilgilia-Abween-Aroura-Dier Sudan-Ajloul-Um Safa | 21.0 | | 21.0 | | | |
| ④Deir Bzeea-K. Neemeh-Beitin | 9.1 | | | 9.1 | | |
| ⑤Ramallah-Rafat road | 2.1 | | | 2.1 | | |
| ⑥Silwad-Ein Yabroud road | 4.2 | | | 4.2 | | |
| ⑦Yabroud access road | 2.0 | | | | 2.0 | |
| ⑧AlMasraa AlQebliah access road | 3.4 | | | | 3.4 | |
| ⑨Al-Taybeh int. -AlMasraa Al-Shargiah-Nablus road | 7.4 | | | | 7.4 | |
| ⑩Attara access road | 4.5 | | | | 4.5 | |
| ⑪Tormus Aya-Abu Falleh road | 6.7 | | | | 6.7 | |
| ⑫Al-Ram-Jabba | 2.5 | | | | 2.5 | |
| ⑬Nielzen-Deir Qedeis road | 3.0 | | | | | 3.0 |
| ⑭Al-Mogair-Falleh | 3.0 | | | | | 3.0 |
| ⑮AlRoam int.Alleeb | 5.0 | | | | | 5.0 |
| 計 (km) | 89.9 | 4.0 | 30.0 | 18.4 | 26.5 | 11.0 |

# 改善対象道路位置図 ラマラ



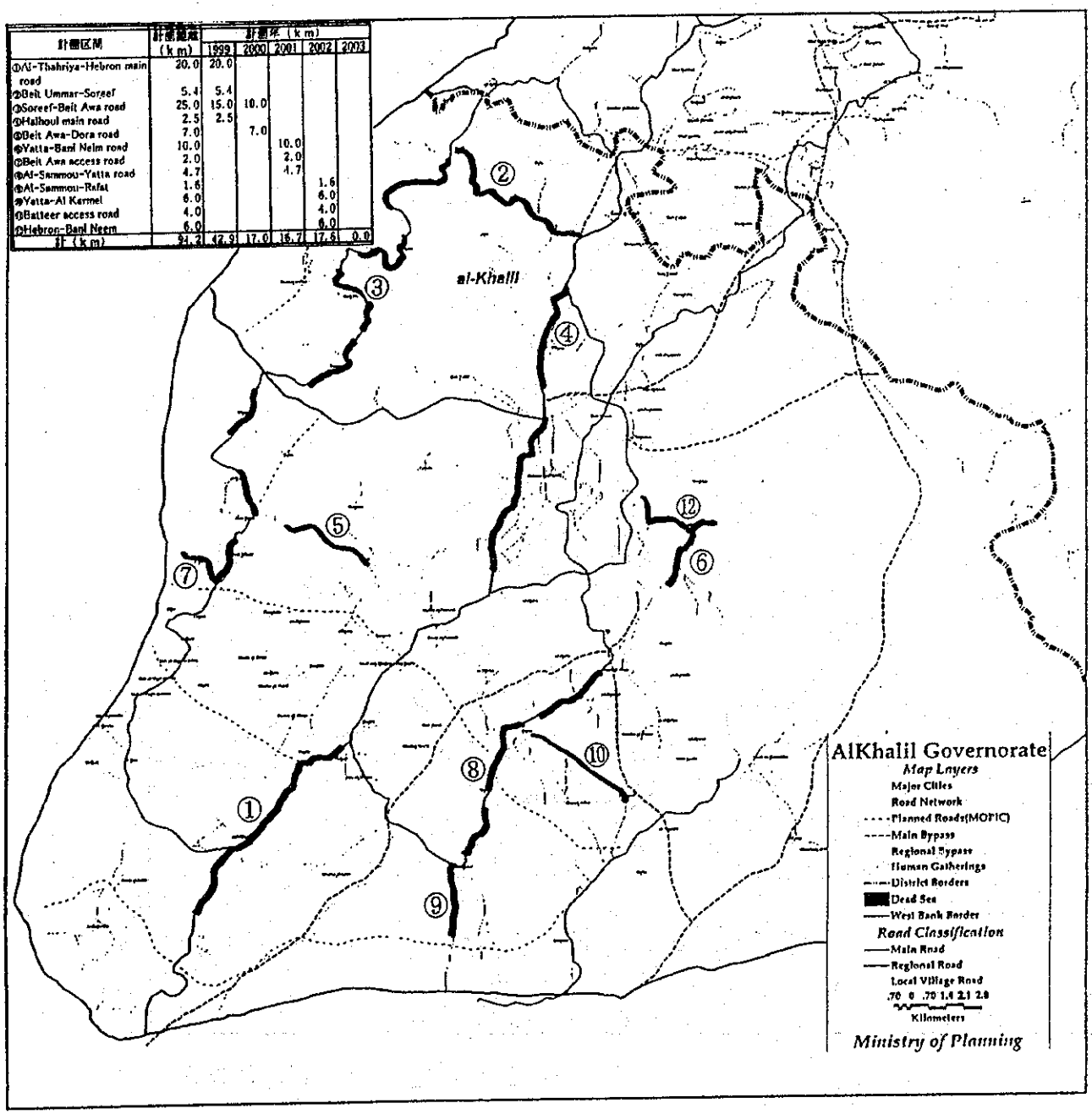
# 改善対象道路位置図 ラマラ



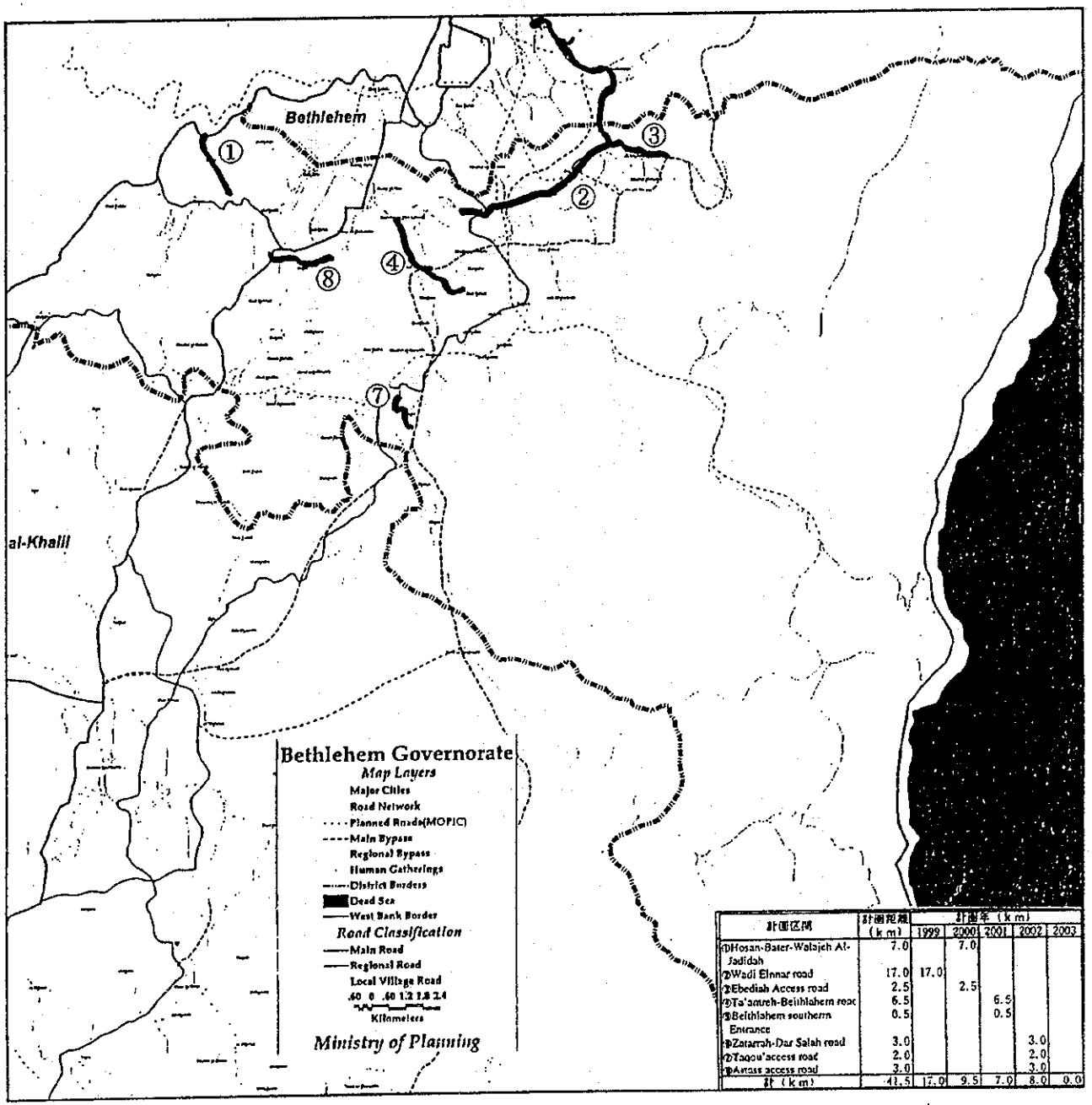

| 計画区間 | 計画延長 (km) | 計画年 (km) | | | | |
|---|---|---|---|---|---|---|
| | | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Bedo-(Al-Qubiba-Beit Anan)-Qatana | 6.0 | 6.0 | | | | |
| ②Jerusalem Vilages Access roads | 23.0 | 10.0 | 13.0 | | | |
| ③Beit Sourik access road | 1.4 | | | | 1.4 | |
| 計 (km) | 30.4 | 16.0 | 13.0 | 0.0 | 1.4 | 0.0 |

# 改善対象道路位置図 ヘブロン

| 計画区間 | 計画延長 (km) | 計画年 (km) | | | | |
|---|---|---|---|---|---|---|
| | | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Al-Thahriya-Hebron main road | 20.0 | 20.0 | | | | |
| ②Beit Ummar-Sorgef | 5.4 | 5.4 | | | | |
| ③Soreef-Beit Awa road | 25.0 | 15.0 | 10.0 | | | |
| ④Halhoul main road | 2.5 | 2.5 | | | | |
| ⑤Beit Awa-Dora road | 7.0 | | 7.0 | | | |
| ⑥Yatta-Bani Naim road | 10.0 | | | 10.0 | | |
| ⑦Beit Awa access road | 2.0 | | | 2.0 | | |
| ⑧Al-Sammou-Yatta road | 4.7 | | | 4.7 | | |
| ⑨Al-Sammou-Rafat | 1.6 | | | | 1.6 | |
| ⑩Yatta-Al Karmel | 6.0 | | | | 6.0 | |
| ⑪Batteer access road | 4.0 | | | | 4.0 | |
| ⑫Hebron-Bani Naem | 6.0 | | | | 6.0 | |
| 計 (km) | 91.2 | 42.9 | 17.0 | 16.7 | 17.6 | 0.0 |



# 改善対象道路位置図 ヘブロン




| 計画区間 | 計画延長 (km) | 計画年 (km) | | | | |
|---|---|---|---|---|---|---|
| | | 1999 | 2000 | 2001 | 2002 | 2003 |
| ①Hosan-Bater-Walajeh Al-Jadidah | 7.0 | | 7.0 | | | |
| ②Wadi Elnnar road | 17.0 | 17.0 | | | | |
| ③Ebediah Access road | 2.5 | | 2.5 | | | |
| ④Ta'anreh-Beithlahem road | 6.5 | | | 6.5 | | |
| ⑤Beithlahem southern Entrance | 0.5 | | | 0.5 | | |
| ⑥Zatarrah-Dar Salah road | 3.0 | | | | 3.0 | |
| ⑦Taqou'access road | 2.0 | | | | 2.0 | |
| ⑧Artass access road | 3.0 | | | | 3.0 | |
| 計 (km) | 41.5 | 17.0 | 9.5 | 7.0 | 8.0 | 0.0 |

資料１．調査団員氏名・所属

| | |
|---|---|
| １．足立　隼夫 | Mr.Hayao ADACHI |
| （総　括） | (Leader) |
| 国際協力専門員 | Development Specialist |
| 国際協力事業団 | Japan International Cooperation Agency |
| ２．田中　正浩 | Mr. Masahiro TANAKA |
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| 日本国際協力システム | Japan International Cooperation System |
| ３．嶽石　正典 | Mr. Masanori TAKEISHI |
| （機材・調達計画・（機材計画2） | (Equipment Planner 2) |
| 日本国際協力システム | Japan International Cooperation System |
| ４．眞弓　武文 | Mr. Takefumi MAYUMI |
| （機材・調達計画・（調達計画） | (Procurement Planner) |
| 日本国際協力システム | Japan International Cooperation System |

