

(2015 年 11 月署名)

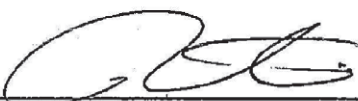
**Minutes of Discussions
on the Preparatory Survey for the Project for
Improvement of Equipment for Road Maintenance
in Sughd Region and the Eastern Part of Khatlon Region
in the Republic of Tajikistan
(Explanation on Draft Preparatory Survey Report)**

On the basis of the discussions and field survey in the Republic of Tajikistan (hereinafter referred to as "Tajikistan") in April 2015, and the subsequent technical examination of the results in Japan, the Japan International Cooperation Agency (hereinafter referred to as "JICA") prepared a draft Preparatory Survey Report on the Project for Improvement of Equipment for Road Maintenance in Sughd Region and the Eastern Part of Khatlon Region (hereinafter referred to as "the Draft Report").

In order to explain the Draft Report and to consult with the concerned officials of the Government of Tajikistan on its contents, JICA sent to Tajikistan the Preparatory Survey Team for the explanation of the Draft Report (hereinafter referred to as "the Team"), headed by Mr. Tomoyuki Naito, Special Advisor, Infrastructure and Peacebuilding Department, JICA, and is scheduled to stay in the country from November 23 to 28, 2015.

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

Dushanbe, November 26, 2015



Tomoyuki Naito

Leader

Preparatory Survey Team

Japan International Cooperation Agency

Japan



Sherazi Ganjalzoda

Minister

Ministry of Transport

The Republic of Tajikistan

ATTACHEMENT

1. Contents of the Draft Report

The Tajikistan side agreed and accepted in principle the contents of the Draft Report including its draft technical specifications of equipment explained by the Team. The list of equipment to be procured under the Japan's Grant Aid Scheme is indicated in Annex1.

2. Cost Estimation

Both sides confirmed that the cost estimation for the Project for Improvement of Equipment for Road Maintenance in Sughd Region and the Eastern Part of Khatlon Region (hereinafter referred to as "the Project") described in Annex 2 is provisional and will be examined further by the Government of Japan for its final approval.

3. Confidentiality of the Cost Estimation and Specifications

Both sides confirmed that the Project's cost estimation and its draft technical specifications in the Draft Report should never be duplicated or disclosed to any third parties until all the contracts of the Project are concluded.

4. Validity of the Previous Minutes of Discussions

Both sides confirmed that all the agreements in the Minutes of Discussions of the preceding Preparatory Survey signed on April 17, 2015 continue to be valid unless information is updated by the Draft Report.

5. Japan's Grant Aid Scheme

The Tajikistan side understands the Japan's Grant Aid Scheme and its procedures as described in Annex 3 and Annex 4 respectively, and necessary measures to be taken by the Government of Tajikistan.

6. Project Implementation Schedule

The Team explained to the Tajikistan side that the tentative project implementation schedule is as attached in Annex 5.



7. Expected Outcomes and Indicators

Both sides agreed that key indicators for expected outcomes are as follows;

[Quantitative Effect]

Effect	Base Value (2014)	Target Value (2020)
Sughd SETM Area of Pothole annually repaired by cold-mix asphalt (m ²)	71,000	109,000
Sughd SETM Length of Pavement annually overlaid by hot-mix asphalt (equivalent 2 lanes) (km)	8	11.2
Kulyab SETM Area of Pothole annually repaired by cold-mix asphalt (m ²)	24,000	48,000
Kulyab SETM Length of Pavement annually overlaid by hot-mix asphalt (equivalent 2 lanes) (km)	7	8

[Qualitative Effect]

- i. Because the cold-mixed asphalt is able to be produced in the asphalt plant as well as the hot-mixed asphalt and proper equipment are to be utilized for pothole repair, the road quality of the repaired area is to be bettered and the life of the repaired area would be extended.
- ii. Due to the production of the hot-mixed asphalt in the self-owned plant instead of procurement from outside, and usage of proper equipment, both cost and quality in the asphalt overlay work are to be improved.
- iii. By the equipment procured for disaster recovery, the less frequency of the traffic stoppage by disasters (flood and/or avalanche) would be expected.

The Tajikistan side has responsibility to monitor the progress of effects based on the above described indicators, as well as its achievement targeted by year 2020.

