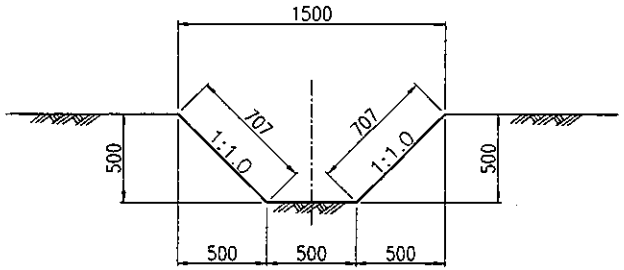
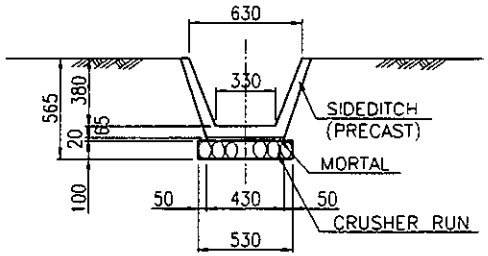


EARTH DITCH Scale 1:15



PRECAST SIDEDITCH Scale 1:15

LIST OF EARTH DITCH

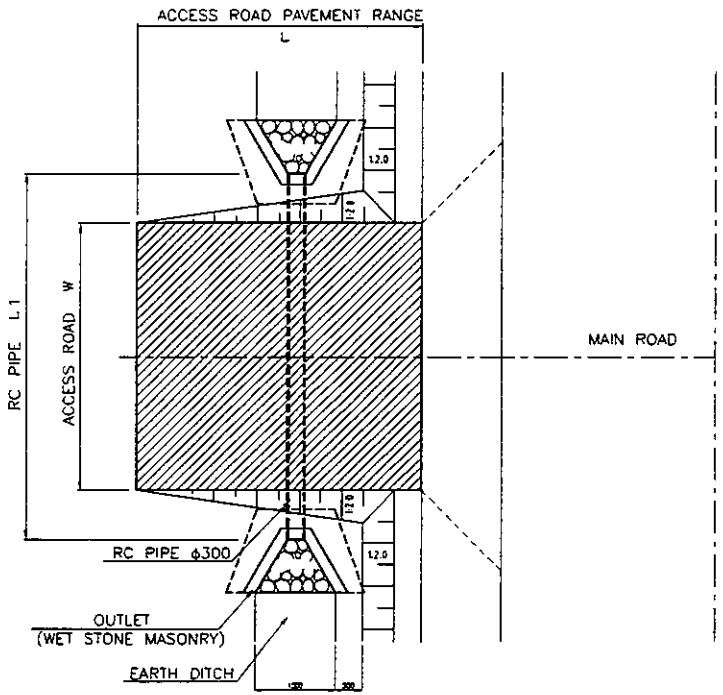
LEFT SIDE			
STATION	TO	STATION	LENGTH (m)
0+108		0+690	582.0
0+699		0+751	52.0
0+759		0+890	131.0
0+920		1+000	80.0
1+010		1+760	750.0
2+100		2+120	20.0
2+342		2+345	3.0
2+355		2+417	62.0
2+421		2+695	274.0
2+702		2+737	35.0
2+744		2+781	37.0
2+789		2+940	151.0
3+040		3+119	79.0
3+590		3+706	116.0
3+714		4+321	607.0
4+329		4+649	320.0
4+657		4+716	59.0
4+724		4+881	157.0
4+889		4+892	3.0
4+899		4+971	72.0
4+979		5+042	63.0
5+050		5+180	130.0
5+540		5+546	6.0
5+554		5+584	30.0
5+591		5+593	2.0
5+600		5+626	26.0
5+834		5+840	6.0
5+800		5+856	56.0
5+864		5+886	22.0
5+894		5+921	27.0
5+928		5+958	30.0
5+963		5+967	4.0
5+974		6+000	26.0
6+220		6+290	70.0
9+479		9+550	71.0
9+740		9+790	50.0
9+870		9+950	90.0
13+530		13+590	60.0
14+390		14+500	110.0
15+130		15+490	360.0
16+680		17+100	420.0
17+230		17+290	60.0
17+480		17+590	110.0
17+920		17+980	60.0
18+270		18+330	60.0
18+490		18+660	170.0
18+820		19+010	190.0
19+240		19+340	100.0
19+710		19+760	50.0
19+800		19+820	20.0
20+020		20+040	20.0
20+280		20+360	80.0
20+890		20+782	92.0
20+789		21+440	651.0
21+600		21+940	340.0
21+990		22+110	120.0
23+050		23+080	30.0
TOTAL			7,402.0

RIGHT SIDE			
STATION	TO	STATION	LENGTH (m)
0+080		0+676	596.0
0+685		0+689	4.0
0+699		0+751	52.0
0+759		1+180	421.0
1+400		2+260	860.0
2+360		2+413	53.0
2+430		2+590	160.0
2+610		2+726	116.0
2+734		2+820	86.0
3+030		3+140	110.0
3+140		3+183	43.0
3+197		3+327	130.0
3+334		3+361	27.0
3+369		3+384	15.0
3+391		3+409	18.0
3+416		4+597	1,181.0
4+604		5+121	517.0
5+129		5+271	142.0
5+279		5+470	191.0
6+898		7+210	312.0
7+420		7+600	180.0
7+990		8+170	180.0
12+460		12+500	40.0
14+040		14+140	100.0
14+570		14+620	50.0
14+790		14+815	25.0
14+835		14+861	26.0
15+010		15+060	50.0
15+810		16+277	467.0
16+284		16+667	383.0
17+260		17+285	25.0
17+630		17+670	40.0
18+510		18+620	110.0
18+870		19+030	160.0
19+290		19+310	20.0
19+740		19+770	30.0
21+180		21+350	170.0
21+800		22+110	310.0
22+520		22+740	220.0
TOTAL			7,620.0

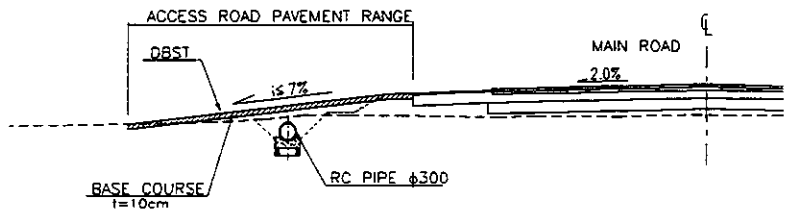
LIST OF PRECAST SIDEDITCH

LEFT SIDE			
STATION	TO	STATION	LENGTH (m)
6+890		8+980	2,090.0
9+980		12+200	2,220.0
TOTAL			4,310.0

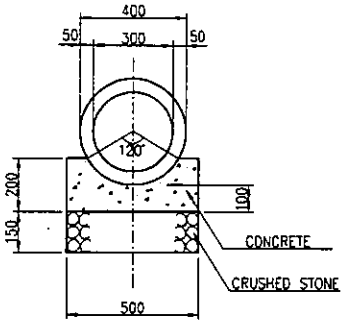
MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF EARTH DITCH AND PRECAST SIDEDITCH	SCALE: AS SHOWN	DRAWING No: M-1 Rv.



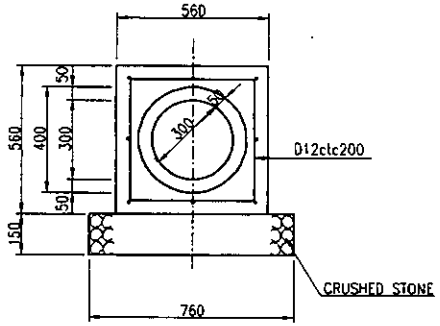
PLAN Scale 1:50



SECTION Scale 1:50



120°FOUNDATION Scale 1:10
(W≤ 5.0meters)



360°FOUNDATION Scale 1:10
(W≥ 5.0meters)

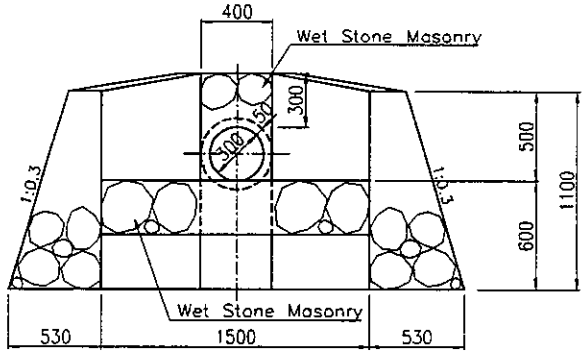
SCHEDULED LIST OF ACCESS ROAD (PAVEMENT AND CROSS DRAINAGE)

NO	STA	SIDE (L/R)	WIDTH W(m)	PAVEMENT L(m)	PIPE L1(m)	FOUNDATION TYPE	REMARKS
1	0+586	R	30	21.7	80	360°	
2	0+594	L	60	17.1	100	360°	
3	0+694	R	60	21.7	100	360°	
4	0+795	L	45	22.7	85	120°	
5	0+795	R	45	11.1	85	120°	
6	0+815	L	60	31.5	100	360°	
7	2+340	R	65	37.5	105	360°	
8	2+412	L	15	STAIRWAY	40	120°	
9	2+413	R	15	STAIRWAY	40	120°	
10	2+720	R	38	5.4	78	120°	
11	2+740	L	30	3.1	60	120°	
12	3+120	L	80	34.5	120	360°	
13	3+430	L	50	8.7	PAVEMENT ONLY		
14	3+710	L	45	8.4	85	120°	
15	4+325	L	40	7.4	80	120°	
16	4+850	R	30	2.2	60	120°	
17	5+275	R	45	5.1	85	120°	
18	5+290	L	70	5.1	PAVEMENT ONLY		
19	5+478	R	30	3.5	PAVEMENT ONLY		
20	5+760	R	25	3.8	PAVEMENT ONLY		
21	5+827	L	45	8.5	PAVEMENT ONLY		
22	5+824	L	30	3.7	-	-	EXISTING USE
23	6+050	L	35	10.4	PAVEMENT ONLY		
24	6+090	L	35	10.4	PAVEMENT ONLY		
25	6+745	L	65	4.1	PAVEMENT ONLY		
26	6+790	R	60	4.4	PAVEMENT ONLY		
27	6+400	L	35	4.7	PAVEMENT ONLY		
28	6+575	L	45	9.1	PAVEMENT ONLY		
29	6+865	R	25	3.0	55	120°	
30	7+300	L	80	3.4	-	-	EXISTING USE
31	7+348	L	25	5.4	75	120°	
32	7+850	L	90	8.0	-	-	EXISTING USE
33	8+130	L	80	7.7	-	-	EXISTING USE
34	8+140	R	30	3.4	60	120°	
35	8+810	R	30	12.3	PAVEMENT ONLY		
36	8+240	R	60	8.2	100	360°	
37	8+988	L	50	7.0	PAVEMENT ONLY		
38	9+345	L	30	11.7	PAVEMENT ONLY		
39	9+470	R	45	11.5	PAVEMENT ONLY		
40	9+845	R	40	9.3	PAVEMENT ONLY		
41	9+905	L	50	14.2	PAVEMENT ONLY		
42	10+250	L	30	2.0	-	-	EXISTING USE
43	10+722	R	40	8.0	PAVEMENT ONLY		
44	11+050	L	50	5.0	-	-	EXISTING USE
45	11+320	L	40	2.7	80	120°	
46	11+717	L	60	8.0	-	-	EXISTING USE
47	12+185	R	30	10.4	60	120°	
48	12+240	L	35	9.1	75	120°	
49	12+250	R	30	9.1	60	120°	
50	13+548	L	30	23.8	PAVEMENT ONLY		
51	13+380	L	30	12.3	60	120°	
52	14+855	R	50	4.5	90	360°	
53	15+000	R	35	8.7	PAVEMENT ONLY		
54	15+795	R	50	13.1	PAVEMENT ONLY		
55	16+280	R	30	9.1	60	120°	
56	16+670	L	30	9.1	60	120°	
57	16+670	R	30	9.4	60	120°	
58	16+990	L	20	7.2	60	120°	
59	17+000	R	30	21.3	PAVEMENT ONLY		
60	20+780	R	35	13.4	PAVEMENT ONLY		
61	20+795	L	30	9.1	60	120°	
62	20+865	R	30	20.5	PAVEMENT ONLY		
63	22+260	R	60	9.2	PAVEMENT ONLY		
64	22+950	R	35	12.4	PAVEMENT ONLY		
65	23+190	R	30	8.8	PAVEMENT ONLY		

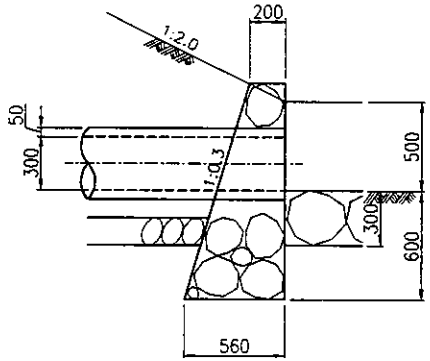
SCHEDULED LIST OF ACCESS TO HOUSES (PAVEMENT AND CROSS DRAINAGE)

NO	STA	SIDE (L/R)	WIDTH W(m)	PAVEMENT L(m)	PIPE L1(m)	FOUNDATION TYPE	REMARKS
1	1+005	L	60	8.1	100	360°	
2	1+220	L	55	9.1	85	360°	
3	1+384	L	90	18.3	PAVEMENT ONLY		
4	2+130	L	55	6.8	85	360°	
5	2+699	L	30	4.2	60	120°	
6	2+795	L	40	5.1	80	120°	
7	3+178	L	50	8.8	PAVEMENT ONLY		
8	3+190	L	30	6.7	PAVEMENT ONLY		
9	3+199	R	100	100	140	360°	
10	3+217	L	50	11.3	PAVEMENT ONLY		
11	3+240	L	30	8.7	PAVEMENT ONLY		
12	3+262	L	30	8.4	PAVEMENT ONLY		
13	3+300	L	45	7.0	PAVEMENT ONLY		
14	3+318	L	30	9.0	PAVEMENT ONLY		
15	3+328	L	50	9.0	PAVEMENT ONLY		
16	3+500	R	30	6.4	60	120°	
17	3+395	R	45	2.8	85	120°	
18	3+387	R	30	2.5	60	120°	
19	3+412	R	30	2.0	60	120°	
20	4+883	L	40	2.7	80	120°	
21	4+720	L	40	2.2	80	120°	
22	4+885	L	40	5.0	80	120°	
23	4+895	L	30	3.8	60	120°	
24	4+900	L	40	3.8	80	120°	
25	4+975	L	35	5.4	75	120°	
26	5+048	L	45	9.0	85	120°	
27	5+124	R	35	2.4	75	120°	
28	5+315	L	40	5.5	80	120°	
29	5+348	L	30	6.0	80	120°	
30	5+357	L	45	7.7	85	120°	
31	5+386	L	50	7.7	90	360°	
32	5+440	L	40	4.1	80	120°	
33	5+550	L	35	5.0	75	120°	
34	5+587	L	30	3.4	60	120°	
35	5+585	L	30	8.7	60	120°	
36	5+700	L	40	8.9	80	120°	
37	5+810	L	40	2.4	80	120°	
38	5+830	L	40	4.8	80	120°	
39	5+880	L	40	8.4	80	120°	
40	5+880	L	40	9.7	80	120°	
41	5+900	L	70	3.8	120	120°	
42	5+970	L	30	4.3	60	120°	
43	6+000	L	25	8.2	55	120°	
44	6+080	L	35	14.1	PAVEMENT ONLY		
45	6+175	R	20	13.7	PAVEMENT ONLY		
46	6+380	R	25	12.8	PAVEMENT ONLY		
47	6+400	R	25	12.8	PAVEMENT ONLY		
48	6+675	L	35	8.3	75	120°	
49	22+690	L	85	11.7	PAVEMENT ONLY		
50	23+040	L	40	8.0	PAVEMENT ONLY		

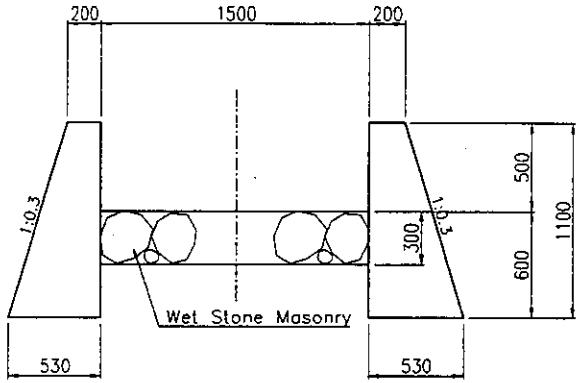
MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF ACCESS ROAD AND FACILITIES (1)	SCALE : AS SHOWN	DRAWING No: M-2 Rv.



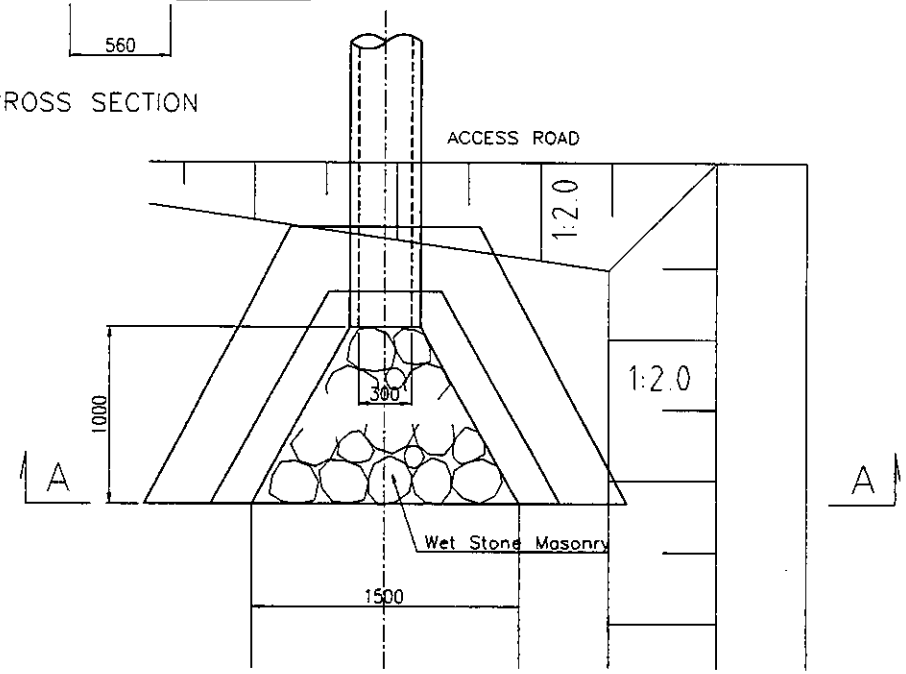
FRONT VIEW



CROSS SECTION



A–A SECTION



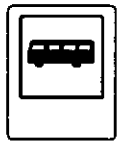
PLAN

INLET/OUTLET STRUCTURE FOR PIPE CULVERT Scale 1:15

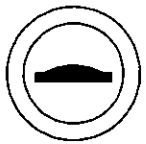
MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF ACCESS ROAD AND FACILITIES (2)	SCALE : AS SHOWN	DRAWING No: M-3 Rv.