資料２．調査日程

# 簡易機材案件調査

| | 月日（曜） | 1 | 2, 3 | 4 | 宿泊地 |
|---|---|---|---|---|---|
| 1 | 10/4（日） | 成田11:55→チューリッヒ17:35（SR169） | | | チューリッヒ |
| 2 | 10/5（月） | チューリッヒ10:10→テルアビブ14:00（SR332） | | | テルアビブ |
| 3 | 10/6（火） | 日本大使館、JICA事務所、計画対外協力庁、公共事業庁表敬(ガザ) | | | 同上 |
| 4 | 10/7（水） | 公共事業庁IC/R協議（ラマラ） | | | エルサレム |
| 5 | 10/8（木） | ナブルス地域本部訪問、サイト調査 | | | 同上 |
| 6 | 10/9（金） | ヘブロン地区サイト調査 | | | 同上 |
| 7 | 10/10（土） | ミニッツ協議（ラマラ） | | | 同上 |
| 8 | 10/11（日） | ミニッツ協議（ラマラ） | | | 同上 |
| 9 | 10/12（月） | ミニッツ署名（ガザ） | | | テルアビブ |
| 10 | 10/13（火） | 日本大使館、JICA事務所表敬<br>ﾃﾙｱﾋﾞﾌﾞ15:10(SR1333) | 日本大使館、JICA事務所表敬後、ラマラへ移動 | | 1.チューリッヒ2,3,4ラマラ |
| 11 | 10/14（水） | チューリッヒ16:40(JL412)→ | 資料収集（ラマラ） | | 1.機内泊2,3,4ラマラ |
| 12 | 10/15（木） | 東京 | ジェニン地域本部訪問、サイト調査 | | 2,3,4ラマラ |
| 13 | 10/16（金） | | 継続調査 | | 同上 |
| 14 | 10/17（土） | | ジェリコ地域本部訪問、サイト調査 | | 同上 |
| 15 | 10/18（日） | | 資料収集（ラマラ） | | 同上 |
| 16 | 10/19（月） | | 資料収集（ラマラ）、代理店調査 | | 同上 |
| 17 | 10/20（火） | | 資料収集（ラマラ）、代理店調査 | | 2,3ラマラ　4エルサレム |
| 18 | 10/21（水） | | 資料収集（ラマラ）、代理店調査 | | 同上 |
| 19 | 10/22（木） | | 資料収集（ラマラ）、輸送業者調査 | | 同上 |
| 20 | 10/23（金） | | 団内打ち合わせ | | 2,3,4　エルサレム |
| 21 | 10/24（土） | | テルアビブ移動 | | 2,3,4　テルアビブ |
| 22 | 10/25（日） | | 輸送業者調査 | | 同上 |
| 23 | 10/26（月） | | 現地製造業者調査 | | 同上 |
| 24 | 10/27（火） | | 現地代理店調査 | | 同上 |
| 25 | 10/28（水） | | 現地代理店調査 | | 同上 |
| 26 | 10/29（木） | | 現地代理店調査 | | 同上 |
| 27 | 10/30（金） | | 大使館との協議 | | 同上 |
| 28 | 10/31（土） | | 団内打ち合わせ | | 同上 |
| 29 | 11/1（日） | | 現地代理店調査 | | 同上 |
| 30 | 11/2（月） | | ﾃﾙｱﾋﾞﾌﾞ→ﾄﾘﾉ(AZ811) | 機材調査 | 2 ﾄﾘﾉ　3,4　ﾃﾙｱﾋﾞﾌﾞ |
| 31 | 11/3（火） | | 調達調査 | 報告書作成 | ﾃﾙｱﾋﾞﾌﾞ→ﾐｭﾝﾍﾝ(LH689)　2 ﾄﾘﾉ 3 ﾃﾙｱﾋﾞﾌﾞ 4 ﾐｭﾝﾍﾝ |
| 32 | 11/4（水） | | ﾄﾘﾉｰ→ｽﾄｯｸﾎﾙﾑ(SR414) | JICA報告 | 調達調査　2 ｽﾄｯｸﾎﾙ 3 ﾃﾙｱﾋﾞﾌﾞ 4 ﾐｭﾝﾍﾝ |
| 33 | 11/5（木） | | 調達調査 | ﾃﾙｱﾋﾞﾌﾞ→チューリッヒ | ﾐｭﾝﾍﾝ→ﾛﾝﾄﾞﾝ(LH4566)　2 ｽﾄｯｸﾎﾙﾑ 3 チューリッヒ 4 ﾛﾝﾄﾞﾝ |
| 34 | 11/6（金） | | ｽﾄｯｸﾎﾙﾑ→チューリッヒ(SR168) | チューリッヒ→(SR168) | ﾛﾝﾄﾞﾝ→チューリッヒ(SR168)　機中 |
| 35 | 11/7（土） | | 成田 | 成田 | 成田　－ |

1 足立隼夫
2 田中正浩
3 嶽石正典
4 眞弓武文

# 簡易機材案件調査（概要説明）

| | 月日（曜） | 1 | 2, 3 | 宿泊地 |
|---|---|---|---|---|
| 1 | 1/29（金） | | 成田12:50→チューリッヒ17:35（SR169） | チューリッヒ |
| 2 | 1/30（土） | | チューリッヒ10:10→テルアビブ14:55（SR332） | テルアビブ |
| 3 | 1/31（日） | 北京14:35→チューリッヒ 18:15（SR199） | 仕様関連調査 | 同上 |
| 4 | 2/1（月） | チューリッヒ10:10→テルアビブ14:55（SR332） | 仕様関連調査、日本大使館、JICA事務所打ち合わせ | 同上 |
| 5 | 2/2（火） | 計画対外協力庁、公共事業庁表敬(ガザ）協議 | | 同上 |
| 6 | 2/3（水） | 公共事業庁協議（ラマラ） | | ラマラ |
| 7 | 2/4（木） | 公共事業庁協議（ラマラ） | | 同上 |
| 8 | 2/5（金） | 団内協議 | | 同上 |
| 9 | 2/6（土） | ジェリコ地区サイト調査 | | 同上 |
| 10 | 2/7（日） | ミニッツ協議（ラマラ） | | 同上 |
| 11 | 2/8（月） | ミニッツ署名（ラマラ） | | テルアビブ |
| 12 | 2/9（火） | 日本大使館、JICA事務所表敬 ﾃﾙｱﾋﾞﾌﾞ16:05(OS712) | 日本大使館、JICA事務所表敬 | 同上 |
| 13 | 2/10（水） | ｳｨｰﾝ18:55(NH402)→ | 現地代理店調査 | 同上 |
| 14 | 2/11（木） | 東京 | 現地代理店調査 | 同上 |
| 15 | 2/12（金） | | 現地代理店調査 | 同上 |
| 16 | 2/13（月） | | ﾃﾙｱﾋﾞﾌﾞ05:30(SR337)→ﾁｭｰﾘｯﾋ12:50(SR168) | 機中 |
| 17 | 2/14（火） | | 成田 | ー |

1 足立隼夫
2 田中正浩
3 眞弓武文

資料３．相手関係者リスト

1.パレスチナ　計画・対外協力庁（Ministry of Planning And International Cooperation）
(1) Waleed A.SIAM (Director General)
(2) Yassir M.Najjar (Director)

2.パレスチナ　公共事業庁（Ministry of Public Works）
(1) Daifallah Elakhras (Deputy Minister of Ministry of Public Works)
(2) Maher Ghnaim (General D.of Technical Dep)
(3) Eng.Fuad Manna (Director)
(4) Afif Essaid (Director)
(5) Faisal Fraihat (Director of Machines & Transport)
(6) Hasan Khalil Hasan (Director of Roads Dept)
(7) Zakaria Hajeer (Director Lab & Testing Studies)
(8) Musa Tadollah (Director of Jerico office)
(9) Iasan Sabobeh (Designer)

3.パレスチナ　観光・運輸庁（Ministry of Travel & Transport）
Akram Al-Awawdeh (Director General)

4.パレスチナ　土木組合（Palestinian Contractors Union）
Daoud Al-Zeel (Chairman)

5.メーカー及び代理店等
(1) Palestinian Tractor　（キャタピラー代理店）
1) Farid Abu Ghosh (General Manager)
2) Mohammed sbeih (Head of Sales Dept)

(2) Tomeco　（イベコ、JCB、日立代理店）
1) Sakher Khatib (Deputy General Manager)
2) Hassan Abu Dalo (Service Manager)

(3) JAMAL O.Masri Co.LTD（リープヘル、DAF代理店）
1) Muhannad Masri (Director)
2) Fawz Ziadah (Engineer)

(4) Transportation campany　（内陸運送会社）
Khaled Hamadalah (General Director)

(5) Golden Eagle　（内陸運送会社）
Hanadi Kaloti (General Director)

(6) CLAUDE INPROT EXPORT SERVICE（内陸運送・乙仲業者）
Claude Ohana (General Director)

(7) Midle East Logistic Services Ltd　（内陸運送・乙仲業者）
Josh Podell (General Director)

(8) Netzer Sereni （トレーラーメーカー）
Zion COHEN (Chief Eng.)

(9) Comasco Construction Machinery & Systems （JCB、住友建機等代理店）
1) Haim Danon (Managing Director)
2) Victor Robino (Deputy Managing Director)

(10) Wiesenfeld & Associate, Engineers （ビルトゲン代理店）
Joshph Wiesenfeld (Managing Director)

(11) CLA （HAMM 代理店）
Sami Suez (Managing Director)

6.在イスラエル大使館
(1) 林　勝義　（参事官）
(2) 佐藤　公平（二等書記官）

7.JICAパレスチナ事務所
(1) 岡本　茂　（所長）
(2) 阿部　俊哉（職員）

# 資料４．関連資料リスト（収集資料リスト含む）

| 資料名 | ｵﾘｼﾞﾅﾙ/ｺﾋﾟｰ | 数量 | 収集先 |
|---|---|---|---|
| 1. 地図 | | | |
| - Road Map | Original | 1 | MPW |
| 2. 一般情報 | | | |
| - Population: | | | |
| - The Demographic Survey in the West Bank and Gaza Strip: Final Report | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.1) Jenin District | Original | 1 | |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.2) Tulkarm and Qualqilya | Original | 1 | |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.3) Nablus District | Original | 1 | |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.4) Jerusalem District | Original | 1 | |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.5) Ramallah Al-Bireh | Original | 1 | |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.6) Bethlehem District | Original | 1 | |
| - The Demographic Survey in the West Bank and Gaza Strip District Report Series (No.7) Hebron District | Original | 1 | |
| - Current Status Reports Series No(6): Housing Conditions Statistics | Original | 1 | |
| - Labour and Wages: | | | |
| - Current Status Report(3): Labor Force Statistics in the West Bank and Gaza Strip (out of print) | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Labour Force Survey (Quarterly Reports) | | | |
| - Labour Force Survey: Main Findings (July 1997-September 1997) | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Health | | | |
| - The Health Survey in the West Bank and Gaza Strip: Main Findings | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Price Statistics | | | |
| - Bulletin of Consumer Prices: Average Prices for January-March 1998 (Volume4. No. 1-3) | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Industry: | | | |
| - The Industrial Survey-1996: Main Results | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Construction: | | | |
| - Construction Contractors' Survey-1996: Main Results | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Transport and Communications: | | | |
| - Transport Storage and Communications Survey -The Formal Sector: 1996 Main Results | | | |
| - Transport Survey The Informal Sector: 1996 Main Results (out of print) | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |
| - Special Publications: | | | |
| - Proposal for a Master Plan for Palestine Official statistics to be adopted by the Palestinian (out of prin | Original | 1 | PALESTINIAN CENTRAL BUREAU OF STATISTICS |

資料５．材料等試験結果

Al-Meezan Engineering Co.
Nablus - Palestine

بسم الله الرحمن الرحيم

شركة الميزان للأعمال الهندسية
نابلس-فلسطين

Date: 22/6/1998
MTC: 980- 557

*Messrs: Abu Shusheh Co.*

*Ministry of Public Works.*

***Project: Maithaloun - Sanour Road Project.***

*Dear sir,*

*Following your request for testing the compacted asphalt samples delivered to our lab. from Maithaloun - Sanour road project on June. 21,1998 by our technicians under the supervision of Public Works Ministry representative (Eng. Mastafa Sala'ous). enclosed are the test results.*