8. Undertakings Taken by Both Sides

Both sides confirmed the major contents of necessary undertakings described in Annex 6. The Tajikistan side assured to take the necessary measures and coordination including allocation of the necessary budget which are preconditions for the implementation of the Project. It is further agreed that the described costs are all indicative, i.e. at Outline Design level. More accurate costs will be calculated at the Detailed Design stage. Contents of Annex 6 will be updated as the



Detailed Design progresses, and will finally be the Attachment to the Grant Agreement (G/A).

9. Monitoring during the Implementation

The Project will be monitored every 3 months by the executing agency and using the Project Monitoring Report (PMR) format as attached in Annex 7.

10. Ex-Post Evaluation

JICA will conduct ex-post evaluation three years after the project completion with respect to five evaluation criteria (Relevance, Effectiveness, Efficiency, Impact, Sustainability) of the Project. Result of the evaluation will be publicized. The Tajikistan side is required to provide necessary support for JICA.

11. Schedule of the Study

JICA will complete the Final Report of the Preparatory Survey in accordance with the confirmed items and send it to the Tajikistan side around February, 2016.

12. Environmental and Social Considerations

The project is likely to have minimal adverse impact on the environment under the 'JICA Guidelines for Environmental and Social Considerations (April 2010)'.

13. Other Relevant Issues

13-1. Operation and Maintenance of the Equipment

The Team explained the importance of operation and maintenance of the equipments constructed by the Project considering that proper asset management impacts greatly on life-span of the facilities and its maintenance cost. Although the estimated required cost for the annual maintenance would be amounted to roughly ten percent of the current annual maintenance cost of the Ministry, the Tajikistan side understood the Team's explanation and mentioned that they shall secure enough staff and budgets necessary for appropriate operation and maintenance of the facilities. The annual operation and maintenance costs are estimated and shown in the Draft Report as well as in Annex 6.

13-2. Additional Aggregate and Asphalt Plant

Following the discussion during the last meeting between JICA and the Tajikistan side in April 17 2015, the Team investigated the necessity and appropriateness of the third aggregate and asphalt plant in Dangara which was additionally requested by the Tajikistan side at that time and concluded that the third plant is not feasible for the Project.



13-3. Disclosure of Information

Both sides confirmed that the study results excluding the Project cost will be disclosed to the public after completion of the Preparatory Survey. All the study results including the project cost will be disclosed to the public after all the contracts for the Project are concluded.

Annex 1	List of Equipment to be Procured
Annex 2	Project Cost Estimation
Annex 3	Japan's Grant Aid
Annex 4	Flow Chart of Japan's Grant Aid Procedure
Annex 5	Tentative Project Implementation Schedule
Annex 6	Major Undertakings to be taken by Each Government
Annex 7	Project Monitoring Report (PMR)

LIST OF EQUIPMENT TO BE PROCURED

The equipment to be procured by the Project will be handed over to and managed by Sughd State Enterprise Transport Management (SETM), Kulyab State Enterprise Transport Management (SETM). The number of each equipment procured for Sughd SETM and Kulyab SETM respectively is as follows;

No	Name of Equipment	Specification	Sughd SETM	Kulyab SETM	Total
1	Vibration compactor	Weight 60 kg	12	8	20
2	Hand Breaker	Weight 7 kg	24	16	40
3	Air Compressor	Air blow capacity 5m3/min.	12	8	20
4	Asphalt Sprayer	Class: Tank capacity 200 L	12	8	20
5	Hand Guided Roller	Class: Weight 600 kg	12	8	20
6	Asphalt Finisher	Class: Paving width 4,4 m	1	1	2
7	Road Roller	Class: Weight 13t	1	1	2
8	Tire Roller	Class: Weight 12 t	1	1	2
9	Water Tank Truck	Class: Tank capacity 8000 L	0	0	0
10	Motor Grader	Class: Blade width 3,7 m	5	7	12
11	Wheel Excavator	Class: Bucket capacity 0,8 m3	1	3	4
12	Crawler Excavator	Class: Bucket capacity 0,8 m3	1	1	2
13	Wheel Loader	Class: Bucket capacity 2,5 m3	6	7	13
14	Dump Truck	Class: Loading weight 14 t	10	10	20
15	Asphalt Plant	Class: Production capacity 35 t/h	1	1	2
16	Aggregate Plant	Class: Production capacity 35 t/h	1	1	2
17	Truck with Crane	Loading weight 5 ton, with 3 ton crane	12	8	20
18	Mobile Workshop Van	6x4, load 5 ton class, aluminum box, with crane, repair tools and maintenance	1	1	2
19	Pickup Truck	Double cab, 4x4	2	2	4
20	Truck Trailer	Loading weight 25 ton, low bedded	1	1	2
21	Bulldozer	Class: 20t	1	2	3
22	Line Marker	One crew type	1	1	2
23	Asphalt Test Equipment	Test equipment for asphalt material and gravel	1	0	1
	Total		119	96	215

