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## 1. Член исследовательской группы

Первое полевое исследование (11-ое июня 2017г. -2-ое июля 2017г.)

№	Ф.И.О.	Ответственность	Принадлежность
1	Hidetaka SAKABE	Руководитель группы	JAPAN INTERNATIONAL COOPERATION AGENCY(JICA)
2	Junnosuke IWANO	Управление планированием	JAPAN INTERNATIONAL COOPERATION AGENCY(JICA)
3	Tsuyoshi YAMAJUKU	Главный консультант / Планировка моста	KATAHIRA & ENGINEERS INTERNATIONAL(KEI)
4	Keiichi OHASHI	Заместитель главного консультанта / Планировка моста	KATAHIRA & ENGINEERS INTERNATIONAL(KEI)
5	Shinichi NII	Проектирование моста	INGÉROSEC CORPORATION (ISEC)
6	Takahiko SATO	Дорожно-транспортная планировка / Проектирование дорог	KATAHIRA & ENGINEERS INTERNATIONAL(KEI)
7	Абдукадиров РАСУЛБЕК	Топография, география	KATAHIRA & ENGINEERS INTERNATIONAL(KEI)
8	Tatsuya MOCHIZUKI	Реки / Метрология	INGÉROSEC CORPORATION (ISEC)
9	Yasufumi WATANABE	Планирование строительства / Составление сметы	KATAHIRA & ENGINEERS INTERNATIONAL(KEI)

Второе полевое исследование (9-ое сентября 2017г. -12-ое октября 2017г.)

№	Ф.И.О.	Ответственность	Принадлежность
1	Mr. Nobuyuki TSUNEOKA	Руководитель группы	JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
2	Mr. Junnosuke IWANO	Управление планированием	JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
3	Mr. Tsuyoshi YAMAJUKU	Главный консультант / Планировка моста	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
4	Mr. Keiichi OHASHI	Заместитель Главного консультанта / Планировка моста	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
5	Mr. Shinichi NII	Проектирование моста	INGÉROSEC CORPORATION (ISEC)
6	Mr. Takahiko SATO	Дорожно-транспортная планировка / Проектирование дорог	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
7	Mr. Shuichi YASHIRO	Изучение движения транспорта / Прогноз потребности в транспортных средствах, исследование социальной обстановки	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
8	Ms. Masako SUZUKI	Природоохранные и социальные вопросы	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
9	Г-н Абдукадыров РАСУЛБЕК	Топография, география	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
10	Mr. Takafumi KAMEDA	Реки / Метрология	INGÉROSEC CORPORATION (ISEC)
11	Mr. Yasufumi WATANABE	Планирование строительства / Составление сметы	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)

Врeтий полeвое исследование (18<sup>th</sup> апрeль 2018-29<sup>th</sup> апрeль 2018)

№	Ф.И.О.	Ответственность	Принадлежность
1	Mr. Tomoki KANENAWA	Руководитель группы	JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
2	Ms. Natsuki SAGAWA	Управление планированием	JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
3	Mr. Tsuyoshi YAMAJUKU	Главный консультант / Планировка моста	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
4	Mr. Keiichi OHASHI	Заместитель Главного консультанта / Планировка моста	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)
5	Абдукадиров РАСУЛБЕК	Топография, география	KATAHIRA & ENGINEERS INTERNATIONAL (KEI)





Врeтий полeвое исследование (18<sup>th</sup> апрeль 2018-29<sup>th</sup> апрeль 2018)

ОРИ		ЯАМС	ЯАМС	ЯАМС	КЕИ	КЕИ	КЕИ
Ф.И.О.		Мг. Tomoki KANENAWA	Ms. Natsuki SAGAWA	Г-н Tsuboshi YAMAJUKU	Г-н Keichi ONAASHI	Г-н Абдукалиров РАСУЛБЕК	
месии	Дата	Руководитель группы		Главный консультант / Планировщик моста		Заместитель главного консультанта / Планировщик моста	
		ЯАМС	ЯАМС	КЕИ	КЕИ	КЕИ	КЕИ
апрель	17						Топография / география
	18				Отъезд NARITA	Прибытие в Бишкек	Прибытие в Бишкек
	19				Прибытие в Бишкек	Отъезд NARITA	Переговоры с МТчД
	20				Пояснение DOD к MOTR	Пояснение DOD к MOTR	Переговоры с МТчД
	21				Осмотр строительной площадки	Осмотр строительной площадки	Пояснение DOD к MOTR
	22				Осмотр строительной площадки	Осмотр строительной площадки	Осмотр строительной площадки
	23				Посещение Кыргызского офиса JICA Отчет об инфраструктуре по технике безопасности. Посещение МТчД – Переговоры	Посещение Кыргызского офиса JICA Отчет об инфраструктуре по технике безопасности. Посещение МТчД – Переговоры	Посещение Кыргызского офиса JICA Отчет об инфраструктуре по технике безопасности. Посещение МТчД – Переговоры
	24				Переговоры с МТчД	Переговоры с МТчД	Переговоры с МТчД
	25				Переговоры с MOF	Переговоры с MOF	Переговоры с MOF
	26				Переговоры с МТчД	Переговоры с МТчД	Переговоры с МТчД
	27				МТчД, Подписание П/П	МТчД, Подписание П/П	МТчД, Подписание П/П
	28				Переговоры с МТчД	Переговоры с МТчД	Переговоры с МТчД
	29				Отчет для офиса JICA	Отчет для офиса JICA	Отчет для офиса JICA
	30				Сообщить в EOI	Сообщить в EOI	Сообщить в EOI
				Сообщить в EOI	Сообщить в EOI	Сообщить в EOI	
				Отъезд из Бишкека	Отъезд из Бишкека	Отъезд из Бишкека	
				Прибытие NARITA	Прибытие NARITA	Прибытие NARITA	

### 3. Список сторон, рассматриваемых в стране-получателе

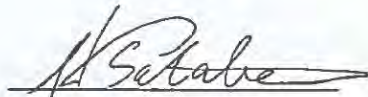
- (1) Министерство Транспорта и Дорог (МТиД)  
Г-н ЖУСУБАЛИЕВ Азимкан      Заместитель министра  
Г-н АЛЫПСАТАРОВ Мелис      Директор Департамента автомобильных дорог  
Г-н МАМАЕВ Кубанычбек      Заместитель директора проектного института дорог  
Г-н ИБРАЕВ Арстанбек      Директор ДРУ (Дорожное ремонтное управление)  
Г-н ОСМОНАЛИЕВ Рустан      Начальник ПЛУАД №3  
Г-н АПЫШОВ Урмат      Главный инженер ПЛУАД №3  
Г-н САДИРАЛИЕВ Нуркан      Главный инженер ПЛУАД №3  
Г-н СУЛТАНКУЛОВ Таалайбек      Начальник Ведомства №47  
Г-н БОКУЕВ Доктурбек      Главный инженер Ведомства №47  
Г-н АРЫКОВ Нурлан      Начальник отдела по надзору за ПКВ (Пункты  
контроля веса) WCTS  
Г-н ОСОЕВ Эркин      Начальник ГРП по Проекту IsBD
- (2) Министерство чрезвычайных ситуаций (МЧС)  
Г-н ИБРАИМОВ Кубат      Директор, Департамент по предотвращению и  
устранению последствий чрезвычайных ситуаций  
Г-н АЛИШЕРОВ Талай      Заместитель директора, Департамент по  
предотвращению и устранению последствий  
чрезвычайных ситуаций
- (3) Государственное агентство по защите окружающей среды и лесного хозяйства  
Г-жа АБДЫЛАСОВА Назира      Начальник Управления государственной  
экологической экспертизы  
Г-н КАДЫРБЕКОВ Болотбек      Начальник Территориального управления Талас
- (4) Местное правительство  
Г-н КЕНЕКЕЕВ Дайир      Правитель Таласской области  
Г-н Мирза Тамал      Начальник администрации кишлака  
Г-н ОРОЗБАЕВ Жамалбек      Начальник айил окмоту Ак-Добо  
Г-н Тимор Д.      Управление водными ресурсами Талас  
Министерства Сельского хозяйства  
Г-н Марат Тулеев      Река Урмарал. Метеорологическая станция в Таласе
- (5) Частные предприятия  
Г-н Тазабеков Улан      Grant Start Ltd, Bishkek  
Г-н Эсенбек С. Назаралиев      Tolchu Beton, Talas  
Г-н Низамов Алик      Dortranservice Co Ltd.