PEDESTRIAN CROSSING
I-1

CHILDREN CROSSING
I-2



BUS STOP
I-3



HUMP
I-4

INFORMATION SIGNS Scale 1:15

SPEED LIMIT 30 km/h
R-1

SPEED LIMIT 60 km/h
R-2

STOP
R-3

REGULATION SIGNS Scale 1:15

LEFT BEND
W-1

RIGHT BEND
W-2

STEEP UPHILL
W-3

STEEP DOWNHILL
W-4

CROSSROADS
W-5

INTERSECTION WITH A NON PRIORITY ROAD
W-6

SIDE ROAD , LEFT
W-7

SIDE ROAD ,RIGHT
W-8

JUNCTION , LEFT
W-9

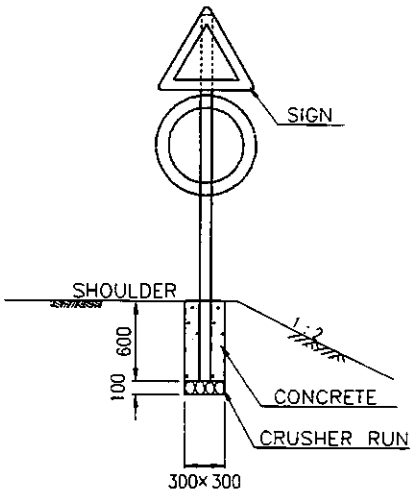
JUNCTION , RIGHT
W-10

OTHER PRIORITY
W-11

WARNING SIGNS Scale 1:15

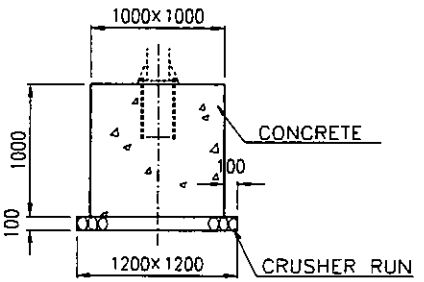
LEFT SIDE				
No	TYPE	STATION	No. of Signs	REMARKS
1	I - 1 & I - 4	2+343	2	CITY ROAD (2)
2	I - 1 & I - 4	2+433	2	
3	I - 1 & I - 4	3+119	2	CITY ROAD (1)
4	I - 1 & I - 4	3+149	2	
5	I - 1 & I - 4	3+255	2	
6	I - 2	2+428	1	
7	I - 3	5+735	1	
8	I - 3	12+250	1	
9	I - 3	22+398	1	
10	R - 1	3+380	1	
11	R - 1	23+200	1	
12	R - 2	2+240	1	
13	R - 2	5+380	1	
14	R - 2	7+380	1	
15	R - 2	9+380	1	
16	R - 2	11+380	1	
17	R - 2	13+380	1	
18	R - 2	15+380	1	
19	R - 2	17+380	1	
20	R - 2	19+380	1	
21	R - 2	21+380	1	
22	R - 2	22+800	1	
23	R - 2	23+650	1	
24	R - 3 & W - 11	0+894	2	ACCESS ROAD
25	R - 3 & W - 11	0+915	2	ACCESS ROAD
26	R - 3 & W - 11	5+290	2	ACCESS ROAD
27	R - 3 & W - 11	6+285	2	ACCESS ROAD
28	R - 3 & W - 11	7+330	2	ACCESS ROAD
29	R - 3 & W - 11	7+650	2	ACCESS ROAD
30	R - 3 & W - 11	8+130	2	ACCESS ROAD
31	R - 3 & W - 11	11+717	2	ACCESS ROAD
32	W - 1	0+880	1	
33	W - 1	1+500	1	
34	W - 1	3+980	1	
35	W - 1	6+100	1	
36	W - 1	8+230	1	
37	W - 1	13+380	1	
38	W - 1	15+200	1	
39	W - 1	17+630	1	
40	W - 1	18+430	1	
41	W - 1	20+430	1	
42	W - 1	22+070	1	
43	W - 1	22+870	1	
44	W - 2	0+280	1	
45	W - 2	0+840	1	
46	W - 2	2+420	1	
47	W - 2	4+080	1	
48	W - 2	8+870	1	
49	W - 2	14+230	1	
50	W - 2	15+920	1	
51	W - 2	16+970	1	
52	W - 2	19+430	1	
53	W - 2	19+520	1	
54	W - 2	20+220	1	
55	W - 2	21+050	1	
56	W - 2	21+540	1	
57	W - 2	21+880	1	
58	W - 2	23+000	1	
59	W - 3	17+200	1	
60	W - 3	19+600	1	
61	W - 3	20+540	1	
62	W - 3	21+930	1	
63	W - 4	14+820	1	
64	W - 4	15+200	1	
65	W - 4	15+500	1	
66	W - 4	15+800	1	
67	W - 4	16+100	1	
68	W - 4	18+820	1	
69	W - 4	19+060	1	
70	W - 5	0+930	1	
71	W - 6	0+710	1	
72	W - 6	8+300	1	
73	W - 7	8+880	1	
74	W - 7	22+370	1	
75	W - 8	3+330	1	
76	W - 8	7+353	1	
77	W - 8	7+880	1	
78	W - 8	8+140	1	
79	W - 8	11+730	1	
80	W - 9	0+930	1	
81	W - 10	0+100	1	

LRIGHT SIDE				
No	TYPE	STATION	No. of Signs	REMARKS
1	I - 1 & I - 4	2+316	2	
2	I - 1 & I - 4	2+340	2	CITY ROAD (2)
3	I - 1 & I - 4	3+089	2	
4	I - 1 & I - 4	3+119	2	CITY ROAD (1)
5	I - 2	2+398	1	
6	I - 3	3+175	1	
7	R - 1	2+240	1	
8	R - 1	22+800	1	
9	R - 2	0+000	1	
10	R - 2	3+380	1	
11	R - 2	5+380	1	
12	R - 2	7+380	1	
13	R - 2	9+380	1	
14	R - 2	11+380	1	
15	R - 2	13+380	1	
16	R - 2	15+380	1	
17	R - 2	17+380	1	
18	R - 2	19+380	1	
19	R - 2	21+380	1	
20	R - 2	23+200	1	
21	R - 3 & W - 11	0+894	2	ACCESS ROAD
22	R - 3 & W - 11	8+290	2	ACCESS ROAD
23	R - 3 & W - 11	8+942	2	ACCESS ROAD
24	R - 3 & W - 11	22+389	2	ACCESS ROAD
25	W - 1	0+000	1	
26	W - 1	0+800	1	
27	W - 1	2+170	1	
28	W - 1	3+980	1	
29	W - 1	9+830	1	
30	W - 1	14+080	1	
31	W - 1	15+750	1	
32	W - 1	18+640	1	
33	W - 1	19+250	1	
34	W - 1	19+450	1	
35	W - 1	19+940	1	
36	W - 1	20+890	1	
37	W - 1	21+480	1	
38	W - 1	21+560	1	
39	W - 1	22+940	1	
40	W - 2	0+460	1	
41	W - 2	0+080	1	
42	W - 2	3+870	1	
43	W - 2	5+986	1	
44	W - 2	8+110	1	
45	W - 2	13+210	1	
46	W - 2	15+070	1	
47	W - 2	17+480	1	
48	W - 2	18+220	1	
49	W - 2	20+340	1	
50	W - 2	21+970	1	
51	W - 2	22+780	1	
52	W - 3	14+360	1	
53	W - 3	15+080	1	
54	W - 3	15+380	1	
55	W - 3	15+680	1	
56	W - 3	15+980	1	
57	W - 3	16+880	1	
58	W - 3	18+200	1	
59	W - 4	17+000	1	
60	W - 4	18+310	1	
61	W - 4	20+280	1	
62	W - 4	22+080	1	
63	W - 5	0+000	1	
64	W - 6	0+880	1	
65	W - 6	8+280	1	
66	W - 7	5+270	1	
67	W - 7	7+320	1	
68	W - 7	7+840	1	
69	W - 7	8+110	1	
70	W - 7	11+690	1	
71	W - 8	8+930	1	
72	W - 8	22+330	1	
73	W - 9	0+100	1	BEHIND POWER ROAD



SIGN POST DETAILS Scale 1:20

Note : The size , shape and dimensions of Road Signs shall be in accordance to The Standard of Tajikis

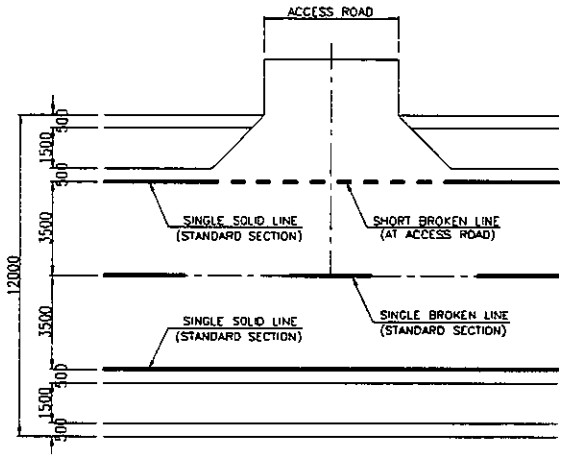


FOUNDATION OF TRAFFIC SIGNAL Scale 1:2

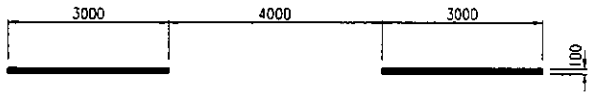
LIST OF TRAFFIC SIGNAL

STATION	NUMBER	REMARKS
2+340	4	CITY ROAD (2) CROSSING
3+119	4	CITY ROAD (1) CROSSING
TOTAL	8	

MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF ROAD SIGNS AND FOUNDATION OF TRAFFIC SIGNAL	SCALE : AS SHOWN	DRAWING No: M-4 Rv.



MARKING PLAN Scale 1:100

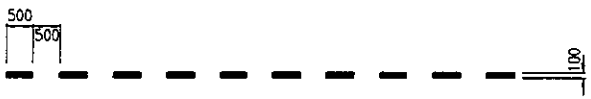


SINGLE BROKEN LINE (STANDARD SECTION)

SINGLE SOLID LINE (AT CURVES)

CENTER LINE MARKING Scale 1:50

SINGLE SOLID LINE (STANDARD SECTION)



SHORT BROKEN LINE (AT ACCESS ROAD)

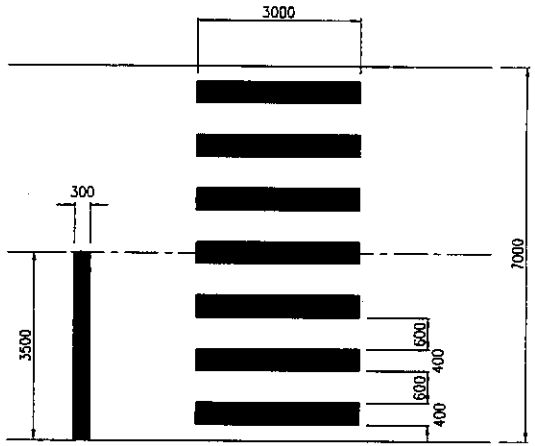
EDGE LINE MARKING Scale 1:50

LIST OF EDGE LINE AT ACCESS ROAD

STATION	SIDE	LENGTH(m)	REMARKS
0+000 ~ 0+080	LEFT	80.00	START POINT ROAD
0+694	LEFT	6.00	
0+894	RIGHT	6.00	
0+915	LEFT	6.00	
5+290	LEFT	7.00	
6+285	LEFT	6.50	
6+290	RIGHT	6.00	
7+330	LEFT	9.00	
7+850	LEFT	9.00	
8+130	LEFT	9.00	
8+940	RIGHT	6.00	
11+717	LEFT	6.00	
22+360	RIGHT	6.00	
TOTAL		162.50	

LIST OF CENTER LINE AT CURVES

STATION	LENGTH(m)	REMARKS
0+000 ~ 0+280	280.00	
0+460 ~ 0+680	220.00	
0+800 ~ 1+500	700.00	
2+170 ~ 2+420	250.00	
2+500 ~ 3+050	550.00	
3+870 ~ 4+060	190.00	
5+980 ~ 6+230	250.00	
6+850 ~ 6+950	100.00	
9+830 ~ 9+930	100.00	
12+430 ~ 12+750	320.00	
13+210 ~ 13+380	170.00	
14+080 ~ 14+230	150.00	
14+770 ~ 14+880	110.00	
15+030 ~ 15+280	250.00	
15+750 ~ 15+920	170.00	
16+840 ~ 16+970	130.00	
17+480 ~ 17+630	150.00	
18+220 ~ 18+430	210.00	
19+250 ~ 19+520	270.00	
19+680 ~ 20+220	540.00	
20+340 ~ 20+430	90.00	
20+890 ~ 21+050	160.00	
21+480 ~ 21+760	280.00	
21+970 ~ 22+070	100.00	
22+380 ~ 22+620	240.00	
22+760 ~ 22+870	110.00	
22+940 ~ 23+150	210.00	
TOTAL	6,300.00	



STOP LINE CROSS WALKS

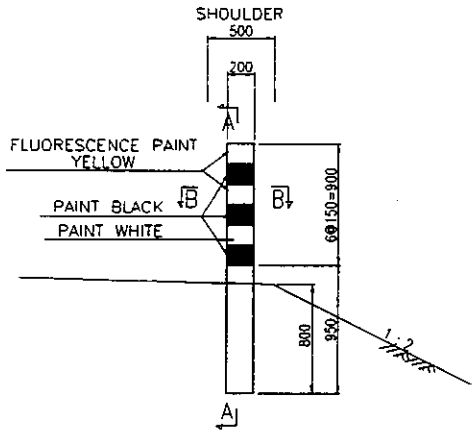
PEDESTRIAN MARKINGS Scale 1:50

LIST OF CROSS WALKS AND STOP LINE

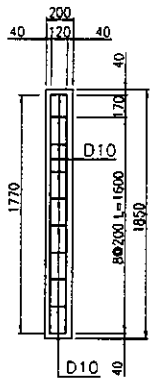
STATION	NUMBER	REMARKS
2+340	3	CITY ROAD (2) CROSSING
2+413	1	NURSERY SCHOOL
3+119	4	CITY ROAD (1) CROSSING
3+230	1	MARKET
TOTAL	9	

2-268

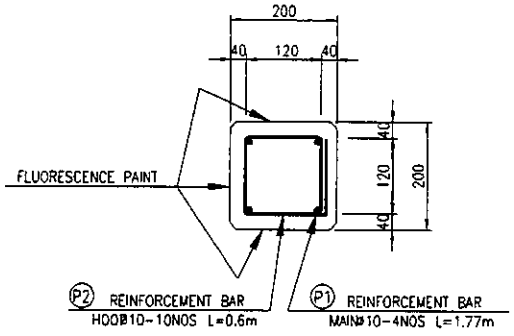
MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: STANDARD PAVEMENT AND PEDESTRIAN MARKINGS	SCALE: AS SHOWN	DRAWING No: M-5 Rv.



GUIDE POST Scale 1:20

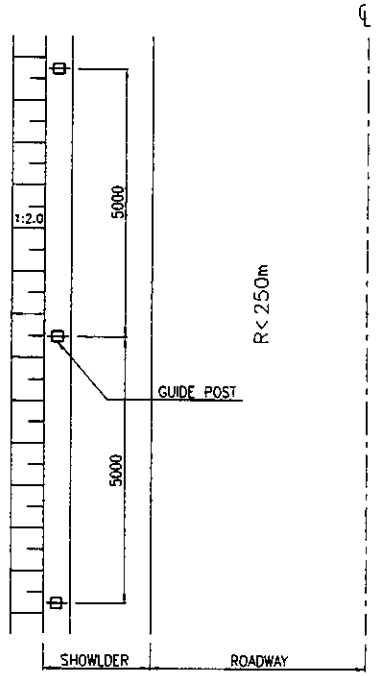


DETAIL A-A Scale 1:20



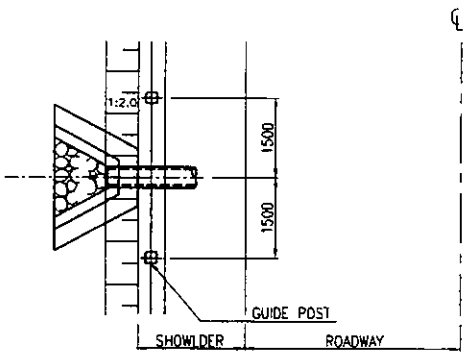
DETAIL B-B Scale 1:5

MARK	DIA-METER	LENGTH (mm)	NO.	WEIGHT/m (kg/m)	WEIGHT/ONE (kg)	WEIGHT	REMARKS
P1	D10	1770	4	0.617	1.092	4.4	
2	"	600	10	"	0.370	3.7	
						8.1 kg	



ARRANGEMENT AT CURVES
Scale 1:50

NOTE: Guide Posts shall be installed only along the Outer side of the Curve with radius smaller than 250m.



ARRANGEMENT AT DRAINAGE FACILITIES
Scale 1:50

SCHEDULED LIST OF GUIDE POST (Curve High Embonkment)

NO.	ROAD No.	STATION START	STATION END	LENGTH (m)	Nos. (5m Pitch)	REMARKS
1	CL1	0+090	0+280	190	39	Curve
2	CL1	5+982	6+105	123	25	Curve
3	CL1	17+480	17+627	147	30	Curve
4	CL1	18+720	18+780	60	13	High Embonkment
5	CL1	20+440	20+480	40	9	High Embonkment
6	CL1	21+969	22+066	97	20	Curve
7	CL1	22+572	22+613	41	9	Curve
8	CL1	22+764	22+866	102	21	Curve

NO.	ROAD No.	STATION START	STATION END	LENGTH (m)	Nos. (5m Pitch)	REMARKS
1	CL1	0+464	0+683	219	45	Curve
2	CL1	0+802	0+944	142	29	Curve
3	CL1	14+084	14+227	143	30	Curve
4	CL1	15+751	15+921	170	35	Curve
5	CL1	16+838	16+973	135	28	Curve
6	CL1	18+400	18+470	70	15	High Embonkment
7	CL1	18+720	18+830	110	23	High Embonkment
8	CL1	19+210	19+250	40	9	High Embonkment
9	CL1	19+550	19+580	30	7	High Embonkment
10	CL1	19+940	20+221	281	57	Curve
11	CL1	20+450	20+510	60	13	High Embonkment
12	CL1	21+561	21+685	124	26	High Embonkment Curve
13	CL1	22+515	22+565	50	11	Curve

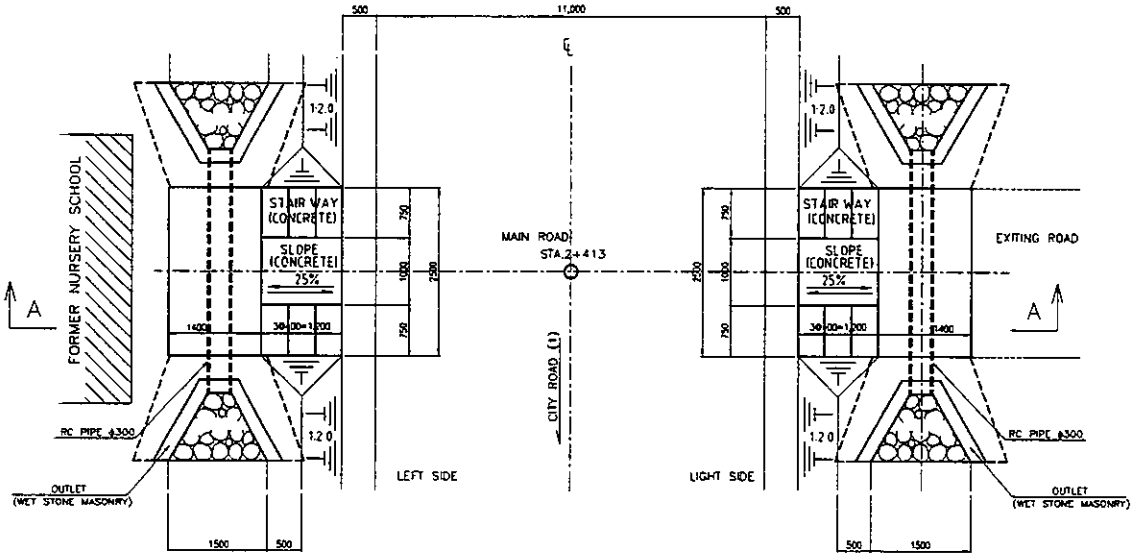
SCHEDULED LIST OF GUIDE POST (Drainage Facility)

NO.	ROAD No.	STATION	Nos.	REMARKS
1	CL1	0+097.5	4	
2	CL1	0+221.3	4	
3	CL1	0+296.0	4	
4	CL1	0+368.5	4	
5	CL1	0+604.4	4	
6	CL1	0+673.0	4	
7	CL1	0+700.0	4	
8	CL1	0+930.0	4	
9	CL1	2+210.0	4	
10	CL1	2+220.0	4	
11	CL1	2+592.0	4	
12	CL1	3+080.0	4	
13	CL1	3+130.0	4	
14	CL1	3+916.8	4	
15	CL1	4+481.6	4	
16	CL1	4+902.3	4	
17	CL1	5+177.2	4	
18	CL1	5+250.0	4	
19	CL1	5+818.4	4	
20	CL1	6+196.7	4	
21	CL1	6+204.6	4	
22	CL1	6+240.0	4	
23	CL1	6+892.5	4	
24	CL1	6+906.5	4	
25	CL1	7+200.0	4	
26	CL1	7+600.0	4	

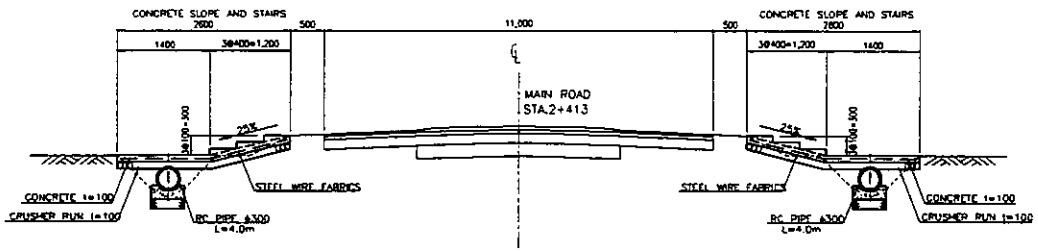
NO.	ROAD No.	STATION	Nos.	REMARKS
27	CL1	7+811.8	4	
28	CL1	8+116.6	4	
29	CL1	8+122.1	4	
30	CL1	8+160.0	4	
31	CL1	8+386.2	4	
32	CL1	8+710.1	4	
33	CL1	8+840.0	4	
34	CL1	8+977.0	4	
35	CL1	9+280.0	4	
36	CL1	9+340.0	4	
37	CL1	9+464.2	4	
38	CL1	9+490.0	4	
39	CL1	9+840.0	4	
40	CL1	10+040.0	4	
41	CL1	10+380.0	4	
42	CL1	10+520.0	4	
43	CL1	10+623.2	4	
44	CL1	11+120.0	4	
45	CL1	11+341.0	4	
46	CL1	11+541.0	4	
47	CL1	11+627.6	4	
48	CL1	11+820.0	4	
49	CL1	11+992.8	4	
50	CL1	12+100.0	4	
51	CL1	12+217.3	4	
52	CL1	13+067.7	4	

NO.	ROAD No.	STATION	Nos.	REMARKS
53	CL1	13+523.5	4	
54	CL1	14+730.0	4	
55	CL1	14+827.5	4	
56	CL1	14+945.0	4	
57	CL1	15+080.0	4	
58	CL1	15+890.0	4	
59	CL1	16+152.0	4	
60	CL1	16+677.0	4	
61	CL1	17+165.0	4	
62	CL1	17+580.0	4	
63	CL1	18+752.0	4	
64	CL1	19+231.0	4	
65	CL1	19+775.1	4	
66	CL1	20+520.0	4	
67	CL1	21+000.0	4	
68	CL1	21+540.0	4	
69	CL1	22+155.4	4	
70	CL1	22+576.3	4	
71	CL1	22+624.1	4	
72	CL1	23+182.0	4	

MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF GUIDE POST	SCALE: AS SHOWN	DRAWING No: M-6 Rv.