CONFIDENTIAL
PROJECT COST ESTIMATION

1. Cost Borne by the Government of Japan

CONFIDENTIAL

2. Cost Borne by the Government of Tajikistan

Items	Cost Amount	
	Thousand USD	Thousand Yen
Cost of land acquisition and preparing the ground base	300.0	36,000.0
Plant installations costs	40.0	4800.0
Bank transactions commissions	11.6	1400.0
Total	351.6	42,200.0

3. Conditions of Cost Estimation

3-1. Estimated timing: March 2015

3-2. Exchange rates: US\$ 1.00 = Yen 120.15, Tajikistan Somoni 1 = Yen 21.313

3-3. Others: The project is implemented in accordance with the system of Japan's Grant Aid. The above cost estimation does not assure the ceiling cost on the Exchange of Notes and shall be reviewed by the Government of Japan before signing of the Exchange of Notes between the two (2) Governments.



Japan's Grant Aid Scheme

JAPAN'S GRANT AID

The Government of Japan (hereinafter referred to as "the GOJ") is implementing the organizational reforms to improve the quality of ODA operations, and as a part of this realignment, a new JICA law was entered into effect on October 1, 2008. Based on this law and the decision of the GOJ, JICA has become the executing agency of the Grant Aid for General Projects, for Fisheries and for Cultural Cooperation, etc.

The Grant Aid is non-reimbursable fund provided to a recipient country to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for its economic and social development 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

The Japanese Grant Aid is supplied through following procedures :

- Preparatory Survey
 - The Survey conducted by JICA
- Appraisal & Approval
 - Appraisal by the GOJ and JICA, and Approval by the Japanese Cabinet
- Authority for Determining Implementation
 - The Notes exchanged between the GOJ and a recipient country
- Grant Agreement (hereinafter referred to as "the G/A")
 - Agreement concluded between JICA and a recipient country
- Implementation
 - Implementation of the Project on the basis of the G/A

2. Preparatory Survey

(1) Contents of the Survey

The aim of the preparatory Survey is to provide a basic document necessary for the appraisal of the Project made by the GOJ and JICA. The contents of the Survey are as follows:



- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of relevant agencies of the recipient country necessary for the implementation of the Project.
- Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, financial, social and economic point of view.
- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of a outline design of the Project.
- Estimation of costs of the Project.

The contents of the original request by the recipient country are not necessarily approved in their initial form as the contents of the Grant Aid project. The Outline Design of the Project is confirmed based on the guidelines of the Japan's Grant Aid scheme.

JICA requests the Government of the recipient country to take whatever measures necessary to achieve 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 of the recipient country which actually implements the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country based on the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Survey, JICA employs (a) registered consulting firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms.

(3) Result of the Survey

JICA reviews the Report on the results of the Survey and recommends the GOJ to appraise the implementation of the Project after confirming the appropriateness of the Project.

3. Japan's Grant Aid Scheme

(1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes(hereinafter referred to as "the E/N") will be signed between the GOJ and the Government of the recipient country to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the

Government of the recipient country to define the necessary articles to implement the Project, such as payment conditions, responsibilities of the Government of the recipient country, and procurement conditions.

(2) Selection of Consultants

In order to maintain technical consistency, the consulting firm(s) which conducted the Survey will be recommended by JICA to the recipient country to continue to work on the Project's implementation after the E/N and G/A.

(3) Eligible source country

Under the Japanese Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased. When JICA and the Government of the recipient country or its designated authority 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, constructing and procurement firms, and the prime consulting firm are limited to "Japanese nationals".

(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 JICA. This "Verification" is deemed necessary to fulfill accountability to Japanese taxpayers.

(5) Major undertakings to be taken by 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 Annex.