#### 4. Протокол переговоров 1 (П/П1)

**Minutes of Discussions  
on the Preparatory Survey for the Project for  
Reconstruction of Urmal River Bridge on Talas-Taraz Road**

In response to the request from the Government of the Kyrgyz Republic (hereinafter referred to as “the GOKR”), Japan International Cooperation Agency (hereinafter referred to as “JICA”) dispatched the Preparatory Survey Team for the Outline Design (hereinafter referred to as “the Team”) of the Project for Reconstruction of Urmal River Bridge on Talas-Taraz Road (hereinafter referred to as “the Project”) to the GOKR, headed by Mr. Hidetaka Sakabe, Acting Director of Transportation and ICT Group, Infrastructure and Peacebuilding Department, from 15 June to 1 July, 2017. The Team held a series of discussions with the officials of the Government of the Kyrgyz Republic and conducted a field survey. In the course of the discussions, both sides have confirmed the main items described in the attached sheets.

Bishkek, June 20, 2017



Hidetaka Sakabe  
Leader, Preparatory Survey Team  
Japan International Cooperation Agency  
Japan



Melisbek Alypsatarov  
Head, Road Department  
Ministry of Transport and Roads  
Kyrgyz Republic



## ATTACHMENT

1. Objective of the Project  
The objective of the Project is to promote reliable and efficient transportation by reconstructing Urmalar River Bridge on Talas-Taraz Road, thereby contributing to revitalizing local economy.
2. Title of the Preparatory Survey  
Both sides confirmed the title of the Preparatory Survey as "the Preparatory Survey for the Project for Reconstruction of Urmalar River Bridge on Talas-Taraz Road".
3. Project site  
Both sides confirmed that the site of the Project is in Talas oblast, located at 38 km of Talas-Taraz Road, which is shown in Annex 1.
4. Responsible authority for the Project  
Both sides confirmed the authorities responsible for the Project are as follows:
  - 4-1. The responsible and implementing organization is Ministry of Transport and Roads (hereinafter referred to as "MOTR").
  - 4-2. The organization charts of MOTR is shown in Annex 2.
5. Items requested by the Government of the Kyrgyz Republic
  - 5-1. According to the Request form of Grant dated on 20<sup>th</sup> July, 2015, both sides confirmed that the items requested by the GOKR are as follows:
    - Bridge reconstruction in Talas oblast (length: 70 meter)
    - Improvement of road alignment (length: 500 meter)
    - Improvement of river bank protection
    - Design and supervision
  - 5-2. The MOTR requested JICA to cover the additional 200 meter for approach road by the Project, in terms of improvement of road safety, as shown in Annex 1.
  - 5-3. JICA will assess the feasibility of the above requested items through the survey and will report the findings to the Government of Japan. The final scope of the Project will be decided by the Government of Japan.
6. Procedures and Basic Principles of Japanese Grant
  - 6-1. The GOKR side agreed that the procedures and basic principles of Japanese



Grant as described in Annex 3 and Annex 4 shall be applied to the Project.

As for the monitoring of the implementation of the Project, JICA requires the GOKR side to submit the Project Monitoring Report of which the form is attached as Annex 5.

- 6-2. The GOKR agreed to take the necessary measures, as described in Annex 6, for smooth implementation of the Project. The contents of the Annex 6 will be elaborated and refined during the Preparatory Survey and be agreed in the mission dispatched for explanation of the Draft Preparatory Survey Report. The contents of Annex 6 will be updated as the Preparatory Survey progresses, and eventually, will be used as an attachment to the Grant Agreement.

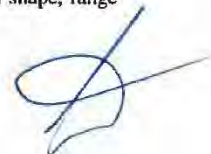
7. Schedule of the Survey

- 7-1. The Team will proceed with further survey in the Kyrgyz Republic until 1<sup>st</sup> week of July 2018.
- 7-2. JICA will prepare the interim report including the results of this survey (first field survey) and explain whether the survey will be continued or not in the end of August 2017.
- 7-3. If the Project is deemed feasible as the result of the survey, JICA will send a mission team to explain its contents to the GOKR side in September/October 2017 (second field survey). And the team will continue to conduct the second field survey for outline design and cost estimation until mid of October 2017.
- 7-4. JICA will prepare a draft Preparatory Survey Report in Russian and dispatch a mission to Kyrgyzstan in order to explain its contents around April 2018.
- 7-5. If the contents of the draft Preparatory Survey Report is accepted and the undertakings for the Project are fully agreed by the GOKR, JICA will finalize the Preparatory Survey Report and send it to the GOKR around July 2018.
- 7-6. The above schedule is tentative and subject to change.

8. Concept and Process of the Preparatory Survey

The team explained the below concept and process of the Preparatory Survey to the GOKR side, and the GOKR side understood and agreed it. Both side confirmed that the GOKR side shall provide the survey team with necessary related information and permission for smooth implementation of the Survey.

- 8-1. Planning procedure for formulating the safety bridge plan for assumed natural and river conditions
- To pay a special attention to the river condition, behavior, channel shape, range



of flood prone area, catchment area etc.

- Based on the results and analysis of the first field survey, the Survey would consider the bridge planning with defining an expected structural performance of bridge and design conditions.
- To consider the bridge planning, some feasible alternative plans (site, angle, length etc.) are taken into consideration.
- The candidate plans are examined during the second field survey.
- In accordance with these evaluation results, the Survey would collect necessary related information and prepare draft design.

#### 8-2. Review the Status of Present Bridge and Natural Condition Survey

- To conduct site survey, collect and analyze existing data on the river and the present bridge,
- To collect and correlate the hydraulic and hydrological properties
- To collect information on necessary authorization and/or permission for river development work

#### 8-3. Traffic Survey and Axle Load Survey

- Traffic survey on five sites, directional volume traffic (including pedestrian) survey on both sides of the bridge, and the axle load survey at near the border.

### 9. Environmental and Social Considerations

9-1. The GOKR side confirmed to give due environmental and social considerations during implementation, and after completion of the Project, in accordance with the JICA Guidelines for Environmental and Social Considerations (April, 2010) (hereinafter referred to as "the Guidelines").

9-2. The Project is categorized as "B" from the following considerations: The Project is not considered to be a large-scale road project, is not located in a sensitive area, and has none of the sensitive characteristics under the Guidelines, it is not likely to have a significant adverse impact on the environment.

The GOKR side confirmed to conduct the necessary procedures concerning the environmental assessment (including stakeholder meetings, Environmental Impact Assessment (EIA) /Initial Environmental Examination (IEE) and information disclosure, etc.) and make EIA/IEE report of the Project. The EIA/IEE approval shall be received from the responsible authorities and submitted to JICA by June 2018.



9-3. For the Project that will result in involuntary resettlement, the GOKR side confirmed to prepare a Resettlement Action Plan (RAP)/Abbreviated Resettlement Action Plan (ARAP) and make it available to the public. In addition, the GOKR side confirmed to provide the affected people with sufficient compensation and/or support in accordance with RAP/ARAP, which is based on the Guidelines, in a timely manner.

10. Coordination with Other Relevant Project

MOTR has implemented the road improvement project on Talas-Taraz road, supported by Islamic Development Bank, and its' progress has no small effect on the Project, especially for approach roads of the Urmaral river bridge.

