

附 属 资 料

添付資料

1. 署名済ミニッツ

(ア)第一次現地調査（2007年3月1日署名）

(イ)第二次現地調査（2007年7月5日署名）

(ウ)第二次現地調査（追加調査・2007年11月16日署名）

2. 第二次現地調査結果に基づく架橋地点にかかる「モ」側見解（2007年8月22日付レター）

付属資料

1. 参考資料・入手資料リスト

**Minutes of Discussions
on the Preliminary Study
on the Project for Construction of Railway Fly-over in Ulaanbaatar City
in Mongolia**


In response to a request from the Government of Mongolia, the Government of Japan decided to conduct a Preliminary Study on the Project for Construction of Railway Fly-over in Ulaanbaatar City in Mongolia (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Mongolia the Preliminary Study Team (hereinafter referred to as "the Team"), headed by Dr. Makoto INABA, Group Director, Administration and Coordination Group, Grant Aid Management Department, JICA, and is scheduled to stay in the country from February 27 to March 3, 2007.


The Team held discussions with the officials concerned of the Government of Mongolia 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.

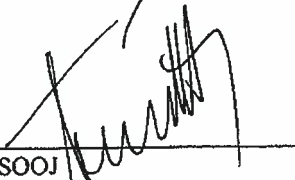
Ulaanbaatar, March 1, 2007



Makoto INABA
Leader
Preliminary Study Team
Japan International Cooperation Agency



Dorjtseveen BAASANKHUU
Director, Department of Roads
Ministry of Road, Transport and Tourism
Mongolia



Lamkhuu BATTSOOJ
Deputy Director, Road Department
Ulaanbaatar City
Mongolia

ATTACHMENT

1. Objective of the Project

The objective of the Project is to construct a Railway Fly-over to ensure the safe and smooth traffic of road between northern and southern areas of Ulaanbaatar city, which are divided by the railway tracks.

2. Project Site

The site of the Project is shown in Annex-1.

3. Responsible and Implementing Organization

The responsible ministry is Ministry of Road, Transport and Tourism. The organization chart of the responsible ministry is shown in Annex-2.

The implementing organization is Ulaanbaatar City Government. The organization chart of the implementing organization is shown in Annex-3.

The Ministry of Road, Transport and Tourism and Ulaanbaatar City Government will take the close cooperation and coordination with the Ministry of Finance and also with the Ministry of Construction and Urban Development throughout the execution of the Project

4. Items Requested by the Government of Mongolia

4-1. After discussions with the Team, the items described below were requested by the Mongolian side.

To construct a Railway Fly-over connecting between northern and southern areas of Ulaanbaatar city.

- Number of traffic lane: 4 lanes (two lane each way)
- Appropriate width of the carriage way and side strip and the necessary approach road
- The equipments necessary for the inspection and the maintenance of the flyover

4-2. The Mongolian side explained that the design of the fly-over should be available for being passed by heavy weight trucks / pedestrians.

4-3. Both sides confirmed that the "Procurement of Road Construction Machineries (Bulldozer, Motor Grader, Back hoe, etc.)" requested by the original application was out of scope for the Project.

4-4. JICA will assess the appropriateness of the requested items and will report the findings to the Government of Japan.

5. The course of the Study

The Team explained the course of the Study on the Project mentioned below and the Mongolian

side understood and accepted it. The Mongolian side also requested the Japan side to accelerate the process of the studies.

5-1. In response to a request from the Government of Mongolia, JICA dispatched the preparatory study team for “the Study on City Master Plan and Urban Development Program of Ulaanbaatar City” (hereinafter referred to as “the Master Plan Study”) in November 2006. On the other hand, the Government of Mongolia submitted the request for loan assistance on the priority road projects to the Government of Japan in July, 2006.

In consideration of the situation mentioned above, the Government of Japan deemed it necessary to coordinate the contents of the “Preliminary Study for grant aid assistance” and “the Master Plan Study” and to examine necessity, appropriateness, and implementation schedule for construction of the requested fly-over by grant aid and fly-overs to be financed by loan assistance.

5-2. Therefore, the Government of Japan decided for JICA to implement the following items through each study.

(1) The Master Plan Study

Traffic analysis, demand forecasting of road traffic in Ulaanbaatar City, etc.

(2) The Preliminary Study for the grant aid assistance

Reviewing the interim results of the Master Plan Study, Examination of the urgency (the position in terms of the road network system in Ulaanbaatar City and the location of fly-over to be constructed), environmental and social consideration (including Initial Environment Examination)” for the Project, etc.

Based on the result of the studies, the Government of Japan will assess the appropriateness of the Project and conduct procedures necessary for a following study for grant aid assistance.

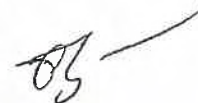
6.. Other Relevant Issues

6-1. The Mongolian side pointed out the elements of the urgency of the Project as below, and the Team explained that the Japan side will assess them through the above mentioned Master Plan Study and the Preliminary Study for grant aid assistance;

(1) Traffic volume increases rapidly recently in Ulaanbaatar city because of the rapid urbanization and motorization in the area. The number of vehicles reaches as large as 100,000, which is far beyond the past estimation. Considering this situation, the Project related with the middle ring road plan is most important to ensure the safe and smooth traffic around the Ulaanbaatar urban city area.

(2) The condition of the two existing crossover bridges of the railway are as follows;

➤ Peace Bridge



This bridge was constructed more than 40 years ago by Chinese assistance and it was not designed to be passed by heavy weight trucks originally. This bridge was renovated recently but it wasn't strengthen nor widen its structure, therefore it is still limited to the traffic of small vehicles and public transport.

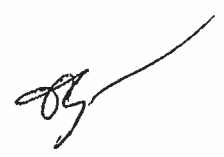
➤ Gurvaljin Bridge

This Bridge was constructed in 1989 by the Mongolian engineers. Although this bridge is the only bridge currently available for the industrial heavy weight trucks passages, it has serious deterioration and faces to the danger of collapse in the foreseeable future unless appropriate rehabilitation would be carried out urgently.

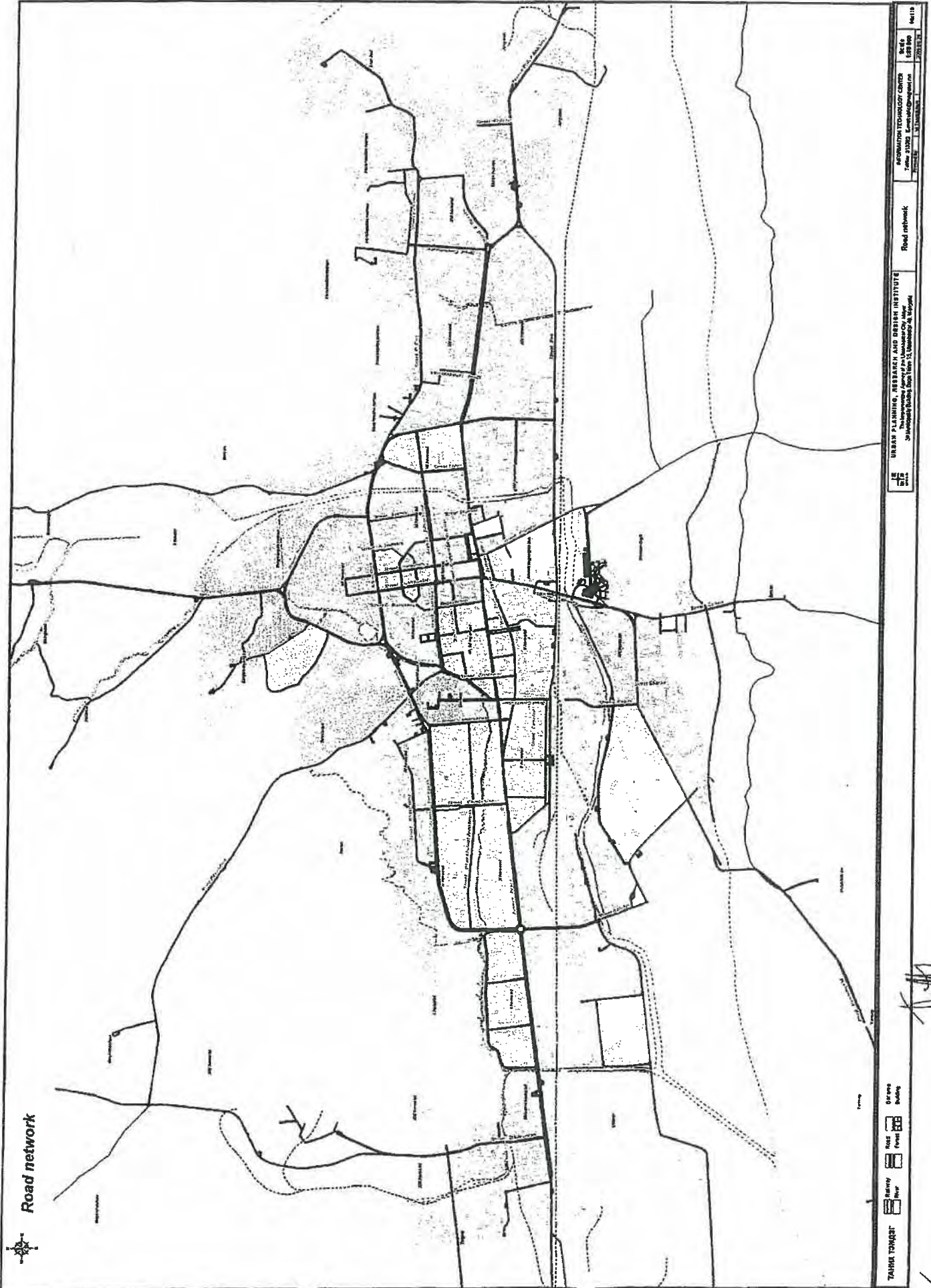
- (3) Considering the above mentioned background, in order to mitigate traffic congestion and to secure the traffic for both the industrial and the non-industrial passages between the southern and northern areas along the railway, the Government of Mongolia put the first priority and urgency on the Project rather than the related request of the road construction for loan assistance.