(6) "Proper Use"

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

(7) "Export and Re-export"

The products purchased under the Grant Aid should not be exported or 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 under the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). JICA 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 JICA 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)

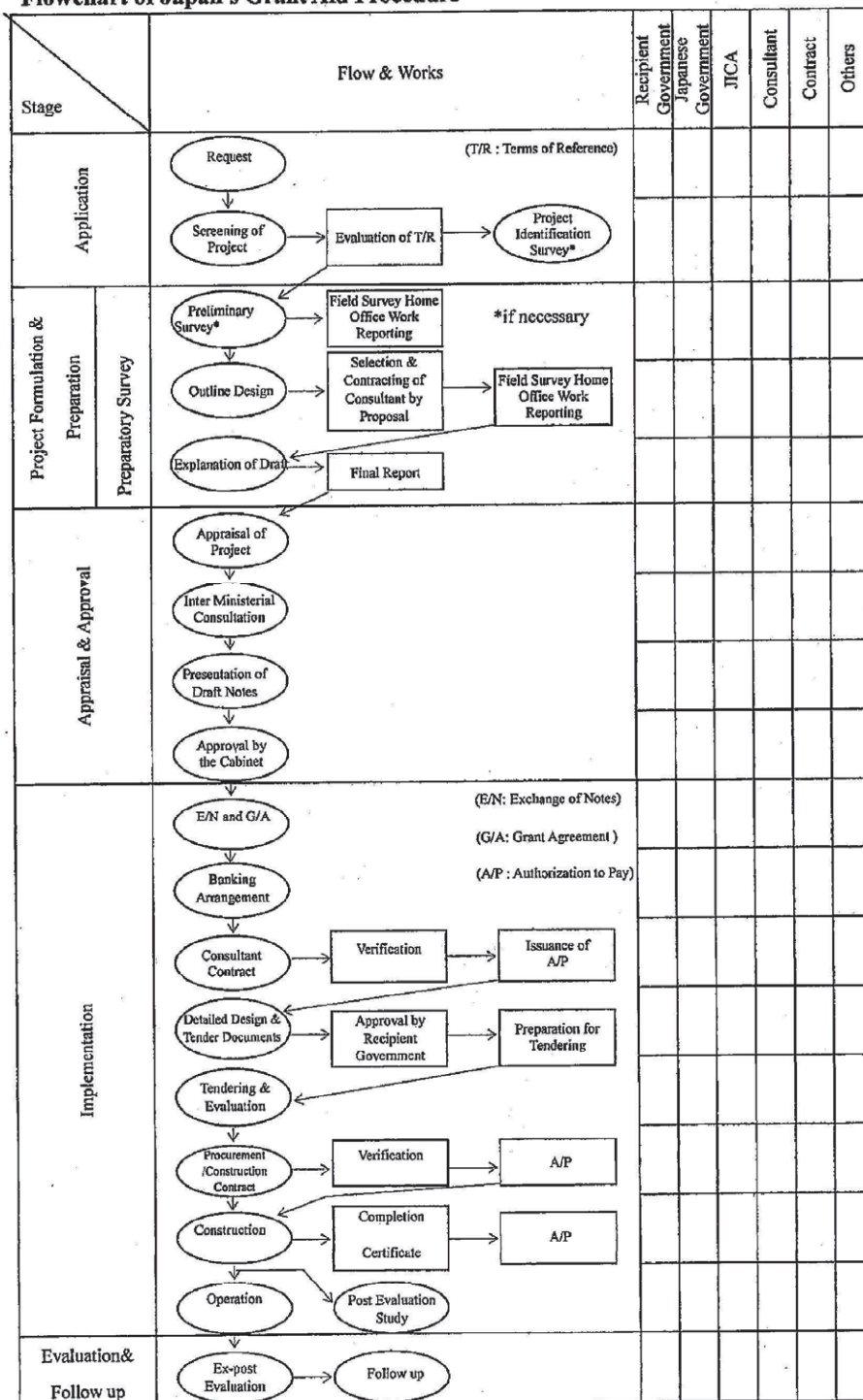
The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commissions paid to the Bank.