***Best Regards***

***Eng. Daoud Abu Sa'adeh.***


فلسطين - نابلس - رفيديا / مقابل مستشفى رفيديا - عمارة بنارة - تلفاكس: 972-9-374542
Palestine - Nablus - Rafidia / Opposite Rafidia Hospital - Banara Building - Telefax: 972-9-374542

# Asphalt Core Testing

**Maithaloun-Sanour Road Project.**

| Sample | Station No. | Core Thickness (cm) | Weight in Air (gm) | Weight in Water (gm) | SSD (gm) | Volume (cm3) | density (gm/cm3) | Marshall Density (gm/cm3) | Compaction (%) |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1+447LS | 6.70 | 1173.00 | 670.50 | 1178.30 | 507.80 | 2.310 | 2.348 | 98.38 |
| 2 | 1+230MID | 5.60 | 992.40 | 565.35 | 994.80 | 429.45 | 2.311 | 2.348 | 98.42 |
| 3 | 1+035RS | 6.20 | 1091.70 | 622.60 | 1095.50 | 472.90 | 2.309 | 2.348 | 98.32 |
| 4 | 0+880LS | 6.70 | 1149.90 | 652.00 | 1156.50 | 504.50 | 2.279 | 2.348 | 97.07 |
| 5 | 0+607MID | 6.40 | 1121.20 | 641.50 | 1123.70 | 482.20 | 2.325 | 2.348 | 99.03 |
| 6 | 0+400RS | 6.20 | 1071.80 | 605.12 | 1075.50 | 470.38 | 2.279 | 2.348 | 97.04 |
| 7 | 0+250LS | 5.40 | 926.80 | 526.50 | 930.70 | 404.20 | 2.293 | 2.348 | 97.65 |
| 8 | 0+080RS | 5.60 | 957.50 | 540.65 | 960.20 | 419.55 | 2.282 | 2.348 | 97.20 |

MTC:980-557

Maithaloun-Sanour Project.

مركز حجاوي الهندسي
Hijjawi Engineering Center

*Messrs. Nablus Crushers (Abu Shusheh)*
*Nablus - Palestine*

*Ref.: 9805123*
*Date : 25/5/98*
*No. of pages : 2*

*Project - Maithaloon Main Road (Ministry of Public Works)*

*Subject - Testing of Bituminous Wearing Course Mixture ( 3/4 inch).*

Dear Sirs,

With reference to your request (9805123) dated 23/5/98, this report presents the results of testing carried out by *Hijjawi Engineering Center* (Lab.Dept.) on a sample of uncompacted asphalt mixture in accordance with the *MPW's* specifications. Sample was collected and delivered by *HEC*.

1- **Location** : *Maithaloon Main Road (St. 1+200).*
2- **Sampled by** : *HEC*
3- **Date and time of sampling** : 23/5/98.
4- **Contractor's representative** : Eng. M. Sahmoud.
5- **Owner's representative** : Eng. A. K Zein Eddin (MPW).

**6- Tests carried out :**

* Theoretical Maximum Specific Gravity and Density of Bituminous Paving Mixtures - Flask Method" (AASHTO T-209)

* "Quantitative Extraction of Bitumen from Bituminous Paving Mixtures - Method A" (AASHTO T-164)

* "Mechanical Analysis of Extracted Aggregates" (AASHTO T-30)

* "Bulk Specific Gravity of Compacted Bituminous Mixtures" (AASHTO T-166)

* "Resistance To Plastic Flow Of Bituminous Mixtures Using Marshall Apparatus" (AASHTO T-254).

*Note* :

Specimens used in tests for specific gravity , flow and stability were moulded from uncompacted specimens by applying **75 blows** at each face.

**7- Test Results** :

* ***Bitumen Content*** - By weight of aggregates : (4.96 %)
- By weight of mix : (4.73 %)

شارع ١٥ - تلفون: ٣٨١٥٢٢ (٩ ٩٧٢)، فاكس: ٣٨١٠٨٨ (٩ ٩٧٢)، المختبرات-تلفاكس: ٣٨٢٦٣٦ (٩ ٩٧٢) ص.ب: ١٣٧ نابلس - فلسطين
Street No. 15, Tel: (972 9) 381522, Fax: (972 9) 381088, Laboratories Telefax: (972 9) 382636, P.O Box 137 Nablus - Palestine
E-Mail : samiali@netvision.net : بريد الكتروني

* *Gradation :*

| Sieve No. | 3/4" | 1/2" | 3/8" | # 4 | # 10 | # 20 | # 40 | # 80 | # 200 |
|---|---|---|---|---|---|---|---|---|---|
| % Passing | 100 | 86.5 | 67.2 | 48.0 | 38.1 | 24.5 | 16.8 | 9.7 | 6.4 |
| JMF | 100 | 90.8 | 70.4 | 51.5 | 38.9 | 21.6 | 13.1 | 7.8 | 5.8 |
| MPW's Specs. limits | 100 | 74-95 | 60-86 | 40-65 | 25-45 | 16-30 | 10-22 | 6-15 | 3-8 |
| Tolerance | ± 5 | ± 5 | ± 5 | ± 4 | ± 4 | ± 4 | ± 4 | ± 4 | ± 1 |

* *Density and Voids :*

| No. | Parameter | Specimen No. | | | Avg. | Limits |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | | |
| 1. | Bulk Specific Gravity (g/cm³) | 2.342 | 2.337 | 2.338 | 2.339 | - |
| 2. | Air Voids (%) | | | | 4.34 | 3-5 |
| 3. | Voids in Mineral Agg. (VMA) | | | | 13.83 | 13 min. |
| 4. | Voids Filled with Bitumen (VFB) | | | | 68.3 | 65 - 75 |
| Maximum Theoretical Specific Gravity **(Gmm)** = 2.445 *g/cm³ (AASHTO T-209)* | | | | | | |
| **Gsb** = 2.585 | **Gse** = 2.629 | **Gb** = 1.015 | **Pba** = 0.66 % | | **Pbe** = 4.10 % | |

* *Stability and Flow :*

| No. | Parameter | Specimen No. | | | | | Avg. | Limits |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | | |
| 1. | Corrected Marshall Stability (Kg) | 1426 | 1446 | - | - | - | 1436 | 750 min |
| 2. | Plastic Flow (mm) | 2.83 | 2.94 | - | - | - | 2.88 | 2-4 |
| 3. | Stiffness (kg/mm)3 | | | | | | 499 | 450 min |
| 4. | Stability (24 hrs./60°C) | - | - | 1344 | 1026 | - | 1185 | - |
| 5. | Loss of Stability (%) | | | | | | 17.5 | 25 max. |

Assuring our best regards.

Yours sincerely,

*Dr. Sami A. Hijjawi*
**Manager & Partner**
**HEC**

مركز حجاوي الهندسي
قسم المختبرات
Hijjawi Eng. Center
Lab. Dept.

مركز حجاوي الهندسي
Hijjawi Engineering Center

*Messrs. Nablus Crushers (Abu Shusheh)*
*Nablus - Palestine*

*Ref. : 9805102*
*Date : 23/5/98*
*No. of Pages : 2*

*Project – Maithaloon - Sanour Road (Ministry of Public Works).*

*Subject - Base Course Test Report.*

Dear Sirs,

With reference to your request (9805102) dated 19/5/98 ***Hijjawi Engineering Center (HEC)*** (Laboratories Dept.) has carried out the following tests on the base course sample collected and delivered by ***HEC***'s laboratory technician at the mentioned road [St. 0+800] on 19/5/98 in the presence of ***MPW's*** represntatives Eng. A. k. Zen Eddin and Eng. M. Al Ahmad:

- Moisture - Density Relation Using 10 lb. Rammer and 18" drop (Modified Proctor) **(AASHTO T-180),**

The results of testing are summarized below :

***Moisture - Density Relation (Modified Proctor):***

Test was carried out on laboratory compacted sample in accordance with AASHTO T-180 in a 6" standard mould (5 layers x 56 blows).

Optimum Moisture Content (OMC) = 5.2 %

Maximum Dry Density (MDD) = 2.210 g/cm³

- Moisture - density relation curve is attached.

Assuring our best regards.

Yours sincerely,

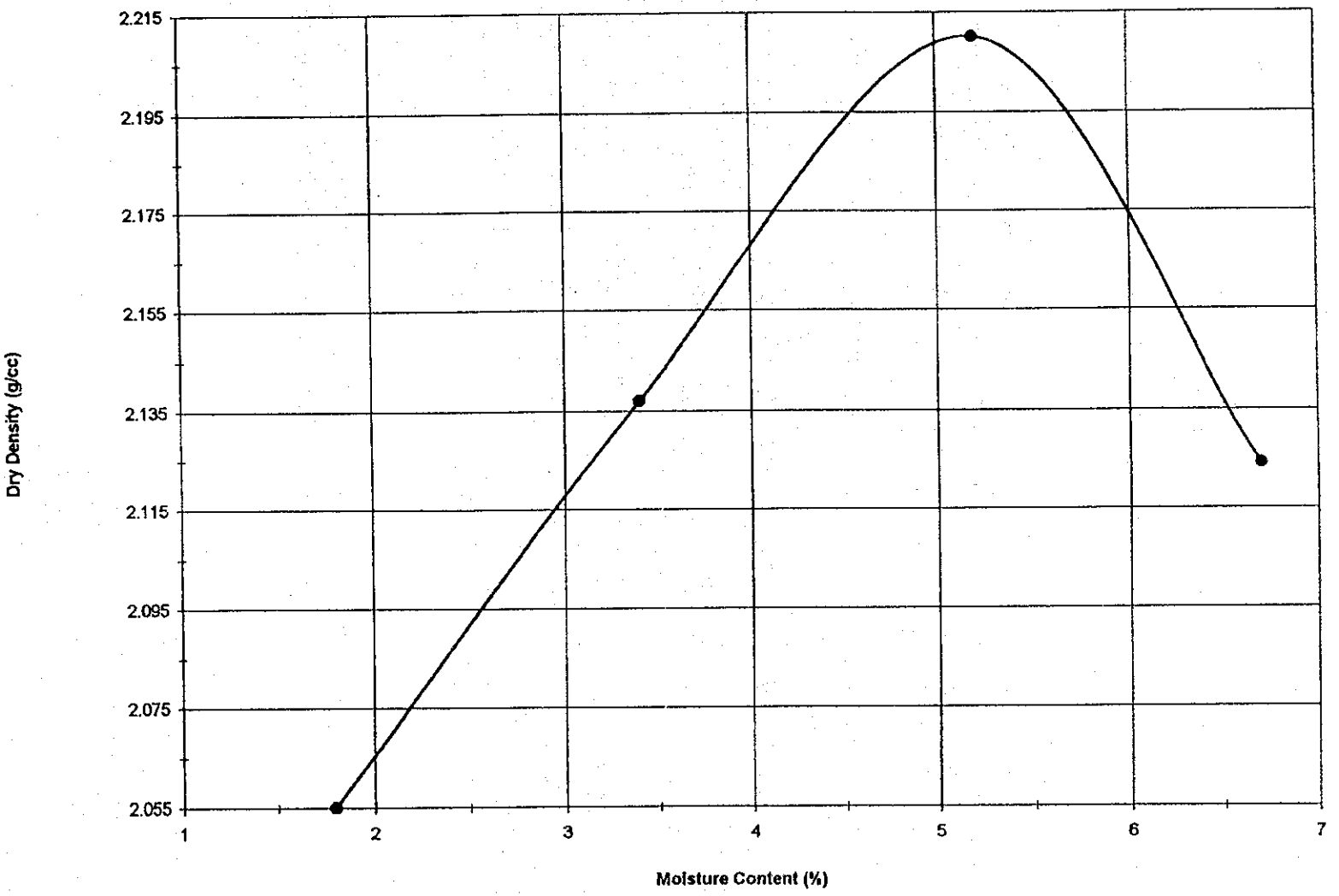
مركز حجاوي الهندسي
قسم المختبرات
Hijjawi Eng. Center
Lab. Dept.