6-2. Environmental and social consideration

- (1) The Mongolian side explained to the Team that the Mongolian side will take the necessary procedures for approval of Environmental Impact Assessment on the Project, which is to be approved by the Ministry of Nature and Environment.
- (2) The Mongolian side explained to the Team that once the appropriateness of the Project will be confirmed by the Government of Japan and the outline plan of the fly-over and the connecting approach road will be identified by both Mongolian and Japanese side, the Mongolian side will take necessary measures promptly to obtain basic agreement from the Project Affected Persons (PAPs) regarding the Project in case that any PAPs should be identified at the Project site.
- (3) The Team explained that the necessary measures for the PAPs includes executing the necessary stakeholder meetings and the budget allocation for the resettlement and the compensation for the PAPs, and those procedures should be completed before the implementation of the Project, and the Mongolian side understood it.



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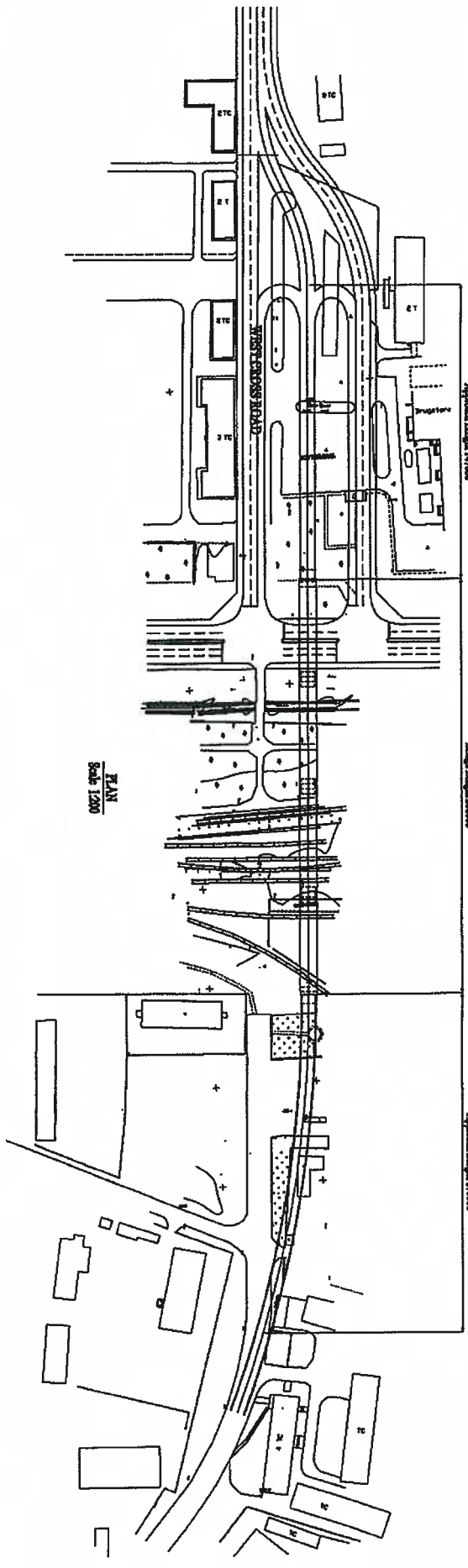


URBAN PLANNING, RESEARCH AND DESIGN INSTITUTE
 The Planning Group for Unimono City, New
 South Wales, Australia, Sydney, New South Wales, Australia

ROAD NETWORK

APPROXIMATE TOWNSHIP CENTER
 Zone 31500 East of 150m
 PROJECT: 31/10/2000
 DATE: 2000/03/10

MP 11

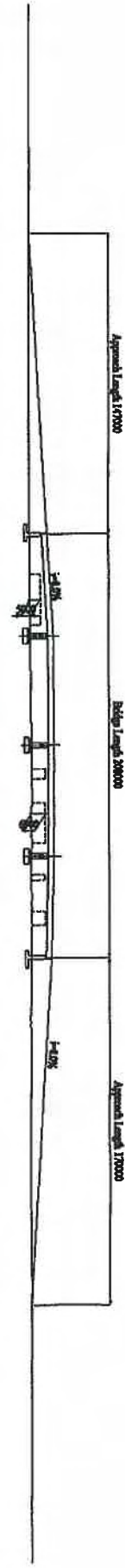


Approach Length 147000

Bridge Length 280000

Approach Length 170000

PROFILE
Scale H=1:1000
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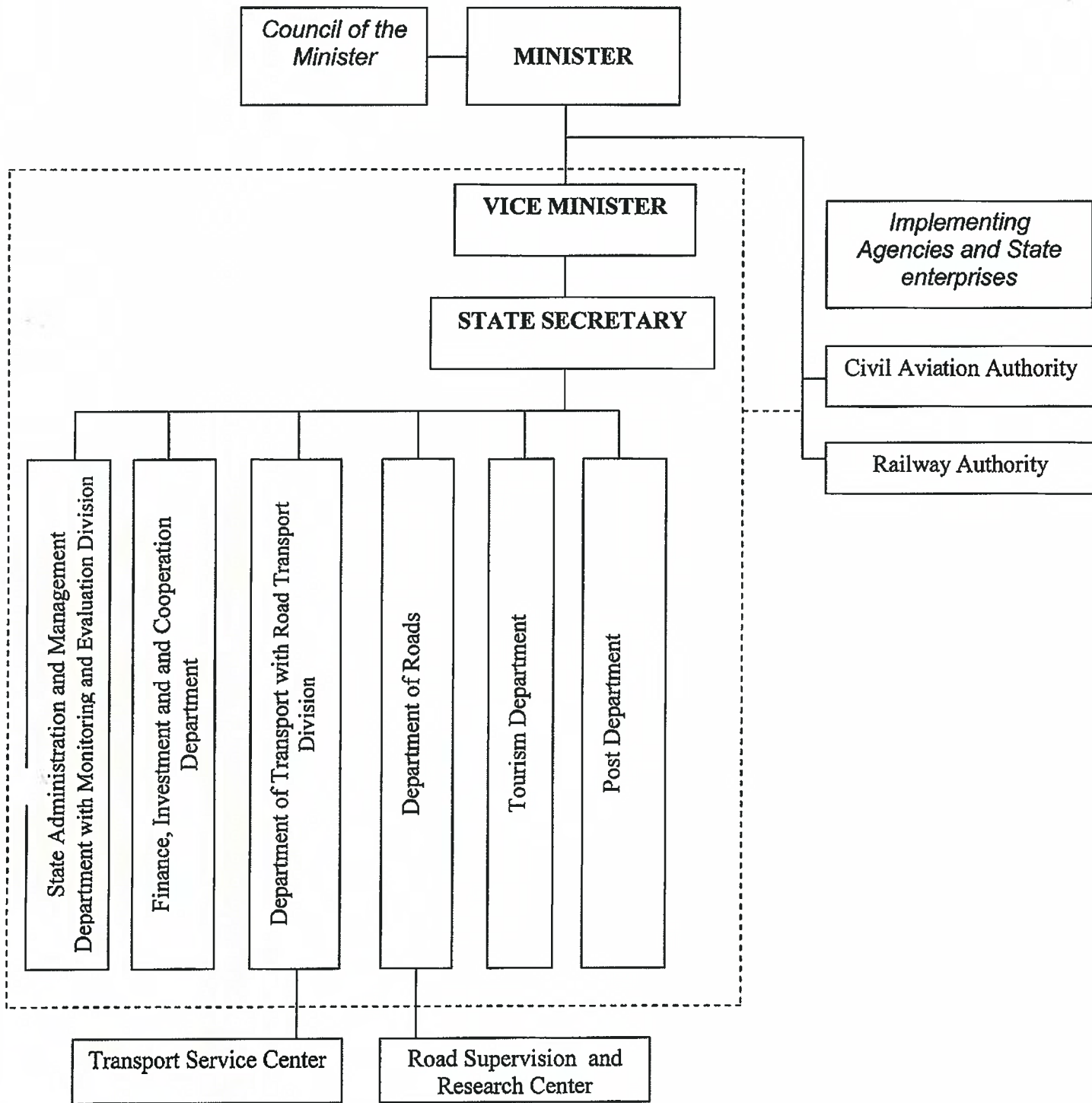