(10) Social and Environmental Considerations

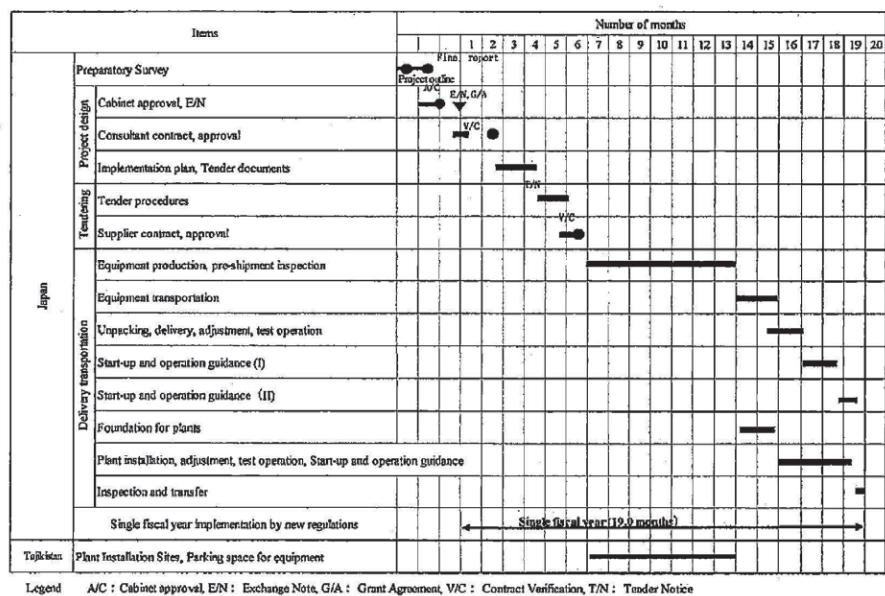
A recipient country must carefully consider social and environmental impacts by the Project and must comply with the environmental regulations of the recipient country and JICA socio-environmental guidelines.

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Flowchart of Japan's Grant Aid Procedure



Tentative Project Implementation Schedule



Major Undertakings to be taken by Recipient Government

1. Before the Tender

NO	Items	Deadline	In charge	Cost (Thousand somoni)	Ref.
1	To open Bank Account (Banking Arrangement (B/A))	within 1 month after G/A	MOF		
2	To secure the following lands 1) for Sughd SETM: Dehmoy village, Gafurov district, Sughd region 2) for Kulyab SETM: Along Yakhsu river, Kaftarhona village, Vose district, Khatlon region	before notice of the tender document	MOT	1,689	
3	To obtain the planning, zoning, building permit	before notice of the tender document	MOT		
4	To clear, level and reclaim the following sites 1) Removing the soft ground of the farm land in the site and refilling the excavated area by selected material (Kulyab SETM) 2) Excavating a part of borrow area to open the required land space for the installation of the plants (Sughd SETM)	before notice of the tender document	MOT	225	

2. During the Project Implementation

NO	Items	Deadline	In charge	Cost (Thousand somoni)	Ref.
1	To bear the following commissions to a bank of Japan for the banking services based upon the B/A 1) Advising commission of A/P 2) Payment commission for A/P	within 1 month after the signing of the contract every payment	MOT MOF	93	
2	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country Tax exemption and customs clearance of the products at the port of disembarkation	during the Project	MOT		
3	To accord Japanese nationals and/or physical persons of third countries 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 work	during the Project	MOFA		
4	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the country of the Recipient with respect to the purchase of the Products and/or the Services be exempted by its designated authority without using the Grant Such customs duties, internal taxes and other fiscal levies mentioned above include VAT, commercial tax, income tax and corporate tax of Japanese nationals, resident tax, fuel tax, but not limited, which may be imposed in the recipient country with respect to the supply of the products and services under the verified contract	during the Project	MOF		
5	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 from SETMs to SEHMs and installation of the equipment	during the Project	MOT		