Both side confirmed that MOTR would take a responsibility for coordination between the Project and the above mentioned project supported by Islamic Development Bank, and provide the Survey with the latest progress of it on a regular basis.

11. Major Undertakings to be taken by the GOKR Side

11-1. The GOKR agreed that the following undertakings should be taken by the GOKR side at the GOKR expenses under the Project if implementation of the Project is approved by the Government of Japan;

- (1) To provide tax exemption for construction materials, equipment, and sub-contractors for the Project.
- (2) The GOKR side agreed that customs duties, internal taxes and other fiscal levies which may be imposed in the GOKR are exempted under mutual agreement of Exchange of Notes (E/N).
- (3) If any expenses stated above are caused by some reasons such as the delay of execution of tax exemption, the GOKR side shall pay for it.
- (4) To secure the lots of land necessary for the implementation of the Project including land for site office, plant yards, material storing yard, motor pool, temporary construction yard and waste disposal site;
- (5) To relocate existing utilities (e.g. electric wires) within the Project site;
- (6) To relocate existing buildings and obstructions if necessary;
- (7) To demolish existing bridges if necessary;
- (8) To arrange issuance of license, permission and other necessary procedures for the Project;
- (9) To obtain the royalties/permission for taking raw materials such as



- stone/rock/filling materials from the quarry/river-bed/borrow pit;
- (10) To conduct traffic controls of existing road for the Project;
- (11) To provide security measures for all concerned working for the Project; and
- (12) To provide utility services for all concerned working for the Project such as electricity and water

11-2. The Team explained to the GOKR side that it is very important for the smooth implementation of the Project to secure the necessary budget on implementation of the above undertakings. The GOKR side understood its importance and request the Team to provide necessary information including a brief cost borne by the GOKR. Both sides agreed that the Team would provide necessary information including a brief cost borne by the GOKR by the end of September 2017.

12. Proper operation and maintenance of existing bridge

The Team explained the importance of operation and maintenance, including inspection and removal of driftwood, of the existing Urmalar river bridge. Both sides confirmed that the MOTR and DEP 47, organization in charge of the bridge, would conduct a proper operation and maintenance activities, based on the experiences of the previous JICA's Technical Cooperation Project, until the completion of construction of new bridge.

13. Other Relevant Issues

13-1. Assistance to the Preparatory Survey

The GOKR side shall, at its own expense, provide the Team with the following items in cooperation with other organizations concerned

- (1) Security-related information as well as measures to ensure the safety of the survey team;
- (2) Counterpart personnel;
- (3) Identification cards if necessary;
- (4) Entry permits necessary for the survey team members to conduct field surveys;
- (5) Permission for the implementation of traffic survey; and
- (6) Supports in obtaining other privileges and benefits, if necessary.

13-2. Possibility to improve the high-water channel area of Urmalar River

The Team explained that there are some possibilities to implement construction



work in high-water channel area of Urmalar River. Both sides agreed that the Survey team would collect the relevant information and review the necessary procedure for construction work and related special permissions, if necessary.

#### 13-3. Government Ratification of the Project

Both sides confirmed that MOTR side shall take necessary actions to take government ratification of the Project before and after signing of G/A and E/N of the Project.

#### 13-4. Safety Measures

To avoid accidents on site during the implementation of the Project, the GOKR side agreed to cause the consultant and the contractor to enforce safety measures such as setting safety assurance to the site, providing information for security control to public, and deploying adequate security personnel, based on "The Guidance for the Management of Safety for Construction Works in Japanese ODA Projects" which has been published on JICA's URL below.

[http://www.jica.go.jp/activities/schemes/oda\\_safety/ku57pq00001nz4eu-att/guidance\\_spa.pdf](http://www.jica.go.jp/activities/schemes/oda_safety/ku57pq00001nz4eu-att/guidance_spa.pdf)

The Team recommended to the GOKR to explain to the residents about the Project (necessity and significance, construction period, sites, impact etc.), so that consensus support can be obtained from them for the smooth operation of the Project.

#### 13-5. Misconduct

If JICA receives information related to suspected corrupt or fraudulent practices in the implementation of the Project, MOTR and relevant organizations shall provide JICA with additional such information as JICA may reasonably request, including information related to any concerned official of the government and/or public organizations in the Kyrgyz Republic.

MOTR and relevant organizations shall not, unfairly or unfavorably treat the person(s) and/or company which provided the information related to suspected corrupt or fraudulent practices in the implementation of the Project.

#### 13-6. Questionnaire

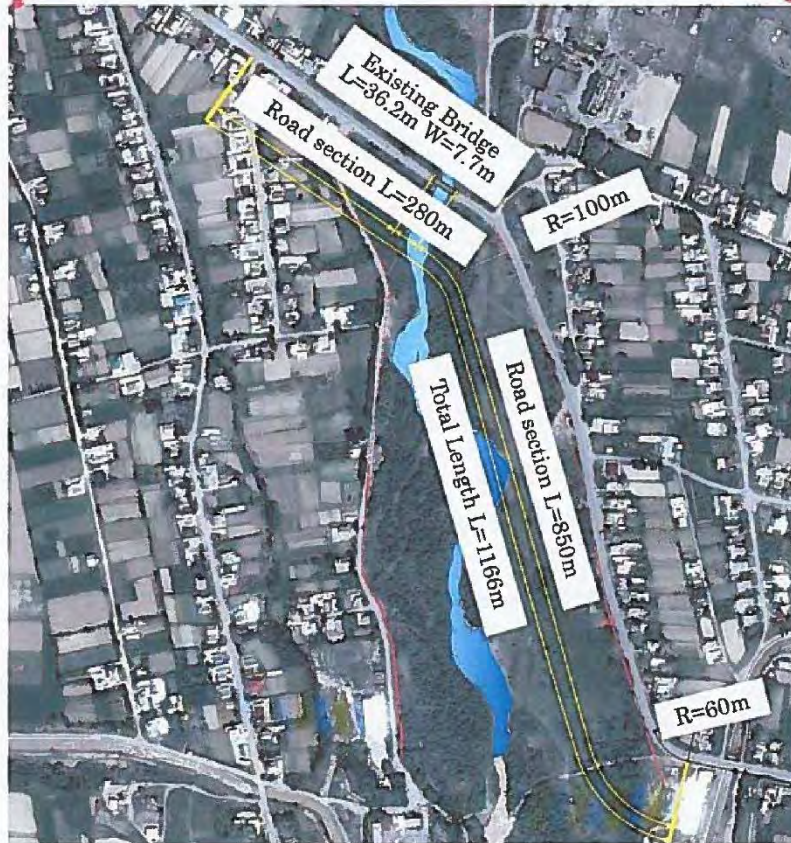
MOTR shall answer to the Questionnaire submitted by the Team in Russian with relevant documents by 31<sup>st</sup> July 2017.



- Annex 1 Project Site
- Annex 2 Organization Chart
- Annex 3 Japanese Grant
- Annex 4 Financial Flow of Japanese Grant
- Annex 5 Project Monitoring Report (template)
- Annex 6 Major Undertakings to be taken by the Government of the Kyrgyz Republic



Annex1 Project Site



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## JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as "the Recipient") to purchase the products and/or 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. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as "Project Grants").