*Dr. Sami A. Hijjawi*
**Manager & Partner**
**HEC**

شارع ١٥ – تلفون: ٣٨١٥٢٢ (٩ ٩٧٢)، فاكس: ٣٨١٠٨٨ (٩ ٩٧٢)، المختبرات-تلفاكس: ٣٨٢٦٣٦ (٩ ٩٧٢) ص.ب: ١٣٧ نابلس – فلسطين
Street No. 15, Tel: (972 9) 381522, Fax: (972 9) 381088, Laboratories Telefax: (972 9) 382636, P.O Box 137 Nablus - Palestine
E-Mail : samiali@netvision.net : بريد الكتروني

**HEC**

## Moisture - Density Relation Curve (Job No. 9805102)




Maximum Dry Density (MDD) = 2.210 g/cc
Optimum Miosture Content (OMC) = 5.2 %

مركز حجاوي الهندسي
Hijjawi Engineering Center

*Messrs. Nablus Crushers (Abu Shusheh)*
*Nablus - Palestine*

*Ref. : 9805111*
*Date : 23/3/98*
*No. of Pages : 1*

*Project - Maithaloon - Sanour Road (Ministry of Public Works).*

*Subject - Compaction Testing of Base Course Materials.*

Dear Sirs ,

With reference to your request (9805111) dated 21/5/98 please find below the results of compaction testing of compacted base course layers carried out by ***Hijjawi Engineering Center (HEC)*** on 21/5/98 at *Maithaloon – Sanour road* at seven locations, in the presence of *MPW's* representative Eng. A. K. Zein Eddin:

Tests were carried out in accordance with ***(AASHTO T- 191) (In-Place Soil Density by Sand - Replacement Method).***

| *Station* | *Thick- ness of layer (cm)* | *Bulk density (g/cm³)* | *Moisture content (%)* | *Dry density (g/cm³)* | *Maximum dry density (g/cm³)* | *Degree of compaction (%)* |
|---|---|---|---|---|---|---|
| *1- (1+390) L* | *> 30* | *2.247* | *1.9* | *2.205* | *2.202* | *100.1* |
| *2- (1+150) R* | *-"-* | *2.231* | *1.7* | *2.194* | *-"-* | *99.6* |
| *3- (0+980) R* | *-"-* | *2.308* | *2.0* | *2.263* | *2.210* | *102.4* |
| *4- (0+740) L* | *-"-* | *2.293* | *2.5* | *2.237* | *-"-* | *101.2* |
| *5- (0+550) SL* | *-"-* | *2.281* | *2.6* | *2.223* | *-"-* | *100.6* |
| *6- (0+240) R* | *-"-* | *2.318* | *2.4* | *2.264* | *2.195* | *103.1* |
| *7- (0+150) L* | *-"-* | *2.256* | *2.0* | *2.212* | *-"-* | *100.8* |

***Note :***

Maximum Dry Densities (MDD) = 2.202, 2.210, and 2.195 g/cm³ hve been taken in accordance with our test reports (9805101), (9805102), and (9805103) respectively issued on 23/5/98.

Assuring our best regards.

Yours sincerely,

مركز حجاوي الهندسي
قسم المختبرات
Lab. Dept.
Eng. Center

*Dr. Sami A. Hijjawi*
**Manager & Partner**
**HEC**

شارع ١٥ - تلفون: ٣٨١٥٢٢ (٩ ٩٧٢)، فاكس: ٣٨١٠٨٨ (٩ ٩٧٢)، المختبرات-تلفاكس: ٣٨٢٦٣٦ (٩ ٩٧٢) ص.ب: ١٣٧ نابلس - فلسطين
Street No. 15, Tel: (972 9) 381522, Fax: (972 9) 381088, Laboratories Telefax: (972 9) 382636, P.O Box 137 Nablus - Palestine
E-Mail : samiali@netvision.net

مركز حجاوي الهندسي
Hijjawi Engineering Center

*Messrs. Nablus Crushers (Abu Shusheh)*
*Nablus - Palestine*

*Ref. : 9805103*
*Date : 23/5/1998*
*No. of Pages : 5*

*Project - Maithaloon - Sanour Road (Ministry of Public Works).*

*Subject - Base Course Test Report.*

Dear Sirs,

With reference to your request (9805103) dated 19/5/98 ***Hijjawi Engineering Center (HEC)*** (Laboratories Dept.) has carried out the following tests on the base course sample collected and delivered by ***HEC***'s laboratory technician at the mentioned on 19/5/98 in the presence of ***MPW's*** represntatives Eng. A. k. Zen Eddin and Eng. M. Al Ahmad:

*Note:* Sample has been collected from already compacted layer at Station (0+200) representing distance from St. (0+000 to 0+500).

1- Gradation (Sieve analysis) in accordance with **(AASHTO T-27),**

2- Atterberg limits & Plasticity Index **(AASHTO T-89,90)**

3- Moisture - Density Relation Using 10 lb. Rammer and 18" drop (Modified Proctor) **(AASHTO T-180),**

4- The California Bearing Ratio (CBR) **(AASHTO T-193),**

5- Los Angeles Abrasion **(AASHTO T-96),**

6- Sand Equivalent Test **(AASHTO T-176),**

The results of testing are summarized below :

***1- Gradation :***

| *SieveNo.* | *Percent Passing (%)* | *MPW's Specs. limits* | |
|---|---|---|---|
| | | *Grade A* | *Grade B* |
| *2"* | *100* | - | *100* |
| *1 1/2"* | *100* | *100* | *70-100* |
| *1"* | *88.0* | *75-100* | *55-85* |
| *3/4"* | *78.3* | *60-90* | *50-80* |
| *1/2"* | *61.7* | *45-80* | - |
| *3/8"* | *54.4* | *40-70* | *40-70* |
| *No.4* | *37.4* | *30-65* | *30-60* |
| *No.10* | *27.4* | *20-40* | *20-50* |
| *No.40* | *16.8* | *8 - 20* | *10-30* |
| *No.200* | *11.5* | *5 - 10* | *5-12* |

شارع ١٥ - تلفون: ٣٨١٥٢٢ (٩ ٩٧٢)، فاكس: ٣٨١٠٨٨ (٩ ٩٧٢)، المختبرات-تلفاكس: ٣٨٢٦٣٦ (٩ ٩٧٢) ص.ب: ١٣٧ نابلس - فلسطين
Street No. 15, Tel: (972 9) 381522, Fax: (972 9) 381088, Laboratories Telefax: (972 9) 382636, P.O Box 137 Nablus - Palestine
E-Mail : samiali@netvision.net بريد الكتروني :

*2 - Atterberg Limits :*

| *Parameter* | *Unit* | *Result* | *MPW's Specs.* |
|---|---|---|---|
| • Liquid Limit (LL) | % | 17.5 | 25 max. |
| • Plastic Limit (PL) | % | 15.1 | - |
| • Plasticity Index (PI) | % | 2.4 | 2-6 |

*3 - Moisture - Density Relation (Modified Proctor):*

Test was carried out on laboratory compacted sample in accordance with AASHTO T-180 in a 6" standard mould (5 layers x 56 blows).

Optimum Moisture Content (OMC) = 5.5 %

Maximum Dry Density (MDD) = 2.195 g/cm³

• Moisture - density relation curve is attached.

*4 - California Bearing Ratio (CBR) :*

One CBR specimen was prepared and compacted to 100 % of the maximum dry density in five layers by applying 56 blows at each layer. Specimen was then soaked for 96 hours under a surcharge weight of 4.5 Kg. At the end of the soaking period, the penetration test was carried out and the CBR value was determined .

The results are tabulated below :

| *Parameter* | *Unit* | *56 blows* | *MPW's Specifications* |
|---|---|---|---|
| Dry Density | g/cm³ | *2.195* | - |
| Moisture Content | % | *5.5* | - |
| Swelling Potential | % | *Not detected* | |
| ***Soaked CBR (2.5mm)*** | **%** | ***84.8*** | ***≥ 80*** |
| ***(5.0mm)*** | **%** | ***99.0*** | |

• Load - Penetration curve from CBR test results is attached.

*5 - Los Angeles Abrasion:*

Test has been carried out in accordance with AASHTO T-96 .

• ***Abrasion*** = 31.4 %

• *MPW's* limits : (≤ 40 %).

*6- Sand Equivalent Test :*

Test has been carried out on material passing sieve # 40 in accordance with AASHTO T-176.

- ***Sand Equivalent Value*** = 52.0 %
- *MPW's* Specifications limit : ≥ 30 %.

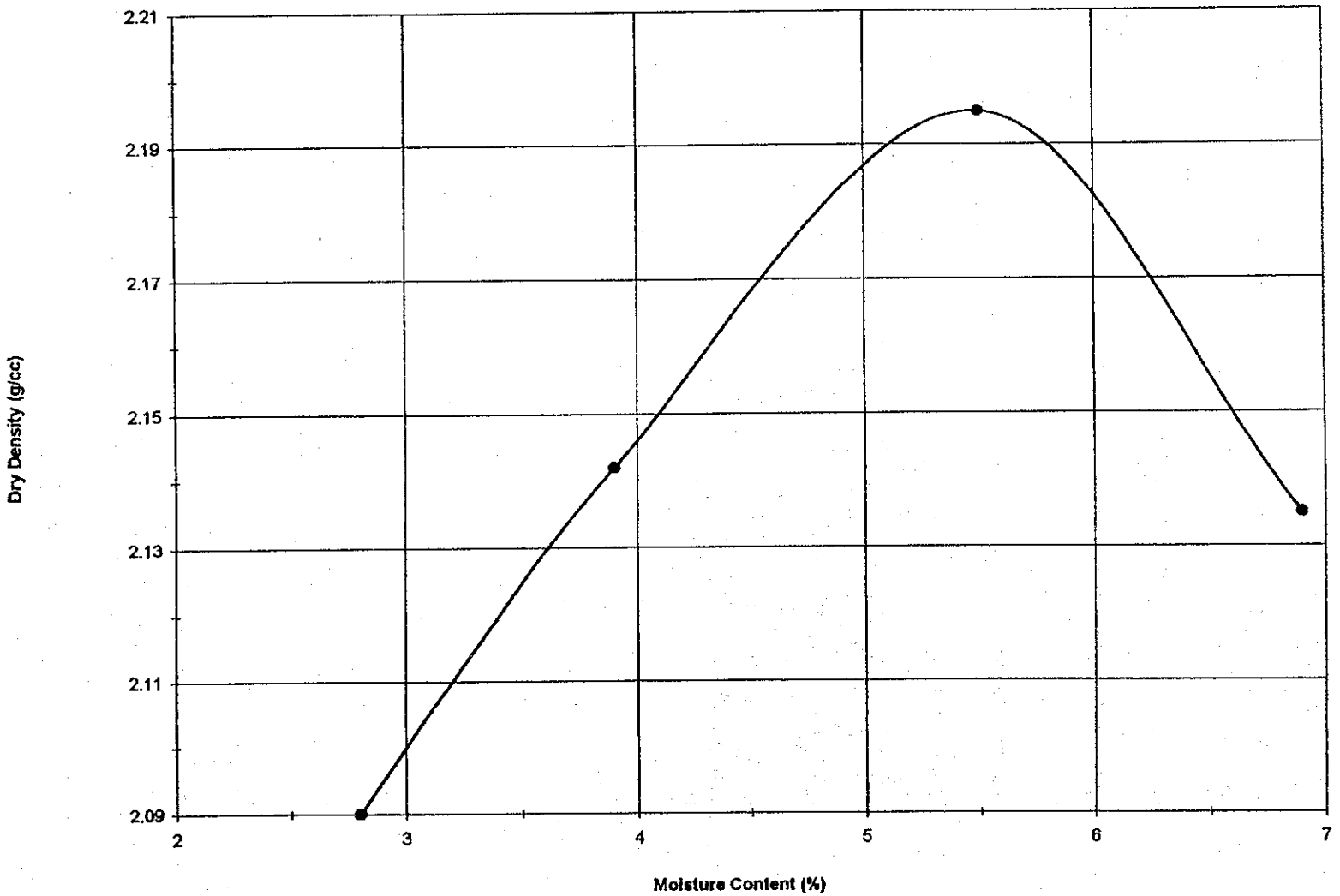
Assuring our best regards.