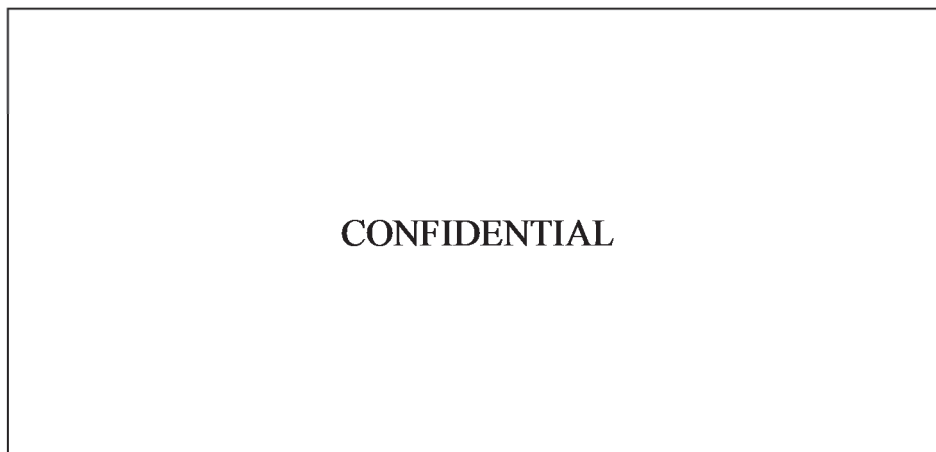
3. After the Project

NO	Items	Deadline	In charge	Cost (Thousand somon)	Ref.
1	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid 1) Allocation of maintenance cost 2) Operation and maintenance structure 3) Routine check/Periodic inspection	After completion of the construction	MOT	5,707	

(B/A: Banking Arrangement, A/P: Authorization to pay, N/A: Not Applicable)

(MOT: Ministry of Transport, MOF: Ministry of Finance, MOFA: Ministry of Foreign Affairs, SETM: State Enterprise Transport Management, SEHM: State Enterprise Highway Management)

Major Undertakings to be Covered by the Japanese Grant



Project Monitoring Report (PMR)

<u>Project Monitoring Report</u> <i>on</i> <u>Project Name</u>	
Grant Agreement No. <u>XXXXXXXX</u>	20XX, Month

Organization Information

Authority (Signer of the G/A)	Person in Charge _____ _____ (Division) _____ Contacts _____ Address: _____ _____ Phone/FAX: _____ _____ Email: _____
Executing Agency	Person in Charge _____ _____ (Division) _____ Contacts _____ Address: _____ _____ Phone/FAX: _____ _____ Email: _____
Line Agency	Person in Charge _____ _____ (Division) _____ Contacts _____ Address: _____ _____ Phone/FAX: _____ _____ Email: _____

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Outline of Grant Agreement:

Source of Finance	Government of Japan: Not exceeding JPY _____ mil. Government of (_____): _____
Project Title	
E/N	Signed date: Duration:
G/A	Signed date: Duration:

2
2014

1: Project Description**1-1 Project Objective**

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1-2 Necessity and Priority of the Project

- Consistency with development policy, sector plan, national/regional development plans and demand of target group and the recipient country.

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1-3 Effectiveness and the indicators

- Effectiveness by the project

Quantitative Effect (Operation and Effect indicators)		
Indicators	Original (Yr)	Target (Yr)
Qualitative Effect		

2: Project Implementation**2-1 Project Scope**

Table 2-1-1a: Comparison of Original and Actual Location

Location	Original: (M/D)	Actual: (PMR)
	Attachment(s):Map	Attachment(s):Map

Table 2-1-1b: Comparison of Original and Actual Scope

Items	Original	Actual
(M/D)	(M/D)	(PMR)
'Soft component' shall be included in 'Items'.		Please state not only the most updated schedule but also other past revisions chronologically. All change of design shall be recorded regardless of its degree.



(Sample)Table 2-1-1b: Comparison of Original and Actual Scope

Items	Original	Actual
1. Upgrading of the Kukum Highway	length 20km, single lane (3.47m*2), path(1.25m*2) Concrete Pavement 200mm (motor lane only)	length 20km, single lane (3.47m*2), path(1.00m*2) Concrete Pavement 200mm (motor lane only)
2. Replacement of Old Mataniko Bridge	Bridge length 40m, Width 9.5m, path(1.00m*2), compound steel box-girder bridge, Inverted T type-abutment spread foundation	Ditto

2-1-2 Reason(s) for the modification if there have been any.

(PMR)

2-2 Implementation Schedule

2-2-1 Implementation Schedule

Table 2-2-1: Comparison of Original and Actual Schedule

Items	Original		Actual
	DOD	G/A	
<i>[M/D]</i>	<i>(M/D)</i>		<i>(PMR)</i> As of (Date of Revision)
'Soft component' shall be stated in the column of 'Items'.			Please state not only the most updated schedule but also other past revisions chronologically.
Project Completion Date*			

*Project Completion was defined as _____ at the time of G/A.