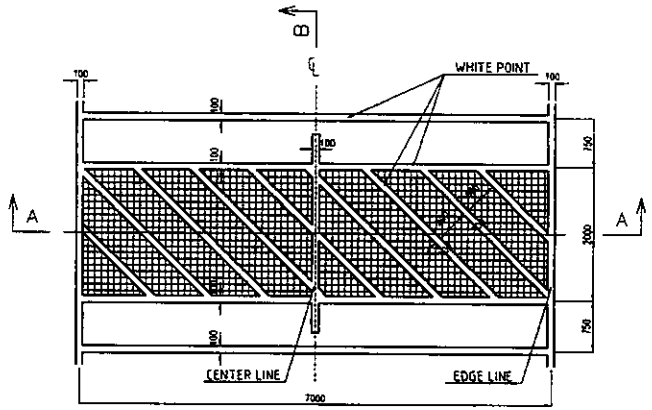


PLAN

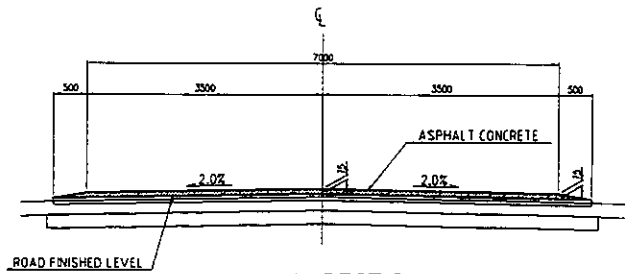


A–A SECTION

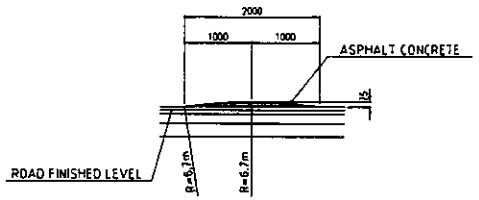
CONCRETE STAIRWAY Scale 1:40



PLAN



A–A SECTION



B–B SECTION

DETAILS OF HUMP Scale 1:40

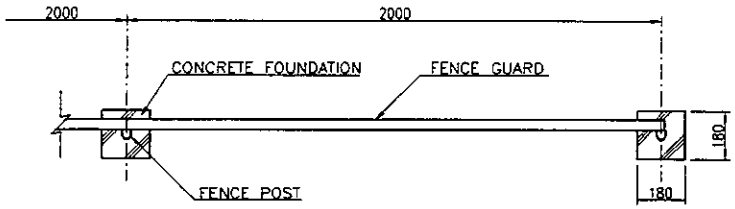
LIST OF HUMP

STATION	NUMBER	REMARKS
2+340	3	CITY ROAD (2) CROSSING
2+413	1	NURSERY SCHOOL
3+119	4	CITY ROAD (1) CROSSING
3+230	1	MARKET
TOTAL	9	

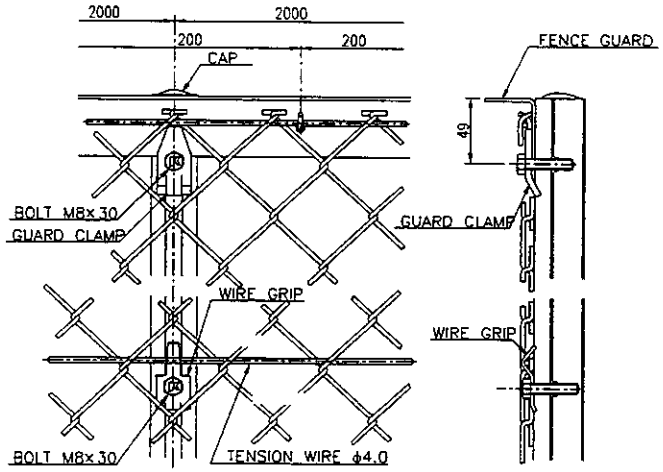
MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJINY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF STAIRWAY AND HUMP	SCALE: AS SHOWN	DRAWING No: M-7	Rv.

KS-2TYPE H-100

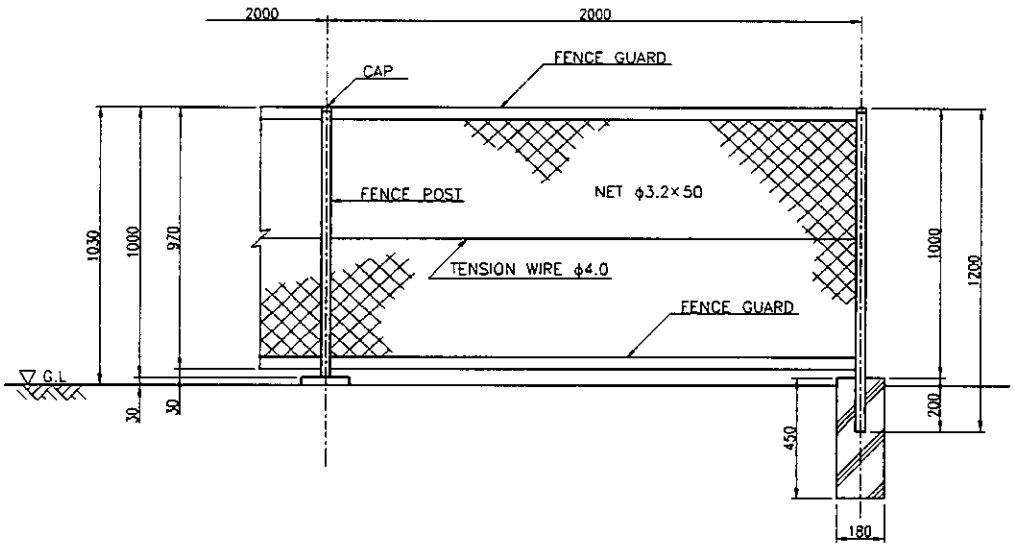
(STA.2+340 – STA.2+510 LEFT SIDE)



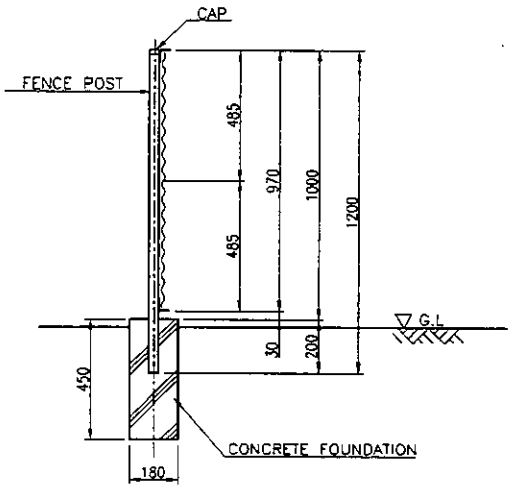
PLAN Scale 1:10



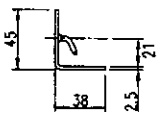
DETAILS OF PARTS ASSEMBLY
Scale 1:2



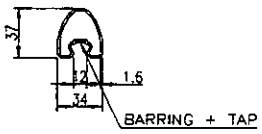
FRONT VIEW Scale 1:10



SIDE VIEW Scale 1:10



SECTION OF GUARD
Scale 1:2



SECTION OF POST
Scale 1:2

MINISTRY OF TRANSPORT REPUBLIC OF TAJIKISTAN	BASIC DEGIN ON THE PROJECT FOR IMPROVEMENT OF DUSTY-NIJNY PYANDZH ROAD IN REPUBLIC OF TAJIKISTAN	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: DETAILS OF FENCE	SCALE: AS SHOWN	DRAWING No: M-8	Rv.

2.2.4 Implementation Plan

2.2.4.1 Implementation Policy

Basic concepts for implementation of the Project are as follows:

- After both Governments of Japan and Tajikistan agree and sign an exchange of note, the Project will be implemented in accordance with the guideline of Japan's Grant Aid.
- Ministry of Transportation, the Government of Tajikistan is responsible for implementing the Project.
- Assistance in tendering and construction supervision will be undertaken by a Japanese consulting firm in accordance with a contract between the Ministry and the consultant.
- A Japanese tenderer who has award the contract by the Ministry will undertake the implementation of the Project.

Main concepts for the implementation are as follows:

- Materials and labors for the project are procured in Tajikistan as many as possible. If required qualities and capacities are not enough, materials and labors can be procured effectively from third countries and/or Japan.
- Implementation method and schedule for the Project shall be planed based on meteorological, topographic and geologic conditions.
- General and easy method without specific equipment and technology shall be planed.
- Proposing standards and specifications for construction, site organizations of both the contractor and consultant shall manage to apply the standards and specifications
- Facilities to secure traffic and safety under construction shall be installed.
- Protection for water pollution and flooding by the implementation shall be done in order to preserve environment.
- Construction waste shall be treated to dump in a proper site specified by the Government of Tajikistan.

2.2.4.2 Implementation Conditions

(1) Safety management for road users and construction personals

1) Road work

- To secure traffic under construction, one lane space will be secured to deal alternation traffic. Construction yards will be definitely separated by using security facilities such as construction signs, traffic control signs, detour signs and allows, barricades, safety cones, lighting signs and so on as well as traffic controllers.

2) Structure work

- Constructing structures such as bridge and so on, detour will be set beside the existing road.
- Constructing river (irrigation canals) parts, banks of bypass channels shall be protected by using sandbags etc.

(2) Consideration for Environment

The target road includes life roads of the residents around in addition to trunk roads cross over the border of Afghanistan. Then, it is needed to have a plan with environment mitigation measures, to alleviate the negative impacts. The followings are items to be considered and mitigation measures against negative impacts:

Items	Mitigation Measures
Vibration & Noise	Employ the ordinal construction method。But, in terms of the works with vibration, consideration should be made to limit the working time, to minimize the impact to the residents. A plant, which might bring the annoyance of noise, should be installed outside of the residence area (soil desert).
Occurrence of Dust	During the cosnstruction work, water should be sprayed to minimize the spread of dust. A plant, which might bring the annoyance of dust, should be installed outside of residence area (Soil desert), and water spray etc. should also be considered in case of winding to the residence area, to minimize the annoyance.
Waste water Treatment during construction	Waste water from drain pit should be properly treated, to prevent the inflow into irrigation channel in the vicinity. In terms of extension of irrigation pipe system, it is needed to treat the waste water pumped from the drain pit, avoiding the mixing with irrigation water. It is also emphasized to control the raise of PH, which would be brought from the mixing of waste water contagious to concrete.
Solid Waste Treatment	Solid waste of structure, such as asphalt and concrete block, should be evacuated and transported and deposited in the army basis in conformity with the agreement with the local government side (Kumsangir District). Surplus soil should be dumped and leveled in the soil desert.
Alleviation of Traffic Congestion	Secure at least one traffic lane, which should be controlled by traffic guides.
Prevention of Traffic Accident and damage to the third parties	Identify the area of construction and install the counter measures, such as reflector panels, to prevent traffic accident especially at night. During the construction period, exclusive pedestrian should be provided, and counter measures should also be provided to prevent invasion of third parties into the site.

(3) Consideration for Environment

- A construction method occurring vibration shall be avoided and a general construction method shall be adopted instead.
- Executing site work, dust caused by the work shall be mitigated by spreading water.
- An asphalt plant shall be installed in desert in order to avoid noise and dust in resident area.
- river (irrigation canals) parts, banks of bypass channels shall be protected by using sandbags etc.
- Waste water during site work will be properly treated in order to protect the water dump to irrigation canals.

(4) Right of way and resettlement

The following site possessions are occurred as mentioned in 2.2.1.3 “Consideration on Environmental and Socio-Economic Conditions”.

- Section of new route

  STA.0+000 – STA.0+950 (distance=950m, width=30m)
- Section on old railroad

  STA.2+350 – STA.3+100 (distance=750m, width=25m)

2.2.4.3 Scope of Works

Undertakings of both Governments, Japan and Tajikistan, are listed in Table 2.2.3.3-1.

Table 2.2.4.3-1 Undertakings of both Governments

Items	Contents	Undertaken by		Remarks
		Japan	Tajikistan	
Procurement of materials and equipment	Procurement	○		
	Customs clearance		○	
	In-land transportation clearance		○	
Temporary work	Right of way acquisition		○	Site office, stock yard, work shop, etc.
	Other work	○		
Relocation of obstacles, etc.	Ground obstacles		○	Electric poles & wires, telephone cables, etc.
Site possessions	New routes		○	
Main work	Improvement of the road	○		

2.2.4.4 Construction Supervision Plan

A Japanese consultant will carry out detailed design, assistance in tendering and construction supervision in accordance with the consultant contract agreed with both the Government of Tajikistan and the consultant.

(1) Detailed design

- To confirm the contents of the Project
- To review the detailed design

(2) Assistance in tendering

The following services in the period from tender notice to construction contract are as follows:

- Tender documents
- Tender notice
- Prequalification
- Tendering
- Tender evaluation
- Contract facilitation

The duration of assistance in tendering is as follows:

- Phase 1: 2.5 months
- Phase 2: 2.5 months

(3) Construction supervision

The consultant will carry out supervision of the construction to be executed by a contractor according to the contract and implementation plan. Major work items are as follows:

- Inspections and approvals of site surveys
- Inspections and approvals of construction plans
- Quality control
- Progress control
- Measurement of the work
- Inspection of safety aspects
- Final inspection and delivery

The duration of work periods are as follows:

- Phase 1: 11.5 months
- Phase 2: 15.5 months

One supervisor will be designated permanently for the construction supervision.

As site work occupies parts of the existing road, construction supervision shall consider safety for all aspects of the construction

2.2.4.5 Quality Control Plan

Quality control plan for earthwork and pavement work is shown in Table 2.2.4.5-1 and for concrete work in Table 2.2.4.5-2.

Table 2.2.4.5-1 Quality control plan for earthwork and pavement work

Items	Test items	Test method (Specification)	Frequently of tests
Embankment	Density in-situ (Compaction)	AASHTO T191	Once 500 ㎡
Base course/ Sub-base	Density in-situ (Compaction)	AASHTO T191	Once 1,000m^3
	Compaction and unconfirmed compression test	AASHTO T180	Once 1,000m^3
Asphalt concrete (surface/BTB)	Temperature of asphalt mixture	Temperatures while carrying, coating and rolling	5 times a day
	Abrasion test of aggregate	AASHTO T96	Once 1,500m^3. Once if material source is changed (Data of procurement is confirmed)

Table 2.2.4.5-2 Quality control plan for concrete work

Item	Test item	Test method (Specification)	Frequently of tests
Cement	Physical property test	AASHTO M85	Once before trail mix; thence once in 500m^3 of concrete. Once if material source is changed
Fine aggregate	Physical property test	AASHTO M6	Once before trail mix; thence once in 500m^3. Once if material source is changed.
	Sieve analysis	AASHTO T27	Once a month
Course aggregate	Physical property test	AASHTO M80	Once before trail mix; thence once in 500m^3. Once if material source is changed (Data of procurement is confirmed).
	Sieve analysis	AASHTO T27	Once a month
Water	Quality test	AASHTO T26	Once before trail mix
Concrete	Slump test	AASHTO T119	Twice a day
	Air content test	AASHTO T121	Twice a day
	Compressive strength test	AASHTO T22	6 specimens in each concreting. Incase of large amount in each concreting, 6 specimens every 75 m^3 (3 for 7 day strength and 3 for 28 day strength)
	Temperature test	—	Twice a day
	Salinity test	—	Twice a day

2.2.4.6 Procurement Plan

(1) Procurement plan of construction material

All construction material necessary for the Project are usually available in market whether domestic or imported products. Procurement is supposed to be no problem.

Procurement plan of major material is shown in Table 2.2.4.6-1.

Table 2.2.4.6-1 Procurement plan of major material

Item	Procurement from			Remarks
	Tajikistan	Japan	3rd country	
Materials for Structure				
Crushed stone	○			River gravel procured from a contractor in Kurgan Tyube City
Cement	○			Kulgantuhe City
Sand	○			River sand procured from a contractor in Kurgan Tyube City
Sub-base material	○			Sand in a borrow pit mixed with cement
Ready mixed concrete	○			Mixing in site
Crushed stone for asphalt concrete	○			River gravel procured from a contractor in Kurgan Tyube City
Asphalt concrete				Mixing in site
Re-bar : D 6 ～D 32	○			Kurgan Tyube City (Impoted)
Admixture for concrete	○			-do-
Shape steel	○			-do-
Rubble for wet masonry	○			River gravel procured from a contractor in Kurgan Tyube City
PVC pype゜: D＝50～200	○			Kurgan Tyube City
ＲＣ pype゜: D＝300～1000	○			-do-
Traffic signboard	○			-do-
Material for temporary work				
Timber for form	○			Kurgan Tyube City
Plywood for form (waterproof)	○			-do-
Support timber and log for scaffold	○			-do-
Electric welding rod	○			-do-
Fuel and publication	○			-do-
Oxygen and acetylene	○			-do-
Gas cutter	○			-do-

(2) Procurement plan of construction equipment

Policy to procure equipment is as follows:

- Equipment owned by Local contractors is mostly old type. The equipment is not continuously workable because of frequent repairing.
- The equipment except workable backhoes and dump trucks are leased from contractor of third country having its site office in Tajikistan.
- If local procurement is difficult, the equipment will be procured from Japan and/or third countries.

Major equipment procurement plan is shown in Table 2.2.4.6-2.

Table 2.2.4.6-2 Major equipment procurement plan

Equipment	Size	Lease/ Procurement	Procured from			Reason of procurement	Carriage
			Tajikistan	Third country	Japan		
Backhoe	0.28m^3	Lease	○				
Backhoe	0.5m^3	Lease	○				
Backhoe	0.8m^3	Lease	○				
Bulldozer	15t	Lease	○				
Bulldozer	21t	Lease	○				
Motor grader	3.1m	Lease	○				
Road roller	8 t	Lease	○				
Tire roller	8-20t	Lease	○				
Vibration roller	0.5-0.6t	Lease	○				
Vibration roller	0.8-1.1t	Lease	○				
Wheel loader	2.3m^3	Lease	○				
Wheel loader	3.1m^3	Lease	○				
Asphalt finisher	2.4-6.0m	Lease	○				
Sprinkler truck	6.0kl	Lease	○				
Dump truck	10 t	Lease	○				
Truck crane	4.8-4.9t	Lease	○				
Truck crane	20 t	Lease	○				
Truck crane	35 t	Lease	○				
Trailer truck	20t	Lease	○				
Trailer truck	30t	Lease	○				
Trailer truck	40t	Lease	○				
Cement mixing plant	100t/h	Lease	○				
Asphalt plant	60t/h	Lease	○				
Generator	250KVA	Lease	○				
Generator	15KVA	Lease	○				
Generator	25KVA	Lease	○				
Submersible pump	150mm	Lease	○				
Submersible pump	100mm	Lease	○				
Compressor	3.5-3.7m^3	Lease	○				

2.2.4.7 Implementation Schedule

Implementation plan is scheduled as follows:

- Phase 1: Main route from STA.0+000 to STA.3+140, STA.18+500 to STA.23+650, urban district road (1) and urban district road (2)
- Phase 2: Main route from STA.3+140 to STA.18+500

Implementation schedule is shown in Table 2.2.4.7-1.

Table 2.2.4.7-1 Implementation schedule

Stage	Work Item / Month			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Phase 1	Sta. 0+000~3+140, Sta. 16+700~23+650 (Total length : 10.09km) Urban district road : 3.7km	Detail Design	Site survey																		
			Work in Japan																		
			Finalization			(Total 1.5 months)															
		Road Improvement	Preparatory Work																		
			Structure Work																		
			Road Work																		
			Road Facility Work																		
			Urban District Road Work																		
			Cleaning													(Total 11.5 months)					
Phase 2	Sta. 3+140~16+700 (Total length:13.56km)	Detail Design	Site survey																		
			Work in Japan																		
			Finalization			(Total 1.5 months)															
		Road Improvement	Preparatory Work																		
			Structure Work																		
			Road Work																		
			Road Facility Work																		
			Cleaning															(Total 15.5 months)			

2.3 Obligations of Recipient Country

The Government of Tajikistan will undertake the following measures on condition that the Grant Aid by the Government of Japan is extended to the Project.

- To provide data and information necessary for the Project.
- To secure the required approvals, which are major premises for the project implementation, for the construction and environment subjects, from the State Committee.
- To secure the land necessary for the execution of the Project, such as the land for temporary offices, construction works, storage yards and others.
- To relocate all structures like electric poles. Telephone cables, etc. in the project road
- To bear commissions to the bank in Japan for its banking service in connection with the Project.
- To ensure prompt tax exemption, customs clearance and effective inland transportation of material and equipment.
- To exempt Japanese nationals engaged in the Project customs duties for the supply of products and services necessary for the project.
- To accord Japanese nationals necessary legal rights for their entry and stay in Tajikistan.
- To provide necessary permission, licenses and certificates in connection with environmental issues and earthwork for the Project.
- To arrange proper use and effective maintenance of the road after the completion of the project.
- To coordinate and solve any issues related to the Project that may be risen from inhabitants or third parties.
- To bear all the expenses, other than those covered by the Japanese Grand Aid, necessary for the Project by the mutual agreement of both countries.