Yours sincerely,


***Dr. Sami A. Hijjawi***
**Manager & Partner**
**HEC**

**HEC**

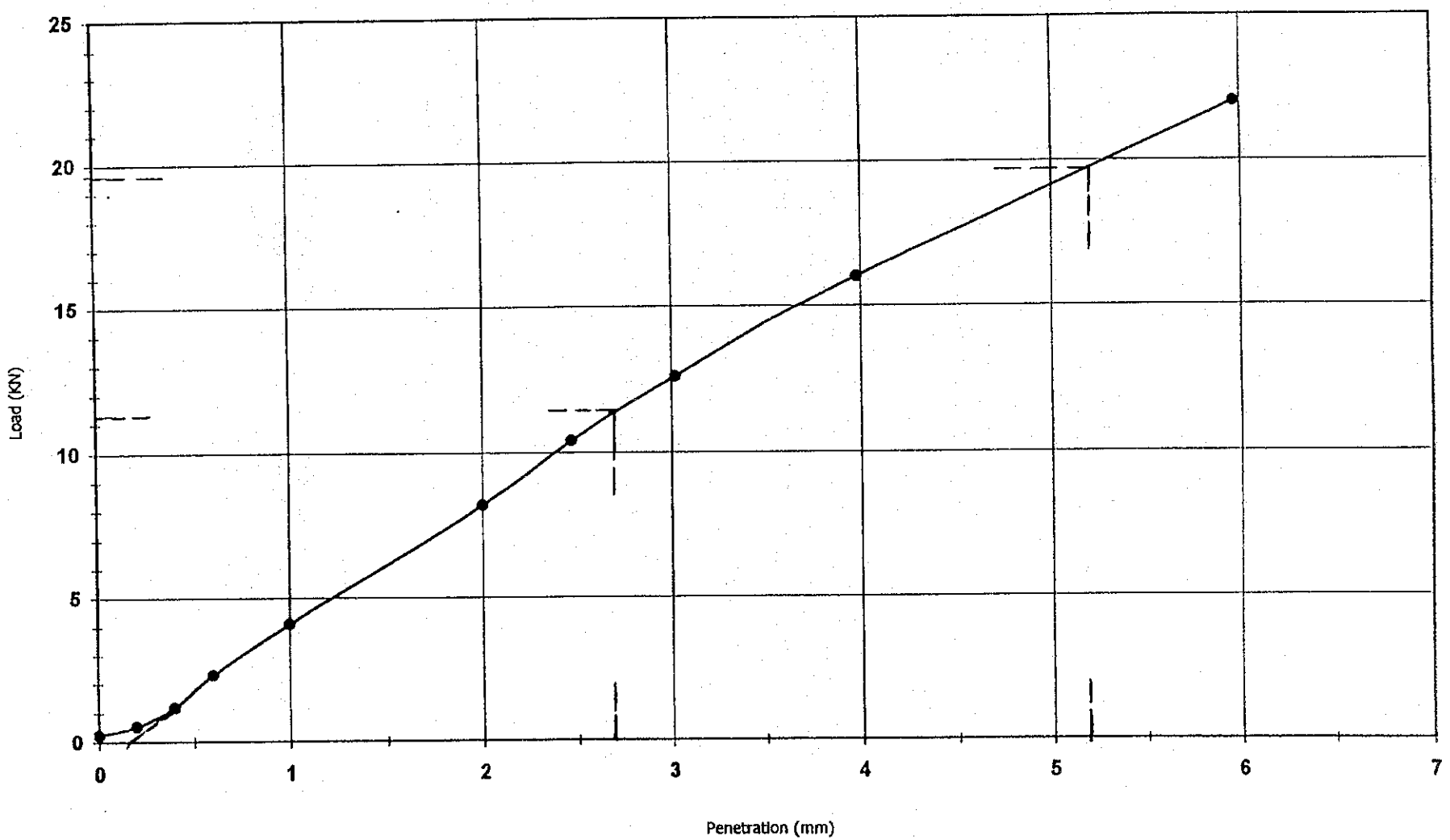
## Moisture - Density Relation Curve (Job No. 9805103)




Maximum Dry Density (MDD) = 2.195 g/cc
Optimum Moisture Content (OMC) = 5.5 %

**HEC**

## Load - Penetration Curve From CBR Test Results (Job No.9805103)



資料６．イスラエル型式認定申請書

# ISRAELI MANDATORY REQUIREMENTS

## FOR VEHICLES(*) MODEL YEAR 1999

A. MOTOR VEHICLES IMPORTED TO ISRAEL MUST COMPLY WITH STANDARDS AND REGULATIONS, AS DETAILED ON THE ATTACHED FORMS.

B. THE DECLARATION SHOULD BE COMPLETED AND SIGNED AT THE HEAD OFFICE OF THE MANUFACTURER, BY A REPRESENTATIVE AUTHORIZED TO SIGN FOR AND ON BEHALF OF THE MANUFACTURER AND DULY ATTESTED TO BY A NOTARY PUBLIC.

C. DECLARATIONS OF CONFORMITY TO EEC DIRECTIVES SHOULD BE CERTIFIED BY AN AUTHORIZED LABORATORY RECOGNIZED BY THE EUROPEAN ECONOMIC COUNCIL (EEC OR EC).

D. THE DECLARATION SHOULD BE COMPLETED ON THE ORIGINAL FORMS.
THE MINISTRY OF TRANSPORT WILL SUPPLY, TO AN APPROVED MANUFACTURER ONLY, THE REQUIREMENT FORMS ON A DISKETTE. THE MANUFACTURER WILL ENTER ALL DETAILS ON THE FORM BY MEANS OF COMPUTER, KEEPING THE ORIGINAL DISKETTE UNTOUCHED
THE APPROVED MANUFACTURER WILL RETURN THE COMPUTERIZED PRINTOUT TO THE MINISTRY OF TRANSPORT, HANDSIGNED AND NOTARIZED.

E. THE REQUIREMENTS ARE BASED ON MINIMUM LEVELS. MORE ADVANCED LEVELS ARE ACCEPTED.

F. IN SOME CASES, THE MANUFACTURER WILL BE REQUESTED TO PROVIDE A COPY OF THE CERTIFICATE OF THE AUTHORIZED LABORATORY, FOR CERTAIN ITEMS.

G. PLEASE INCLUDE CHART OF VEHICLE IDENTIFICATION NUMBER (VIN) COMPOSITION. (ACCORDING STANDARD ISO 3779 OR SAE J272) - **SEE ANNEX I**

(*) VEHICLE CATEGORIES :

A = ALL TYPES OF VEHICLES WITH PASSENGER CAR BODY .
B = COMMERCIAL VEHICLES NOT EXCEEDING 4 000 kg. G .V. W.
C = BUSES & COMMERCIAL VEHICLES EXCEEDING 4 000 kg. G .V. W..
D = TRAILERS & SEMI - TRAILERS .

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THIS DECLARATION REFERS TO VEHICLES AS LISTED AND DETAILED BELOW.

1. DESCRIPTION OF VEHICLE

| | |
|---|---|
| 1.1 MAKE / MANUFACTURER | |
| 1.2 LOCATION OF ASSEMBLY PLANT (COUNTRY & CITY) | |
| 1.3 MODEL / TECHNICAL CODE / VERSION | |
| 1.4 COMMERCIAL DESCRIPTION | |
| 1.5 MODEL YEAR | |
| 1.6 CATEGORY OF VEHICLE (EC CATEGORY) | |

2. BRAKE SYSTEMS

| | |
|---|---|
| 2.1 FOOT BRAKE ( 2 HYDRAULIC CIRCUITS , 2 AIR CIRCUITS, OR 2 HYDRAULIC CIRCUITS WITH VACUUM ASSISTANCE. ) | |
| 2.2 DRUM / DISC (ON WHICH AXLES ) | |
| 2.3 PARKING (MECHANICAL, SPRING etc.) | |
| 2.4 ENGINE / EXHAUST BRAKE (TYPE) | |
| 2.5 RETARDER (TYPE ) | |

3. ENGINES (STANDARD & OPTIONAL)

| | | | | | |
|---|---|---|---|---|---|
| 3.1 MAKE | | | | | |
| 3.2 TECHNICAL CODE | | | | | |
| 3.3 NO. OF CYLINDERS | | | | | |
| 3.4 BORE (mm) | | | | | |
| 3.5 STROKE (mm) | | | | | |
| 3.6 PISTON DISPLACEMENT (cc) | | | | | |
| 3.7 MAX. OUTPUT (Kw at RPM*) | | | | | |
| 3.8 MAX. TORQUE (Nm at RPM*) | | | | | |
| 3.9 FUEL TYPE | | | | | |

*SEE CLAUSE 13.4

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4. AXLES & TIRES

| | | | | | | |
|---|---|---|---|---|---|---|
| 4.1 NO. OF AXLES | | | | | | |
| 4.2 AXLE NO. | | AXLE 1 | AXLE 2 | AXLE 3 | AXLE 4 | AXLE 5 |
| 4.3 MAKE | | | | | | |
| 4.4 TYPE / MODEL | | | | | | |
| 4.5 MAX. PERMISSIBLE AXLE LOAD (kg.) | | | | | | |
| 4.6 DRIVING AXLES (MARK X) | | | | | | |
| 4.7 LIFTABLE AXLE (MARK X) | | | | | | |
| 4.8 STEERED AXLE (MARK X) | | | | | | |
| 4.9 NO. OF TIRES PER AXLE | | | | | | |
| 4.10 TIRE SIZES PER AXLE | STANDARD | | | | | |
| | OPTIONAL | | | | | |

5. DIMENSIONS & WEIGHTS

| | | | | | | |
|---|---|---|---|---|---|---|
| 5.1 WHEELBASE ( mm.) | | | | | | |
| 5.2 MAX. FRONT OVERHANG ( mm.) | | | | | | |
| 5.3 MAX. REAR OVERHANG ( mm.) | | | | | | |
| 5.4 MAX. OVERALL LENGTH ( mm.) | | | | | | |
| 5.5 MAX. OVERALL WIDTH ( mm.) | | | | | | |
| 5.6 MAX. OVERALL HEIGHT( mm.) | | | | | | |
| 5.7 TURNING CIRCLE BETWEEN WALLS ( mm.) | | | | | | |
| 5.8 CURB WEIGHTS ( kg.) | FRONT | | | | | |
| | REAR | | | | | |
| | TOTAL | | | | | |
| 5.9 MAX. GROSS VEHICLE WEIGHT (G. V . W .) ( kg.) | | | | | | |
| 5.10 MAX. GROSS COMBINATION WEIGHT (G. C . W .) ( kg.) | | | | | | |

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6. TANKER

| 6.1 COMPARTMENT NO. | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL |
|---|---|---|---|---|---|---|---|
| 6.2 CAPACITY (LITERS) | | | | | | | |
| 6.3 TYPE OF LOAD | | | | | | | |
| 6.4 SPECIFIC GRAVITY | | | | | | | |
| 6.5 MANUFACTURING STANDARD | | | | | | | |

7. WEIGHTS (kg.) (TRAILERS & SEMI - TRAILERS)

| | KING PIN / FRONT AXLE(S) | REAR AXLE(S) | TOTAL |
|---|---|---|---|
| 7.1 CURB WEIGHTS | | | |
| 7.2 PAYLOAD | | | |
| 7.3 CAPACITY RATING | | | |
| 7.4 MAX. GROSS VEHICLE WEIGHT (G.V.W.) | | | |

8. SPEED (km / h)

| MAX. SPEED (VEHICLES WITH SPEED UP TO 80 km / h) | |
|---|---|

9. ACCELERATION (in sec)

| 0 - 100 km / h (ONLY FOR PASSENGER CAR) | |
|---|---|
| MANUAL | AUTOMATIC |
| | |

10. LOCATIONS OF IDENTIFICATION MARKS

| 10.1 PLATE / STICKER - VEHICLE (VIN, WEIGHT, etc.) | |
|---|---|
| 10.2 VIN (STAMPED ON CHASSIS / BODY) | |
| 10.3 PLATE / STICKER - ENGINE (MODEL, TECHNICAL CODE SERIAL NO. etc.) | |
| 10.4 ENGINE MODEL, TECHNICAL CODE, SERIAL NO. (STAMPED ON ENGINE BLOCK) | |