(Sample)Table 2-2-1: Comparison of Original and Actual Schedule

Items	Original		Actual
	DOD	G/A	
Cabinet Approval	11/2015	-	-
E/N	12/2015	1/2016	24/1/2016
G/A	12/2015	1/2016	24/1/2016
Detailed Design	12/2015-4/2016	1/2016-5/2016	Amended 13/3/2017 1/2016-5/2016
Tender Notice	5/2016	5/2016	1/6/2016
Tender	6/2016	6/2016	15/7/2016
(Lot1) Construction Period	7/2016-11/2018	7/2016-11/2018	8/8/2016-30/11/2018
(Lot2) Installation of	7/2016-6/2018	7/2016-6/2018	6/8/2016-30/6/2017

Equipment			
Project Completion Date	11/2018	11/2018	30/11/2018
Defect Liability Period	11/2019	11/2019	30/11/2019

*Project Completion was defined as Check-out of Construction work at the time of G/A.

2-2-2 Reasons for any changes of the schedule, and their effects on the project.

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2-3 Undertakings by each Government

2-3-1 Major Undertakings

See Attachment 2.

2-3-2 Activities

See Attachment 3.

2-3-3 Report on RD

See Attachment 4.

2-4 Project Cost

2-4-1 Project Cost

Table 2-4-1a Comparison of Original and Actual Cost by the Government of Japan
(Confidential until the Tender)

Items			Cost (Million Yen)	
	Original	Actual	Original	Actual
Construction Facilities (or Equipment)	'Soft component' shall be included in 'Items'.			Please state not only the most updated schedule but also other past revisions chronologically.
Consulting Services	- Detailed design -Procurement Management -Construction Supervision			
Total				

Note: 1) Date of estimation:

2) Exchange rate: 1 US Dollar = Yen

Table 2-4-1b Comparison of Original and Actual Cost by the Government of XX

Items			Cost (Million USD)	
	Original	Actual	Original	Actual
				Please state not only the most updated schedule but also other past revisions chronologically.
Total				

Note: 1) Date of estimation:

2) Exchange rate: 1 US Dollar = (local currency)

(Sample)Table 2-4-1a Comparison of Original and Actual Cost by the Government of Japan
(Confidential until the Tender)

Items			Cost (Million Yen)	
	Original	Actual	Original ^{1),2)}	Actual
Construction Facilities	1. Outpatient Department 2. Operation Theatre, Casualty Unit, Maternity Ward	Ditto Ditto	1,169.5	1,035.0
Equipment	1) Primary and Secondary Surveillance Radars at Chittagong Int'l Airport 2) Access Control System for Dhaka Int'l Airport 3) Doppler VOR/DME at Saidpur Airport 4) Aerodrome Simulator for Civil Aviation Training Center 5) Baggage Inspection System for Dhaka Int'l Airport 6) Airport Fire Fighting Vehicles for Dhaka Int'l Airport	Ditto	2,374.6	2,110.0
Consulting Services	- Detailed design - Procurement Management - Construction Supervision - Soft Component	Ditto	0.87	0.87
Total			3544.97	3145.87

Note: 1) Date of estimation: October, 2014.

2) Exchange rate: 1 US Dollar = 99.93 Yen

(Sample) Table 2-4-1b Comparison of Original and Actual Cost by the Government of Bangladesh

Items			Cost (1,000 Taka)	
	Original	Actual	Original ^{1),2)}	Actual
Dhaka International Airport	Modification of software of existing Radar Data Processing System	Ditto	8,000	9,240
	Provision of a partition, lighting, air conditioning and electric power supply at transfer hold baggage check point	Ditto	5,000	2,453
	Replacement of five doors in the international passenger terminal building	Ditto	4,000	5,340
Chittagong Int'l Airport	Preparation of the radar site including felling of trees, clearing and grabbing	Ditto	5,000	3,400
Total			22,000	20,433

Note: 1) Date of estimation: October, 2014

2) Exchange rate: 1 US Dollar = 0.887 Bangladesh Taka (local currency)

2-4-2 Reason(s) for the wide gap between the original and actual, if there have been any, the remedies you have taken, and their results.

(PMR)

2-5 Organizations for Implementation

2-5-1 Executing Agency:

- Organization's role, financial position, capacity, cost recovery etc.,
- Organization Chart including the unit in charge of the implementation and number of employees.

Original: (M/D)

Actual, if changed: (PMR)

2-6 Environmental and Social Impacts

- The results of environmental monitoring as attached in Attachment 5 in accordance with Schedule 4 of the Grant Agreement.
- The results of social monitoring as attached in Attachment 5 in accordance with Schedule 4 of the Grant Agreement.
- Information on the disclosed results of environmental and social monitoring to local stakeholders, whenever applicable.