2.4 Project Operation and Maintenance Plan

(1) Organization for operation and maintenance

Road Management and Maintenance Cooperation of Kumsangir District controlled by the Khatlon Provincial office of MOT is in charge of operation and maintenance for the Project as mentioned in 2.2.1.6 “Ability of Local Agency in Management and maintenance”.

(2) Maintenance plan

Necessary maintenance is as follows:

- Daily maintenance: Routine inspection and cleaning side gutters and culverts
- Repair for damaged part: Patching pavement, repainting pavement marking and other damaged parts

(3) Present operations of maintenance and recommendations

Present operations of maintenance are as follows:

- Daily maintenance: Side gutters are well cleaned.
- Repair: Road surfaces are repaired regularly; however the quality is not enough due to lack of compressing devices.

It is important to achieve effective results from maintaining facilities sufficiently for keeping good condition of traffic lanes and durability of facilities of the road.

The following recommendations are necessary:

- To check facilities regularly for controlling their conditions.
- To clean facilities up, especially drainages.
- To secure necessary personals and budget for maintenance.
- To keep good conditions of necessary equipment for maintenance.

In future, maintenance for roads in Tajikistan shall be well organized by MOT and necessary maintenance equipment, also, shall be obtainable.

2.5 Rough Project Cost

2.5.1 Rough Estimate of Project Cost

Total project cost necessary to implement the Project is estimated at 1,318 million Yen. As stated previously, costs to be borne by both governments of Japan and Tajikistan based on the scope of works are shown in (1) and (2). Respective details are estimated as follows on the conditions shown in (3). However, this estimated project cost will not be same as cost of Exchange of Not.

(1) Cost born by the Government of Japan

Total project cost
Phase 1: approximately 592 million Yen
Phase 2: approximately 720 million Yen
Total : approximately 1,312 million Yen

Rehabilitation of Dusty-Nijiny Pyandzh road (approx. 23.7km) and urban district road (approx. 3.6km) in Dusty Town

Item			Total project cost (unit: million Yen)				
			Phase 1		Phase 2		Total
Facility	Road work	Road earthwork Pavement work Gutters Urban District Road	487	548	577	669	1,217
	Culvert		26		18		
	Road service facility	Drainage work Road service facility Temporary facility	35		74		
Detailed design & construction supervision			44		51		95

(2) Cost borne by Government of Tajikistan 175,380 Somoni (approx. US$6,300,000)

① Land Acquisition 56,700 Somoni (approx. US$2,100,000)

② Demolition of Existing Wall 6,700 Somoni (approx. US$200,000)

③ Relocation of Electric Line 8,680 Somoni (approx. US$300,000)

④ Relocation of Telecommunication 6,600 Somoni (approx. US$200,000)

⑤ Relocation of Existing Tree 19,700 Somoni (approx. US$700,000)

⑥ Advising Commission 32,000 Somoni (approx. US$1,200,000)

⑦ Payment Commission 45,000 Somoni (approx. US$1,600,000)

(3) Conditions in the cost estimate

① Time of cost estimate: December 2005

② Exchange rate: US$ 1.00 = 115.31 Yen　　1 Somoni = 36.03 Yen

③ Construction period: Two phases as shown in the Implementation Schedule.

④ Others: The Project is implemented in accordance with the system of Japan's Grant Aid.

2.5.2 Estimated Maintenance Cost

The following organization is in charge of maintenance for the road rehabilitated by the Project:

Routine inspection and daily maintenance: Road Management and Maintenance Cooperation of Kumsangir District

Repar: Road Management and Maintenance Cooperation of Kumsangir District

Annual maintenance cost necessary for the road is estimated at 53,600 Somni (US$ 16,740.00). Details are shown in Table 2.5.2-1.

Table 2.5.2-1 Maintenance work and annual cost

Unit : US$

1. Routine Inspection (Undertaken by Road Management and Maintenance Cooperation of Kumsangir District)

Facility	Inspection Item	Frecency	No. of staff	Equipment	Quantity	Cost (Somuni)	Cost (US$)
Box culvert							
Pavement	Crack, deformation, pothole, etc.	4 times a year	2 persons	Scoop, hammer, sickle, arricade,	40 man-day/ year	1,280	400.00
	Existence of soil, obstacles						
Drainage	Injury, deformation, stain, splitting	5 days each time					
Road marking	Crack						
Structure	Crack, damage, collapse, etc.			pick-up truck	20 veh-day/ year	3,200	1,000.00
Revetment	Damage of handrail						
Ancillary facility							
Road	Crack, deformation, pothole, etc.						
Pavemen	Rainwater rosion & collapse, etc.						
Shoulder/slope	Injury, deformation, stain, splitting						
	Damage						
Road marking							
Guide post							
					Total	4,480	1,400.00

2. Daily maintenance work (Undertaken by Road Management and Maintenance Cooperation of Kumsangir District)

Facility	Inspection Item	Frecency	No. of staff	Equipment	Quantity	Cost (Somuni)	Cost (US$)
Cleaning							
Drainage	Cleaning soil, obstacles	4 times a year	10 persons	Scoop, hammer, sickle, barricade,	200 man-day/ year	6,400	2,000.00
Pavemen	Cleaning						
Shoulder	Cutting grass, cleaning						
Box culvert	Cleaning	5 days each time					
Road marking	Cleaning			Pick-up truck	20 veh-day/ year	3,200	1,000.00
SnowRemoval(Window)	Snow removal on road						
					Total	9,600	3,000.00
				Total of daily maintenance work cost		14,080	4,400.00

3. Repair (Undertaken by Road Management and Maintenance Cooperation of Kumsangir District)

Facility	Inspection Item	Frecency	No. of staff	Equipment	Quantity	Cost (Somuni)	Cost (US$)
Box culvert							
Structure	Repairing damaged part	10 times a year	6 persons	Plat tamper	400 man-day/ year	13,440	4,200.00
Pavement	Shielding crack, patching pothole			Pick-up truck			
	Repairing damaged part				70 veh-day /year,	5,600	1,750.00
Drainage	Repairing damaged part	7 days each time			70 veh-day/year	11,200	3,500.00
Revetment	Partial painting handrail						
Facility				Base course	50.0m^3/year	3,200	1,000.00
				Asphalt concrete	10.0t/year	3,200	1,000.00
Road	Shielding crack, patching pothole						
Pavement	Repairing damaged part			Cement	130bags/ year	2,496	780.00
	Repainting			Boulder	3.0m^3/year	192	60.00
Shoulder/slope	Repairing damaged part			Road making paint	50m/year	160	50.00
Road marking							
Guide post							
					Total	39,488	12,340.00
				Grand total		53,600	16,740.00

Maintenance budgets and expenses of MOT in last 3 years are shown in Table 2.5.2-2.

Table 2.5.2-2 Maintenance budgets and expenses of MOT

Units: Somuni (US Dollars)

Years	Budgets	Expenses
2003	4,950,000 (1,546,875)	7,950,000 (2,484,375)
2004	12,000,000 (3,750,000)	13,500,000 (4,218,750)
2005	18,100,346 (5,656,358)	15,640,553 (4,887,672)

Unit: Somoni (1 US$.= 3.2 Somoni in December 2005)

Maintenance budgets and expenses, and expenses for the project road of Road Management and Maintenance Cooperation of Kumsangir District in last 3 years are shown in Table 2.5.2-3.

Table 2.5.2-3 Maintenance budgets and expenses, and expenses for the Project road of Road Management and Maintenance Cooperation of Kumsangir District

Units: Somuni (US Dollars)

Years	Budgets	Expenses	Expenses for the Project road
2003	35,000 (10,938)	41,000 (12,813)	8,000 (2,500)
2004	75,000 (23,438)	104,000 (32,500)	31,000 (9,688)
2005	180,000 (56,250)	280,000 (87,500)	180,000 (56,250)

Unit: Somoni (1 US$.= 3.2 Somoni in December 2005)

> The balance of amount between budgets and expenses has provided by MOT.

> The project road was rehabilitated by them for the transit of Afghanistan government concerned in the 2005 fiscal year. The all expenses of this rehabilitation was provided by MOT.

The maintenance costs of MOT have covered the whole roads (the total distance of approximately 13,800km). The distance of the project road is approximately 27km.Therefor the project road distance and maintenance budget are only 0.2% of the total road distance and 0.3% of the whole budget of MOT in 2005, respectively.

Also the maintenance cost of Road Management and Maintenance Cooperation of Kumsangir District, implementation agency has covered the national roads (the total distance of 73km). The project road distance and maintenance budget are approximately 37% of the total road distance and only 30% of the maintenance budged of them in 2005. Hence it is most likely that the budget is financially acceptable.

CHAPTER 3 PROJECT EVALUATION AND RECOMMENDATIONS

3.1 Project Effect

Advantageously direct and indirect effects to result from the implementation of the project are as follows:

(1) Direct positive effects

① Reduced Driving time

Improving driving performance on the project road to secure smooth traffic, driving time can be reduced as follows:

Table 3.1-1 Driving time reduced

Items	Before rehabilitation (present)	After rehabilitation
Residential area section Sta.0+000~Sta. 12+100 L=12.1 km	29 minutes 25 km/h in average	18 minutes 40 km/h in average
High desert section Sta.12+100~Sta. 23+700 L=11.6 km	20 minutes 35 km/h in average	12 minutes 60 km/h in average
Total	49 minutes	30 minutes

② Secured safety and smooth traffic

For all the way, widening adequate lane widths, 3.5m as specified, the project road can solve a bottleneck resulting from the capacity of only 350 vehicle a day by the ferry of the international border river in order to increase the predicted traffic of 1,000 vehicles a day after the inauguration of the international bridge. In addition, safety and smooth traffic of two urban district roads in Dusty Town can be secured because of installing shoulders (sidewalks), a parking zone nearby the market, pedestrian crossings and traffic signs: moreover, horse carriages in slow speed can be safely and smoothly separated by improving traffic lanes.

③ Traffic improvement for people and goods due to decreasing flooded days and time

Constructing irrigation canals along 7 road sections of 1.1 km, in total distance, floods occurring about 40 days a year (difficult traffic time of 5hours a day) can be improved so that road users concerned can go to commercial areas and public facilities with easier access.

(2) Indirect positive effects

① Socio-economic activities can be more promoted by exchanging freights and passengers because of functioning as a wide area trunk road.

② Dust pollution can be alleviated by fixing road damages including the shoulders.

③ Irrigation water can be effectively distributed because of improving the existing irrigation canal, as well as, the project road rehabilitation.

3.2 Recommendations

To produce and maintain significantly positive effects, the Government of Tajikistan is expected to fulfill the following issues and recommendations:

- Maintenance and management, particularly repairing pavement and cleaning sand/obstructers in drainage facilities, are necessary to sustain not only good driving condition but also extension of service period for pavement and facilities. To secure sufficient maintenance, annual budget of US$16,740 is necessary. As mentioned in 2.5.2 “Estimated Maintenance Cost”, it is judged that the government of Tajikistan can make the budget.

- Road Management and Maintenance Cooperation of Kumsangir District can operate daily maintenance including easy fixing mentioned the above because specific equipment is not required. However, arrangement of construction equipment and technical level up by transfer technology are necessary for further operation of long-term maintenance such as overlay.

- As a result of road improvement, traffic speed can be increased. To maintain traffic safety, implementation of traffic safety education, improvement of traffic manner and observance of traffic regulation are required. Further more, implementation of campaigns for traffic safety is expected.

- At the present, a part of the project road is submerged by floodwater leaked from the irrigation canal. In the future, counter measures to protect increasing floodwater will be considerable because this project planned the drainage facilities to protect leaking water volume at the present condition.

- The project road is ranked with a part of wide area trunk road in the concept of Asian Highway. Improvement for other parts of the road excluding this project is urgently necessary so that the advantageous effects can be expected by magnifying function of the wide area trunk road.

It is recommended that technical assistance for procurement of construction equipment, long-term maintenance and traffic safety measures should be implemented to extend and sustain the advantageous effects of the project with through maintenance and traffic safety.

APPENDICES

1. Member List of Study Team
2. Study Schedule
3. List of Parties Concerned in Tajikistan
4. Minutes of Discussions
5. Cost Estimation Borne by the Government of Tajikistan

APPENDIX 1

MEMBER LIST OF STUDY TEAM,

Appendix 1 Member List of the Study Team

1. Field Surveys in Tajikistan

Mr. NISHIMIYA Noriaki	Leader	Resident Representative JICA Uzbekistan Office
Mr. SUGITA Shigehiko	Project Coordinator	Officer of Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, JICA
Mr. MIURA Minoru	Chief Consultant / Road Planner / Management & Maintenance Planner	Katahira & Engineers International
Mr. SAGARA Hidetaka	Road Designer	Katahira & Engineers International
Mr. NAKAMURA Tomohiko	Natural Condition Survey / Environmental and Social Consideration Planner / Structure Designer	Katahira & Engineers International
Mr. WATANABE Ryohei	Construction & Procurement Planer / Cost Estimator	Katahira & Engineers International
Mr. ASANO Tomu	Interpreter (Russian – Japanese)	Katahira & Engineers International

2. Discussion of a draft basic design

Mr. NISHIMIYA Noriaki	Leader	Resident Representative JICA Uzbekistan Office
Mr. MIURA Minoru	Chief Consultant / Road Planner / Management & Maintenance Planner	Katahira & Engineers International
Mr. SAGARA Hidetaka	Road Designer	Katahira & Engineers International
Mr. WATANABE Ryohei	Construction & Procurement Planer / Cost Estimator	Katahira & Engineers International
Mr. ASANO Tomu	Interpreter (Russian – Japanese)	Katahira & Engineers International

3. Explanation of a draft study report

Mr. NISHIMIYA Noriaki	Leader	Resident Representative JICA Uzbekistan Office
Mr. MIURA Minoru	Chief Consultant / Road Planner / Management & Maintenance Planner	Katahira & Engineers International
Mr. SAGARA Hidetaka	Road Designer	Katahira & Engineers International
Mr. WATANABE Ryohei	Construction & Procurement Planer / Cost Estimator	Katahira & Engineers International
Mr. ASANO Tomu	Interpreter (Russian – Japanese)	Katahira & Engineers International

APPENDIX 2

STUDY SCHEDULE

1. Fiels surveys in Tajikistan

Day	M.D.D			Mr. Nishimiya	Mr. Sugita	M. Miura	H. Sagara	T. Nakamura	R. Watanabe	T. Asano
1	Nov.	15	Tue	-	NRT 1330 → ICN 1600 (OZ101), ICN 1730 → TAS 2110 (OZ573)					
2		16	Wed	Discussion with JICA (Uzbekistan Office)						
3		17	Thu	-	Tashkent(T)→Dushanbe(D)					
4		18	Fri	-	Courtesy Call to EOJ & MOT, Discussion with JICA Liaison Office					
5		19	Sat	-	Site Inspection					
6		20	Sun	-	Site Inspection					
7		21	Mon	(T)→(D)	Discussion with MOT, (Explanation on I/R)					
8		22	Tue	Discussion with MOT on M/D						
9		23	Wed	Signing on M/D, Report to President Office, EOJ						
10		24	Thu	(D)→(T)		(D)→Kurgan-Tube(K-T)				
11		25	Fri		TAS 2230 → ICN 0850 (OZ574)	Site Survey				
12		26	Sat		ICN 1000 → NRT 1210 (NH6972)	Site Survey				
13		27	Sun	-	-	Site Survey				
14		28	Mon	-	-	Site Survey				
15		29	Tue	-	-	(T-K)→(D)	Site Survey		Meeting with MOT Khatlon Prov.	Site Survey
16		30	Wed	-	-	Meeting with MOT, Transport Mechanism Department	Site Survey		Market price and material transportation Survey	Site Survey
17	Dec.	1	Thu	-	-	Meeting with MOT, Site Survey	Site Survey			
18		2	Fri	-	-	(D)→(K-T)	Site Survey		Meeting with MOT Khatlon Prov, Site Survey	Site Survey
19		3	Sat	-	-	Site Survey				
20		4	Sun	-	-	Site Survey				
21		5	Mon	-	-	Meeting with ADB, Site Survey	Meeting with MOW, Site Survey	Meeting with MOW, Site Survey	Meeting with ADB, Site Survey	Meeting with MOW, Site Survey
22		6	Tue	-	-	Inspection of ADB Road with ADB Consultant	Site Survey	Site Survey	Inspection of ADB Road with ADB Consultant	Site Survey
23		7	Wed	-	-	Site Survey				
24		8	Thu	-	-	Site Survey				
25		9	Fri	-	-	Site Survey, Data Analysis				
26		10	Sat	-	-	Site Survey, Data Analysis				
27		11	Sun	-	-	Site Survey, Data Analysis				
28		12	Mon	-	-	Data Analysis				
29		13	Tue	-	-	(K-T)→(D)				
30		14	Wed	-	-	Meeting with MOW, Data Analysis				
31		15	Thu	-	-	Meeting with MOW, Data Analysis				
32		16	Fri	-	-	Meeting with MOW, Data Analysis				
33		17	Sat	-	-	(D)→Tshkent				
34		18	Sun	-	-	Data Analysis				
35		19	Mon	-	-	Report to Jica Unzbekistan Office, TAS 2250 → ICN 0920 (HY511)				
36		20	Tue	-	-	ICN 1415 → NRT 1635 (JL952)				

2. Discussion of a draft basic design

No.	Date	Activities	
		Mr. Nishimiya	Messrs. Miura, Sagara, Watanabe & Asano
1	Mar. 17 (Fr)	−	Narita → Inchon → Tashkent
2	18 (sa)	−	Tashkent → Dushanbe
3	19 (Su)	−	Team meeting
4	20 (Mo)	−	・Courtesy call to MOT ・Discussion of draft basic design with MOT ・Explanation of draft basic design with EOJ
5	21 (Tu)	−	・Explanation/confirmation of draft basic design with Minister (MOT) ・Discussion of draft desin & M/D with MOT
6	22 (We)	−	・Discussion/confirmation of draft basic design & receipient country's obrigation with Hatron Province & Kumsangi County
7	23 (Th)	−	・Discussion of socio-environmental impact assessment with MOT
8	24 (Fr)	−	・Meeting organized by Minister (MOT) Discussion of socio-environmental impact assessment with organizations concerned
9	25 (sa)	−	・Discussion of M/D with MOT
10	26 (Su)	Tashkent → Dushanbe	Team meeting
11	27 (Mo)	・Discussion of M/D with Minister (MOT) ・Signing M/D ・Explanation of discussion result to EOJ	
12	28 (Tu)	Dushanbe → Tashkent	
13	29 (We)	−	Tashkent → Inchon
14	30 (Th)	−	Inchon → Narita

3. Explanation of a draft study report

No.	Date 曜日	Activities		Stay at
		Leader	Consultants	
		Nishimiya	Miura、Watanabe、Agara、Asano	
1	May 12 (Fr)		Narita → Inchon → Tashkent 13:30 (OZ 101)15:55 (OZ 573) 21:10	Tashkent
2	13 (sa)		Tashkent → Dushanbe	Dushanbe
3	14 (Su)		Team meeting	Dushanbe
4	15 (Mo)		Discussion with MOT Exlanation of schedule with EOJ	Dushanbe
5	16 (Tu)		Discussion with MOT	Dushanbe
6	17 (We)		Dushanbe → Dusty → Dushanbe	Dushanbe
7	18 (Th)		Meeting & signing og M/D Explanation of result to EOJ	Dushanbe
8	19 (Fr)		Dushanbe → Tashkent → Inchon 22:30 (OZ 574) 8:50(next day)	on board
9	20 (sa)		Inchon → Narita 10:00 (OZ 102) 12:10	—

APPENDIX 3

LIST OF PARTIES CONCERNED IN TAJIKISTAN

3. List of Parties concerned in Tajikistan

1) Embacy of Japan to Tajikistan

Mr. Takahashi H.	Charge d'Affaires
Mr. Fujii H.	Second Secretary

2) JICA Tajikistan Liaison Office

Mr. Saitou Y.	Project Formulation Advisor

3) The Government of Tajikistan

Ministry of Transport

Mr. Ashurov A. A.	Minister of Transport
Mr. Akbarov S. S.	Deputy Minister
Mr. Mirzoalimov Sh.	Deputy Minister
Mr. Rustamova M. A.	Head of International Economic Relations Department
Mr. Davlatov T.	Head of Department for Cooperation with Financial Institutes
Mr. Zavkieva R. U.	Head of Road Department
Mr. Anayatshoev A.	Deputy Head of Road Department
Mr. Davlatov Kh.	Chief Engineer of Directorate of Construction Enterprises
Ms. Oymahmadova R.	Staff of International Economic Relations Department

Tajikgiprotransstrov

Mr. Mirzoev T. D.	Director
Mr. Nazrishoev S.T.	Head of Road Design and Survey Department
Mr. Yuldashev Yu. A.	Chief Engineer
Ms. Abdulloeva M. A.	Chief of Feasibility Study Group

Khatlon Province

Mr. Komilov	Deputy Chairman of Hukumat of Khatlon Province

Khatlon Transport Department

Mr. Nurulleoev B.	Cheif
Mr. Kholikov	Deputy Chief

Kumsangir District

Mr. Safarov R.	Chairman of the Hukumat of Kumsangir District
Mr. Mahmudov Saidmalik	Deputy Chairman of the Hukumat of Kumsangir District
Mr. Halimov I. K.	Head of State Road Maintenance Corporation of Kumsangir District
Mr. Mahmadaminov Sh.	Chairman of Envilonment Protection Committee of Kumsangir District

Other Officials Concerned

Mr. Sharipov O.	Deputy Technical Director of Tajikitelecom, Ministry of Communication
Mr. Yorov A.	Deputy Minister, Ministry of Energy
Mr. Abdurakhimov B.	Deputy Head of the State Environmental Examination Division, State Committee of Environment Protection
Mr. Kubodov M.	Head of a Department, State Committee of Land Use

4) Other Organization Concerned

ADB Tajikistan Office

Ms. Nazmieva Oksana	Project Implementation Office

Nijiny Pyandzh Bridge Construction

Mr.? Capt. David Chrestman	Project Engineer
Mr. Jomshed Azizor	

APPENDIX 4

MINUTES OF DISCUSSIONS

Minutes of Discussions

on the Basic Design Study

on the Project for Reconstruction of Dusty – Nizhniy Pyandzh Road

in the Republic of Tajikistan

In response to a request from the Government of the Republic of Tajikistan (hereinafter referred to as " Tajikistan "), the Government of Japan decided to conduct a Basic Design Study on the Project for Reconstruction of Dusty – Nizhniy Pyandzh Road (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Tajikistan the Preliminary Study Team headed by Mr. Yukihiko EJIRI, Senior Assistant to the Managing Director, the Office of Technical Coordination and Examination, the Grant Aid Management Department, JICA, from June 29 to July 21, 2005.