11. REMARKS

| |
|---|
| |

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SIGNATURE

12. CERTIFIED LABORATORY TESTS

| SUBJECT & STANDARDS | TESTING LABORATORY NAME & ADDRESS | DATE TESTED | 1. STANDARD APPROVAL NO.<br>2. TEST APPROVAL NO. | REMARKS |
|---|---|---|---|---|
| 12.1 DIESEL SMOKE EMISSION<br>72 / 306 / EEC<br>OR<br>ECE 24 | | | | ALL TYPES OF DIESEL VEHICLES |
| 12.2 EMISSION (DIESEL OR PETROL GASEOUS)<br>BASE<br>70 / 220 / EEC<br>AMENDMENT<br>94 / 12 / EC<br>OR<br>96 / 44 / EC<br>OR<br>96 / 69 / EC | | | | 1. ALL TYPES OF PASSENGER AND COMMERCIAL VEHICLES NOT EXCEEDING 3 500 kg. G.V.W.<br>2. 96 / 69 / EC MANDATORY FOR CURRENT AND NEW MODELS FOR COMMERCIAL VEHICLES FROM 1.10.98. |
| BASE<br>88 / 77 /EEC<br>AMENDMENT<br>91 / 542B / EEC<br>UP TO<br>96 / 1 / EC<br>OR<br>96 / 69 /EC<br>OR | | | | ALL TYPES OF VEHICLES WITH DIESEL ENGINES EXCEEDING 3 500 kg. G.V.W. |
| ACCEPTABLE FOR VEHICLES PRODUCED IN U.S.A.<br>U.S. REGULATION EFFECTIVE WITH LATEST AMENDMENT | | | | |
| EPA (49 STATES)<br>40 CFR PART 86 | | | | 1. ALL TYPES OF VEHICLES WITH CAR BODY.<br>2. ON BOARD DIAGNOSTIC SYSTEMS (O.B.D.) ARE OPTIONAL. |
| EPA (49 STATES)<br>LDT 40 CFR PART 86 | | | | 1. ALL TYPES OF VEHICLES NOT EXCEEDING 3 500 kg. G.V.W.<br>2. ON BOARD DIAGNOSTIC SYSTEMS (O.B.D.) ARE OPTIONAL. |
| EPA (49 STATES)<br>HDT 40 CFR PART 86 | | | | ALL TYPES OF VEHICLES EXCEEDING 3 500 kg. G.V.W. |

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| BJECT & ANDARDS | TESTING LABORATORY NAME & ADDRESS | DATE TESTED | 1. STANDARD APPROVAL NO.<br>2. TEST APPROVAL NO. | REMARKS |
|---|---|---|---|---|
| .3 <u>BRAKING</u><br>BASE<br>71 / 320 / EEC<br>AMENDMENT<br>UP TO<br>91 / 422 / EEC<br>(FOR A.B.S. :<br>SEE<br>CLAUSE 13.12)<br><br>OR | | | | 1. <u>SERVICE BRAKE</u><br>1.1. ALL TYPES OF VEHICLES FROM ALL COUNTRIES.<br>1.2. U.S.VEHICLES WITH AIR BRAKES DRAWING TRAILERS AND SEMI-TRAILERS.<br>2. <u>PARKING BRAKE -</u><br>SPRING BRAKE ACTING ON ALL REAR AXLES. (VEHICLES WITH LIFTING FREE RUNNING AXLE, MUST BE EQUIPPED WITH SPRING BRAKE ON FRONT AXLE)<br>2.1. COMMERCIAL VEHICLES FROM 8 000 kg. G.V.W.<br>2.2. BUSES FROM 8 000 kg. G.V.W.<br>2.3. BUSES WITH AUTOMATIC TRANSMISSION FROM 6 000 kg. G.V.W.<br>2.4. TRAILERS AND SEMI - TRAILERS FROM 8 000 kg G.V.W. EXCEPT AGRICULTURAL TRAILERS. |
| <u>ACCEPTABLE FOR VEHICLES PRODUCED IN U.S.A.</u> | | | | |
| FI 3105 | – | | | WITH HYDRAULIC BRAKES. |
| FMVSS 121 | – | | | WITH AIR BRAKES, NOT TOWING TRAILERS. |

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| SUBJECT & STANDARDS | TESTING LABORATORY NAME & ADDRESS | DATE TESTED | 1. STANDARD APPROVAL NO.<br>2. TEST APPROVAL NO. | REMARKS |
|---|---|---|---|---|
| 12.4 **SOUND LEVELS**<br>**BASE**<br>**70 / 157 /EEC**<br>**AMENDMENT**<br>**92 / 97 / EEC**<br>**OR**<br>**96 / 20 / EC** | | | | 1. ALL TYPES OF VEHICLES<br>2. FOR VEHICLES PRODUCED IN U. S. A. TESTED TO EEC / EC DIRECTIVE : MANUFACTURER'S APPROVED OWN LABORATORY CERTIFICATE INCLUDING db. LEVEL IS ACCEPTED OR VEHICLES MAY BE TESTED IN ISRAEL. |

STATE STATIC NOISE LEVEL

| | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| TYPE | | | | | |
| db | | | | | |
| at (RPM) | | | | | |

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13. CONFORMITY TO

PLEASE COMPLETE THIS SECTION IN ACCORDANCE WITH THE VEHICLE CATEGORIES:

A = ALL TYPES OF VEHICLES WITH PASSENGER CAR BODY.
B = COMMERCIAL VEHICLES NOT EXCEEDING 4 000 kg. G.V.W.
C = BUSES & COMMERCIAL VEHICLES EXCEEDING 4 000 kg. G.V.W.
D = TRAILERS & SEMI-TRAILERS.

FMVSS ACCEPTABLE FOR VEHICLES PRODUCED IN U.S.A.
(INDICATE CONFORMITY TO DETAILED STANDARDS BY YES OR NO).

| SUBJECT | STANDARDS | VEHICLE CATEGORY | | | | COMPLIES TO STD. YES OR NO | REMARKS |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | | |
| 13.1 FUEL TYPE GASOLINE | ISRAELI STD. 90 | X | X | X | | | |
| 13.2 FUEL TYPE DIESEL OIL | ISRAELI STD. 107 | X | X | X | | | |
| 13.3 FUEL CONSUMPTION IN LITER PER 100 km. (TO BE DETAILED IN REMARKS) * | BASE 80 / 1268 / EEC<br>AMENDMENT 93 / 116 / EEC | X | | | | | 1. 93 / 116 / EEC MANDATORY FOR NEW AND CURRENT MODELS.<br>2. MEASUREMENT OF FUEL CONSUMPTION TO BE DETAILED BELOW |
| 13.4 ENGINE POWER. | BASE 80 / 1269 / EEC<br>AMENDMENT 89 / 491 / EEC | X | X | X | | | EXCEPT VEHICLES PRODUCED IN U. S. A. |
| | SAE J1349<br>OR<br>SAE J1995<br>WITH POWER REDUCTION OF 6% | X | X | X | | | VEHICLES PRODUCED IN U.S.A. ONLY, EEC OR SAE STANDARDS ACCEPTED. |
| 13.5 BRAKES TO INCLUDE SERVO / BOOSTER | | X | X<br>* | | | | *<br>COMMERCIAL VEHICLES UP TO 2 200 kg. |
| 13.6 AIR DRYER ON BRAKE SYSTEM. | ISRAELI REQUIREMENT | | X | X | | | WITH AIR BRAKE OR COMBINED AIR-HYDRAULIC BRAKE SYSTEMS |
| 13.7 TEST POINTS FOR AIR BRAKES. | ISO 3583 / 1975 | | | X | X | | WITH AIR BRAKE SYSTEMS |
| 13.8 LOAD SENSITIVE VALVE | ISRAELI REQUIREMENT | | | X<br>* | X<br>* | | *<br>1. TRACK - TRACTOR EXCEEDING 8 000 kg. G.V.W.<br>2. TRAILERS & SEMI - TRAILERS EXCEEDING 8 000 kg. G.V.W. |

| * | type | urban cond | extra urban | comb |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |

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| SUBJECT | STANDARDS | VEHICLE CATEGORY | | | | COMPLIES TO STD. YES OR NO | REMARKS |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | | |
| 13.9 AIR BRAKES CONNECTIONS BETWEEN TRACK AND TRAILERS, TRACTOR AND SEMI - TRAILERS | SAE J318 | | | X | X | | |
| 13.10 ENGINE / EXHAUST BRAKE. | ISRAELI REQUIREMENT | | | X * | | | * VEHICLES WITH DIESEL ENGINE: 1. BUSES FROM 6 000 kg. G.V.W. 2. COMMERCIAL VEHICLES FROM 8 000 kg. G.V.W. |
| 13.11 RETARDER. | 88 / 194 / EEC | | | X * | | | * 1. BUSES FROM 10 000 kg. G.V.W. 2. COMMERCIAL VEHICLES FROM 16 000 kg. G.V.W. WITH AUTOMATIC TRANSMISSION. |
| 13.12 A.B.S. | 88 / 194 / EEC OR FMVSS 105 OR FMVSS 121 | X * | X * | X * | X * | | * 1. TAXI & TOURIST VEHICLES WITH PASSENGER CAR BODY. 2. TAXI & TOURIST VEHICLES WITH VAN BODY. (UP TO 8 PASSENGERS) 3. COMMERCIAL VEHICLES EXCEEDING 12 000 kg. G.V.W. 4. BUSES AND MINIBUSES. 5. TRAILERS AND SEMI-TRAILERS FROM 8 000 kg. G.V.W. |
| 13.13 A.B.S. ELECTRICAL CONNECTION. | ISO 7638 | | | X * | X * | | * 1. TRUCK - TRACTORS. 2. COMMERCIAL VEHICLES TOWING TRAILERS FROM 8 000 kg. G.V.W. 3. TRAILERS & SEMI-TRAILERS FROM 8 000 kg. G.V.W.SHOULD BE EQUIPPED WITH TWO VOLTAGE SOCKETS FOR 12V AND 24V. |
| 13.14 ASBESTOS - FREE FRICTION LININGS FOR CLUTCH AND BRAKES. | SAE J866A | X | X | X | X | | |

| SUBJECT | | STANDARDS | VEHICLE CATEGORY | | | | COMPLIES TO STD. YES OR NO | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | A | B | C | D | | |
| 13.15 | FORWARD VISION. | BASE 77 / 649 / EEC<br>AMENDMENT 90 / 630 / EEC<br>OR<br>FMVSS 107 | X | | | | | |
| 13.16 | LAMINATED WINDSCREEN. (SAFETY GLASS) | 92 / 22 EEC<br>OR<br>ECE 43<br>OR<br>FMVSS 205, 212, 219<br>OR<br>ISRAELI STD. 546 | X | X | X | X | | |
| 13.17 | TINTED GLASS. | 92 / 22 / EEC<br>OR<br>ECE 43<br>OR<br>FMVSS 205<br>OR<br>ISRAELI STD. 546 | X | | X<br>* | | | ALL WINDOWS.<br>*<br>BUSES ONLY. |
| 13.18 | WINDSCREEN WASHERS AND WIPERS. | BASE 78 / 318 / EEC<br>AMENDMENT 94 / 68 / EC<br>OR<br>FMVSS 104 | X | | | | | 1. 78 / 318 / EEC FOR PASSENGER CARS ONLY<br>2. 94 / 68 / EC MANDATORY FOR NON CARRY - OVER MODELS AS FROM 1.1.97 |
| | | ISRAELI REQUIREMENT | | X | X | | | |
| 13.19 | REAR WINDOW WASHERS & WIPERS. | ISRAELI REQUIREMENT | X | | | | | PASSENGER CARS WITH 3 OR 5 DOORS (STATION WAGON, HATCHBACK, ETC). |
| 13.20 | WINDSCREEN DEFROSTING AND DEMISTING. | 78 / 317 / EEC<br>OR<br>FMVSS 103 | X | | | | | |
| | | ISRAELI REQUIREMENT | | X | X | | | |
| 13.21 | REAR WINDOW DEFROSTER. | ISRAELI REQUIREMENT | X | | | | | |
| .22 | LEFT & RIGHT EXTERIOR REAR VIEW MIRRORS (REAR VISIBILITY) | BASE 71 / 127 / EEC<br>AMENDMENT 88 / 321 / EEC<br>OR<br>ECE 46<br>OR<br>FMVSS 111 | X<br>* | X | X | | | *<br>ADDITIONAL REQUIREMENTS:<br>1. ADJUSTABLE FROM INSIDE OF VEHICLE.<br>2. FOLDABLE, MAY OR MAY NOT BE SELF - RETURNING. |
| 13.23 | SECOND EXTERIOR MIRROR ON RIGHT SIDE. | ISRAELI REQUIREMENT | | | X<br>* | | | *<br>1. BUSES.<br>2. COMMERCIAL VEHICLES FROM 12 000 kg G.V.W. |
| 13.24 | STEERING EFORT | BASE 70 / 311 / EEC<br>AMENDMENT 92 / 62 / EEC | X | X | X | X | | |