### 1. Procedures of Project Grants

Project Grants are conducted through following procedures (See "PROCEDURES OF JAPANESE GRANT" for details):

(1) Preparation

- The Preparatory Survey (hereinafter referred to as "the Survey") conducted by JICA

(2) Appraisal

-Appraisal by the government of Japan (hereinafter referred to as "GOJ") and JICA, and Approval by the Japanese Cabinet

(3) Implementation

Exchange of Notes

-The Notes exchanged between the GOJ and the government of the Recipient

Grant Agreement (hereinafter referred to as "the G/A")

-Agreement concluded between JICA and the Recipient

Banking Arrangement (hereinafter referred to as "the B/A")

-Opening of bank account by the Recipient in a bank in Japan (hereinafter referred to as "the Bank") to receive the grant

Construction works/procurement

-Implementation of the project (hereinafter referred to as "the Project") on the basis of the G/A

(4) Ex-post Monitoring and Evaluation

-Monitoring and evaluation at post-implementation stage

### 2. Preparatory Survey

(1) Contents of the Survey

The aim of the Survey is to provide basic documents necessary for the appraisal of the 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 necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant 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 an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

The contents of the original request by the Recipient are not necessarily approved in their initial form. The Outline Design of the Project is confirmed based on the guidelines of the Japanese Grant.

JICA requests the Recipient to take 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 executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

#### (2) Selection of Consultants

For smooth implementation of the Survey, JICA contracts with (a) 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 feasibility of the Project.

### 3. Basic Principles of Project Grants

#### (1) Implementation Stage

##### 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 to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the "General Terms and Conditions for Japanese Grant (January 2016)."



2) Banking Arrangements (B/A) (See "Financial Flow of Japanese Grant (A/P Type)" for details)

a) The Recipient shall open an account or shall cause its designated authority to open an account under the name of the Recipient in the Bank, in principle. JICA will disburse the Japanese Grant in Japanese yen for the Recipient to cover the obligations incurred by the Recipient under the verified contracts.

b) The Japanese Grant will be disbursed when payment requests are submitted by the Bank to JICA under an Authorization to Pay (A/P) issued by the Recipient.

3) Procurement Procedure

The products and/or services necessary for the implementation of the Project shall be procured in accordance with JICA's procurement guidelines as stipulated in the G/A.

4) 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 to continue to work on the Project's implementation after the E/N and G/A.

5) Eligible source country

In using the Japanese Grant disbursed by JICA for the purchase of products and/or services, the eligible source countries of such products and/or services shall be Japan and/or the Recipient. The Japanese Grant may be used for the purchase of the products and/or services of a third country as eligible, if necessary, taking into account the quality, competitiveness and economic rationality of products and/or services necessary for achieving the objective of the Project. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm, which enter into contracts with the Recipient, are limited to "Japanese nationals", in principle.

6) Contracts and Concurrence by JICA

The Recipient will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be concurred by JICA in order to be verified as eligible for using the Japanese Grant.

7) Monitoring

The Recipient is required to take their initiative to carefully monitor the progress of the Project in order to ensure its smooth implementation as part of their responsibility in the G/A, and to regularly report to JICA about its status by using the Project Monitoring Report (PMR).

8) Safety Measures

The Recipient must ensure that the safety is highly observed during the implementation of the Project.

9) Construction Quality Control Meeting

Construction Quality Control Meeting (hereinafter referred to as the "Meeting") will be held for quality assurance and smooth implementation of the Works at each stage of the Works. The member of the Meeting will be composed by the



Recipient (or executing agency), the Consultant, the Contractor and JICA. The functions of the Meeting are as followings:

- a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.
- b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.

(2) Ex-post Monitoring and Evaluation Stage

- 1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes
- 2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.

(3) Others

1) Environmental and Social Considerations

The Recipient shall carefully consider environmental and social impacts by the Project and must comply with the environmental regulations of the Recipient and JICA Guidelines for Environmental and Social Considerations (April, 2010).

2) Major undertakings to be taken by the Government of the Recipient

For the smooth and proper implementation of the Project, the Recipient is required to undertake necessary measures including land acquisition, and bear an advising commission of the A/P and payment commissions paid to the Bank as agreed with the GOJ and/or JICA. The Government of the Recipient shall ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the Recipient with respect to the purchase of the Products and/or the Services be exempted or be borne by its designated authority without using the Grant and its accrued interest, since the grant fund comes from the Japanese taxpayers.

3) Proper Use

The Recipient is required to maintain and use properly and effectively the products and/or services under the Project (including the facilities constructed and the equipment purchased), to assign staff necessary for this operation and maintenance and to bear all the expenses other than those covered by the Japanese Grant.



4) Export and Re-export

The products purchased under the Japanese Grant should not be exported or re-exported from the Recipient.

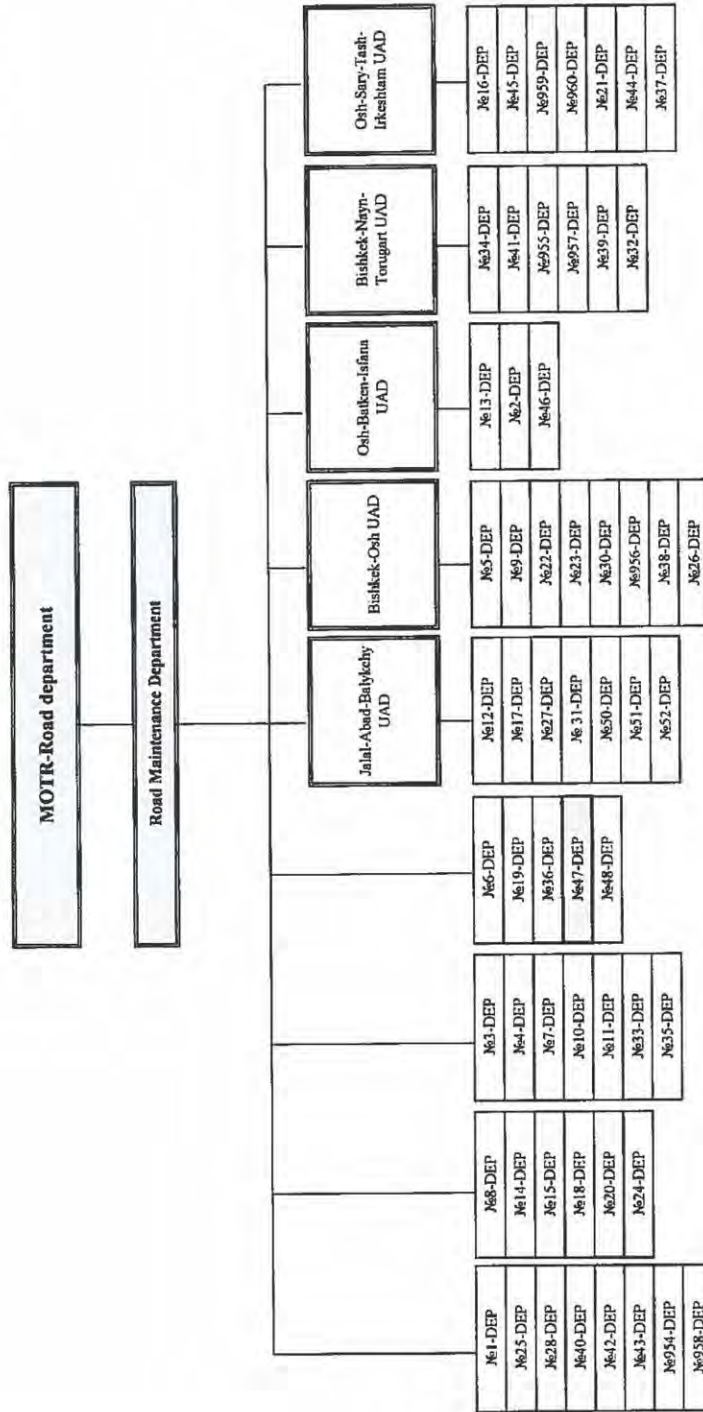
PROCEDURES OF JAPANESE GRANT

Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost estimate		x		x	x		
	(2) Preparatory Survey Explanation of draft outline design, including cost estimate, undertakings, etc.		x		x	x		
2. Appraisal	(3) Agreement on conditions for implementation	Conditions will be explained with the draft notes (EN) and Grant Agreement (G/A) which will be signed before approval by Japanese government.	x	x (EN)	x (G/A)			
	(4) Approval by the Japanese cabinet			x				
3. Implementation	(5) Exchange of Notes (EN)		x	x				
	(6) Signing of Grant Agreement (G/A)		x		x			
	(7) Banking Arrangement (B/A)	Need to be informed to JICA	x					x
	(8) Contracting with consultant and issuance of Authorization to Pay (A/P)	Concurrence by JICA is required	x			x		x
	(9) Detail design (D/D)		x			x		
	(10) Preparation of bidding documents	Concurrence by JICA is required	x			x		
	(11) Bidding	Concurrence by JICA is required	x			x	x	
	(12) Contracting with contractor/supplier and issuance of A/P	Concurrence by JICA is required	x					x
	(13) Construction works/procurement	Concurrence by JICA is required for major modification of design and amendment of contracts.	x			x	x	
(14) Completion certificate		x			x	x		
4. Ex-post monitoring & evaluation	(15) Ex-post monitoring	To be implemented generally after 1, 3, 10 years of completion, subject to change	x		x			
	(16) Ex-post evaluation	To be implemented basically after 3 years of completion	x		x			

notes:

1. Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.
2. Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

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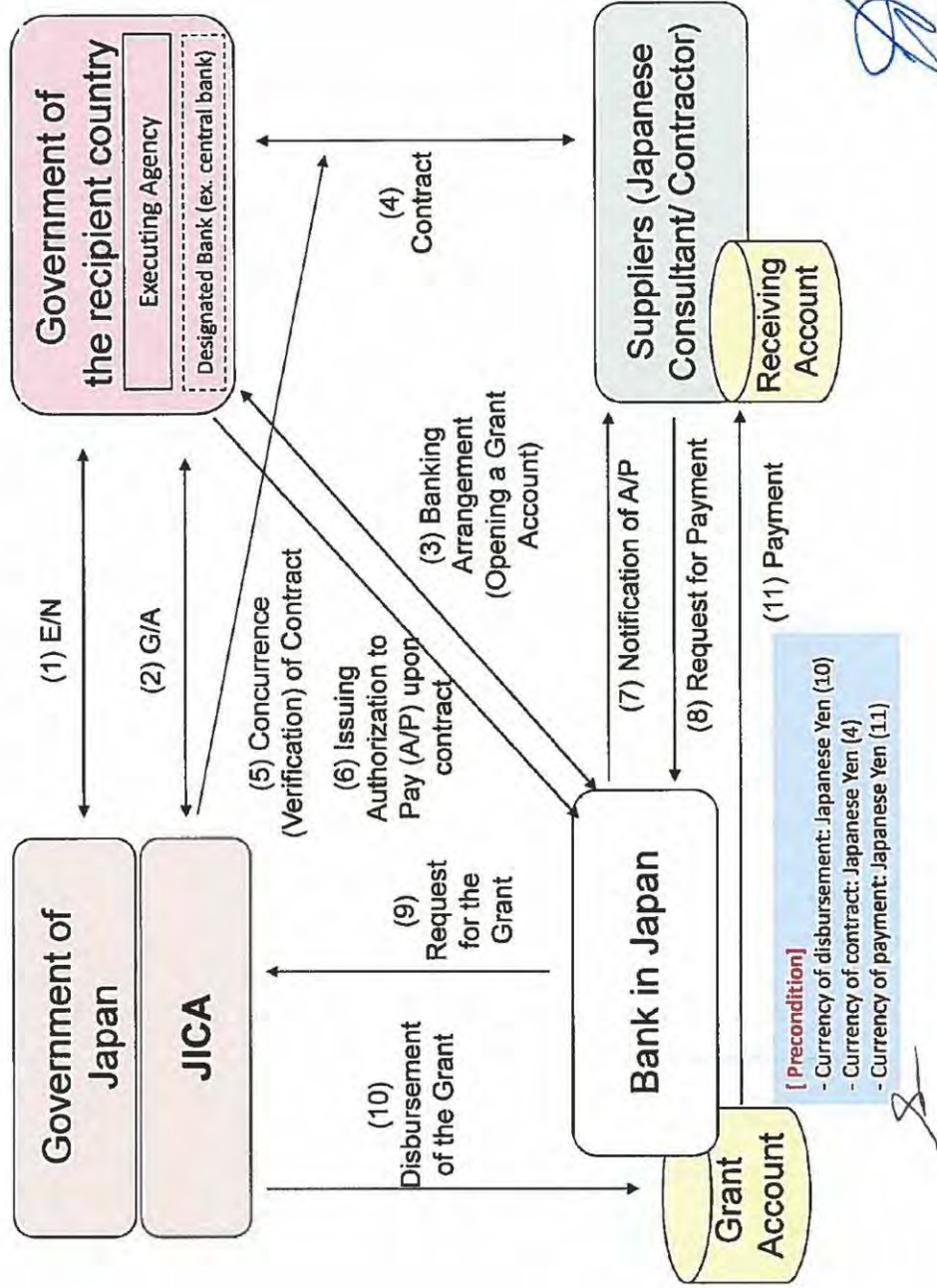


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## Financial Flow of Japanese Grant (A/P Type)



**Project Monitoring Report**  
**on**  
**Project for Reconstruction of Urmal River Bridge on Talas-Taraz**  
**Road**  
**Grant Agreement No. XXXXXXXX**  
 20XX, Month

**Organizational Information**

<b>Signer of the G/A (Recipient)</b>	Person in Charge <u>(Designation)</u> _____ Contacts <u>Address:</u> _____ <u>Phone/FAX:</u> _____ <u>Email:</u> _____
<b>Executing Agency</b>	Person in Charge <u>(Designation)</u> _____ Contacts <u>Address:</u> _____ <u>Phone/FAX:</u> _____ <u>Email:</u> _____
<b>Line Ministry</b>	Person in Charge <u>(Designation)</u> _____ Contacts <u>Address:</u> _____ <u>Phone/FAX:</u> _____ <u>Email:</u> _____

**General Information:**

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

*J*

*J*



**1: Project Description**

**1-1 Project Objective**

--

**1-2 Project Rationale**

- Higher-level objectives to which the project contributes (national/regional/sectoral policies and strategies)
- Situation of the target groups to which the project addresses

--

**1-3 Indicators for measurement of "Effectiveness"**

Quantitative indicators to measure the attainment of project objectives		
Indicators	Original (Yr )	Target (Yr )
Qualitative indicators to measure the attainment of project objectives		

**2: Details of the Project**

**2-1 Location**

Components	Original <i>(proposed in the outline design)</i>	Actual
1.		

**2-2 Scope of the work**

Components	Original* <i>(proposed in the outline design)</i>	Actual*
1.		

Reasons for modification of scope (if any).

(PMR)
-------

*JS*

*[Signature]*

**2-3 Implementation Schedule**

Items	Original		Actual
	<i>(proposed in the outline design)</i>	<i>(at the time of signing the Grant Agreement)</i>	

Reasons for any changes of the schedule, and their effects on the project (if any)

--

**2-4 Obligations by the Recipient**

**2-4-1 Progress of Specific Obligations**  
 See Attachment 2.

**2-4-2 Activities**  
 See Attachment 3.

**2-4-3 Report on RD**  
 See Attachment 11.

**2-5 Project Cost**

**2-5-1 Cost borne by the Grant (Confidential until the Bidding)**

Components			Cost (Million Yen)	
	Original <i>(proposed in the outline design)</i>	Actual <i>(in case of any modification)</i>	Original <sup>1),2)</sup> <i>(proposed in the outline design)</i>	Actual
1.				
Total				

Note: 1) Date of estimation:  
 2) Exchange rate: 1 US Dollar = Yen

**2-5-2 Cost borne by the Recipient**

Components			Cost (1,000 Taka)	
	Original <i>(proposed in the outline design)</i>	Actual <i>(in case of any modification)</i>	Original <sup>1),2)</sup> <i>(proposed in the outline design)</i>	Actual
1.				

