

Appendix 5.1

Memorandum

MEMORANDUM

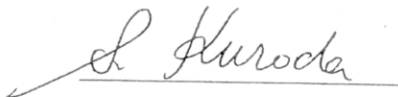
Memorandums respectively signed between GESR and JICA Study Team on Aug. 16, 2000 , and between GEHR and JICA Study Team on Aug. 19, 2000 have been discussed and the priority of GESR projects and GEHR projects have been confirmed.

The selection of project for feasibility study will be made based on the Memorandum signed between GESR and JICA Study Team.

Aug. 19, 2000



Dr. Eng. Shafik DAOUD
Chairman, Steering Committee
And Vice Minister,
Ministry of Transport



Dr. S. KURODA
Leader, JICA Railway
Study Team

Memorandum

GESR and JICA Study Team discussed the projects priority and selection of Feasibility Study Project as shown in the attached paper and in principle have the same opinion on the content of the paper attached.

With respect to two No. 2, Candidates of Feasibility Study, which one should be selected as No. 2 of GESR will be finally decided with due consideration of GESR's opinion and the Japanese side opinion.

August 16, 2000

Dip. Eng. Abdul Mounem Alboum
Deputy Director General &
Chief of Counterpart
Syrian Railways



Dr. Sadaaki KURODA
Leader of JICA Study Team

A handwritten signature in black ink, which appears to read "S. Kuroda", is written over the printed name.

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Evaluation of Rehabilitation/Modernization Projects of Existing Lines and New Lines Construction Projects

1 [Existing Line]

No.	No.	Project Name	Evaluation of B/C (2020) (*1)	Socio-Economic (*2)	No. of Train Per day (2020) (*3)	Railway Facility (*4)	Total Point (*5)	Evaluation By JICA Team (*6)	Rank of GESR (*7)	Foreign Support	Project Status (*8)	Total Point (*9)	Overall Evaluation (*10)	Candidate for F/S
1	R1	Midan Ekbas - Aleppo	C	B	C	A	7	C	B		P	9.5	B	
2	R2	Aleppo - Homs	B	A	B	C	8	B	B		P	10.5	B	
3	R3	Homs - Damascus	B	B	A	C	8	B	B		P	10.5	B	
4	R2+R3	Aleppo - Damascus	B	A	A	C	9	A	B		P	11.5	A	
5	R4	Aleppo - Lattakia	A	B	C	B	8	B	B		S	10.5	B	
6	R5	Lattakia - Tartous	B	A	C	A	9	A	B		I	11.5	A	
7	R8	Tartous - Homs	C	A	A	C	8	B	A	Iran	S	12.0	A	
8	R5+R6	Lattakia - Homs	B	A	B	C	8	B	B		I, S	10.5	B	
9	R7	Aleppo - Deir el-Zor	A	B	B	B	9	A	C		S	10.0	B	
10	R8	Deir el-Zor - Qamishli	B	B	C	B	7	C	C		S	8.0	C	
11	R9	Qamishli - Al Yaroubiyeh	C	B	C	A	7	C	C		P	8.0	C	
12	R4+R7+R8	Lattakia - Aleppo - Qamishli	A	B	C	B	8	B	C		S	9.0	B	
13	R7+R8	Aleppo - Qamishli	A	B	C	B	8	B	C		S	9.0	B	
14	R10	Mhine - Al Sharqia	C	C	C	C	5	C	A		P	9.0	B	
15	R8+ Homs - Mhine + Mhine - Al Sharqia	Tartous - Homs + Homs - Mhine + Mhine - Al Sharqia	B	B	A	C	8	B	A		S, P	12.0	A	1
16		Aleppo Loco Workshop, Depot					A	A	A		S		A	2
17		Aleppo Coach Workshop					A	A	A		S		A	
18		Aleppo Wagon Workshop					B	B	B		I		B	
19		Freight Information System					B	B	C		P		B	

2 [New Line]