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ORGANIZATIONAL CHART OF THE MINISTRY OF ROAD, TRANSPORT AND TOURISM, MONGOLIA

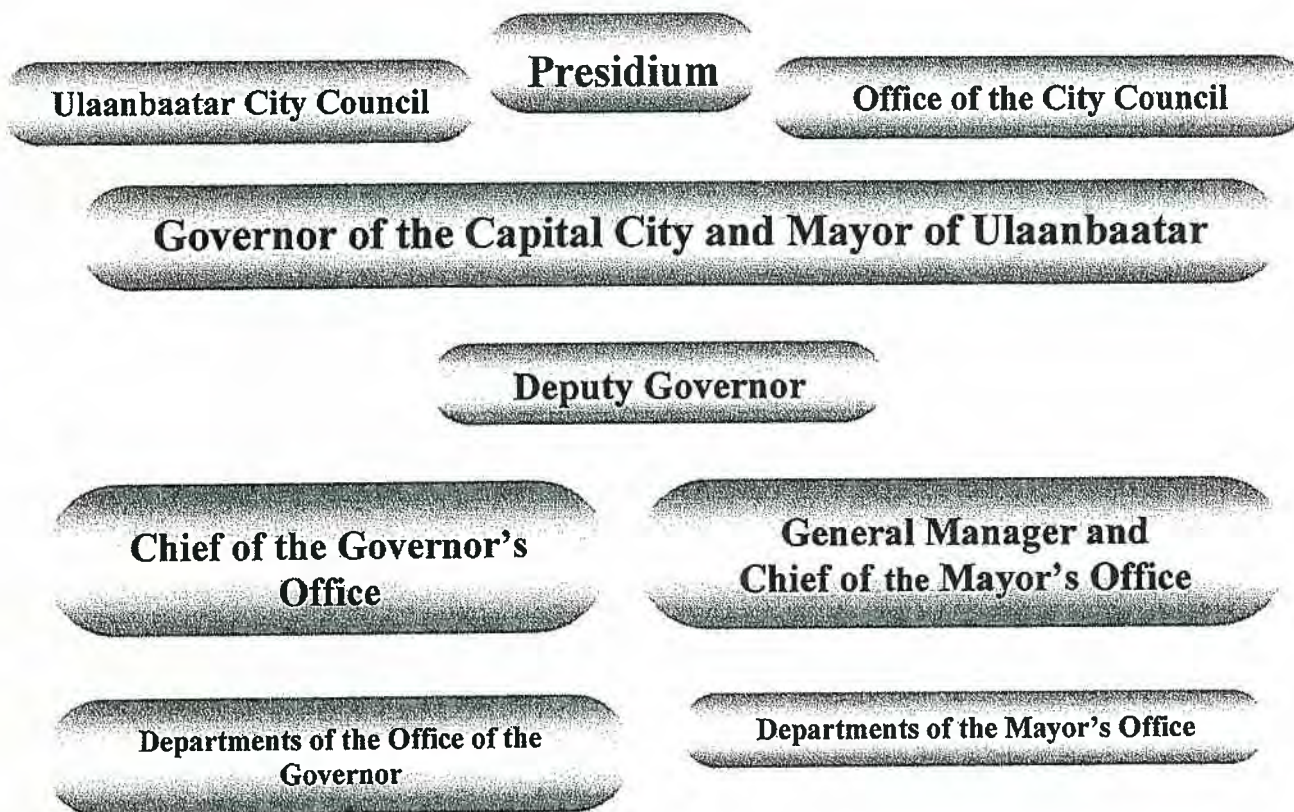


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ORGANIZATION CHART OF ULAANBAATAR CITY GOVERNMENT



- **Public Administration Management:**
 - Monitoring and Evaluation Section
 - Public Relations and Media Section
- **City Development Policy Planning**
- **Finance, Economy and Treasury**
- **Social Development**
- **International Relations & Cooperation**
- **Legal Affairs**
- **Military Affairs**
- **Engineering Facilities**
- **City Maintenance and Public Utilities**
- **Production & Services**
- **Tourism**

Implementing agencies of the Capital City Governor

- Archives Department
- Civil Registration & Information
Department
- Art & Culture Department
- Communal Service Department
- Children's & Youth Department
- Education & Science Department
- Court Decisions Enforcement
Department
- Food & Agriculture Department
- Health Department
- Disaster Management Department
- Road Department
- Information Technology Department
- Urban Planning Scientific Research
Institute
- Investment Department
- Labor & Social Welfare Department
- Land Department
- Environmental Protection Department
- Police Department
- Property Relations Department
- Professional Supervision Department
- Sports' Committee
- Social insurance Department
- Statistics Department
- Taxation Department
- Veterinary service Department

Agencies under the Mayor

- Water supply & Canalization
Authority
- Housing & Communal Service
Authority
- Public Transportation Department
- Heating Stoves' Utilization
Department
- "Illumination" Company
- "Horticulture" Company
- "UB-road Maintenance" Company
- "Water Facility" Company
- "Reserve" Company
- National Cultural & Recreational Park
- Water Sports and Training Center

The Ulaanbaatar City Council, with 40 elected members, is the decision making body for the City's budgetary and legal issues. The Council members are elected every four years.

Minutes of Discussions
on the Preliminary Study (Second Site Survey)
on the Project for Construction of Railway Fly-over
in Ulaanbaatar City
in Mongolia

In response to a request from the Government of Mongolia, the Government of Japan decided to conduct a Preliminary Study on the Project for Construction of Railway Fly-over in Ulaanbaatar City in Mongolia (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

Based on the result of the Preliminary Study (first site survey from February 27 to March 3, 2007), JICA sent to Mongolia the Preliminary Study Team (second site survey) (hereinafter referred to as "the Team"), headed by Mr. Koichi KITO, Team Director, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department of JICA, and is scheduled to stay in the country from June 16 to July 10, 2007.

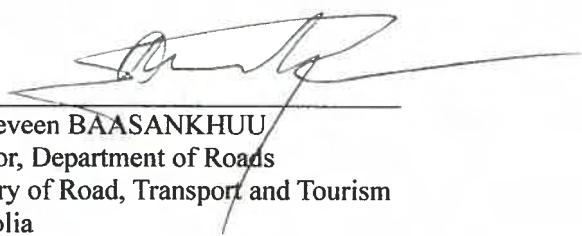
The Team held discussions with the officials concerned of the Government of Mongolia and conducted a field survey at the study area.


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

Ulaanbaatar, July 5, 2007

木藤 耕一

Koichi KITO
Leader
Preliminary Study Team
Japan International Cooperation Agency


Dorjtseveen BAASANKHUU
Director, Department of Roads
Ministry of Road, Transport and Tourism
Mongolia


Gombosuren MUNKHBAYAR
General Manager of City
and Chief of the Mayor's Office
Ulaanbaatar City
Mongolia

ATTACHMENT

1. Objective of the Project

The objective of the Project is to construct a Railway Fly-over to ensure the safe and smooth traffic of roads between northern and southern areas of Ulaanbaatar city, which are divided by the railway tracks.

2. Project Site

The site of the Project is shown in Annex-1.

3. Responsible and Implementing Organization

3-1. The responsible Ministry is the Ministry of Road, Transportation and Tourism.

3-2. The implementing organization is the Ulaanbaatar City Government. Road Department of Ulaanbaatar City is responsible for the Project.

3-3. The organization chart of the responsible Ministry and the implementing organization is shown on the Minutes of Discussions signed by both sides on March 1, 2007.

4. Items Requested by the Government of Mongolia

4-1. After discussions with the Team, the items described below were requested by the Mongolian side.

To construct a Railway Fly-over connecting between northern and southern areas of Ulaanbaatar city.