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| SUBJECT | STANDARDS | VEHICLE CATEGORY | | | | COMPLIES TO STD. YES OR NO | REMARKS |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | | |
| 13.25 PROTECTIVE STEERING | BASE 74 / 297 / EEC<br>AMENDMENT 91 / 662 / EEC<br>OR<br>FMVSS 203, 204 | X | X<br>* | | | | *<br>EFFECTIVE FOR CATEGORY "B" WITH MAXIMUM PERMISSIBLE MASS LESS THAN 1 500 kg. |
| 13.26 GEAR SHIFT SEQUENCE. | ISRAELI REQUIREMENT | X | X | | | | |
| 13.27 INTERIOR FITTING | BASE 74 / 60 / EEC<br>AMENDMENT 78 / 632 / EEC<br>OR<br>FMVSS 201<br>OR<br>FMVSS 208 | X | | | | | |
| 13.28 SEATS STRENGTH & SEATS ANCHORAGE | BASE 74 / 408 / EEC<br>AMENDMENT 81 / 577 / EEC<br>UP TO 96 / 37 / EC<br>OR<br>FMVSS 207<br>OR<br>ISRAELI STD.363 | X | X | X | | | 1. 96 / 37 / EC EFFECTIVE FOR NEW MODELS EXCEPT VEHICLES NOT EXCEEDING 3 500 kg. G.V.W. USED FOR CARRIAGE OF PASSENGERS, MORE THAN EIGHT SEATS, IN ADDITION TO THE DRIVER'S SEAT.<br>2. 81 / 577 / EEC EFFECTIVE FOR CURRENT MODELS. |
| 13.29 SEAT BELT ANCHORAGES | BASE 76 / 115 / EEC<br>AMENDMENT 81 / 575 / EEC<br>(INCLUDING 90 / 629 / EEC)<br>UP TO 96 / 38 / EC<br>OR<br>FMVSS 210 | X | X | X | | | 1. 96 / 38 / EC EFFECTIVE FOR NEW MODELS EXCEPT VEHICLES NOT EXCEEDING 3 500 kg. G.V.W. USED FOR CARRIAGE OF PASSENGER, COMPRISING MORE THAN EIGHT SEATS IN ADDITION TO THE DRIVER'S SEAT.<br>2. 90 / 629 / EEC EFFECTIVE FOR CURRENT MODELS. |



DATE _____

SIGNATURE _____

| SUBJECT | STANDARDS | VEHICLE CATEGORY | | | | COMPLIES TO STD. | REMARKS |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | YES OR NO | |
| 13.30 SEAT BELTS:<br>1. THREE POINTS, (LAP AND SHOULDER) AUTOMATIC LOCKING RETRACTOR BELT.<br>2. LAP BELT FOR CENTER SEATS.<br>3. LAP BELT FOR CENTER SEATS, AUTOMATIC LOCKING RETRACTOR ON VEHICLES SPECIFIED IN REMARKS | BASE 77 / 541 / EEC<br>AMENDMENT 81 / 576 / EEC<br>( INCLUDING 90 / 628 / EEC )<br>UP TO 96 / 36 / EC<br>OR<br>ECE 16<br>OR<br>FMVSS 209 | X | X<br>* | X | | | 1. 96 / 36 / EC EFFECTIVE FOR NEW MODELS EXCEPT VEHICLES NOT EXCEEDING 3 500 kg. G.V.W. USED FOR CARRIAGE OF PASSENGERS, COMPRISING MORE THAN EIGHT SEATS IN ADDITION TO THE DRIVER'S SEAT.<br>*<br>2. EFFECTIVE FOR BUSES WHICH INCLUDE UP TO 15 PLACES SEAT FOR PASSENGERS. |
| 13. HEAD RESTRAINT ON FRONT SEATS. | 78 / 932 / EEC<br>OR<br>FMVSS 202 | X | | | | | |
| | ISRAELI REQUIREMENT | | X | X | | | EFFECTIVE FOR VEHICLES NOT EXCEEDING 5 000 kg. |
| 13.32 EUROPEAN ASYMMETRIC HEAD LAMPS. | BASE 76 / 761 / EEC<br>AMENDMENT 89 / 517 / EEC<br>OR<br>ECE 1 & 2<br>OR<br>ECE 20 | X | X | X | | | |
| 13.33 REAR LIGHTING. | ISRAELI REQUIREMENT | | | | X | | ALL TYPES OF TRAILERS AND SEMI - TRAILERS. EXCEEDING 750 kg. G.V.W. |
| 13.34 REVERSING LAMPS | 77 / 539 / EEC<br>OR<br>ECE 23<br>OR<br>FMVSS 108 | X | X | X | X | | |
| 13.35 REAR FOG LAMPS | BASE 77 / 538 / EEC<br>AMENDMENT 89 / 518 / EEC | X | X | X | X | | |
| 13.36 INSTALLATION OF LIGHTING AND LIGHTS (HAZARD WARNING LIGHTS). | BASE 76 / 756 / EEC<br>AMENDMENT 91 / 663 / EEC<br>OR<br>FMVSS 108 | X | X | X | X | | |
| 13.37 ADDITIONAL SIDE TURN DIRECTION INDICATORS ON FRONT FENDER. | ISRAELI STD. 341 | X | X | X | | | SIDE TURN INDICATORS SHOULD BE SEEN FROM THE REAR OF THE VEHICLE, NOT PERMITTING THE AREA INVISIBLE FROM THE SIDE OF THE BODY TO EXCEED 5 DEGREES. |

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|---|---|---|---|---|---|---|---|---|
| | | | A | B | C | D | | |
| 13.38 | AUTOMATIC CANCEL. OF DIRECTION INDICATOR | BASE 76/756/EEC<br>AMENDMENT 91/663/EEC<br>OR<br>FMVSS 108 | X | X | X | X | | CANCELLATION OF SIGNALLING WITH ALIGNMENT STEERING. |
| 13.39 | DIRECTION INDICATORS. | BASE 76/756/EEC<br>AMENDMENT 91/663/EEC<br>OR<br>FMVSS 108<br>(ALSO OVER 80" WIDTH). | X<br>* | X | X | | | *<br>ADDITIONAL REQUIREMENTS:<br>1. PRESS LEVER LIGHTLY TO FUNCTION AND CANCEL ON RELEASE.<br>2. PRESS LEVER FIRMLY TO FUNCTION RETURN STEERING TO FORWARD DRIVE, WILL DISENGAGE INDICATOR. |
| 13.40 | HIGH MOUNTED STOP LAMP. (H.M.S.L) | 97/28/EC<br>OR<br>FMVSS 108 | X | | | | | ONE LAMP ONLY SHALL BE MOUNTED WITH IS CENTER ON THE VERTICAL CENTERLINE OF THE CAR |
| 13.41 | SIDE LIGHTING. | BASE 76/756/EEC<br>AMENDMENT 91/663/EEC | | X | X | X | | VEHICLES LONGER THAN 6 METERS. |
| 13.42 | REVERSING - BUZZER. | SAE J994 TYPE D<br>OR<br>JASO D 901 | | | X<br>* | X<br>* | | *<br>1. BUSES.<br>2. COMMERCIAL VEHICLES, TRAILERS & SEMI - TRAILERS EXCEEDING 15 000 kg. G.V.W.<br>3. CONSTRUCTION VEHICLES (CRANES, PUMPS, ETC.). |
| 13.43 | IDENTIFICATION OF CONTROLS, (TELL - TALES AND INDICATORS.) | BASE 78/316/EEC<br>AMENDMENT 93/91/EEC + 94/53/EC<br>OR<br>FMVSS 101 | X | X | X | | | 93/91/EEC AND 94/53/EC FOR NEW MODELS ONLY. |
| 13.44 | REAR PROTECTIVE DEVICES | BASE 70/221/EEC<br>AMENDMENT 79/490/EEC + 81/333/EEC<br>OR<br>FMVSS 301<br>OR<br>ISRAELI STD .241 | X | X | X | X | | ALL TYPES OF VEHICLES, EXCEPT BUSES AND OFF ROAD VEHICLES. |
| 13.45 | AIR CONDITIONER. | ISRAELI STD. 344 | X | X | X | | | VEHICLES WITH ENGINE FROM 1500 CC. |

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|---|---|---|---|---|---|---|---|---|
| | | | A | B | C | D | | |
| 13.46 | AIR CONDITIONING SUBSTANCES. | NON - OZONE DEPLETING SUBSTANCES. (AS DEFINED IN THE VIENNA CONVENTION AND ALL FOLLOWING UP -TO -DATE PROTOCOLS) | X | X | X | | | |
| 13.47 | PLATES (STATUTORY) | BASE 76 / 114 / EEC<br>AMENDMENT 78 / 507 / EEC<br>OR<br>FMVSS 115<br>PARTS 565, 566, 567 | X | X | X | X | | 1. VEHICLES SHOULD HAVE AN IDENTITY LABEL STATING: NAME OF MANUFACTURER, MODEL, TECHNICAL CODE, VEHICLE IDENTIFICATION NO (VIN) COUNTRY OF ASSEMBLY, G.V.W. AND MAXIMUM PERMISSIBLE WEIGHT OF EACH AXLE.<br>2. COUNTRY OF ASSEMBLY MAY BE ON A SEPARATE LABEL AFFIXED BY MANUFACTURER OR LOCAL AGENT. |
| 13.48 | SPRAY - SUPPRESSION SYSTEMS | 91 / 226 / EEC | | | X | X | | COMMERCIAL VEHICLES, TRAILERS AND SEMI - TRALERS, EXCEEDING 7 500 kg. G.V.W. EXCEPT AGRICULTURAL TRAILERS. |
| 13.49 | LATERAL PROTECTION (SIDE GUARDS). | 89 / 297 / EEC<br>OR<br>ISRAELI STD. 423 | | | X | X | | 1. COMMERCIAL VEHICLES FROM 12 000 kg. G.V.W.<br>2. TRAILERS AND SEMI - TRAILERS FROM 10 000 kg. G.V.W. EXCEPT AGRICULTURAL TRAILERS. |
| 13.50 | TOWING CONNECTIONS: (IF INSTALLED) MECHANICAL, ELECTRICAL, PNEUMATIC. | ISRAELI STD. 1035 | X | X | X | X | | |
| 13.51 | DOOR LATCHES AND HINGES | 70 / 387 / EEC<br>OR<br>FMVSS 206 | X | X | X<br>* | | | *<br>EXCEPT BUSES EXCEEDING 4 000 kg. G.V.W. AND MOBILE CRANES. |

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|---|---|---|---|---|---|---|---|
| | | A | B | C | D | | |
| 13.52 ANTI-THEFT | BASE 74 / 61 / EEC<br>AMENDMENT 95 / 56 / EC<br>OR<br>ECE 18<br>OR<br>FMVSS 114 | X | X | X<br>* | | | 95 / 56 / EC EFFECTIVE FOR CATEGORIES " A" AND "B" AS FOLLOW:<br>1. FOR NEW MODELS.<br>2. FOR CURRENT MODELS AS FROM 1.10.98.<br>*<br>3. BUSES ONLY UP TO 4 000 kg. G.V.W. |
| 13.53 IMMOBILIZER. | BASE 74 / 61 / EEC<br>AMENDMENT 95 / 56 / EC | X | | | | | 1. 95 / 56 / EC EFFECTIVE FOR NEW MODELS.<br>2. 95 / 56 / EC EFFECTIVE FOR ALL CURRENT MODELS AS FROM 1. 10. 98.<br>3. FOR VEHICLES PRODUCED IN U.S. A. MANUFACTURER'S CERTIFICATE WILL BE ACCEPTED. |
| 13.54 SUPPRESSION. (RADIO) | BASE 72 / 245 / EEC<br>AMENDMENT 89 / 491 / EEC + 95 / 54 / EC<br>OR<br>SAE J551 | X | X | X | X | | 95 / 54 / EC MANDATORY FOR NEW MODELS. |
| 13.55 FLAMMABILITY OF INTERIOR MATERIALS. | FMVSS 302<br>(ALSO APPLICABLE TO VEHICLES PRODUCED. OUTSIDE U. S. A.)<br>OR<br>ISRAELI STD.400 | X | X | X | | | FLAMMABILITY TEST ACCORDING TO ISO 3795:<br>1. ALL INTERIOR MATERIALS FOR BUSES, UP TO 100 MM / MIN.<br>2. SEAT CUSHIONS AND COVERS FOR ALL VEHICLES, UP TO 100 MM / MIN.<br>3. OTHER INTERIOR MATERIALS OF DRIVER AND PASSENGER COMPARTMENT. UP TO 250 MM / MIN. |
| 13.56 FUEL TANK. | BASE 70 / 221 / EEC<br>AMENDMENT 79 / 490 / EEC + 81 / 333 / EEC<br>OR<br>FMCSR 393.67<br>OR<br>FMVSS 301 | X | X | X | | | |