JICA went on to send to Tajikistan the Basic Design Study Team headed by Mr. Noriaki NISHIMIYA, Resident Representative, JICA Uzbekistan Office, and is scheduled to stay in the country from November 17 to December 18, 2005.

The Team held discussions with the concerned officials of the Government of Tajikistan and conducted a field survey at the study area.

In the course of discussions and field survey, both sides confirmed the main items described in the attached sheets.

Dushanbe, November 23, 2005

Mr. Abdurahim Ashurov

Minister
Ministry of Transport
Republic of Tajikistan

Mr. Noriaki Nishimiya

Leader
Basic Design Study Team
Japan International Cooperation Agency

ATTACHMENT

1. Objective of the Project

The objective of the Project is to reconstruct the road from Dusty to Nizhniy Pyandzh on the National Highway A384 and to repair the limited road section in Dusty Township. The total length of the road to be covered is about 27.4 km.

2. Project Sites

(1) The Project site is the road from Dusty to Nizhniy Pyandzh on the National Highway A384 (approximately 23.7 km).

(2) The Project site is shown in Annex 1.

(3) The Project site in Dusty Township (approximately 3.7 km) is shown in Annex 2.

3. Responsible and Implementing Organization

(1) The responsible and implementation organization is the Ministry of Transport (hereinafter referred to as "MOT").

(2) The organization charts of MOT are shown in Annex 3.

4. Items Requested by the Government of Tajikistan

After discussions with the Team, the items requested by the Tajik side were confirmed as below.

(1) Redesign and reconstruction of the road from Dusty to Nizhniy Pyandzh section on the National Highway A384.

(2) Repair works of the two roads in Dusty town indicated in Annex 2 which connect to this project road.

JICA will assess the appropriateness of the request and will recommend to the Government of Japan for approval.

5. Japan's Grant Aid Scheme

(1) The Tajik side basically understands the Japan's Grant Aid scheme and necessary measures to be taken by the Government of Tajikistan explained by the Team as described in Annex 4.

(2) The Tajik side understands for the necessity of measures and arrangement of the budget allocation for undertakings to be done by Tajik side described in Annex 5 and 6 for smooth implementation of the Project, as the condition for the Japanese Grant Aid to be implemented. The Tajik side requested the Team for the explanation of the detailed contents or amounts for the expenses to be covered by the Government of Tajikistan. The Team will explain them by the time of explanation of the Draft Report for Basic Design in March 2006.

6. Schedule of the Study

(1) The consultant members of the Team will proceed with further studies in Tajikistan by December18, 2005.

(2) JICA will prepare the Draft Report for the Basic Design in English and its executive summary in Russian, and dispatch a Team to Tajikistan in order to explain its contents around the end of March, 2006.

(3) In case the contents of the Draft Report are accepted in principle by the Government of Tajikistan, JICA will complete the Final Report and send it to the Government of Tajikistan by the end of July 2006.

7. The JICA Guidelines for Environmental and Social Considerations

(1) The Team explained the outline of the JICA Guidelines for Environmental and Social Considerations (hereinafter referred to as "the JICA Guidelines").

(2) The Tajik side took the JICA Guidelines into consideration, and agreed to complete the necessary procedures, when deemed necessary.

(3) The Tajik side agreed to obtain basic agreement from the Project Affected Persons (PAPs) regarding the Project, and to arrange the budget allocation for resettlement and compensation for PAPs before the implementation of the Project, should any PAPs be identified at the Project site.

8. Other Relevant Issues

(1) The Team explained that the Study consisted of two phases; Phase I and Phase II. In Phase I, JICA will prepare the draft report which includes a basic design concept of the Project and its basic design. In Phase II, JICA will prepare the draft final report which includes the engineering design on the basis of the Study results of Phase I. The final report will be completed by JICA through integration of the Study results of both Phase I and II.

(2) The Tajik side shall provide security for all concerned Japanese nationals working for the Project, if deemed necessary.

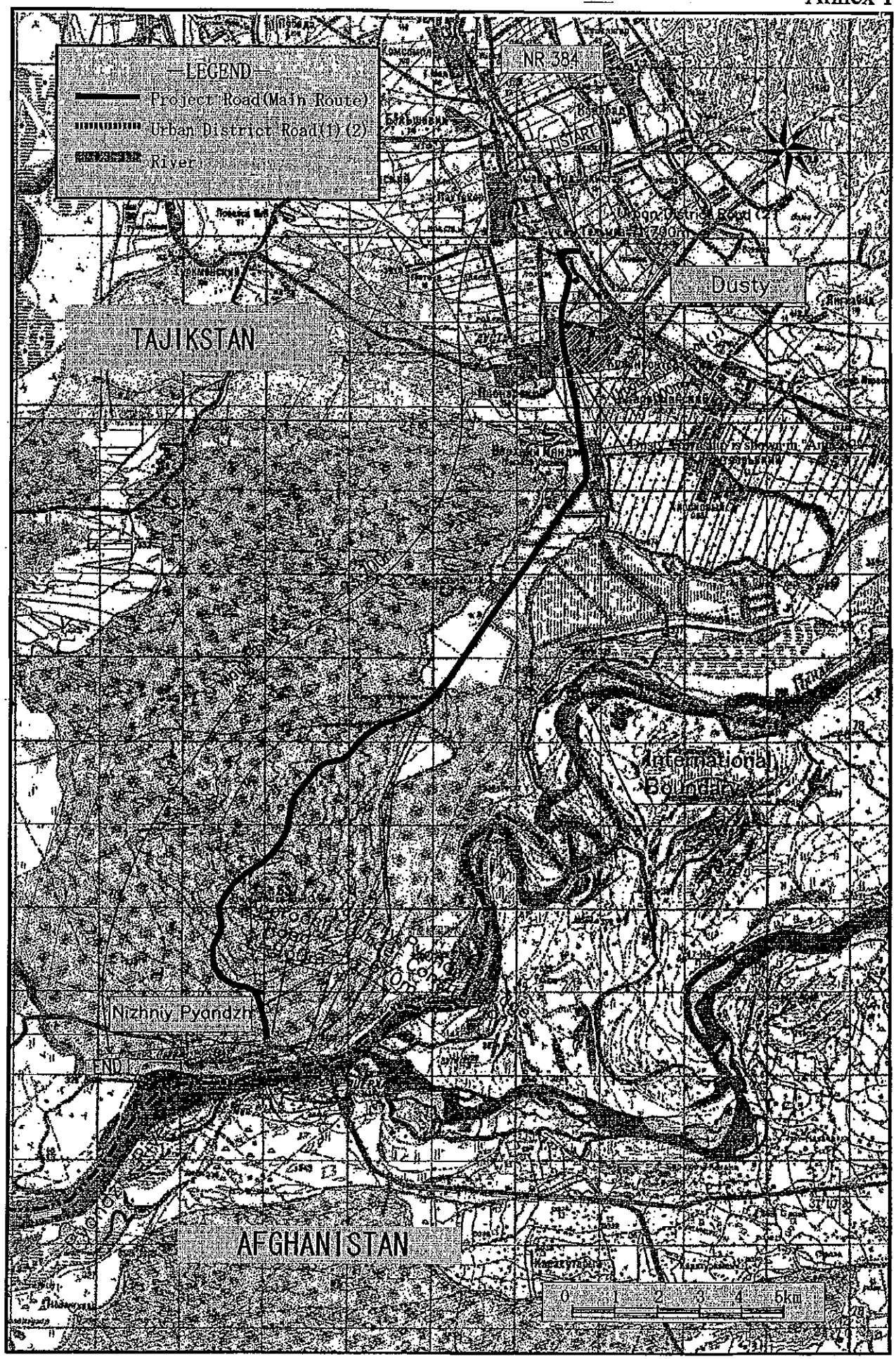
(3) The Tajik side shall provide necessary numbers of counterpart personnel to the Team during the period of their studies in Tajikistan.

(4) The Tajik side shall submit answers to the Questionnaire, which the Team handed to the Tajik side, by December 16, 2005.

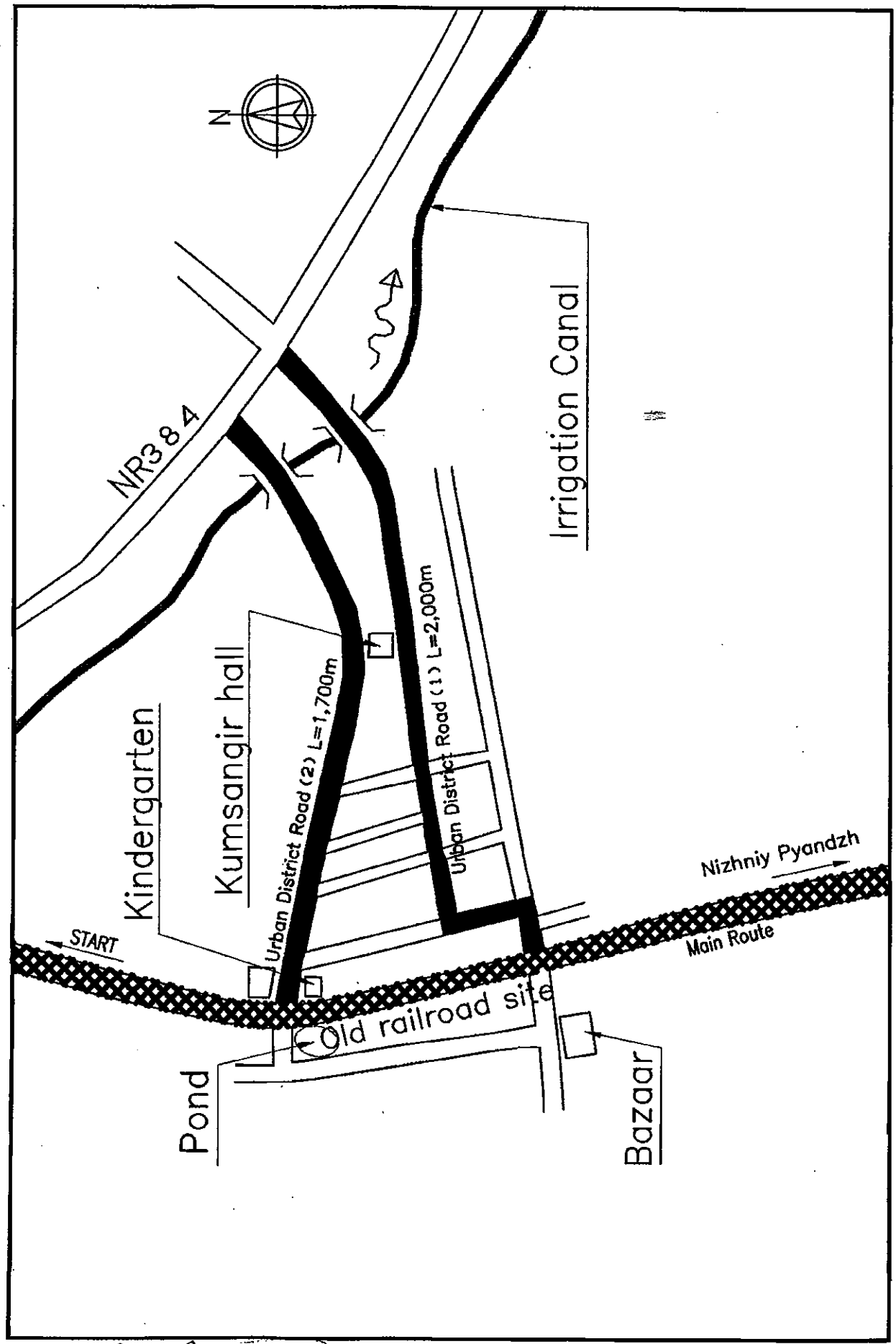
(5) The Tajik side shall secure the sufficient budget and personnel so that the Project road is utilized properly and effectively after completion of the Project.

(6) Both sides agreed that the information obtained through a series of discussions and field survey are confidential and should not be disclosed to any outside party in order to secure the fair and competitive tender in case the Project will be implemented.

Annex-1 Project Site Map
Annex-2 Project Site Map (Dusty Township)
Annex-3 Organization Chart
Annex-4 Japan's Grant Aid Scheme
Annex-5 Flow Chart of Japan's Grant Aid Procedures
Annex-6 Major Undertakings to be taken by Each Government



Project site

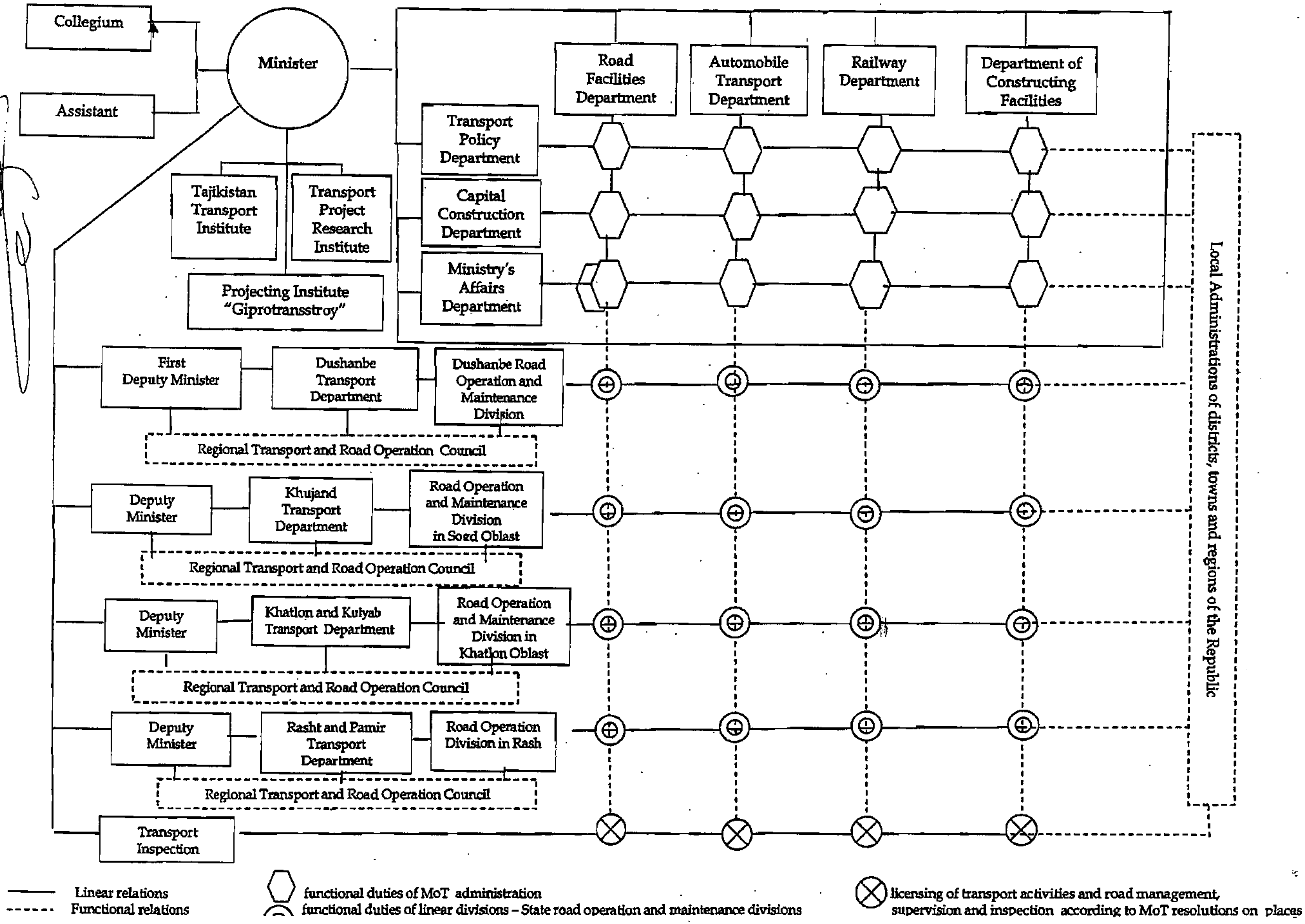


Project site in Dusty Township

Annex-3

Organizational Structure of the Ministry of Transport

Attachment No. 1 to the Minister's Order No. ___ on ___ May, 2005



JAPAN'S GRANT AID

The Grant Aid Scheme provides a recipient country with non-reimbursable funds to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for economic and social development of the country under principles in accordance with the relevant laws and regulations of Japan. The Grant Aid is not supplied through the donation of materials as such.

1. Grant Aid Procedures

Japan's Grant Aid Scheme is executed through the following procedures.

Application	(Request made by the recipient country)
Study	(Basic Design Study conducted by JICA)
Appraisal &Approval	(Appraisal by the Government of Japan and Approval by the Cabinet)
Determination of Implementation	(The Note exchanged between the Governments of Japan and recipient country)

Firstly, the application or request for a Grant Aid project submitted by a recipient country is examined by the Government of Japan (the Ministry of Foreign Affairs) to determine whether or not it is eligible for Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA (Japan International Cooperation Agency) to conduct a study on the request.

Secondly, JICA conducts the study (Basic Design Study) using (a) Japanese consulting firm(s).

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Scheme, based on the Basic Design Study report prepared by JICA, and the results are then submitted to the Cabinet for approval.

Fourthly, the project, once approved by the Cabinet, becomes official with the Exchange of Notes (E/N) signed by the Governments of Japan and the recipient country.

Finally, for the implementation of the project, JICA assists the recipient country in such matters as preparing tenders, contracts and so on.

2. Basic Design Study

(1) Contents of the study

The aim of the Basic Design Study (hereafter referred to as "the Study") conducted by JICA on a requested project (hereafter referred to as "the Project") is to provide a basic document necessary for the appraisal of the Project by the Government of Japan. The contents of the Study are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also institutional

capacity of agencies concerned of the recipient country necessary for the Project's implementation.
- Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, social and economic point of view.
- Confirmation of items agreed on by both parties concerning the basic concept of the Project.
- Preparation of a basic design of the Project.
- Estimation of costs of the Project.

The contents of the original request are not necessarily approved in their initial form as the contents of the Grant Aid project. The Basic Design of the Project is confirmed considering the guidelines of the Japan's Grant Aid Scheme.

The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Study, JICA uses (a) registered consulting firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms. The firm(s) selected carry(ies) out a Basic Design Study and write(s) a report, based upon terms of reference set by JICA. The consultant firm(s) used for the Study is (are) recommended by JICA to the recipient country to also work on the Project's implementation after the Exchange of Notes, in order to maintain technical consistency.

3. Japan's Grant Aid Scheme

(1) Exchange of Notes (E/N)

Japan's Grant Aid is extended in accordance with the Notes exchanged by the two Governments concerned, in which the objectives of the Project, period of execution, conditions and amount of the Grant Aid, etc., are confirmed.

(2) "The period of the Grant Aid" means the one fiscal year, which the Cabinet approves, the Project for. Within the fiscal year, all procedures such as exchanging of the Notes, concluding contracts with (a) consultant firm(s) and (a) contractor(s) and final payment to them must be completed. However, in case of delays in delivery, installation or construction due to unforeseen factors such as national disaster, the period of the Grant Aid can be further extended for a maximum of one fiscal year at most by mutual agreement between the two Governments.

(3) Under the Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased. When the two Governments deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country. However, the prime contractors, namely, consulting, constructing and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

(4) Necessity of "Verification"

The Government of recipient country or its designated authority will conclude contracts

denominated in Japanese yen with Japanese nationals. Those contracts shall be verified by the Government of Japan. This "Verification" is deemed necessary to secure accountability to Japanese taxpayers.