- Number of traffic lane: 4 lanes (2 lanes each way),
- Total width: 16.5m (dual carriage way $(3.5 \times 2 + 0.75) \times 2 = 15.5$ m, median strip 1.0m), Sidewalk: 1.5m at each side
- Construction of Approach Roads to Naryn Zam Road and Engels Street (Approximately 170m)

4-2. Both sides reconfirmed that "Procurement of Road Construction Machineries (Bulldozer, Motor Grader, Back hoe, etc.)" requested by the original application was out of scope for the Project.

4-3. Both sides confirmed that "The equipment necessary for the inspection and the maintenance of the fly-over" requested in the discussions of the first Preliminary Study was out of scope for the Project as well.

4-4. JICA will assess the appropriateness of the request and will report the findings to the Government of Japan.

5. Japan's Grant Aid Scheme

5-1. The Mongolian side understands the Japan's Grant Aid scheme explained by the Team, as

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described in Annex-2.

5-2. The Mongolian side will take the necessary measures, as described in Annex-3, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

6. The JICA Guidelines for Environmental and Social Considerations

6-1. The Team explained the outline of the JICA Guidelines for Environmental and Social Considerations (hereinafter referred to as “the JICA Guidelines”), and the Mongolian side agreed to take the JICA Guidelines into consideration.

6-2. The Mongolian side shall conduct “Screening Impact Assessment” and “Detailed Environmental Impact Assessment”.

6-3. The Mongolian side agreed to obtain basic agreement from the Project Affected Persons (PAPs) including land owners regarding the Project, and to arrange the budget allocation for land acquisition, resettlement and compensation for PAPs before the approval of the Project by the Government of Japan..

7. Schedule of the Study

7-1. The Team will proceed to further study in Mongolia until July 10, 2007.

7-2. The Team continues the study in Japan until August 2007. If the Project is deemed feasible as the results of the Preliminary Study, JICA will dispatch the Basic Design Study Team subject to the instruction by the Ministry of Foreign Affairs of Japan.

8. Location of Fly-over

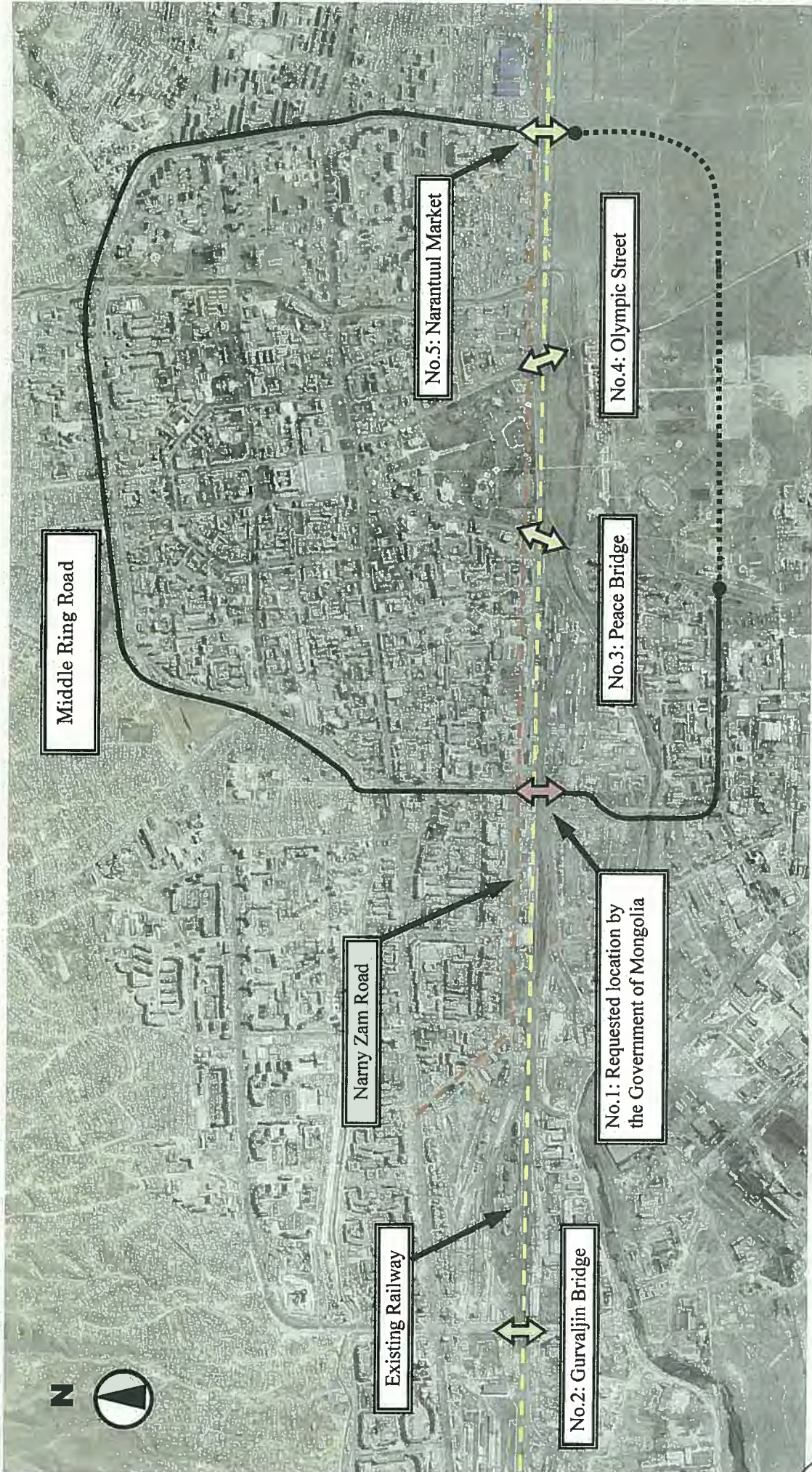
The Team explained to the Mongolian side as interim findings alternatives for the location of Fly-over as described in Annex-4.

The Mongolian side responded to the Team that the Mongolian side would continue to examine which alternative should be prioritized, considering the possibility of land acquisition, and will convey the idea on the priority to JICA Mongolia Office by the end of August 2007.

The Team explained to the Mongolian side that these alternatives would continue to be examined through the Preliminary Study from the viewpoints of traffic demand and project cost, and the optimal design and location would be determined at the Basic Design stage.

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Project Site



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Japan's Grant Aid Scheme for General Project

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 a recipient country)
Study	(Basic Design Study conducted by JICA)
Appraisal & Approval	(Appraisal by the Government of Japan and Approval by Cabinet)
Determination of Implementation	(The Notes exchanged between the Governments of Japan and the 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 Japanese consulting firms.

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 smooth 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 (hereinafter referred to as "the Study"), conducted by JICA on a requested project (hereinafter 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 upon by both parties concerning the basic concept of the Project.
- Preparation of a basic design of the Project.
- Estimation of cost of the Project.

The contents of the original request are not necessarily approved in their initial form as the

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contents of the Grant Aid project. The Basic Design of the Project is confirmed considering the guidelines of 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 through 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 registered consulting firms. JICA selects firms based on proposals submitted by interested firms. The firms selected carry out a Basic Design Study and write a report, based upon terms of reference set by JICA.

The consulting firms used for the Study 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 procedure such as exchanging of the Notes, concluding contracts with consulting firms and contractors and final payment to them must be completed.

However, in case of delays in delivery, installation or construction due to unforeseen factors such as natural 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, contracting 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 the 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 of Japanese taxpayers.

5) Undertakings required to 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 Project,
- b) To provide facilities for the distribution of electricity, water supply and drainage and

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- other incidental facilities in and around the sites,
- c) To secure buildings prior to the procurement in case the installation of the equipment,
 - d) To ensure all the expense and prompt execution for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid,
 - e) 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,
 - f) To accord Japanese nationals, whose services may be required in connection with 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 operate and maintain the facilities constructed and equipment purchased 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.

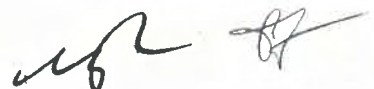
8) Banking Arrangement (B/A)

- 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 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.