*JS*

*[Signature]*

Note: 1) Date of estimation:  
2) Exchange rate: 1 US Dollar =

Reasons for the remarkable gaps between the original and actual cost, and the countermeasures (if any)

(PMR)

**2-6 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.

<b>Original</b> (at the time of outline design) name: role: financial situation: institutional and organizational arrangement (organogram): human resources (number and ability of staff):
<b>Actual</b> (PMR)

**2-7 Environmental and Social Impacts**

- The results of environmental monitoring based on Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- The results of social monitoring based on in Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- Disclosed information related to results of environmental and social monitoring to local stakeholders (whenever applicable).

**3: Operation and Maintenance (O&M)**

**3-1 Physical Arrangement**

- Plan for O&M (number and skills of the staff in the responsible division or section, availability of manuals and guidelines, availability of spareparts, etc.)

<b>Original</b> (at the time of outline design)
<b>Actual</b> (PMR)

**3-2 Budgetary Arrangement**

- Required O&M cost and actual budget allocation for O&M

**Original** (at the time of outline design)

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Actual (PMR)

**4: Potential Risks and Mitigation Measures**

- Potential risks which may affect the project implementation, attainment of objectives, sustainability
- Mitigation measures corresponding to the potential risks

**Assessment of Potential Risks (at the time of outline design)**

Potential Risks	Assessment
1. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
2. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
3. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:

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	Contingency Plan (if applicable):
<b>Actual Situation and Countermeasures</b> (PMR)	

**5: Evaluation and Monitoring Plan (after the work completion)**

**5-1 Overall evaluation**

Please describe your overall evaluation on the project.

**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 of 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.

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Attachment

1. Project Location Map
2. Specific obligations of the Recipient which will not be funded with the Grant
3. Monthly Report submitted by the Consultant
- Appendix - Photocopy of Contractor's Progress Report (if any)
  - Consultant Member List
  - Contractor's Main Staff List
4. Check list for the Contract (including Record of Amendment of the Contract/ Agreement and Schedule of Payment)
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) (PMR (final) only)
8. Pictures (by JPEG style by CD-R) (PMR (final) only)
9. Equipment List (PMR (final) only)
10. Drawing (PMR (final) only)
11. Report on RD (After project)



Monitoring sheet on price of specified materials

1. Initial Conditions (Confirmed)

Items of Specified Materials	Initial Volume A	Initial Unit Price (¥) B	Initial total Price C=A×B	1% of Contract Price D	Condition of Payment Price (Increased) E=C+D	Condition of Payment Price (Decreased) F=C-D
1 Item 1	●●t	●	●	●	●	●
2 Item 2	●●t	●	●	●		
3 Item 3						
4 Item 4						
5 Item 5						

2. Monitoring of the Unit Price of Specified Materials

(1) Method of Monitoring : ●●

(2) Result of the Monitoring Survey on Unit Price for each specified materials

Items of Specified Materials	1st month, 2015	2nd month, 2015	3rd month, 2015	4th	5th	6th
1 Item 1	●	●	●			
2 Item 2						
3 Item 3						
4 Item 4						
5 Item 5						

(3) Summary of Discussion with Contractor (if necessary)

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Report on Proportion of Procurement (Recipient Country, Japan and Third Countries)  
 (Actual Expenditure by Construction and Equipment each)

	Domestic Procurement (Recipient Country) A	Foreign Procurement (Japan) B	Foreign Procurement (Third Countries) C	Total D
Construction Cost	(A/D%)	(B/D%)	(C/D%)	
Direct Construction Cost	(A/D%)	(B/D%)	(C/D%)	
others	(A/D%)	(B/D%)	(C/D%)	
Equipment Cost	(A/D%)	(B/D%)	(C/D%)	
Design and Supervision Cost	(A/D%)	(B/D%)	(C/D%)	
Total	(A/D%)	(B/D%)	(C/D%)	

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## Annex 6

## Major Undertakings to be taken by the Government of the Kyrgyz Republic

## 1. Before the Tender

NO	Items	Deadline	In charge	Cost	Ref.
1	To open Bank Account (Banking Arrangement (B/A))	within 1 month after G/A	MOTR		
2	To issue A/P to a bank in Japan (the Agent Bank) for the payment to the consultant	within 1 month after G/A	MOTR		
3	To approve the operational and maintenance plan for the Project with budgetary request	before start of the construction	MOTR		
4	To secure the following lands 1) right of way for the Project location 2) temporary construction yard and stockyard near the Project area 3) borrow pit and disposal site near the Project area	before notice of the tender document	MOTR		
5	To clear, level and reclaim the following sites 1) remove utilities 2) existing facilities	before notice of the tender document	MOTR		
6	To obtain the planning, zoning, building permit	before notice of the tender document	MOTR		
7	To submit the result of DD	end of DD	MOTR		

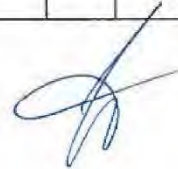
## 2. During the Project Implementation

NO	Items	Deadline	In charge	Cost	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	MOTR MOTR		
2	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country 1) Tax exemption and customs clearance of the products at the port of disembarkation 2) Internal transportation from the port of disembarkation to the project site	during the Project during the Project	MOTR MOTR		
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	MOTR		
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; 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	MOTR		
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 and installation of the equipment	during the Project	MOTR		
6	To submit Project Monitoring Report.	every month	MOTR		
7	To implement EMP and EMoP	during the construction	MOTR		
8	To submit results of environmental monitoring to JICA, by using the monitoring form on a quarterly basis as a part of Project Monitoring Report	during the construction	MOTR		
9	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	- for two years after land acquisition complete	MOTR		

## 3. After the Project

NO	Items	Deadline	In charge	Cost	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	MOTR		
2	To implement EMP and EMoP	for a period based on EMP and EMoP	MOTR		
3	To submit results of environmental monitoring to JICA, by using the monitoring form, semiannually - The period of environmental monitoring may be extended if any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the agreement between MOTR and JICA.	for three years after the Project	MOTR		

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


## 5. Протокол переговоров 2 (П/П2)

### **Minutes of Discussions on the Preparatory Survey for the Project for Reconstruction of Urmal River Bridge on Talas-Taraz Road (The Second Field Survey)**

On the basis of discussion and the First Field Survey in Kyrgyz in June, 2017 and subsequent technical examination in Japan, Japan International Cooperation Agency (hereinafter referred to as “JICA”) prepared an Interim Report (hereinafter referred to as “the Report”) on the Project for Reconstruction of Urmal River Bridge on Talas-Taraz Road (hereinafter referred to as “the Project”).

The Preparatory Survey Team (hereinafter referred to as “The Team”), headed by Mr. Nobuyuki Tsuneoka, Senior Advisor, Infrastructure and Peace Building department, JICA, explained the Report to and consulted with the Government of the Kyrgyz Republic (hereinafter referred to as “GOKR”) and the concerned officials of the Ministry of Transport and Roads (hereinafter referred to as “MOTR”).

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

Bishkek, September 29, 2017



Nobuyuki Tsuneoka  
Leader, Preparatory Survey Team  
Japan International Cooperation Agency  
Japan



Melisbek Alypsatarov  
Head, Road Department  
Ministry of Transport and Roads  
Kyrgyz Republic

## ATTACHMENT

### 1. The First and Second Field Survey

The First Field Survey was conducted in June 2017 and Minutes of Discussions of the First Field Survey (hereinafter referred to as “the M/D-1”) was signed on 20 June, 2017. Both sides confirmed that Minutes of Discussion of the Second Field Survey (hereinafter referred to as “the M/D-2”) is based on the M/D-1 attached as Annex 1, therefore descriptions in the M/D-2 focuses on necessary points to be added to and/or amended from the M/D-1.