No.	No.	Project Name	Evaluation of B/C (2020) (*1)	Socio-Economic (*2)	No. of Train Per day (2020) (*3)	Railway Network (*11)	Total Point (*5)	Evaluation By JICA Team (*12)	Rank of GESR (*7)	Foreign Support	Project Status (*8)	Total Point (*9)	Overall Evaluation (*10)	Candidate for F/S
1	N1	Deir el-Zor - Al Bukamal	B	B	C	A	8	A	A	Iran	I	12.0	A	
2	N2	Damascus - Daraa (Include Swaida Blanch Line)	B	C	C	A	7	B	C		I	8.0	C	
3	N3	Al Sharqia - Deir el-Zor	B	C	C	A	7	B	A		S	11.0	A	2
4	N4	Adra - Kaban	B	B	C	B	7	B	A		S	11.0	A	
5	N5	Maarret Ikhwan - Edlib	A	B	C	C	7	B	C		P	8.0	C	
6	N6	Akkari - Lebanon Border				A		B	B		P		B	
7	N7	Kadam - Hidas St.				B		A	B		S		B	
8	N8	West Entrance to Aleppo				C		C	B		P		B	

3[Sidings]

No.	No.	Project Name	Evaluation of B/C (2020) (*1)	Socio-Economic (*2)	No. of Train Per day (2020) (*3)	Railway Network (*11)	Total Point (*5)	Evaluation By JICA Team (*12)	Rank of GESR (*7)	Foreign Support	Project Status (*8)	Total Point (*9)	Overall Evaluation (*10)	Candidate for F/S
1	S-1	Muslimia - Industrial Zone				C					P			
2	S-2	Adra - Industrial Zone				G					P			
3	S-3	Noamia - Industrial Zone				C					P			
4	S-4	Jlar Elehogour for Sugar Beet Factory				C					Existing			
5	S-5	Tel Alo - Al Rumailan for Crude Oil & Natural Gas				C					P			
6	S-6	Hassaka - Shiddadah for Crude Oil & Natural Gas				C					P			

The Sidings above will not be included in the Cost/Benefit analysis of the Master Plan because the railway demand is not so much clear, but they will be referred to and discussed in the Report and will be recommended to be included in future in the M/P when production plan and railway transport volume will become clear.

Note :

- (*1) B= impact of the project = increase of railway traffic (ton·km+passenger·km) per day over the whole network at 2020 in case the project only is implemented.
C = rehabilitation or construction cost (million S.P.) (including necessary double tracking or new passing-by stations cost but excluding rolling stock cost)
Accordingly B/C means [positive impact]/[cost] ratio,
 $0.25 \leq A, 0.24 \leq B \leq 0.05, 0.05 > C$
- (*2) Socio-economic situations along the project section are evaluated by considering the population, land use and existence of industry / mining along the section.
- (*3) Total number of trains (passenger & freight) per day on the project section at 2020 when the all projects will be completed is evaluated as follows:
 $90 \leq A, 52 \leq B \leq 89, 51 \leq C$
- (*4) Railway facilities are evaluated considering existing technical standards of track, signalling and telecommunications.
More needs of rehabilitation / modernization are evaluated as more number of points.
- (*5) Total point is counted with A = 3, B = 2, C = 1
- (*6) Total point is evaluated as follows:
A = 9, B = 8, C = 7
- (*7) Rank of GESR is evaluated as follows:
A = No. 1 priority by GESR
B = No. 2, and 3 priority by GESR
C = No. 4, 5, 6 priority by GESR
- (*8) Project status is classified as follows:
I = Under implementation
S = Under Survey
P = Planning stage
- (*9) Total point is counted by summing total point of JICA Study Team and point by GESR rank (A = 4, B = 2.5, C = 1).
- (*10) Overall evaluation is made as follows:
 $A \geq 11, 11 > B \geq 9, C \leq 8$
- (*11) The project is evaluated from the view point of establishing international connection or forming national railway network.
- (*12) Total point is evaluated as follows:
 $A \geq 8, B = 7, C \leq 6$

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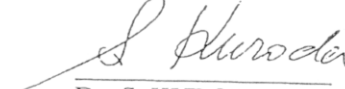
MEMORANDUM

GEHR and JICA Study Team have the same opinion on the priority ranking and the priority order of the projects as shown in the attached paper.

Aug. 19, 2000



Eng. Salah H. AHAMAD
General Director, GEHR



Dr. S. KURODA
Leader, JICA Railway
Study Team





Priority of Hidjaz Railway Projects

No.	Project Name	Priority Ranking	Priority Order	Remarks
1	Rehabilitation of Daraa line and Construction of Kadam- Hidjaz station	A	1	To be studied together with GESR project
2	Rehabilitation of Surgaya line	A	2	
3	Rehabilitation of Qatana line and other lines	B	3	
4	Damascus - Airport	(A)		Not included in the cost /benefit analysis of Master plan projects but discussed in the report on non-quantitative basis
5	Tramway			Not included in the cost /benefit analysis of Master plan projects but discussed in the report on non-quantitative basis