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Major Undertaking to be taken by Each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient Party
1	To secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences in and around the site	(●)	(●)
4	To construct roads		
	1) Within the site	●	
	2) Outside the site when needed	N/A	N/A
5	To bear the following commission to the Japanese bank for the 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 port of disembarkation in recipient country		
	1) Marine (Air) 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 contract ,such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their works		●
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 under the Japan's Grant		●
10	To bear all the expenses, other than those to be borne by the Japan's Grant, necessary for construction of the facilities		●

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

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Comparison of Fly-over Locations for the Project (Interim Findings)

(Annex-4)

No.	Alternative Locations	Road Network	Road Capacity to cross railway	Accessibility to Naryn Zam	Structure & Construction	Environment & Social Consideration	Others
1-A	Requested location by Mongolia with flat road access	Part of middle ring	In case the flyover has 4 lanes, frontage road has 1 lane for one side, while in case the frontage road has 2 lanes for one side, the flyover has 2 lanes.	Only sedan type can access to Naryn Zam.	- Length of flyover becomes long. Alignment of access road to Naryn Zam becomes tight. - 3 spans & 2 continuous spans with small number of I-beams.	- Private land still remains at the corner of Ikh toyruu. Part of land of Topaz Hotel needs to be acquired. - Land along the approach road in south-east area needs to be acquired.	Intersections between access road and Naryn Zam stand in close proximity and this causes inefficiency in traffic management.
1-B	Requested location by Mongolia with loop access	- ditto -	- ditto -	All vehicles including large trucks can pass through.	- ditto -	Larger area of land shall be secured for the Project.	-----
2	Improvement of Gurvaljin Bridge	Connecting two major road to access to the city center from west side.	Additional road capacity cannot be expected because the existing bridge has 4 lanes.	Existing accessibility can be maintained.	- Reconstruction is required due to deterioration of existing bridge. Construction works are required not to disrupt the current traffic. - 5-span PC bridge with simple T-beam.	- Diversion for traffic is required during construction. - Additional land acquisition is not required.	Existing bridge was constructed by Russian fund. Ulaanbaatar City improves the bridge (to be completed by the middle of 2008).
3	New bridge construction in parallel with the existing Peace Bridge	Direct connection to the city center.	- 4-lane width is required as the same lane arrangement as current Peace Bridge. - Lane arrangement between the bridges and approach road becomes imbalance.	The same accessibility is maintained as the new bridge will be connected with the existing access road of Peace Bridge.	- As existing bridge is not seriously deteriorated so far, a new bridge will be constructed in parallel to the existing one. Clearance limit partly cannot be kept to keep the same longitudinal grade as the existing bridge. - 17 continuous PC bridge with simple T-beam.	Relocation of large-scale heat pipes is required.	Peace Bridge was constructed by Chinese assistance.
4	Olympic Street	Direct connection to the city center.	The fly-over shall have 2 lanes because the connecting roads on both sides are 2-lane.	- Possible with the loop access which has about 22m radius, but traffic safety cannot be ensured. - In case the loop is not constructed, railroad crossing shall be left for large vehicles passing.	- No feasibility of the loop access considering the icy condition in winter. - Small number of I-beams, and 4-span PC bridge with simple T-beam.	Approach road would be overlapped to the developing area in the south-east side of bridge location. - Widening of the northern part of Olympic Street is required.	-----
5	In front of the Narantuul Market	Part of middle ring road	The fly-over shall have 2 lanes because no enough area for widening of connecting road, which has large market at the eastern side, and many buildings on the western side.	Possible with the loop access which has about 25m radius, but traffic safety cannot be ensured.	No approach road in current condition. No feasibility of the loop access considering the icy condition in winter. Small number of I-beams, and 5-span PC bridge with simple T-beam.	- No need for any buildings to be relocated. - Approach road to the northern side can fit within the Right of Way.	This bridge is one of the candidates for Japanese Loan Assistance.

Remarks: A: Proper condition, B: Somewhat difficult, C: Facing many problems, N/A: Not Applicable

Minutes of Discussions
on the Preliminary Study (Additional Site Survey)
on the Project for Construction of Railway Fly-over
in Ulaanbaatar City
in Mongolia

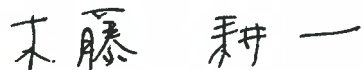
In response to a request from the Government of Mongolia, the Government of Japan decided to conduct a Preliminary Study on the Project for Construction of Railway Fly-over in Ulaanbaatar City in Mongolia (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

Based on the result of the Preliminary Study (second site survey from June 16 to July 10, 2007), JICA sent to Mongolia the Preliminary Study Team (additional site survey) (hereinafter referred to as "the Team"), headed by Mr. Koichi KITO, Team Director, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department of JICA, and is scheduled to stay in the country from November 8 to November 17, 2007.


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

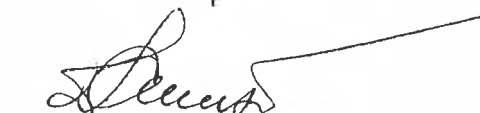
In the course of discussions and field survey, both sides confirmed the main items described in the attached sheets.

Ulaanbaatar, November 15, 2007



Koichi KITO
Leader
Preliminary Study Team
Japan International Cooperation Agency


Dorjtseveg BAASANKHUU
Director, Department of Roads
Ministry of Road, Transport and Tourism
Mongolia


Damjin BAT-ERDENE
Director
Road Department
Ulaanbaatar City
Mongolia

ATTACHMENT

1. Result of Topographic Survey

Both sides confirmed that the result of topographic survey for the requested location of the fly-over conducted by the Mongolian side was accurate enough for the examination of the road alignment.

2. Road Alignment for the Fly-over

Based on the result of topographic survey, both sides examined the location of the fly-over, alignment of access roads to Naryn Zam Road and the area of land acquisition of the Project.

Both sides confirmed an alternative road and bridge plan (shown in Annex-1 and Annex-2) with the following features, which would attain the objective of the Project within the land area where the acquisition is currently planned by the Mongolian side and avoid a large scale resettlement.

- (1) The lane width is 3.25m, being the same with Naryn Zam Road, not 3.50m.
- (2) For the safe and smooth traffic on the fly-over and access road to Naryn Zam Road, acceleration and deceleration lanes are planned separately from thru lanes.
- (3) Shoulder with 0.5m is planned for traffic safety.

The optimal design and location will be examined further and determined at the Basic Design stage in consultation with the Mongolian side.

3. Process of Land Acquisition

Regarding the planned land acquisition in the Project site, the Mongolian side shall submit an explanatory note on the necessary procedure and its time frame to JICA Mongolia Office by December 15, 2007.

4. Schedule of the Study

The Team continues the study in Japan until December 2007. If the Project is deemed feasible as the results of the Preliminary Study, JICA will dispatch the Basic Design Study Team subject to the instruction by the Ministry of Foreign Affairs of Japan.

5. Other Relevant Issues

The Mongolian side explained to the Team as follows.

- (1) The Mongolian side will conduct Screening Impact Assessment as soon as possible and will be prepared to commence the process of Detailed Environmental Impact Assessment in cooperation with the Basic Design Study Team in order to obtain the approval from the Ministry of Nature and Environment before the appraisal of the

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Project by the Government of Japan.

- (2) The Mongolian side will investigate the necessity of the relocation of existing utilities (electricity, water, telephone, etc.) in the Project site with relevant authorities, in the course of the Basic Design Study.

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S. Ceenu

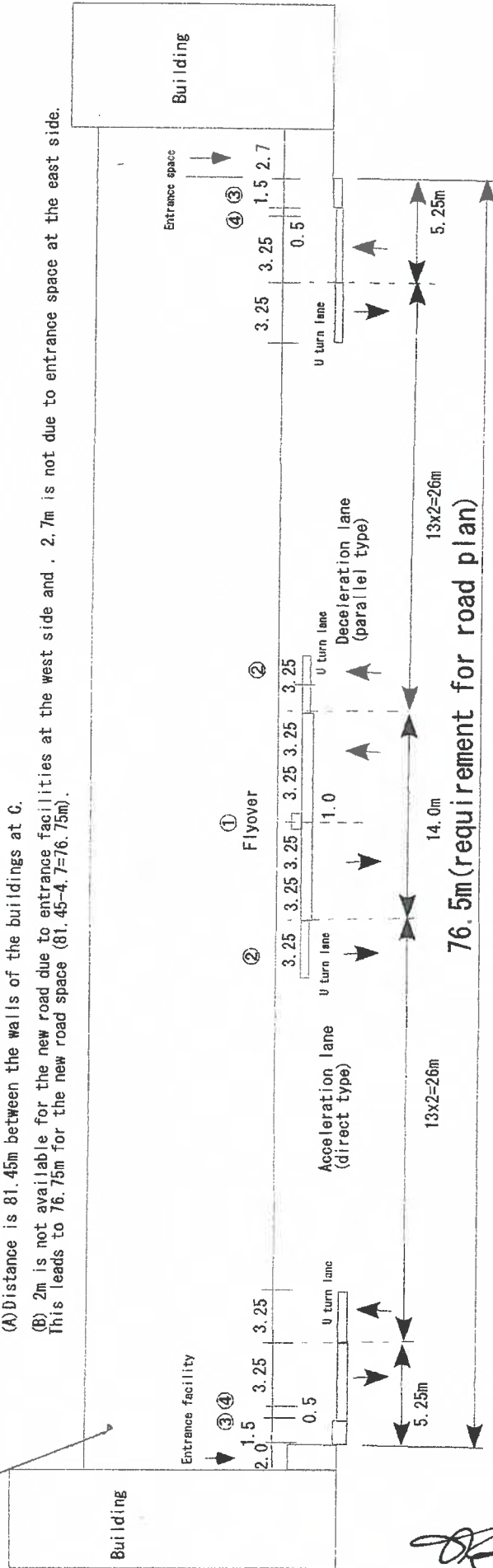
[Signature]

Cross Section Plan at Skew Line (from south to north)

(actually the cross section becomes skew to C line but this gives more margin in width)

(A) Distance is 81.45m between the walls of the buildings at C.