(5) Undertakings required of the Government of the Recipient Country

In the implementation of the Grant Aid Project, the recipient country is required to undertake such necessary measures as the following:

a) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction,

b) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites,

c) To ensure all the expenses and prompt excursion for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid,

d) To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which will be imposed in the recipient country with respect to the supply of the products and services under the Verified Contracts,

e) To accord Japanese nationals, whose services may be required in connection with the supply of the products and services under the Verified contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

(6) "Proper Use"

The recipient country is required to maintain and use the facilities constructed under the Grant Aid properly and effectively and to assign staff necessary for this operation and maintenance as well as to bear all the expenses other than those covered by the Grant Aid.

(7) "Re-export"

The products purchased under the Grant Aid should not be re-exported from the recipient country.

(8) Banking Arrangements (B/A)

a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the Verified Contracts.

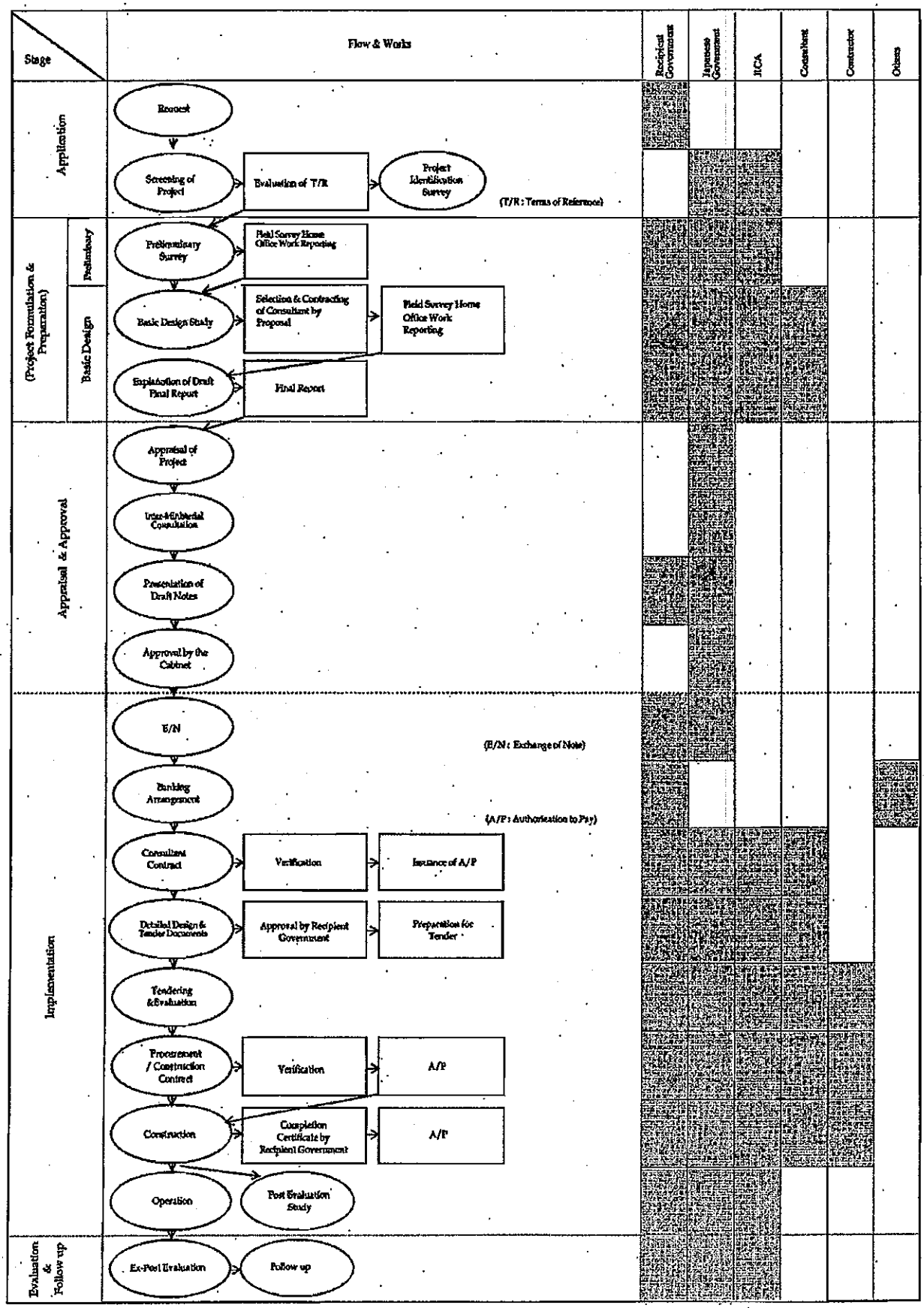
b) The payments will be made when payment requests are presented by the Bank to the Government of Japan under an Authorization to Pay (A/P) issued by the Government of the recipient country or its designated authority.

(9) Authorization to Pay (A/P)

The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commissions to the Bank.

(End)

FLOW CHART OF JAPAN's GRANT AID PROCEDURES



Major Undertakings to be taken by Each Government

No	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	To secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences around the construction yard	●	
4	To relocate the electricity power line and the telephone trunk line and other utility facilities from the project site when needed		●
5	To bear the following commissions to the Japanese bank for banking services based upon the B/A		
	1) Advising commission of A/P		*
	2) Payment commission		*
6	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine and land transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and custom clearance of the products at the port of disembarkation		*
	3) Internal transportation from the port of disembarkation to the project site	●	
7	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contact, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.		●
8	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts		●
9	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
10	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities as well as for the transportation and installation of the equipment		*

B/A: Banking Arrangement, A/P: Authorization to Pay

* Detailed contents or amounts for the expenses to be covered will be confirmed by the time of explanation of the draft basic design report in March 2006.

(неофициальный перевод)

ПРОТОКОЛ СОВЕЩАНИЯ ПО ИЗУЧЕНИЮ БАЗОВОЙ КОНЦЕПЦИИ ПО ПРОЕКТУ ВОССТАНОВЛЕНИЯ ДОРОГИ ДУСТИ – НИЖНИЙ ПЯНДЖ В РЕСПУБЛИКЕ ТАДЖИКИСТАН

В ответ на заявку от Правительства Республики Таджикистан (далее именуемой «Таджикистан») Правительство Японии приняло решение провести изучение базовой концепции по проекту восстановления дороги Дусти – Нижний Пяндж (далее именуемому «Проект») и поручило выполнение данного изучения Японскому агентству международного сотрудничества (ЛСА).

ЛСА направило в Таджикистан группу подготовительного изучения под руководством г-на Юкихико ЭДЗИРИ, старшего помощника генерального директора Офиса технической координации и экспертизы Департамента управления безвозмездной помощи ЛСА, которая пробыла в стране с 29-го июня по 21-ое июля 2005 года.

Далее, ЛСА приняло решение направить в Таджикистан группу изучения базовой концепции под руководством г-на Нориаки НИСИМИЯ, постоянного представителя Офиса ЛСА в Узбекистане, которая пробудет в стране с 17-го ноября по 18-ое декабря 2005 года.

Группа изучения провела ряд совещаний с официальными лицами Таджикистана и изучение на месте в зоне изучения.

В ходе обсуждений и изучения на месте, обе стороны согласовали и утвердили основные пункты, приведенные на прилагаемых листах.

Душанбе, 23 ноября 2005 года

Г-н Нориаки НИСИМИЯ
Руководитель
Группа изучения базовой концепции
Японское агентство международного сотрудничества (ЛСА)

Г-н Абдурахим АШУРОВ
Министр
Министерство транспорта
Республики Таджикистан

ПРИЛОЖЕНИЕ

1. Цели изучения

Данный проект призван осуществить восстановление участка дороги Дусти – Нижний Пяндж на государственной автодороге №384 и ремонт отдельных дорог населенного пункта Дусти. Общая протяженность данных дорог – около 27.4 км.

2. Стройплощадка

1) Участок дороги Дусти – Нижний Пяндж на государственной автодороге №384 (приблизительно 23,7 км).
2) Карта стройплощадки указана в Приложении 1.
3) Карта стройплощадки в населенном пункте Дусти (приблизительно 3,7 км) указана в Приложении 2.

3. Ответственный и исполняющий орган

1) Ответственным и исполняющим органом за реализацию проекта является Министерство транспорта Республики Таджикистан (далее именуемое «МТ РТ»).
2) Организационная структура МТ РТ указана в Приложении 3.

4. Позиции, запрошенные Правительством Республики Таджикистан

Как результат совещания с группой изучения, позиции, запрошеные Таджикской стороной, подтвердились как следующие:

1) Перепроектирование и восстановление участка дороги Дусти – Нижний Пяндж на государственной автодороге №384.
2) Ремонтные работы по дорогам в населенном пункте Дусти, указанным в Приложении 2, которые соединяются с восстанавливаемым по Проекту участком дороги.

ЛСА оценит уместность запрошенных позиций и предложит их Правительству Японии для получения одобрения.

5. Схема японской безвозмездной помощи

1) Таджикская сторона понимает схему японской безвозмездной помощи и необходимые меры, которые должно принимать Правительство Республики Таджикистан, как это описанно в Приложении 4.
2) Таджикская сторона будет принимать необходимые меры и выделять бюджетные средства для выполнения обязательств, перечисленных в Приложениях 5 и 6, с целью беспрепятственного исполнения Проекта, что является условием для предоставления японской безвозмездной помощи.Таджикская сторона попросила группу изучения объяснить о подробном содержании или сумме затрат, покрываемой Правительством Республики Таджикистан. Группа изучения даст свои объяснения по данному вопросу, во время разъяснения проекта отчета о базовом проектировании в марте 2006 года.

6. График изучения

1) Косультанты продолжат изучение в Таджикистане по 18-ое декабря 2005 года.
2) ЛСА подготовит проект отчета о базовом проектировании на английском языке и его резюме на русском языке и направит группу для его разъяснения к концу марта

2006 года.

3) В случае, если содержание проекта отчета будет принципиально принято Правительством Республики Таджикистан, JICA составит окончательный отчет и представит его Правительству Республики Таджикистан к концу июля 2006 года.

7. Руководство JICA по учету природоохранных и социальных факторов

1) Группа изучения объяснила основные принципы руководства JICA по учету природоохранных и социальных факторов (далее именуемого «Руководство JICA»)
2) Таджикская сторона приняла в расчет Руководство JICA и согласилась совершить необходимые процедуры.
3) Таджикская сторона согласилась добиться принципиального согласия относительно Проекта у лиц, проживающих в зоне реализации Проекта (PAPs), и выделить бюджетные средства для их переселения и выплаты им компенсации до осуществления Проекта, если какие-либо PAPs будут идентифированы на стройплощадке Проекта.

8. Другие вопросы, связанные с Проектом

1) Группа изучения объяснила, что изучение состоит из двух фаз: фаза I и фаза II. В фазе I, JICA подготовит проект отчета, который включает базовую концепцию Проекта и его базовое проектирование. В фазе II, JICA подготовит проект окончательного отчета, который включает инженерное проектирование, основанное на результатах изучения фазы I. Окончательный отчет будет составлен JICA путем интеграции результатов изучения фаз I и II.
2) Таджикская сторона обеспечивает безопасность всех японцев, работающих для Проекта, если это считается необходимым.
3) Таджикская сторона обеспечивает необходимое количество партнеров для группы изучения в период ее работы в Таджикистане.
4) Таджикская сторона подает ответы на вопросник, представленный группой изучения до 16 декабря 2005 г.
5) Таджикская сторона должна обеспечить достаточные бюджетные средства и персонал для того, чтобы эксплуатация дороги под Проектом осуществлялась должным и эффективным образом после завершения Проекта.
6) Обе стороны договорились о том, что информация, полученная от ряда совещаний и полевых исследований, является конфиденциальной и не должна быть разглашена третьим лицам для того, чтобы обеспечить тендер честностью и конкуренцией в случае, если Проект будет осуществлен.

Приложение 1 Карта стройплощадки
Приложение 2 Карта стройплощадки (в поселке Дусти)
Приложение 3 Организационная структура
Приложение 4 Схема Японской безвозмездной помощи
Приложение 5 Схема порядка предоставления Японской безвозмездной помощи
Приложение 6 Основные обязательства каждого из правительств

Приложение 4

Японская безвозмездная помощь

На основе положений японского законодательства Программа безвозмездной помощи предоставляет стране-реципиенту безвозмездные средства для закупки технических средств, оборудования и оплаты услуг (проектно-технические услуги, транспортировка и т.п.) для целей экономического развития данной страны. Безвозмездная помощь не предусматривает поставку товаров в их материальной форме.

1. Процедуры Безвозмездной помощи

Программа Японской безвозмездной помощи исполняется в соответствии со следующими процедурами :

Заявка	(Запрос страной-реципиентом)
Изучение	(Изучение базовой концепции, проводимое JICA)
Оценка и утверждение	(Экспертиза Правительством Японии и утверждение Кабинетом)
Решение о реализации	(Обмен нотами между Правительствами Японии и страны-реципиента)

Во-первых, запрос или заявка на проект в рамках Безвозмездной помощи, представленная страной-реципиентом, рассматривается Правительством Японии (в Министерстве иностранных дел), где выясняется, подпадает ли проект под принципы оказания Безвозмездной помощи. Если заявка признается уместной, то Правительство Японии поручает Японскому агентству международного сотрудничества (JICA) провести изучение по этому запросу.

Во-вторых, JICA проводит изучение ("Изучение базовой концепции") с помощью одной или нескольких японских консалтинговых фирм.

В-третьих, на основе отчета об Изучении базовой концепции, который готовит JICA, Правительство Японии проводит экспертизу Проекта, чтобы выяснить, в какой степени проект соответствует требованиям Программы безвозмездной помощи. Результаты этой экспертизы затем передаются на утверждение в Правительственный Кабинет министров.

В-четвертых, после утверждения в Кабинете этот проект приобретает официальный статус, когда Правительство Японии и Правительство страны-реципиента подпишут Обмен нотами (E/N).

И в-последних, JICA оказывает помощь стране-реципиенту в ходе реализации Проекта по таким, например, направлениям, как подготовка тендеров, контрактов и так далее.

2. Изучение базовой концепции

1) Содержание Изучения

Цель Изучения базовой концепции (далее именуемого «Изучение»), которое проводит JICA по предложенному проекту (далее именуемому «Проект»), заключается в том, чтобы подготовить фундаментальный документ, необходимый для экспертизы Проекта в Правительстве Японии. В Изучение входят следующие направления работы:

- Подтверждение предпосылок, целей и предполагаемого эффекта от рассматриваемого Проекта, а также выяснение возможностей заинтересованных ведомств в стране-реципиенте, которые потребуются для реализации Проекта.
- Оценка уместности и соответствия Проекта принципам Безвозмездной помощи с технических и социально-экономических точек зрения.
- Утверждение пунктов базовой концепции Проекта, по которым была достигнута обоюдная договоренность.
- Разработка Основной схемы Проекта.
- Определение сметной стоимости Проекта.

Совершенно необязательно, чтобы содержание первичной заявки правительства страны-реципиента было одобрено и включено в Проект безвозмездной помощи в своей исходной форме. Базовое проектирование составляется в первую очередь на основе положений и принципов Программы Японской безвозмездной помощи.

Правительство Японии требует, чтобы Правительство страны-реципиента приняло бы все необходимые меры, чтобы обеспечить полную самостоятельность в реализации Проекта. Такие меры должны быть приняты в любом случае, даже если они выходят за рамки полиомочий тех организаций в стране-реципиенте, которые являются непосредственными исполнителями Проекта. В связи с этим вопросы реализации Проекта утверждаются всеми заинтересованными организациями в стране-реципиенте в соответствующих Протоколах совещаний.

2) Выбор консультантов

В целях гладкого проведения Изучения JICA привлекает к этой работе одну или несколько консалтинговых фирм. Выбор конкретного консультанта JICA проводит на основе предложений, переданных заинтересованными претендентами. Выбранные

фирмы проводят Изучение базовой концепции на основе круга полномочий, утвержденного в ЛСА, и по результатам Изучения пишут отчет.

ЛСА рекомендует стране-реципиенту, чтобы консалтинговые фирмы, привлеченные к Изучению, также нспользовались бы в ходе работы по Проекту после Обмена нотами (E/N). Это делается для того, чтобы обеспечить техническую последовательность.

3. Схема Японской безвозмездной помощи

1) Обмен нотами (E/N=Exchange of Notes)

Японская безвозмездная помощь предоставляется в соответствии с Нотами, которыми обмепялись два Правительства. В этих документах определяется цели Проекта, срок выполнения, условия и объем безвозмездной помощи и другие вопросы.

2) "Период действия Безвозмездной помощн" означает тот финансовый год Японии, на который кабинет запланировал выполнение Проекта. В течение этого финансового года должны быть завершены все процедуры: Обмен нотами, заключение контрактов с консалтнпговыми фирмами и подрядчнками, проведение с ними окончательных расчетов.

Однако в случае задержек при поставках, строительстве или монтаже из-за непредвиденных обстоятельств (например, стихийное бедствие), период действия Безвозмездной помощи может быть продлен еще максимум на один японский финансовый год по взаимному соглашению между двумя Правительствами.

3) В принципе, программа Безвозмездной помощи предполагает, что для проекта должны закупаться товары и услуги (в том числе и транспортные) из Японии или страны-реципиента.

Если оба Правительства решат, что это необходимо, то Безвозмездные средства могут быть использованы для закупок товаров или услуг в третьнх странах.

Однако, головнымн подрядчиками, а именно, консалтинговыми, строительными и снабженческими фнрмами, могут быть только японские лица (этот термин – "японские лица" - означает японских граждан или компании, которые контролируются японцами).

4) Необходимость Верификации

Правительство страны-реципиента или им уполномоченное ведомство заключает контракты в японской валюте с японскими лицами. Эти контракты подлежат проверке со стороны японского правительства. Такая "проверка", или Верификация, считается необходимой, чтобы обеспечить подотчетность японским налогоплательщикам.

5) Что правительство Японии требует от страны-реципиента

При реализации проекта в рамках программы Безвозмездной помощи требуется, чтобы страна-реципиент предприняла следующие меры:

(1) Обеспечение отвода земли для реализации проекта.
(2) Обеспечение проектных площадок электроэнергией, водой, канализацией и другими инженерными коммуникациями и техническими средствами.
(3) В случае монтажа оборудования, отведение зданий под устанавливаемое оборудование.
(4) Способствовать организации эффективных процедур разгрузки, таможенной очистки в портах назначения и внутренней транспортировки материалов и оборудования, закупленных по Программе безвозмездной помощи.

6) "Надлежащее использование"

От страны-реципиента требуется, чтобы построенные сооружения и закупленное оборудование эффективно обслуживались и содержались в порядке, для чего должен быть отведен эксплуатационный персонал.

7) "Реэкспорт"

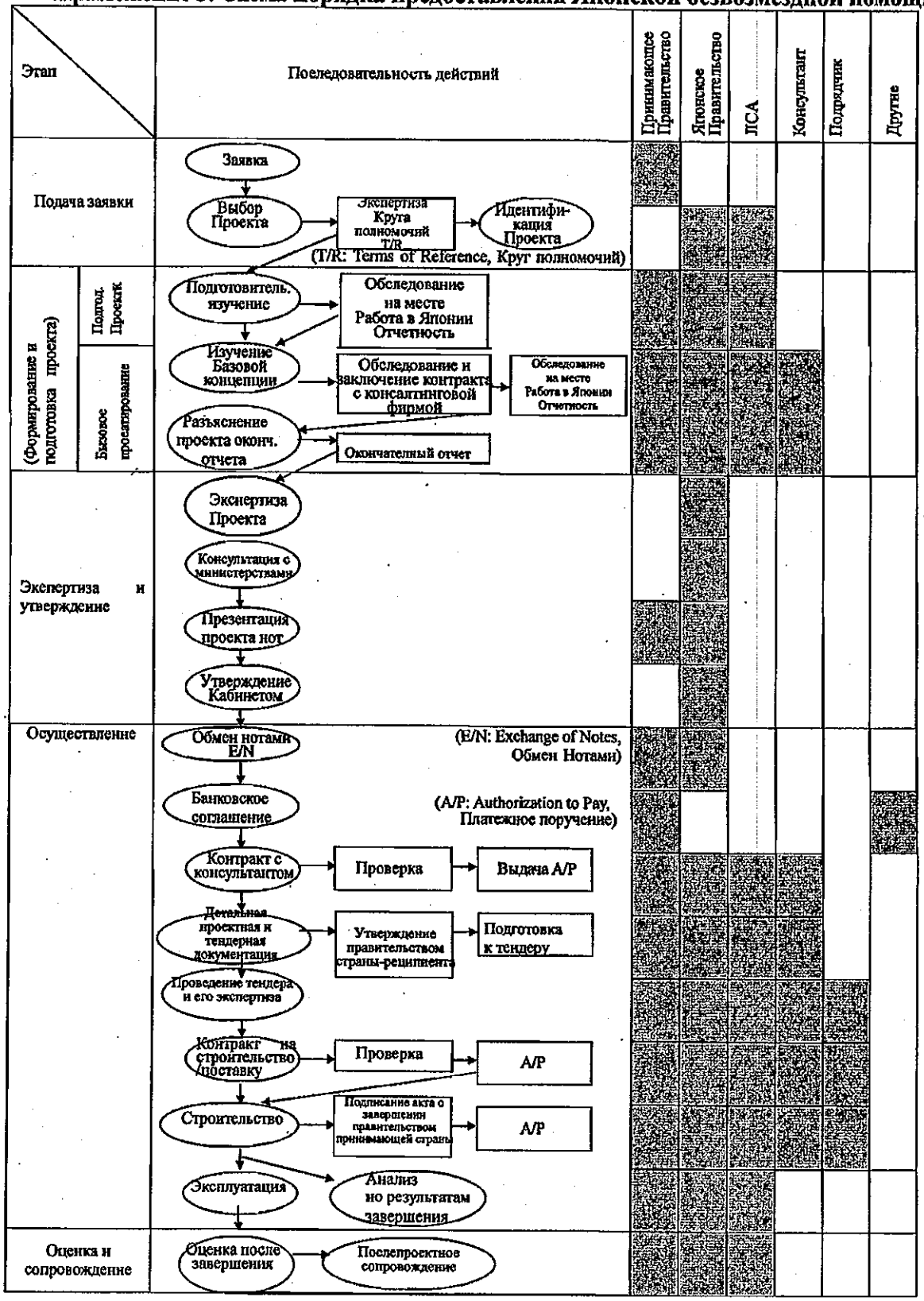
Товары, закупленные в рамках Безвозмездной помощи, не могут быть реэкспортированы из страны-реципиента.