### 2. Proposed Scope of the Project

Based on the First Field Survey and subsequent technical examination in Japan, the Team explained the contents of the Report and the proposed scope of the Project to the GOKR, which is shown as followed;

	<u>Component</u>	<u>Remarks</u>
1	Bridge Reconstruction	around 90 meter, three spans
2	Improvement Road Alignment	around 1.2 km including bridge section
3	Improvement of River Bank Protection	left revetment: around 100 meter, right revetment: around 200 meter
4	Installation of Road Safety Facilities	pedestrian walks, markings, street lights
5	Detailed Design and Supervision	

Through the presentation and discussions, the GOKR side understood and accepted in principal the contents of the Report, and agreed the above mentioned proposed scope of the Project. The alignment of the Project, agreed by both sides, is as shown in Annex 2.

The Team will proceed to further design based on this agreement and will report the findings to the Government of Japan. Both sides confirmed that there would be a possibility to modify/amended the scope of the Project and the final scope of the Project would be decided by the Government of Japan.

### 3. Schedule of the Survey

3-1. The Team will proceed with further survey in the Kyrgyz Republic until 2<sup>nd</sup> week of October 2018.

3-2. JICA will prepare a draft Preparatory Survey Report in Russian and dispatch a

mission to Kyrgyzstan in order to explain its contents around April 2018.

3-3. If the contents of the draft Preparatory Survey Report is accepted and the undertakings for the Project are fully agreed by the GOKR, JICA will finalize the Preparatory Survey Report and send it to the GOKR around July 2018.

3-4. The above schedule is tentative and subject to change.

#### 4. Environmental and Social Considerations

The Team explained that “JICA Guidelines for Environmental and Social Considerations (April, 2010) (hereinafter referred to as “the Guidelines”) is applicable for the Project. The Project is categorized as “B” because the Project is not considered to be a large-scale road project, is not located in a sensitive area, and has none of the sensitive characteristics under the Guidelines; it is not likely to have a significant adverse impact on the environment.

The GOKR side confirmed to conduct the necessary procedures concerning the environmental assessment (including stakeholder meetings, Environmental Impact Assessment (EIA)/Initial Environmental Examination (IEE) and information disclosure, etc.) and make EIA/IEE report of the Project.

#### 5. Other Relevant Issues

##### 5-1. Demolition of the Existing Bridge

The Team observed that there would be high possibility for the existing bridge to hinder the smooth implementation of the bank protection works of the Project.

For avoiding this, both sides confirmed that the Project would demolish the existing bridge borne by the Japanese side during implementation period.

##### 5-2. Proper Maintenance for Existing Bridge

The Team pointed out that the existing bridge has more damaged than the timing of the First Field Survey in June 2017. The Team emphasized that the proper maintenance of existing bridge is a critical factor for success of the Project. Both sides agreed that MOTR should take a proper repair works as soon as possible.

The GOKR side also agreed that MOTR and DEP 47, organization in charge of the Urmaral River Bridge, shall conduct proper operation and maintenance activities until demolish work during new bridge construction.

##### 5-3. Government Ratification of the Project

Both sides confirmed that MOTR side shall take necessary actions to take

government ratification of the Project before and after signing of G/A and E/N of the Project.

**5-4. Coordination with Other Relevant Projects,**

For the smooth implementation of the Project, the Team reiterated the importance of coordination with other relevant projects, such as the Talas-Taraz Road development project supported by Islamic Development Bank and Urmalar River bank protection work conducted by Ministry of Emergency Situation. The GOKR side understood JICA's concern and confirmed to take a responsibility for coordination between the Project and the other relevant projects and provide the Survey with the latest progress of it on a regular basis.

**Annex 1 Minutes of discussions of the First Field Survey**

**Annex 2 Outline Plan**

## 6. Протокол переговоров 3 (П/П3)

### **Minutes of Discussions on the Preparatory Survey for the Project for Reconstruction of Urmalar River Bridge on Talas-Taraz Road (Explanation on Draft Preparatory Survey Report)**

With reference to the minutes of discussions signed between Ministry of Transport and Roads (hereinafter referred to as "MOTR") and the Japan International Cooperation Agency (hereinafter referred to as "JICA") on 02.05, 2018 and in response to the request from the Government of the Kyrgyz Republic (hereinafter referred to as "GOKR") dated August 20, 2015, JICA dispatched the Preparatory Survey Team (hereinafter referred to as "the Team") for the explanation of Draft Preparatory Survey Report (hereinafter referred to as "the Draft Report") for the Project for Reconstruction of Urmalar River Bridge on Talas-Taraz Road (hereinafter referred to as "the Project").

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

Bishkek, 02.05, 2018



Tomoki Kanenawa

Leader

Preparatory Survey Team

Japan International Cooperation Agency

Japan



Jusubaliev Azimkan

Deputy Minister

Ministry of Transport and Roads

Kyrgyz Republic

## ATTACHEMENT

1. **Objective of the Project**

The objective of the Project is to promote reliable and efficient transportation by reconstructing Urmalar River bridge on Talas-Taraz, thereby contributing to revitalizing local economy.
2. **Project site**

Both sides confirmed that the site of the Project is in Talas oblast, which is shown in Annex 1.
3. **Line Ministry and Executing Department**

Both sides confirmed the line agency and executing agency as follows:

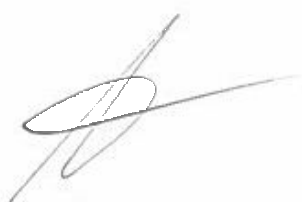
  - 3-1. Both sides confirmed the authorities responsible for the Project. The responsible and implementing organization is Ministry of Transport and Roads (hereinafter referred to as "MOTR").
  - 3-2. The executing department is Road department. The executing department shall coordinate with all the relevant agencies to ensure smooth implementation of the Project and ensure that the undertakings are taken by relevant agencies properly and on time.
4. **Contents of the Draft Report**

After the explanation of the contents of the Draft Report by the Team, the GOKR side agreed to its contents.
5. **Cost estimate**

Both sides confirmed that the cost estimate explained by the Team is provisional and will be examined further by the Government of Japan for its approval.

Both sides confirmed that the cost estimate including the contingency explained by the Team is provisional and will be examined further by the Government of Japan for its approval. The contingency would cover the additional cost against natural disaster, unexpected natural conditions, etc.
6. **Confidentiality of the cost estimate**

Both sides confirmed that the cost estimate in Annex 2 should never be disclosed to any third parties until all the contracts under the Project are concluded.





**7. Procedures and Basic Principles of Japanese Grant**

The GOKR side agreed that the procedures and basic principles of Japanese Grant as described in Annex 3 shall be applied to the Project. In addition, the GOKR side agreed to take necessary measures according to the procedures.

**8. Timeline for the project implementation**

The Team explained to the GOKR side that the expected timeline for the project implementation is as attached in Annex 4.

**9. Expected outcomes and indicators**

Both sides agreed that key indicators for expected outcomes are as follows. The GOKR side will be responsible for the achievement of agreed key indicators targeted in year 2024 and shall monitor the progress based on those indicators.

[Quantitative indicators]

Indicators	Current Value (the result value in 2017)	Design Value (2024) [3 years after completion of the Project]
Volume of traffics (number/day)	3,600	4,600
Volume of passengers (number/year)	3,434,000	4,387,000
Volume of cargos (ton/year)	696,000	907,000

[Qualitative indicators]

- Ensuring smooth and safe traffic flow due to improve shape curve
- Ensuring the safety of pedestrians due to install traffic safety facilities

**10. Undertakings of the Project**

**10-1. Undertakings of the Project**

Both sides confirmed the undertakings of the Project as described in Annex 5. With regard to exemption of customs duties, internal taxes and other fiscal levies as stipulated in (2)-5 of Annex 5, both sides confirmed that such customs duties, internal taxes and other fiscal levies, which shall be clarified in the bid documents by MOTR during the implementation stage of the Project.