(B) 2m is not available for the new road due to entrance facilities at the west side and . 2.7m is not due to entrance space at the east side. This leads to 76.75m for the new road space (81.45-4.7=76.75m).



- ① 3.25m lane width is planned for all lanes including those of flyover.
- ② Acceleration and deceleration lanes are planned for U turn access road between the fly over and Ih Toyruu.
- ③ Sidewalk with 1.5m width is planned. However, wider width will be provided if land space is available.
- ④ Shoulder with 0.5m width is planned for traffic safety as vehicle traffic will be heavy and the sidewalk is narrow.

Revised Cross Section Plan with Acceleration and Deceleration Lanes

FK
[Signature]

[Signature]



**MINISTER FOR ROAD
TRANSPORT AND TOURISM
OF MONGOLIA**

210646 Negdsen undestnii gudamj 5/1, Zasgiin gazriin II bair,
Chingeltei duureg, Ulaanbaatar, MONGOLIA
Tel: (976-11) 32-64-06, Fax: (976-11) 31-06-12
E-mail: info@mrtt.pmis.gov.mn; http://www.mrtt.pmis.gov.mn

Date 2007. 08. 22
Ref. 4/213

To: Kito Koichi
Team director
Add: Transport and Electric Power Team
Project Management Group I
Grant Aid Management Department
Japan International Cooperation Agency
Shinjuki Maynds Tower Bldng., 9F,
2-1-1, Yoyogi, Shibuya-ku, Tokyo 151-8558, JAPAN
TEL: +81-3-5352-5515
FAX: +81-3-5352-5350

Sub: Regarding Engelis Fly-Over Bridge

As requested by the Government of Mongolia, JICA Survey Team has performed pre-construction survey of Engelis Fly-Over Bridge to be constructed in Ulaanbaatar, Mongolia.

We are submitting our comment on the location of Fly-over Bridge that was stated in para.8 of Minutes of Pre-construction survey team meeting.

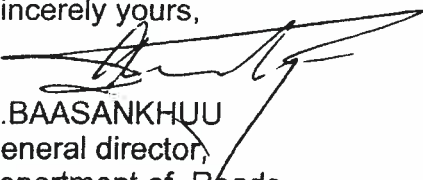
We agree with 1b version in comparative table regarding Engelis fly-over bridge location and are proposing to construct it with 4 lanes and 16.5 m wide and passable by all types of transport means. We are notifying you again that re-settlement of roadside structure, small houses, fences, and bushes shall be solved without much disturbances.

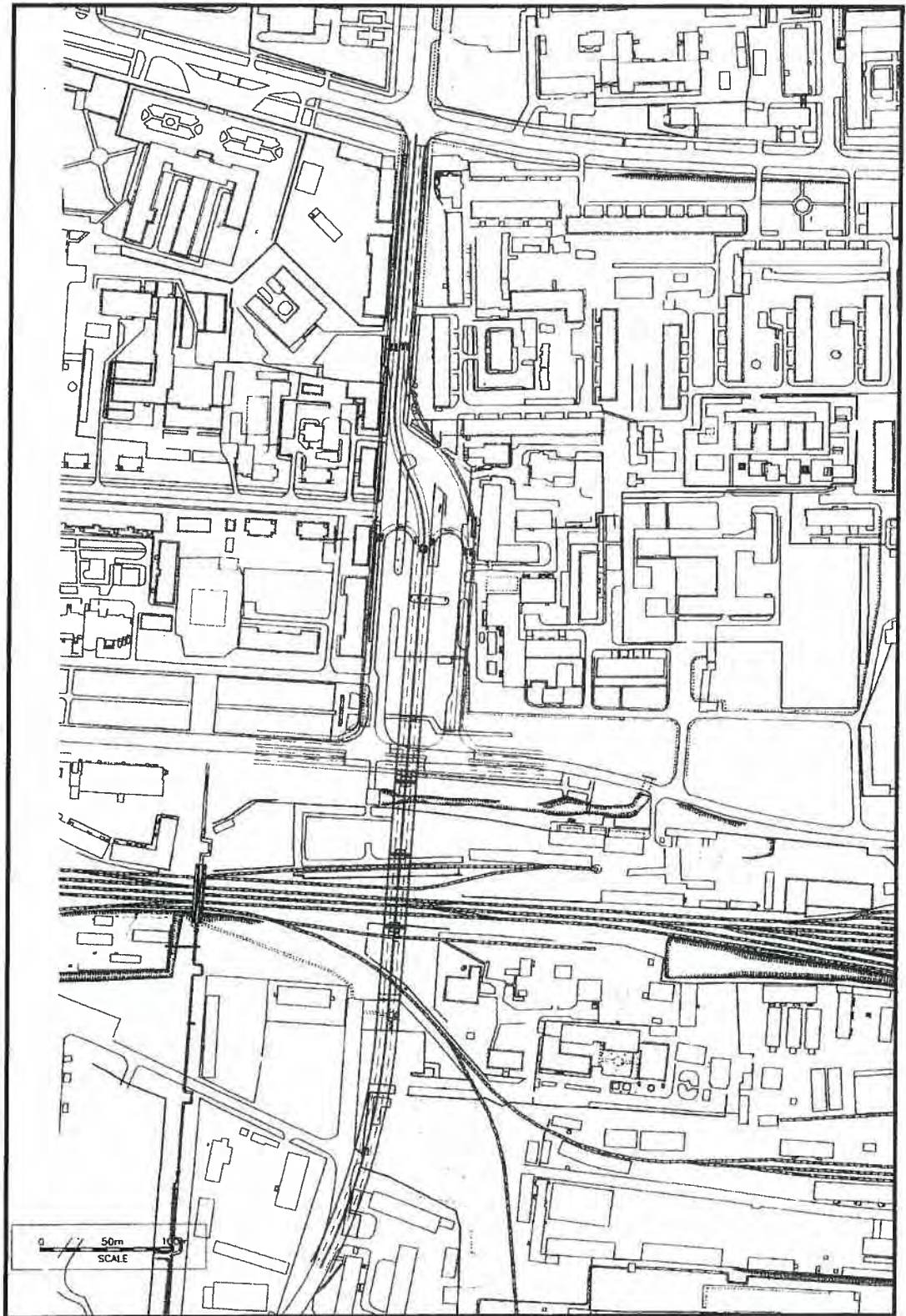
Hereby, we are delivering you the bridge profile drawing and cross section drawing as we prepared.