3: Operation and Maintenance (O&M)

3-1 O&M and Management

- Organization chart of O&M
- Operational and maintenance system (structure and the number, qualification and skill of staff or other conditions necessary to maintain the outputs and benefits of the project soundly, such as manuals, facilities and equipment for maintenance, and spare part stocks etc.)

Original: (M/D)

Actual: (PMR)

3-2 O&M Cost and Budget

- The actual annual O&M cost for the duration of the project up to today, as well as the annual O&M budget.

Original: (M/D)

4: Precautions (Risk Management)

- Risks and issues, if any, which may affect the project implementation, outcome, sustainability and planned countermeasures to be adapted are below.

Original Issues and Countermeasure(s): (M/D)	
Potential Project Risks	Assessment
1.	Probability: H/M/L
(Description of Risk)	Impact: H/M/L
	Analysis of Probability and Impact:

	Mitigation Measures:
	Action during the Implementation:
	Contingency Plan (if applicable):
2.	Probability: H/M/L
(Description of Risk)	Impact: H/M/L
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action during the Implementation:
	Contingency Plan (if applicable):
3.	Probability: H/M/L
	Impact: H/M/L
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action during the Implementation:
	Contingency Plan (if applicable):
Actual issues and Countermeasure(s)	
(PMR)	

5: Evaluation at Project Completion and Monitoring Plan

5-1 Overall evaluation

Please describe your overall evaluation on the project.

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5-2 Lessons Learnt and Recommendations

Please raise any lessons learned from the project experience, which might be



valuable for the future assistance or similar type of projects, as well as any recommendations, which might be beneficial for better realization of the project effect, impact and assurance of sustainability.

5-3 Monitoring Plan for the Indicators for Post-Evaluation

Please describe monitoring methods, section(s)/department(s) in charge of monitoring, frequency, the term to monitor the indicators stipulated in 1-3.

Attachment

1. Project Location Map
2. Undertakings to be taken by each Government
3. Monthly Report
4. Report on RD
5. Environmental Monitoring Form / Social Monitoring Form
6. Monitoring sheet on price of specified materials (Quarterly)
7. Report on Proportion of Procurement (Recipient Country, Japan and Third Countries)
(Final Report Only)

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5. 参考資料／入手資料リスト

番号	名称	形態	オリジナル・コピー	発行機関	発行年
1	Asian highway classification and design standards	WEB : http://www.unescap.org/ttdw/common/tis/ah/AnnexII-E.pdf	オリジナル	UNESCAP	2012 年
2	Presidential Degree #569, about seasonal limitations for cargo transportation	図書	コピー	大統領府	2011 年 11 月 8 日
3	Presidential Degree #250, about MOT	図書	コピー	大統領府	2011 年 4 月 6 日
4	Presidential Degree #779, about oversized and overweighed transportation	図書	コピー	大統領府	2006 年 12 月 29 日
5	MOT 組織図	図面	コピー	MOT	2015 年
6	Inception Report: CAREC Regional Road Corridor Improvement Project	図書	コピー	ADB, タジキスタン 政府	2012 年 4 月
7	MOT, Fuel consumption table for 2007-2011	図書	コピー	MOT	2011 年
8	National development strategy of the republic of Tajikistan for the period to 2015:	WEB : http://amcu.gki.tj/eng/images/stories/nds_en.pdf	オリジナル	タジキスタン 政府	2008 年 8 月
9	National target development strategy for transport sector of the republic of Tajikistan to the year 2025:	図書	コピー	タジキスタン 政府	2011 年
10	Transport sector master plan: Developing Tajikistan's Transport Sector	図書	コピー	ADB, タジキスタン 政府	2011 年
11	SETM Sugd, Equipment list	図書	コピー	MOT	2015 年
12	SETM Kulyab, Equipment list	図書	コピー	MOT	2015 年
13	SETM Sugd, Annual Budget for road maintenance	図書	コピー	MOT	2015 年
14	SETM Kulyab, Annual Budget for road maintenance	図書	コピー	MOT	2015 年
15	SETM Sugd, Employed specialists list	図書	コピー	MOT	2015 年
16	SETM Kulyab, Employed specialists list	図書	コピー	MOT	2015 年