8) Банковское соглашение (B/A=Banking Arrangements)

a) Правительство страны-реципиента или его уполномоченный орган должен открыть банковский счет на имя Правительства страны-реципиента в японском банке (далее именуемый «Банк»). Правительство Японии будет осуществлять Безвозмездную помощь путем перечисления на этот счет сумм в японских иенах для покрытия обязательств, которые несет правительство страны-реципиента или его уполномоченный орган по контрактам, прошедшим проверку.

b) Оплата будет производиться при предъявлении банком соответствующих документов Японскому правительству, на основе Платежного поручения (A/P=Authorization to Pay), выданного Правительством страны-реципиента или его уполномоченным органом.

Приложение 5. Схема порядка предоставления Японской безвозмездной помощи

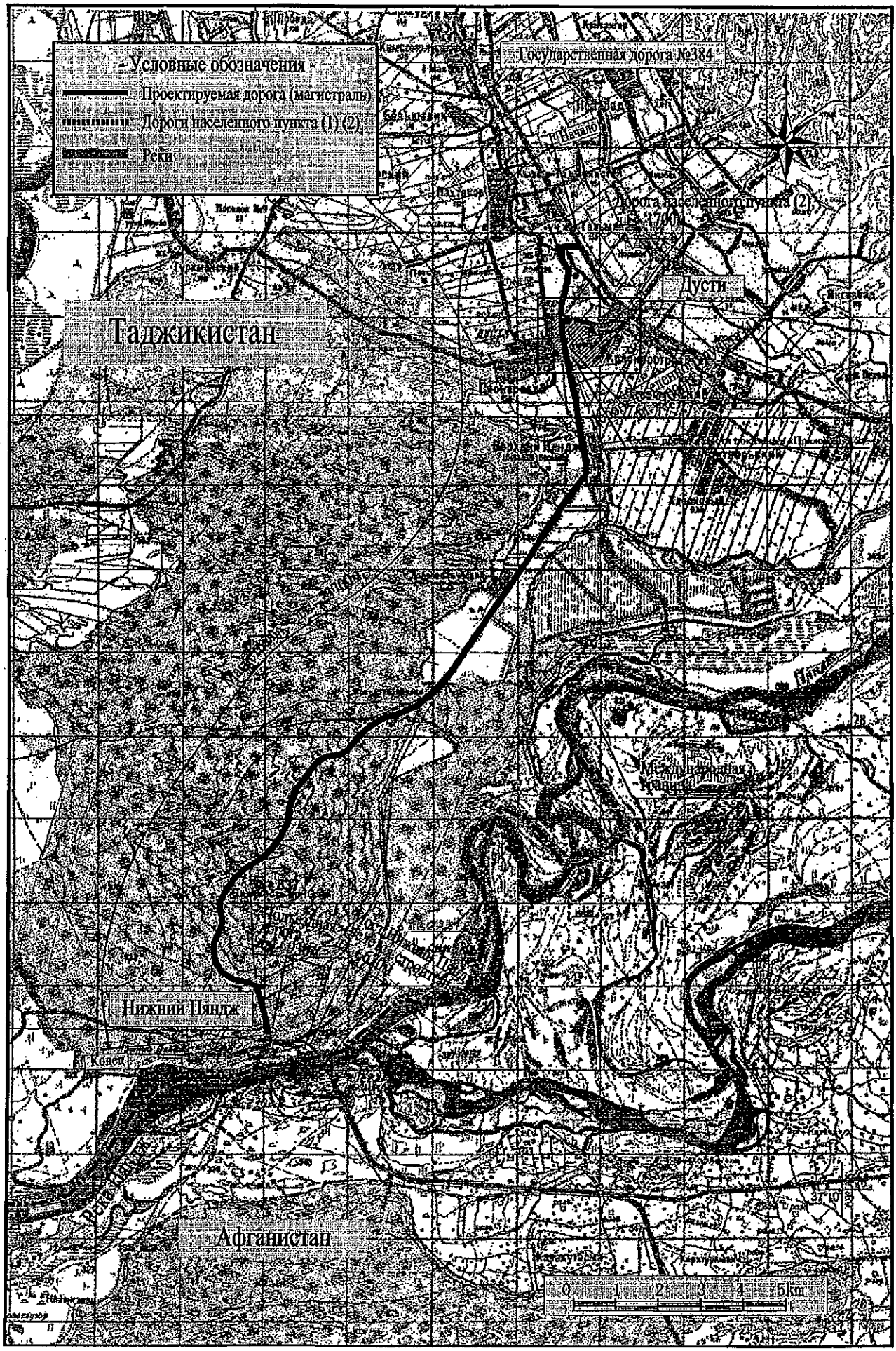


Приложение 6. Основные обязательства каждого из правительств

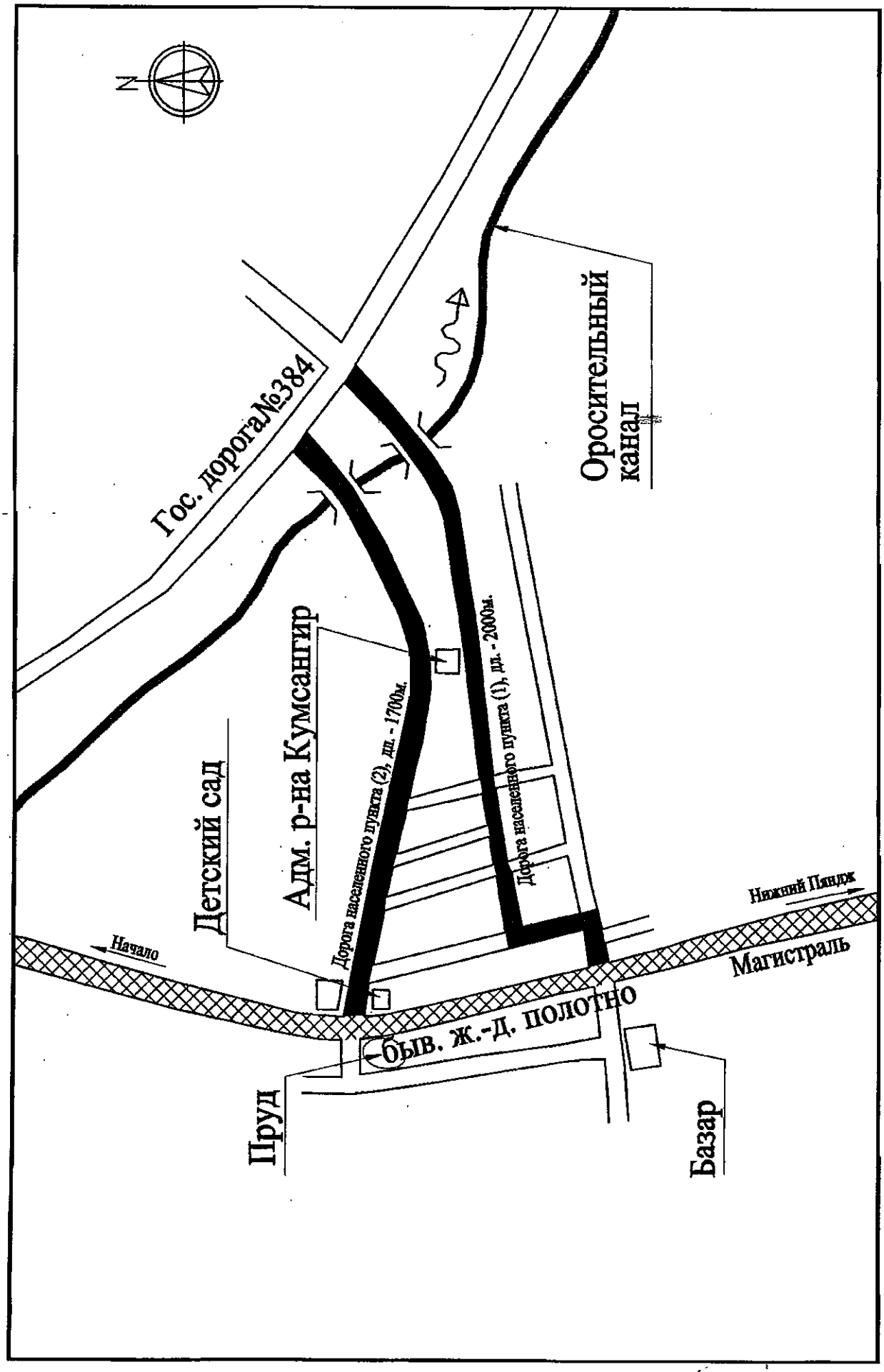
№	Пункт	Покрывается в рамках безвозмездной помощи	Обеспечивается страной-реципиентом
1	Обеспечение отвода земли под строительство автодорог.		•
2	При необходимости обеспечить снос строений.		•
3	Строительство ворот и заборов на площадке и вокруг нее	•	
4	При необходимости произвести перенос ЛЭП, ЛЭС, телефонные кабели и другие сооружения.		•
5	Оплата ниже перечисленных комиссионных банку Японии за банковские услуги на основе B/A		
	1)Консалтинговые комиссионные для A/P		*
	2)Комиссионные за проведение выплат		*
6	Обеспечение разгрузки и таможенной очистки в порту назначения страны-реципиента		
	1)Морские (воздушные) перевозки товаров из Японии до страны-реципиента	•	
	2)Налоговые льготы, освобождение от таможенных пошлин и таможенная очистка товаров в порту назначения		*
	3)Внутренние перевозки от порта разгрузки до проектной площадки	•	
7	Обеспечение всем необходимым для въезда в страну и работы в ней для тех японских лиц, которые должны прибыть в страну-реципиент в связи с поставками товаров и услуг по контрактам, прошедшим Верификацию.		*
8	Освобождение лиц вовлеченных в проект от таможенных пошлин, внутренних налогов и прочих, учрежденных в стране-реципиенте в отношении поставки товаров и услуг по контрактам, прошедшим Верификацию.		*
9	Техническое обслуживание и надлежащее содержание сооружений и оборудования, построенных или поставленных в рамках оказываемой безвозмездной помощи		•
10	Оплата всех затрат, не покрываемых безвозмездной помощью, которые необходимы для строительства сооружений, транспортировки и монтажа оборудования		*

(B/A : Banking Arrangement / Банковское соглашение, A/P : Authorization to pay / Платежное поручение)

Примечание: * - Данный вопрос будет обсужден сторонами в марте 2006 года во время разъяснения проекта базовой концепции.



Площадки Проекта



Площадки Проекта в поселке Дусти

Minutes of Discussions
on the Basic Design Study
on the Project for Reconstruction of Dusty – Nizhniy Pyandzh Road
in the Republic of Tajikistan
(Explanation on Draft Report)

In November 2005, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on the Project for Reconstruction of Dusty – Nizhniy Pyandzh Road (hereinafter referred to as "the Project") to the Republic of Tajikistan (hereinafter referred to as "Tajikistan"), and through discussions, field survey, and technical examination of the results in Japan, JICA prepared a draft report of the study.

In order to explain and to consult with officials concerned of the Government of Tajikistan on the components of the draft report, JICA sent to Tajikistan the Draft Report Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Noriaki NISHIMIYA, Resident Representative, JICA Uzbekistan Office, from March 18 to March 28, 2006.

As a result of discussions, both sides confirmed the main items described on the attached sheets.

Dushanbe, March 27, 2006

Mr. Noriaki Nishimiya

Leader
Basic Design Study Team
Japan International Cooperation Agency

Mr. Akbarov Saidahtam

Deputy Minister
Ministry of Transport
Republic of Tajikistan

ATTACHMENT

1. Components of the Draft Report

The Government of Tajikistan agreed and accepted in principle the components of the draft report explained by the Team.

2. Japan's Grant Aid Scheme

The Tajik side understands the Japan's Grant Aid scheme and the necessary measures to be taken by the Tajik side as explained by the Basic Design Team and described in the Annex-1 and Annex-2 of the Minutes of Discussions signed by both sides on November 23, 2005.

The Tajik side understands the necessary measures (Item No. 1, 2 and 4) mentioned in the Annex-2 to be taken by the Tajik side. These measures will be completed in three months after signing of Exchange of Note.

3. Schedule of the Study

(1) JICA will prepare the draft final Report which includes the engineering design on the basis of the study results of the above-mentioned report, and send the explanation team to Tajikistan in June, 2006.

(2) JICA will complete the Final Report in accordance with the confirmed items and send it to Tajikistan side by the end of July 2006.

4. Official Appraisal

The Tajik side shall ensure to obtain the necessary official appraisal(s) including Environment and Social Considerations for the Project based on the Draft Report of the Basic Design Study by the end of July, 2006.

5. Other Relevant Issues

(1) The Tajik side submitted the routine and periodical maintenance plan for the Project as per Annex-3.

(2) The Tajik side shall secure the sufficient budget and personnel so that the Project road is utilized properly and effectively after completion of the Project.

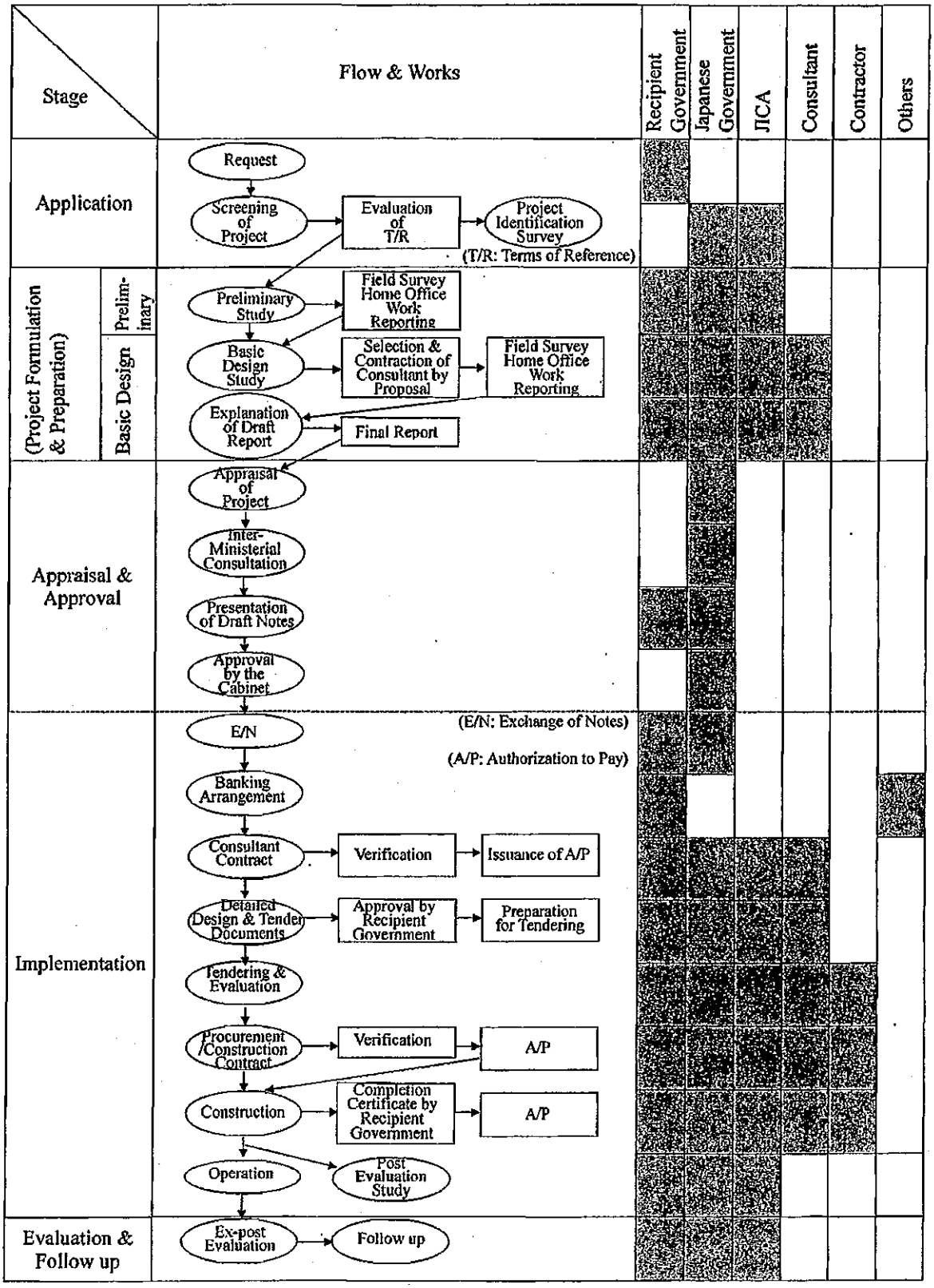
(3) The Tajik side confirmed to take necessary measures at suitable time for internal tax exemption, custom clearance and any other charges.

(4) Both sides agreed that this draft design handed to the Tajik side from the Team is confidential and should not be disclosed to any outside party in order to secure the fair and competitive tender in case the Project will be implemented.

(5) JICA and Tajik side agreed that the English language Minutes of Discussion is original.

(end)

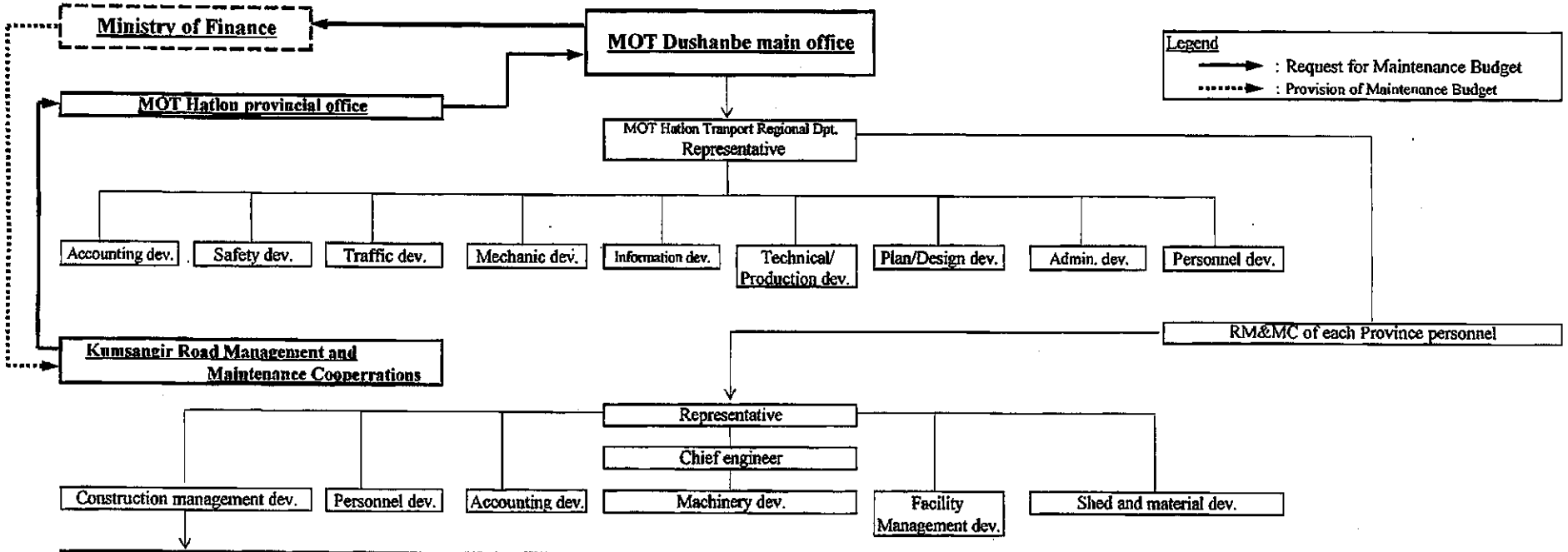
Flow Chart of Japan's Grant Aid Procedures



Major Undertakings to be taken by Each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	To secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences around the construction yard	●	
4	To relocate the electricity power line and the telephone trunk line and other utility facilities from the project site when needed		●
5	To bear the following commissions to the Japanese bank for banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
6	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine and land transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and custom clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	●	
7	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contact, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.		●
8	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts		●
9	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
10	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for the transportation and installation of the equipment		●

(B/A: Banking Arrangement, A/P: Authorization to Pay)



Routine and Periodical Maintenance work plan

1. Routine Inspection

Facility	Inspection Item	Frequency
Box culvert		
Pavement	Crack, deformation, pothole, etc.	4 times a year
Drainage	Existence of soil, obstacles	5 days each time
Road marking	Injury, deformation, stain, splitting	
Structure	Crack	
Revetment	Crack, damage, collapse, etc.	
Ancillary facility	Damage of handrail	
Road		
Sub grade	Undulation, etc	
Pavement	Crack, deformation, pothole, etc.	
Shoulder/slope	Rainwater erosion & collapse, etc.	
Road marking	Injury, deformation, stain, splitting	
Guide post	Damage	

2. Daily maintenance work

Facility	Inspection Item	Frequency
Cleaning		
Drainage	Cleaning soil, obstacles	4 times a year
Pavement	Cleaning & Removal of snow	
Shoulder	Cutting grass, cleaning	5 days each time
Box culvert	Cleaning of obstacles	
Road marking	Cleaning	

3. Repair

Facility	Inspection Item	Frequency
Box culvert		
Structure	Repairing damaged part	10 times a year
Pavement	Shielding crack, patching pothole	
Drainage	Repairing damaged part	7 days each time
Revetment	Repairing damaged part	
Ancillary facility	Repairing damaged part & Partial painting handrail	
Road		
Pavement	Shielding crack, patching pothole	
Shoulder/slope	Repairing damaged part	
Road marking	Repainting	
Guide post	Repairing damaged part	

(неофициальный перевод)

ПРОТОКОЛ СОВЕЩАНИЙ ПО ИЗУЧЕНИЮ БАЗОВОЙ КОНЦЕПЦИИ ПО ПРОЕКТУ ВОССТАНОВЛЕНИЯ ДОРОГИ ДУСТИ – НИЖНИЙ ПЯНДЖ В РЕСПУБЛИКЕ ТАДЖИКИСТАН

(Разъяснение проекта отчета)

В ноябре 2005 года Японское агентство международного сотрудничества (далее именуемое ЛСА) направило группу изучения базовой концепции по проекту восстановления дороги Дусти – Нижний Пяндж (далее именуемому Проектом) в Республику Таджикистан (далее именуемую Таджикистаном) и путем обсуждений, полевых работ и проведенного в Японии технического рассмотрения результатов изучения подготовило проект отчета об изучении.