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|---|---|---|---|---|---|---|---|---|
| | | | A | B | C | D | | |
| 13.57 | TIRES. | 92 / 23 / EEC<br>OR<br>ECE 30<br>OR<br>ECE 54<br>OR<br>FMVSS 109 ,110<br>OR<br>FMVSS 119,120<br>OR<br>JIS - 4230 | X | X | X | X | | FMVSS - ALSO APPLICABLE TO VEHICLES PRODUCED OUTSIDE U. S. A. |
| 13.58 | LABEL DETAILING TIRE PRESSURE. | ISRAELI REQUIREMENT | X | X | | | | |
| 13.59 | METRIC SPEEDOMETER | 75 / 443 / EEC<br>OR<br>ECE 39 | X | X | X | | | |
| 0 | AUDIBLE WARNING (HORN) | 70 / 388 / EEC<br>OR<br>ECE 28 | X | X | X | | | INSTALLING OF AIR HORNS IS STRICTLY FORBIDDEN |
| 13.61 | TACHOGRAPH. | 3821 / 85 / EEC | | | X<br>* | | | *<br>1. COMMERCIAL VEHICLES AND BUSES FROM 8 000 kg.<br>2. SHOULD BE CALIBRATED BY THE VEHICLE MANUFACTURER. |
| 13.62 | SPEED LIMITERS<br>** | 92 / 6 / EEC<br>+<br>92 / 24 / EEC | | | X<br>* | | | *<br>1. BUSES EXCEEDING 10 000 kg. G.V.W., MAX. SPEED SHOULD BE CALIBRATED BY THE VEHICLE MANUFACTURER AT 100 Km / h.<br>2. COMMERCIAL VEHICLES AND TRUCK - TRACTORS EXCEEDING 12 000 kg. G.V.W. THE DEVICE SHOULD BE CALIBRATED BY THE VEHICLE MANUFACTURER AT 85 km / h, THE MAX. SPEED SHOULD NOT EXCEED 90 km / h.<br>**<br>FOR VEHICLES PRODUCED IN U. S. A. SELF CERTIFICATE BY THE MANUFACTURER OF THE VEHICLE SHOWING SAME RESULTS WILL BE ACCEPTED |
| 13.63 | SIDE IMPACT RESISTANCE | 96 / 27 / EC<br>OR<br>FMVSS 214 | X | X | | | | 96 / 27 / EC EFFECTIVE FOR NEW MODELS AS FROM 1.10.98 EXCEPT VEHICLES WHERE THE 'R' POINT OF THE LOWEST SEAT IS MORE THAN 700 mm. FROM GROUND LEVEL. |

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|---|---|---|---|---|---|---|---|
| | | A | B | C | D | | |
| 13.64 FRONTAL IMPACT RESISTANCE. | 96 / 79 / EC OR FMVSS 208 | X | | | | | EFFECTIVE FOR NEW MODELS NOT EXCEEDING 2 500 kg. G.V.W. AS FROM 1.10.98. |
| 13.65 ADR REGULATION FOR VEHICLES TRANSPORTING DANGEROUS GOODS. | ECE / TRANS / 110 | | X | X | X | | 1. THIS REGULATION DOES NOT SUBSTITUTE OTHER MANDATORY REQUIREMENTS.<br>2. AUTOMOTIVE REQUIREMENTS SHALL BE ACCORDING TO EEC.<br>3. FOR VEHICLES PRODUCED IN U. S. A. MANUFACTURER'S OWN LABORATORY CERTIFICATE WILL BE ACCEPTED. |
| 13.66 VEHICLE IDENTIFICATION NUMBER (VIN). | ISO 3779 OR SAE J272 | X | X | X | X | | MODEL YEAR SHALL BE MARKED BY THE TENTH DIGIT IN THE VIN ACCORDING TO THE CHARACTERS USED FOR DESIGNATING THE YEAR IN ISO 3779 OR SAE J272. |



DATE

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14. **MODEL YEAR:**

14.1 THE MODEL YEAR IDENTIFIED BY THE VIN (VEHICLE IDENTIFICATION NUMBER), ACCORDING TO THE METHOD DESCRIBED BELOW:

14.1.1 BY THE TENTH DIGIT OF THE 17 DIGITS OF THE VIN, ACCORDING TO ISO OR SAE STANDARDS - "X" STANDS FOR MODEL YEAR 1999 STARTING WITH PRODUCTION MONTH _____ YEAR _____

14.1.2 BY THE PROGRESSIVE SERIAL NUMBER OF THE CHASSIS * _____

_____

14.1.3 OTHER * _____

**NOTES:**

**VEHICLES AS IDENTIFIED IN PARAGRAPH 14.1.2 OR 14.1.3:**

1. SHALL BE RELEASED FROM THE PRODUCTION LINE NOT BEFORE JULY 1 AND SHALL ARRIVE IN ISRAEL NOT BEFORE AUGUST 16, OF THE PREVIOUS CALENDAR YEAR OF THE MODEL YEAR.

2. DURING THE PERIOD BETWEEN JULY 1 AND DECEMBER 31 OF THE PREVIOUS CALENDAR YEAR OF THE MODEL YEAR, NO ALTERATIONS SHALL BE PERFORMED TO BASIC SPECIFICATIONS OR OUTER APPEARANCE OF THE MODEL,AND SHOULD NOT BE REPLACED BY A NEW MODEL.

14.2 IDENTIFICATION OF CITY & COUNTRY OF ASSEMBLY PLANT IS BY :

14.2.1 THE 11TH DIGIT OF THE VIN CODE * _____

14.2.2 AS DETAILED ON THE IDENTIFICATION PLATE * _____

14.2.3 OTHER * _____

* **INDICATE DETAILS**

15. **DECLARATION**

15.1 I HEREBY DECLARE THAT THE GIVEN INFORMATION IS TRUE AND CORRECT.

NAME _____ POSITION _____

OF (INSERT NAME OF MANUFACTURER) _____

DATE _____ SIGNATURE _____

15.2 I THE UNDERSIGNED _____

PUBLIC NOTARY AT _____

HEREBY CERTIFY THAT _____ IS AUTHORIZED TO SIGN FOR AND ON BEHALF OF THE A/M MANUFACTURER.

THIS PERSON APPEARED BEFORE ME AND SIGNED ON (DATE) _____

PERSON'S IDENTITY NO. / PASSPORT NO. IS _____

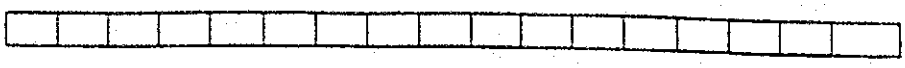
I HAVE HEREINTO SET MY SEAL AND SIGNATURE



_____ DATE _____ SIGNATURE _____ SEAL

## ANNEX I

## EXPLANATION OF VEHICLE IDENTIFICATION NUMBER (VIN) - CONTENT AND STRUCTURE (ACCORDING STANDARD ISO 3779 OR SAE J272)



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17



DATE

SIGNATURE

資料７．VAT（フローチャート）

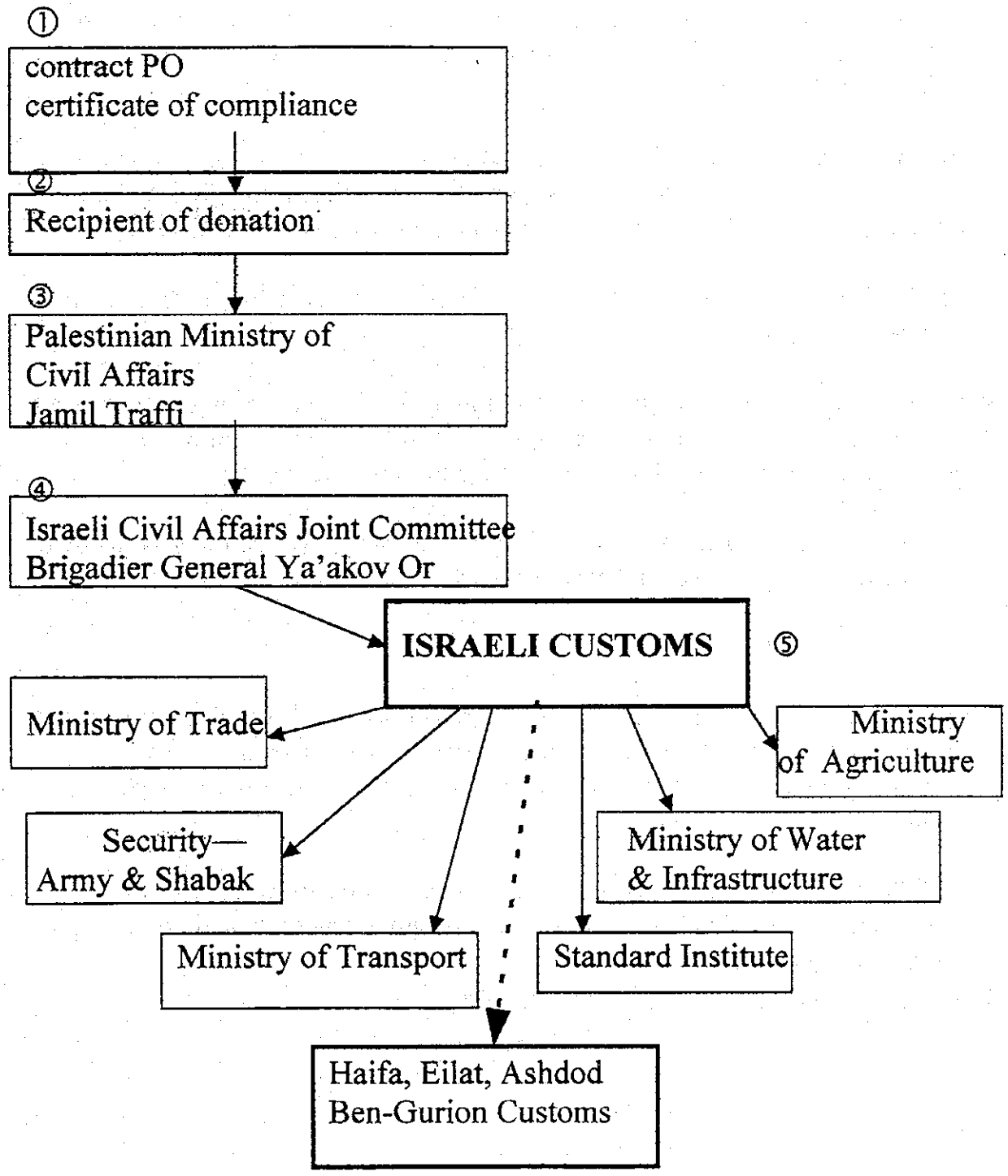
[redacted]

Middle East Logistic Services

PLS

PALESTINE LOGISTIC SERVICES

# DONATION PROCESSING FLOWCHART



MLS

Middle East Logistic Services

PLS

PALESTINE LOGISTIC SERVICES

1. Contractor prepares list of all goods to be exempt from duty & VAT. provides catalogue, description and test certification (when applicable). obtains letters from Donator stating it is a donation and letter form general contractor with any protocol of joint meetings that are relevant. Basically we prepare a thorough presentation in 5 copies.

2. Recipient issues a latter to Civil affairs requesting exemption from VAT, Duty & Customs. 1 binder with back-up send with letter to Ministry of Civil Affairs. (remaining 4 MLS distributes to the relevant ministries with signed receipt).

3. Civil Affairs issue letter to Israeli Civil Affairs committee with binder (donation number established).

4. Israeli customs receives latter and according to requirements of goods distributes to relevant ministries. Minimum is ministry of trade, security and water authority. If vehicle that addition is ministry of transport. etc. etc...

5. Upon receipt back of all approved or " approval subject to" Israeli customs issue authorization to customs in relevant gateway, copy to MLS/PLS.

6. Goods are ready to ship.

Upon receipt of item 1 MLS/PLS reviews all materials and determines what import regulations are required. (Standard Institute, phytosanitery, Health approvals etc). In coordination with receiver prepares all necessary documentation for custom clearance.

MLS follows up each stage to ensure letters issued and received. Provides necessary clarifications and ensures that process moves smoothly and nothing is lost in the bureaucratic void.

**Approximate approval time from 4 to 6 weeks.**