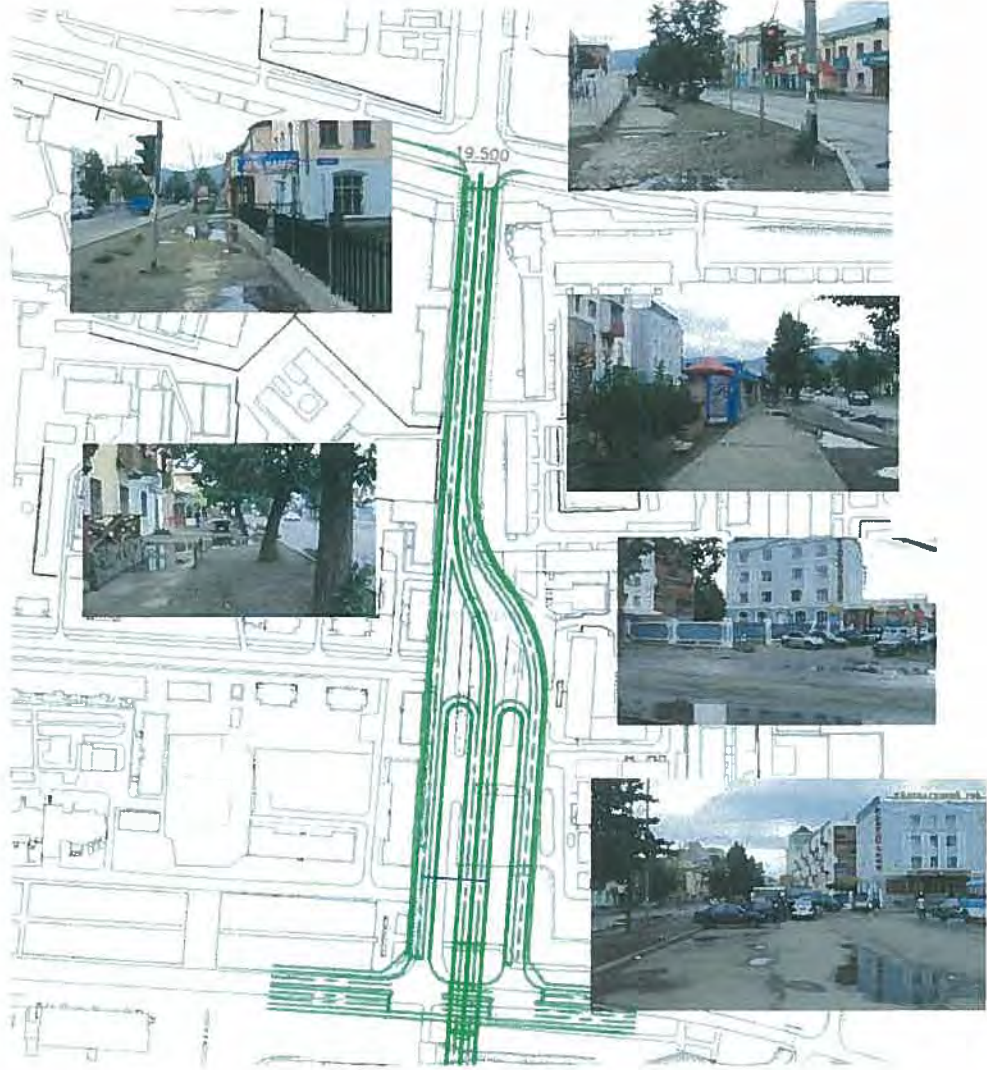
An Environment Impact Assessment for area where the fly-over bridge is being done at the Ministry of Nature and Environment with our request.

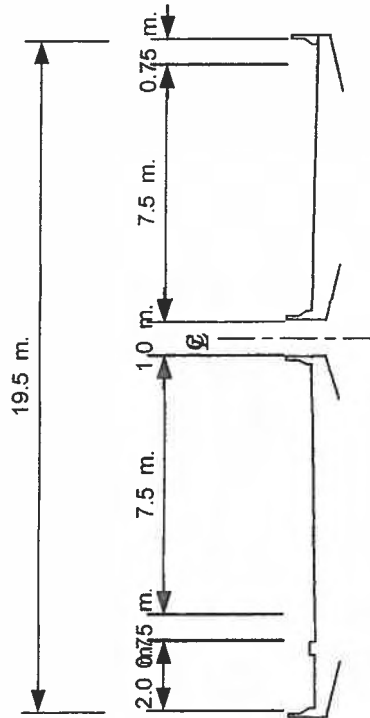
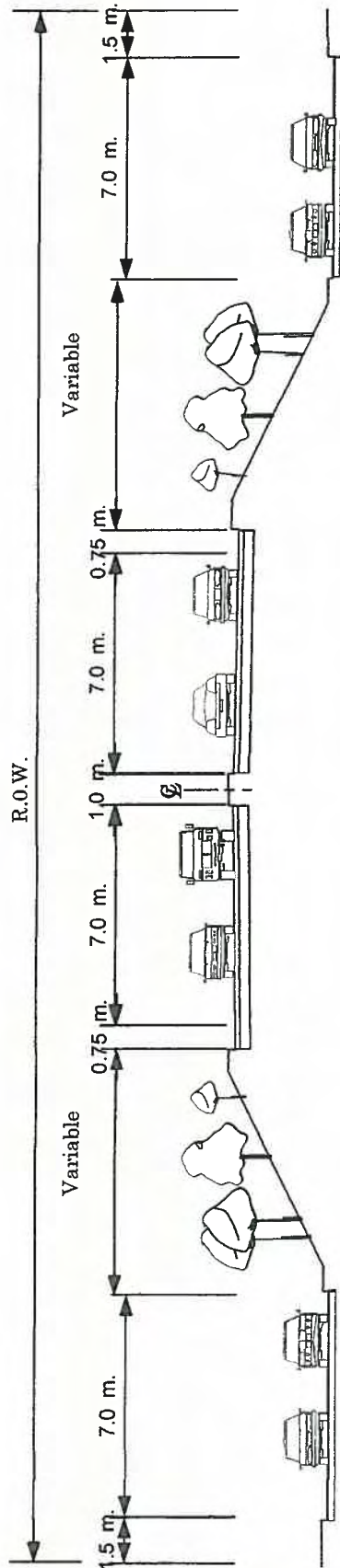
Cc: Mr. Sakabe Hidaka, Senior Project Administration Officer
Transport and Electric Power Team

Sincerely yours,


D.BAASANKHUU
General director,
Department of Roads







収集資料リスト (■収集資料/□専門家作成資料)

国名	プロジェクトID	調査団番号		現地調査期間又は派遣期間	担当者氏名	坂部英孝	
		プロジェクトID	調査団番号				
地域	所属機関名	調査団名又は専門家氏名		19年6月16日～19年7月10日	担当者氏名	坂部英孝	
番号	資料の名称	形態(図書、ビデオ、地図、写真等)	収集資料	専門家作成資料	JICA作成資料	予備調査	
TR-1	Tourist map of Ulaanbaatar (1:10,000) Tourist map of surrounding areas of Ulaanbaatar (1:200,000)	地図	*			Tourist Information Center	JR-CR()・SC
TR-2	ウランバートル市地図	コピー2枚	*			ウランバートル市	JR-CR()・SC
TR-3	高架橋建設代替案地区地形図(1:2,500)	地図1枚	*			ウランバートル市	JR-CR()・SC
TR-4	基準点座標データ(モンゴル語)	コピー11枚	*			MRTT	JR-CR()・SC
TR-5	国土座標データ(モンゴル語、翻訳有)	コピー4枚	*			ウランバートル市	JR-CR()・SC
TR-6	Mongolian Statistical Yearbook 2006	CD 1枚	*			National Statistical Office of Mongolia	JR-CR()・SC
TR-7	Statistical Handbook of Ulaanbaatar	図書294頁	*			Statistics Department of Ulaanbaatar	JR-CR()・SC
TR-8	ウランバートル市区別、ホロ別人口(モンゴル語、翻訳有)	コピー8枚	*			ウランバートル市	JR-CR()・SC
TR-9	道路予算収支(モンゴル語、翻訳有)	コピー2枚	*			ウランバートル市	JR-CR()・SC
TR-10	Road Fundの用途内訳(モンゴル語、翻訳有)	コピー1枚	*			ウランバートル市	JR-CR()・SC
TR-11	道路基準(モンゴル語、翻訳有)	コピー2枚	*			ウランバートル市	JR-CR()・SC
TR-12	橋梁幅員基準(モンゴル語)	コピー4枚	*			MRTT	JR-CR()・SC
TR-13	ウランバートル市道路インベントリー(モンゴル語、翻訳有)	コピー1枚	*			ウランバートル市	JR-CR()・SC

収集資料リスト (■収集資料/□専門家作成資料)

国名	地域	プロジェクトID		調査団番号		19年6月16日～19年7月10日	担当者氏名	坂部英孝			
		モンゴル	東アジア	現地調査期間又は派遣期間	調査の種類又は指導科目				予備調査	担当部課	無償資金協力部
番号	資料の名称			形態(図書、ビデオ、地図、写真等)	複製数	収集資料	専門家作成資料	JICA作成資料	社名	発行機関	取扱区分
TR-14	ウランバートル市区別道路延長のグラフ(モンゴル語、翻訳有)			コピー1枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-15	道路構築年数のグラフ(モンゴル語、翻訳有)			コピー1枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-16	ウランバートル市自動車保有台数(モンゴル語)			コピー1枚	*				モンゴル国警察		JR-CR()・SC
TR-17	ウランバートル市の車両、バス台数(モンゴル語、翻訳有)			コピー1枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-18	ウランバートル市区別車両登録台数(モンゴル語、翻訳有)			コピー2枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-19	鉄道関係資料(モンゴル語、翻訳有)			コピー5枚	*				Railway Authority		JR-CR()・SC
TR-20	市街地整備の方針(モンゴル語、翻訳有)			コピー3枚(うち地図2枚)	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-21	ヤールマック開発(モンゴル語、翻訳有)			コピー4枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-22	ウランバートル市開発マスタープラン(2006-2021)における道路整備計画リスト(モンゴル語、翻訳有)			コピー7枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-23	道路建設工事関連の基準、法規リスト(モンゴル語、翻訳有)			コピー8枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-24	道路維持管理会社の組織図(モンゴル語、翻訳有)			コピー5枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-25	道路維持管理会社の過去の実績(モンゴル語、翻訳有)			コピー1枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC
TR-26	保有資機材リスト(モンゴル語、翻訳有)			コピー1枚	*				ウランバートル市	ウランバートル市	JR-CR()・SC