Для разъяснения компонентов проекта отчета и проведения совещаний по ним с должностными лицами Правительства Таджикистана ЛСА направило в Таджикистан группу для разъяснения проекта отчета (далее именуемую Группой) во главе с г-ном Нориаки НИСИМИЯ, постоянным представителем Офиса ЛСА в Узбекистане, которая пребывает в Таджикистане с 18-го по 28-ое марта 2006 года.

В результате обсуждений обе стороны утвердили основные пункты, приведенные на прилагаемых листах.

Душанбе, 27 марта 2006 года

Г-н Нориаки НИСИМИЯ
Руководитель
Грунны изучения базовой конценции
Японское агентство международного сотрудничества

Г-н Саидахтам АКБАРОВ
Заместитель министра
Мииистерство транспорта
Республики Таджикистан

ПРИЛОЖЕНИЕ

1. Компоненты проекта отчета
   Правительство Таджикистана дало принципиальное согласие и одобрение на компоненты проекта отчета, разъясненные Группой.

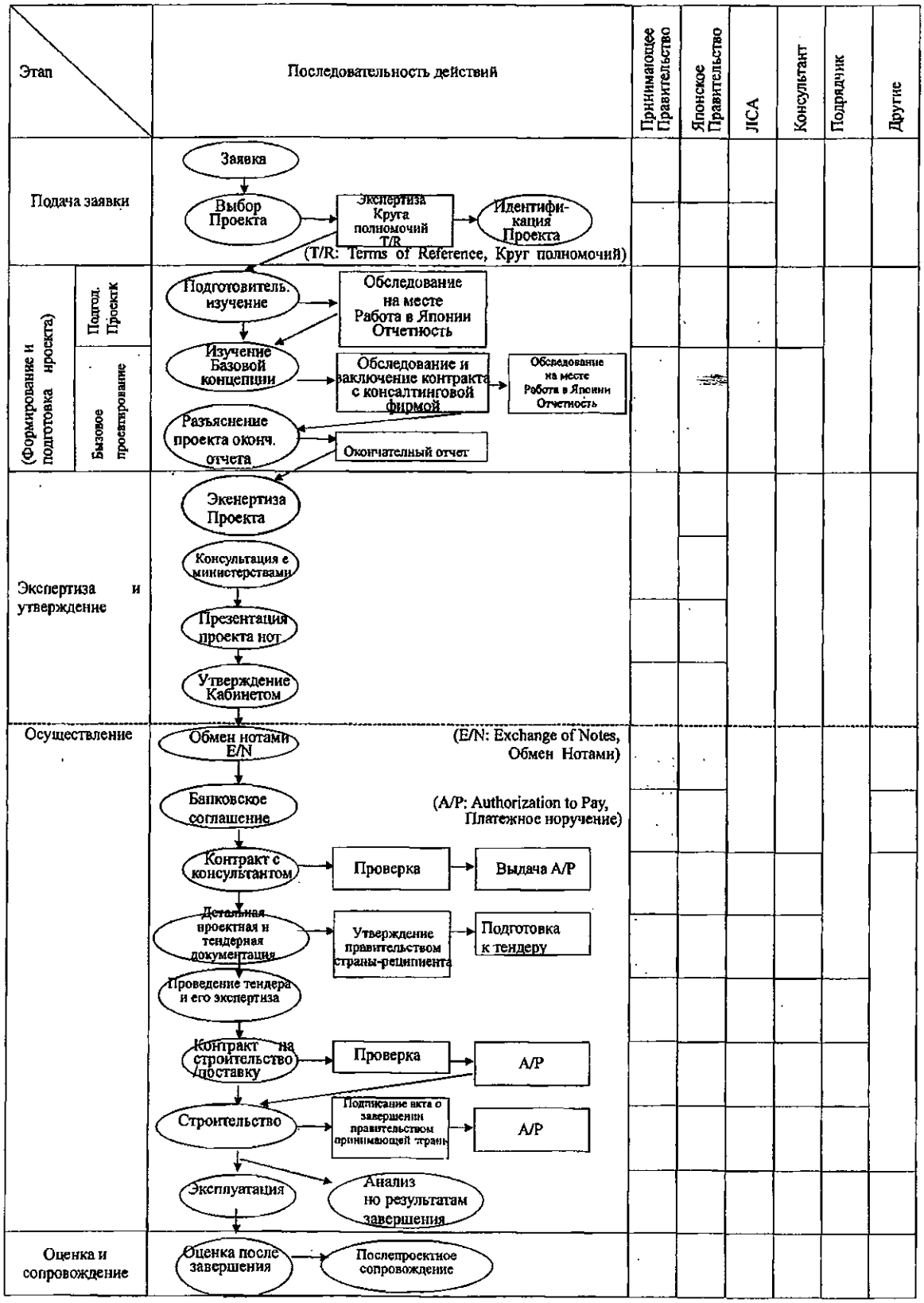
2. Схема Японской безвозмездной помощи
   Таджикская сторона понимает схему Японской безвозмездной помощи и необходимые меры, которые должна предпринимать Таджикская сторона, как это было объяснено Группой изучения базовой концепции и описано в Приложении 1 и Приложении 2 Протокола совещания, подписанного обеими сторонами 23-го ноября 2005 года.
   Необходимые меры, предпринимаемые Таджикской стороной (пункты 1, 2 и 4 Приложения 2), должны быть завершены в течение 3 месяцев после Обмена нотами.

3. График изучения
   1) ЛСА подготовит проект окончательного отчета, который содержит детальное проектирование, основанное на результатах рассмотрения проекта отчета, и направит в Таджикистан группу для разъяснения в июне 2006 года.
   2) ЛСА доработает окончательный отчет, содержащий согласованные с Таджикской стороной пункты, и пошлет его в Таджикистан до конца июля 2006 года.
4. Таджикская сторона обеспечит проведение государственной экспертизы по Предварительному Проекту, в том числе и по экологическому разделу до конца июля 2006 года.

5. Другие вопросы, связанные с Проектом:

   1) Таджикская сторона представила план по текущему и периодическому содержанию Проектируемой дороги, который указан в Приложении 3.
   2) Таджикская сторона должна гарантировать выделение достаточных бюджетных средств и персонала для того, чтобы эксплуатация Проектируемой дороги осуществлялась надлежащим и эффективным образом после завершения Проекта.
   3) Таджикская сторона утвердила заблаговременное принятие необходимых мер по освобождению участников реализации Проекта, товаров и услуг для реализации Проекта от внутренних налогов, таможенных пошлин и других платежей.
   4) Обе стороны договорились о том, что содержание представленного Группой Таджикской стороне проекта отчета является конфиденциальным и не должно быть сообщено третьим лицам для того, чтобы обеспечить тендер честностью и конкуренцией в случае, если Проект будет осуществлен.
   5) При наличии расхождения между английской и русской версиями данного протокола преимущество отдается английской.

Приложение 1. Схема порядка предоставления Японской Безвозмездной Помощи



Приложение 2. Основные обязательства каждого из правительств

№	Пункт	Покрывается в рамках безвозмездной помощи	Обеспечивается страной-реципиентом
1	Обеспечение отвода земли под строительство автодорог.		•
2	При необходимости обеспечить снос строений.		•
3	Строительство ворот и заборов на площадке и вокруг нее	•	
4	При необходимости произвести перенос ЛЭП, ЛЭС, телефонные кабели и другие сооружения.		•
5	Оплата ниже перечисленных комиссионных японскому банку за банковскне услуги на основе Банковского соглашения		
	1)Консультационные комиссионные для Платежного поручения		•
	2)Комиссионные за проведение выплат		•
6	Обеспечение разгрузки и таможенной очистки в порту назначения страны-реципиента		
	1)Морские (воздушные) и наземные перевозки товаров из Японии до страны-реципиента	•	
	2)Налоговые льготы, освобождение от таможенных пошлин и таможенная очистка товаров в порту назначения		•
	3)Внутренние перевозки от порта разгрузки до проектной площадки	•	
7	Обеспечение всем необходимым для въезда в страну и работы в ней для тех японских лиц, которые должны прибыть в страну-реципиент в связи с поставками товаров и услуг по контрактам, прошедшим Верификацию.		•
8	Освобождение японских лиц от таможенных пошлин, внутренних налогов и прочих, учрежденных в стране-реципиенте в отношении поставки товаров и услуг по контрактам, прошедшим Верификацию.		•
9	Техническое обслуживание и надлежащее содержание сооружений и оборудования, построенных или поставленных в рамках оказываемой безвозмездной помощи		•
10	Оплата всех затрат, не покрываемых безвозмездной помощью, которые необходимы для строительства сооружений, транспортировки и установки оборудования		•

Facility	Inspection Item	Frequency
Box culvert		
Pavement	Crack, deformation, pothole, etc.	4 times a year
Drainage	Existence of soil, obstacles	5 days each time
Road marking	Injury, deformation, stain, splitting	
Structure	Crack	
Revetment	Crack, damage, collapse, etc.	
Ancillary facility	Damage of handrail	
Road		
Sub grade	Undulation, etc	
Pavement	Crack, deformation, pothole, etc.	
Shoulder/slope	Rainwater erosion & collapse, etc.	
Road marking	Injury, deformation, stain, splitting	
Guide post	Damage	

Facility	Inspection Item	Frequency
Cleaning		
Drainage	Cleaning soil, obstacles	4 times a year
Pavement	Cleaning & Removal of snow	
Shoulder	Cutting grass, cleaning	5 days each time
Box culvert	Cleaning of obstacles	
Road marking	Cleaning	

Facility	Inspection Item	Frequency
Box culvert		
Structure	Repairing damaged part	10 times a year
Pavement	Shielding crack, patching pothole	
Drainage	Repairing damaged part	7 days each time
Revetment	Repairing damaged part	
Ancillary facility	Repairing damaged part & Partial painting handrail	
Road		
Pavement	Shielding crack, patching pothole	
Shoulder/slope	Repairing damaged part	
Road marking	Repainting	
Guide post	Repairing damaged part	

Minutes of Discussions
on the Basic Design Study
on the Project for Rehabilitation of Dusty - Nijny Pyandzh Road
in the Republic of Tajikistan
(Explanation on Draft Final Report)

In March, 2006, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a Draft Report Explanation Team on the Project for Rehabilitation of Dusty - Nijny Pyandzh Road (hereinafter referred to as "the Project") to the Republic of Tajikistan (hereinafter referred to as "Tajikistan"), and through discussion, field survey, and technical examination of the study results in Japan, JICA prepared a Draft Final Report of the study.

In order to explain and to consult with officials concerned of the Ministry of Transport (Implementation Agency) of Tajikistan on the components of the Draft Final Report, JICA sent to the Draft Final Report Explanation Team (hereinafter referred to as " the Team"), which is headed by Mr. Noriaki Nishimiya, Resident Representative of JICA Uzbekistan Office, from May 13 to May 19, 2006.

As a result of discussions, both parties confirmed the main items described on the attached sheet.

Dushanbe, May 18, 2006

Mr. Noriaki Nishimiya

Leader
Basic Design Study Team
Japan International Cooperation Agency

Mr. Akbarov Saidahtam

Deputy Minister
Ministry of Transport
Republic of Tajikistan

ATTACHMENT

1. Components of the Draft Final Report

The Ministry of Transport of Tajikistan (Implementation Agency) agreed and accepted in principle the components of the Draft Final Report explained by the Team.

2. Japan's Grant Aid Scheme

The Tajik side reconfirmed the Japan's Grant Aid scheme and the necessary measures to be taken by the Tajik side as explained by the Team in March 2006 and described in the Annex-2 of the Minutes of Discussions signed by both sides on March 27, 2006.

3. Schedule of the Study

JICA will complete the Final Report in accordance with the confirmed items by the end of June 2006 and send it to the Tajik side.

4. Official Appraisal

Both sides confirmed that the Tajik side should obtain the necessary official approval including Environment and Social Considerations for the Project based on the Draft Final Report of the Basic Design Study by the end of July, 2006.

5. Other Relevant Issues

1) The Team handed one copy of the draft detailed drawings for the Project to State Project –Research Institute "TAJIKGIPROTRANSSTROY" of the Ministry of Transport (Director – Mirzoev T.D.). Both sides agreed that these drawings are confidential and should not be duplicated or released to any outside parties.

2) Both sides confirmed that the Tajik side should allocate the appropriate budget in a timely manner for the undertakings to be done in accordance with laws and regulations of Tajikistan by the Tajik side.

3) Both sides confirmed that the English text shall prevail when any doubt arises in interpretation of this Minutes of Discussions.

(неофициальный перевод)

ПРОТОКОЛ СОВЕЩАНИЙ ПО ИЗУЧЕНИЮ БАЗОВОЙ КОНЦЕПЦИИ ПО ПРОЕКТУ ВОССТАНОВЛЕНИЯ ДОРОГИ ДУСТИ – НИЖНИЙ ПЯНДЖ В РЕСПУБЛИКЕ ТАДЖИКИСТАН

(Разъяснение проекта окончательного отчета)

В марте 2006 года Японское агентство международного сотрудничества (далее именуемое JICA) направило группу для разъяснения проекта отчета по Проекту восстановления дороги Дусти – Нижний Пяндж (далее именуемому Проектом) в Республику Таджикистан и путем обсуждений полевых работ и проведенного в Японии технического рассмотрения результатов изучения подготовило проект окончательного отчета об изучении.

Для разъяснения компонентов проекта окончательного отчета и проведения совещаний по ним с должностными лицами Министерства транспорта Республики Таджикистан, JICA направило в Таджикистан группу для разъяснения проекта окончательного отчета (далее именуемую Группой) во главе с г-ном Нориаки НИСИМИЯ, постоянным представителем Офиса JICA в Узбекистане, которая пребывает в Таджикистане с 13-го по 19-ое мая 2006 года.

В результате обсуждений обе стороны утвердили основные пункты, приведенные в Приложении.

Душанбе, 18 мая 2006 года

Г-н Нориаки НИСИМИЯ
Руководитель
Группы изучения базовой концепции
Японское агентство международного
сотрудничества

Г-н Саидахтам АКБАРОВ
Заместитель министра
Министерство транспорта
Республики Таджикистан

ПРИЛОЖЕНИЕ

1. Компоненты проекта окончательного отчета
   Министерство транспорта Республики Таджикистан дало принципиальное согласие и одобрение на компоненты проекта окончательного отчета, разъясненные Группой.

2. Схема Японской безвозмездной помощи
   Таджикская сторона понимает схему Японской безвозмездной помощи и необходимые меры, которые должна предпринимать Таджикская сторона, как это было объяснено Группой в марте 2006 года и описано в Приложении 2 Протокола совещаний, подписанного обеими сторонами 27-го марта 2006 года.

3. График изучения
   JICA подготовит окончательный отчет, содержащий согласованные с Таджикской стороной пункты, до конца июня 2006 года и пошлет его в Таджикистан.

4. Официальное одобрение Проекта
   Обе стороны подтвердили, что Таджикская сторона получит официальное одобрение, необходимое для осуществления Проекта, в том числе и одобрение на мероприятия по экологическим и социальным вопросам, на основе проекта окончательного отчета об изучении базовой концепции до конца июля 2006 года.

5. Другие вопросы, связанные с Проектом
   1) Группа вручила один экземпляр проекта детальных чертежей ГПИИ «Таджикгипротрансстрой» Министерства транспорта Республики Таджикистан (Мирзоеву Т.Д – Директору). Обе стороны договорились о том, что чертежи являются конфиденциальными и сами чертежи или их копии не должны быть переданы третьим лицам.
   2) Обе стороны подтвердили, что Таджикская сторона должна выделить достаточные бюджетные средства в нужный момент для выполнения обязательств, принимаемых Таджикской стороной, в соответствии с законодательством Республики Таджикистан.
   3) Обе стороны подтвердили, что при наличии расхождения между английской и русской версиями данного протокола преимущество отдается английской.

APPENDIX 5

COST ESTIMATION BORNE BY THE GOVERNMENT OF TAJIKISTAN

5.COST ESTIMATION BORNE BY THE REPUBLIC OF TAJIKISTAN

Item	Amount (Somoni)	Remarks
Land Acquisition	56,700	
Demolition of Existing Wall	6,700	
Relocation of Electric Line	8,680	
Relocation of Telecommunication Line	6,600	
Relocation of Existing Tree	19,700	
Advising Commission	32,000	Approx. US$5,000/Phase
Payment Commission	45,000	
Total	175,380	

Notes
Exchange Rate: 1US$=3.2 Somoni

Breakdown of the Cost

Land Acquisition

Station	Length (m)	Width (m)	Area (m2)	Unit price (Somoni)	Amount (Somoni)	Remarks
0+000 ~ 0+950	950	30	28,500	1.99	56695.05	
2+350 ~ 3+100	750	20	15,000	0	0	
		Total	43,500		56,695	

Demolition of Existing Wall

Station	Length(m)	Unit price (Somoni)	Amount (Somoni)	Remarks
2+690 ~ 2+740	50	10.875	543.75	
2+780 ~ 2+820	40	23.52	940.8	
3+600 ~ 3+660	60	9.925	595.5	
9+450 ~ 9+865	415	9.2240964	3,828.0	
2+350 ~ 3+100	750	1.04	780.0	
Total	1,315		6688.05	

Relocation of Electric Line
1. Pole

Station	Side	NOS.	Unit price (Somoni)	Amount (Somoni)	Remarks
2+780	Right	1	970.0	970.0	
3+145	Left	1	970.0	970.0	
9+480	Left	2	970.0	1940.0	
			Total	3,880.0	

2. Cable

Station	Side	Length(m)	Unit price (Somoni)	Amount (Somoni)	Remarks
2+780	Right	120	10.0	1200.0	
3+145	Left	120	10.0	1200.0	
9+480	Left	240	10.0	2400.0	
			Total	4,800.0	

Relocation of Telecommunication Line
1. Pole

Station	Side	NOS.	Unit price (Somoni)	Amount (Somoni)	Remarks
2+336	Right	1	300.0	300.0	
3+110	Left	3	300.0	900.0	
3+418	Right	1	300.0	300.0	
3+945	Right	1	300.0	300.0	
			Total	1,800.0	

2. Cable

Station	Side	Length(m)	Unit price (Somoni)	Amount (Somoni)	Remarks
2+336	Right	100	8.0	800.0	
3+110	Left	300	8.0	2,400.0	
3+418	Right	100	8.0	800.0	
3+945	Right	100	8.0	800.0	
			Total	4,800.0	

Relocation of Existing Tree

1. Mulberry Tree

Station	Side	NOS.	Unit price (Somoni)	Amount (Somoni)	Remarks
0+100	-	25	107.6	2,690.0	
0+600	-	25	135.36	3,384.0	
			Total	6,074	

2. White birch Tree

Station	NOS.	Unit price (Somoni)	Amount (Somoni)	Remarks
4+500 ~ 2+740	44	60.0	2,640.0	
4+630 ~ 2+820	11	168.0	1,848.0	
7+410 ~ 3+660	15	168.0	2,520.0	
7+802 ~ 9+865	7	168.0	1,176.0	
9+400 ~ 3+100	11	168.0	1,848.0	
9+800 ~ 9+838	20	180.0	3,600.0	
Total		Total	13,632	