収集資料リスト (■収集資料/□専門家作成資料)

国名	プロジェクトID	調査団番号	調査団番号		19年6月16日～19年7月10日	担当者氏名	取扱い	
			現地調査期間又は派遣期間	調査の種類又は指導科目				予備調査
地域	配属機関名	調査団名又は専門家氏名	ウランバートル市高架橋建設設計画予備調査					取扱い
番号	資料の名称	形態(図書、ビデオ、地図、写真等)	収集資料	専門家作成資料	JICA作成資料	発行機関	取扱い	
TR-27	海外援助実績(ローン)(モンゴル語、翻訳有)	コピー2枚	*			ウランバートル市	JR・OR()・SC	
TR-28	海外援助実績(無償供与)(モンゴル語、翻訳有)	コピー5枚	*			ウランバートル市	JR・OR()・SC	
TR-29	Population Projections of Mongolia, 2002	図書83頁	*			National Statistical Office of Mongolia	JR・OR()・SC	
TR-30	JICAの依頼により「モ」側が実施した測量図	図面(CDあり)	*			MRTT	JR・OR()・SC	

収集資料リスト（■収集資料/□専門家作成資料）

地域	東アジア	モンゴル	国名	プロジェクトID		調査団番号	予備調査	発行機関	取扱区分	図書館記入欄
				調査団名又は専門家氏名	配属機関名					
				ウランバートル市高架橋建設計画予備調査		19年6月16日～19年7月10日				
				現地調査期間又は派遣期間						
番号	資料の名称		形態(図書、ビデオ、地図、写真等)	収集資料*	専門家作成資料	JICA作成資料	社名	発行機関	取扱区分	図書館記入欄
BR-14	"Bridge Construction" LLC社 会社案内		A4コピー-8枚	*				Bridge Construction	JR-CR()・SC	
BR-15	Soil Trade LLC社 会社案内		リーフレット1部	*				Soil Trade LLC	JR-CR()・SC	
BR-16	"TABAN-UNDES"社 会社案内		リーフレット1部	*				"TAVAN UNDES" Co., Ltd.	JR-CR()・SC	
BR-17	ボーリング・土質試験見積書		A4コピー-3枚	*				"TAVAN UNDES" Co., Ltd.	JR-CR()・SC	
BR-18	Suuri Co., Ltd.社 会社案内		リーフレット1部	*				SUURI Co., Ltd.	JR-CR()・SC	
BR-19	Suuri Co., Ltd.社 製品紹介		リーフレット1部	*				SUURI Co., Ltd.	JR-CR()・SC	
BR-20	MCPC社 会社案内		パンフレット1部	*				Mongolian Construction Project Consultants Co., Ltd.	JR-CR()・SC	
BR-21	UBR社 会社案内		パンフレット1部	*				"Ulaanbaatar Road Maintenance" Compnay (COE)	JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	
									JR-CR()・SC	

収集資料リスト (■収集資料/□専門家作成資料)

地域	東アジア	プロジェクトID	調査団番号	予備調査	担当部署	無償資金協力部
国名	モンゴル	調査団名又は専門家氏名	調査の種類又は指導科目	現地調査期間又は派遣期間	担当者氏名	坂部英孝
		配属機関名		19年6月16日～19年7月10日		

番号	資料の名称	形態(図書、ビデオ、地図、写真等)	収集資料	専門家作成資料	JICA作成資料	発行機関	取扱区分	図書館記入欄
BR-1	気象データ(1997年～2006年)	A4コピー6枚	*			ウランバートル市	JR-CR()・SC	
BR-2	グルバルジン橋構造図	A3コピー3枚	*			ウランバートル市	JR-CR()・SC	
BR-3	平和橋構造図	A3コピー6枚	*			ウランバートル市	JR-CR()・SC	
BR-4	大統領専用プラットフォーム平面図	A3コピー1枚	*			Railway Authority of Mongolia	JR-CR()・SC	
BR-5	大統領専用プラットフォーム構造図	A3コピー1枚	*			Railway Authority of Mongolia	JR-CR()・SC	
BR-6	レール関連の図面	コピー1枚	*			Railway Authority of Mongolia	JR-CR()・SC	
BR-7	建築限界	A4コピー1枚	*			Railway Authority of Mongolia	JR-CR()・SC	
BR-8	単価表	A4コピー2枚	*			Ministry of Road, Transport & Tourism	JR-CR()・SC	
BR-9	生コンクリート単価表	A4コピー1枚	*			SUURI Co., Ltd.	JR-CR()・SC	
BR-10	生コンクリート配合設計表	A4・1枚	*			SUURI Co., Ltd.	JR-CR()・SC	
BR-11	埋設物敷設図	1枚	*			ウランバートル市	JR-CR()・SC	
BR-12	建設業者リスト	A4コピー1枚	*			Ministry of Road, Transport & Tourism	JR-CR()・SC	
BR-13	コンサルタンtrリスト	A4コピー1枚	*			Ministry of Road, Transport & Tourism	JR-CR()・SC	

収集資料リスト (■収集資料/□専門家作成資料)

地域	プロジェクトID	調査団番号		無償資金協力	発行機関	取扱区分
		調査団名又は専門家氏名	調査の種類又は指導科目			
国名	配属機関名	現地調査期間又は派遣期間	19年6月19日～19年7月10日	担当者氏名	担当者氏名	
番号	資料の名称	形態(図書、ビデオ、地図、写真等)	収集資料	専門家作成資料	JICA作成資料	注
アジア	ウランバートル市高架橋建設計画予備調査(第二次)					
モンゴル						
E-1	Mongolian Statistical Yearbook, 2006	製本、401ページ	*			
E-2	"Mongolia in a Market System" Statistical Yearbook	製本、328ページ	*			
E-3	Statistical Handbook, ULAANBAATAR, 2006	製本、294ページ	*			
E-4	Ministry of Nature and Environment of Mongolia	パンフレット	*			
E-5	質問書に対する回答(環境法令、基準等)	コピー、モンゴル語	*			
E-6	自然環境から詳細な環境影響評価(DEIA)実施を許可されている会社のリスト	コピー、モンゴル語(会社名は英訳済み)	*			
E-7	Environmental Protection Law of Mongolia, 30 March 1995	電子ファイル、CDに収録(英語)	*			
E-8	The Law of Mongolia on Environmental Impact Assessment, 22 November 2001	電子ファイル、CDに収録(英語)	*			
E-9	Law of Mongolia on Land, 7 June 2002	電子ファイル、CDに収録(英語)	*			

収集資料リスト (■収集資料/□専門家作成資料)

地域	プロジェクトID	調査団番号		調査の種類又は指導科目	無償資金協力	担当者氏名	無償資金協力部 業務第一グループ 運輸交通・ 電力子二ム
		調査団名又は専門家 氏名	所属機関名				
アジア		ウランバートル市高架橋建設 設計画予備調査(第二次)		現地調査期間又は派遣 期間	19年6月19日～19年7月10日	坂部 美孝	
モンゴル							
番号	資料の名称	形態(図書、ビデオ、地図、写真 電子ファイル)	収集 源別	専門家 作成資	JICA作 成源別	発行機関	取扱区分
E-10	Law on allocation of land to mongolian citizens for ownership of Mongolia	電子ファイル CDに収納 (英語)	*			法律	JR・GR()・ SC
E-11	質問書に対する回答(土地関連法、用地取得の進捗状況等)	コピー、モンゴ ル語	*			ウランバートル市から提供	JR・GR()・ SC
E-12	上記E-11質問書に対する回答(土地関連法、用地取得の進 捗状況等)をJICAモンゴル事務所で翻訳したもの。	電子ファイ ル、CDに収納 (英語)			*	JICAモンゴル事務所	JR・GR()・ SC
E-13	高架橋架橋位置土地占有市長令	コピー、モンゴ ル語	*			ウランバートル市から提供	JR・GR()・ SC
E-14	エンゲルス通り土地占有状況図	A3 図面コ ピー	*			ウランバートル市から提供	JR・GR()・ SC
E-15	イブ・トロイローをエンゲルス通りと接続するプライオーバー高架 橋建設事業に関する社会学調査	電子ファイ ル、CDに収納 (モンゴル語)	*			ウランバートル市から提供	JR・GR()・ SC
E-16	上記E-15を調査団員が翻訳したもの。	電子ファイ ル、CDに収納 (日本語)			*	調査団員が翻訳	JR・GR()・ SC
E-17	Development Information and resource Center(センター)の概 要が紹介されている	コピー1枚(両 面印刷)	*			Development Information and resource Center	JR・GR()・ SC