The GOKR side assured to take the necessary measures and coordination including allocation of the necessary budget which are preconditions of implementation of the

Project. It is further agreed that the costs are indicative, i.e. at Outline Design level. More accurate costs will be calculated at the Detailed Design stage.

**10-2. Tax Exemption**

Both sides confirmed the tax concessions for the Project is explained as described in Annex 6.

**11. Monitoring during the implementation**

The Project will be monitored by the Executing Agency and reported to JICA by using the form of Project Monitoring Report (PMR) attached as Annex 7. The timing of submission of the PMR is described in Annex 5.

**12. Project completion**

Both sides confirmed that the project completes when all the facilities constructed and equipment procured by the grant are in operation. The completion of the Project will be reported to JICA promptly, no later than six months after completion of the Project.

**13. Ex-Post Evaluation**

JICA will conduct ex-post evaluation after three (3) years from the project completion, in principle, with respect to five evaluation criteria (Relevance, Effectiveness, Efficiency, Impact, Sustainability). The result of the evaluation will be publicized. The GOKR side is required to provide necessary support for the data collection.

**14. Schedule of the Study**

JICA will finalize the Preparatory Survey Report based on the confirmed items. The report will be sent to the GOKR side around July 2018.

**15. Environmental and Social Considerations**

**15-1. General Issues**

**15-1-1. Environmental Guidelines and Environmental Category**

The Team explained that 'JICA Guidelines for Environmental and Social Considerations (April 2010)' (hereinafter referred to as "the Guidelines") is applicable for the Project. The Project is categorized as B because the Project is not considered to be a large-scale bridge project, is not located in a sensitive area, and

has none of the sensitive characteristics under the “JICA guidelines for Environmental and Social Considerations (April 2010)”, hence it is not likely to have a significant adverse impact on the environment.

#### **15-1-2. Environmental Checklist**

The environmental and social considerations including major impacts and mitigation measures for the Project are summarized in the Environmental Checklist attached as Annex 8. Both sides confirmed that in case of major modification of the content of the Environmental Checklist, the GOKR side shall submit the modified version to JICA in a timely manner.

#### **15-2. Environmental Issues**

##### **15-2-1. Environmental Impact Assessment (EIA)**

Both sides confirmed the EIA report has been approved by State Agency for Environmental Protection and Forestry in April 2018 as Annex 9.

##### **15-2-2. Environmental Management Plan and Environmental Monitoring Plan**

Both sides confirmed Environmental Management Plan (EMP) and Environmental Monitoring Plan (EMoP) of the Project is as Annex 10, respectively. Both side agreed that environmental mitigation measures and monitoring shall be conducted based on the EMP and EMoP, which may be updated during the detailed design stage.

#### **15-3. Environmental and Social Monitoring**

##### **15-3-1. Environmental Monitoring**

Both sides agreed that the GOKR side will submit results of environmental monitoring to JICA with PMR by using the monitoring form attached as Annex 11. The timing of submission of the monitoring form is described in Annex 5.

##### **15-3-2. Information Disclosure of Monitoring Results**

Both sides confirmed that the GOKR side will disclose results of environmental and social monitoring to local stakeholders through their website / in their field offices. The GOKR side agreed JICA will disclose results of environmental and social monitoring submitted by the GOKR side as the monitoring forms attached as Annex 11 on its website.

## 16. Other Relevant Issues

### 16-1. Disclosure of Information

Both sides confirmed that the Preparatory Survey Report from which project cost is excluded will be disclosed to the public after completion of the Preparatory Survey. The comprehensive report including the project cost will be disclosed to the public after all the contracts under the Project are concluded.

### 16-2. Safety Measures

To avoid accidents on site during the implementation of the Project, the GOKR side agreed to cause the consultant and the contractor to enforce safety measures such as setting safety assurance to the site, providing information for security control to public, and deploying adequate security personnel.

### 16-3. Operation and Maintenance of the Facilities

The team explained the importance of operation and maintenance of the facilities constructed by the Project considering that proper asset management impacts greatly on life-span of the facilities and its maintenance cost. The GOKR side 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 Annex 2 and main maintenance items are shown following tables.

#### (1) Routine Inspections

Facility	Inspection Item	Frequency	No. of Staff	Equipment	Quantity	Cost USD (KGS)
<b>Bridge</b>						
Pavement	Crack, deformation, pothole, etc.	6 times a year	2 persons	Scoop, hammer, sickle, barricade, pick-up truck	12 man-day/year	240
Drainage	Rainwater erosion & collapse, etc.					(17,300)
Road marking	Damage, stain, splitting	1 day each time				
Bridge main structure	Damage of girder, abutment, pier etc.					180
Revetment	Damage and obstruction				6 veh-day/year	(13,000)
Bridge facility	Damage to handrails etc					
<b>Approach Road</b>						
Pavement	Cracks, unexploded, pot holes, etc.					
Drainage	Rainwater erosion, partial collapse etc.					
Road marking	Damage, stain, splitting					
Shoulder& Slope	Damage, deformation, stain, splitting					
<b>Sub-total</b>						<b>420</b> <b>(30,300)</b>

**(2) Daily Maintenance Works**

Facility	Inspection Item	Frequency	No. of Staff	Equipment	Quantity	Cost USD (KGS)
<b>Cleaning</b>						
Drainage	Cleaning soil, removal of obstacles	4 times a year	4 persons	Scoop, hammer.	16 man-day/ year	480 (34,600)
Pavement	Cleaning					
Shoulder	Cutting grass, cleaning	1 day each time		sickle, barricade.		
Road marking	Cleaning			Pick-up truck	4 veh-day/ year	120 (8,700)
Bridge	Cleaning soil, removal of obstacles					
Joint	Cleaning soil, removal of obstacles					
<b>Sub-total</b>						<b>600 (43,300)</b>

**(3) Repair Works**

Facility	Inspection Item	Frequency	No. of Staff	Equipment	Quantity	Cost USD (KGS)
<b>Bridge</b>						
Bridge main structure	Repair damaged part	2 times a year	4 persons	Patching asphalt	16 man-day/ year	480 (34,600)
Pavement	Seal Crack, patching pot hole			Pick-up truck	4 veh-day/ year	300 (21,700)
Drainage					10m <sup>3</sup> /year	
Revetment	Repair damaged parts	2 day each time				120 (8,700)
Bridge facility	Repair damaged parts					
	Repair railings, repainting etc.					
<b>Approach Road</b>						
Pavement	Seal Crack, patching pot hole			Pavement works	10m <sup>3</sup> /year	300 (21,700)
Road marking	Repainting			Road Marking	20m/year	300 (21,700)
Shoulder& Slope	Repair damaged parts					
<b>Sub-total</b>						<b>1,500 (108,400)</b>

**16-4. Undertakings to be taken by MOTR and local administrations before the tender**

MOTR and administration shall complete all undertakings including land transformation procedure, tree cutting and replanting, removal and relocation of affected facilities, and provision of alternative feeding and drinking place for livestock before the tender of contractor in February, 2019.

**16-5. Maintenance of the temporary detour and the existing bridge during the Project implementation**

Both sides agreed that maintenance of the temporary detour is carried out by contractor, and maintenance of the existing bridge is implemented by MOTR during the Project implementation.

**Annex 1 Project Site**

**Annex 2 Project Cost Estimation**

**Annex 3 Japanese Grant**

**Annex 4 Project Implementation Schedule**

**Annex 5 Major Undertakings to be taken by the Government of Kyrgyz Republic**

**Annex 6 Tax Refund and Exemption Procedure**

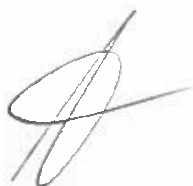
**Annex 7 Project Monitoring Report (template)**

**Annex 8 Environmental Check List**

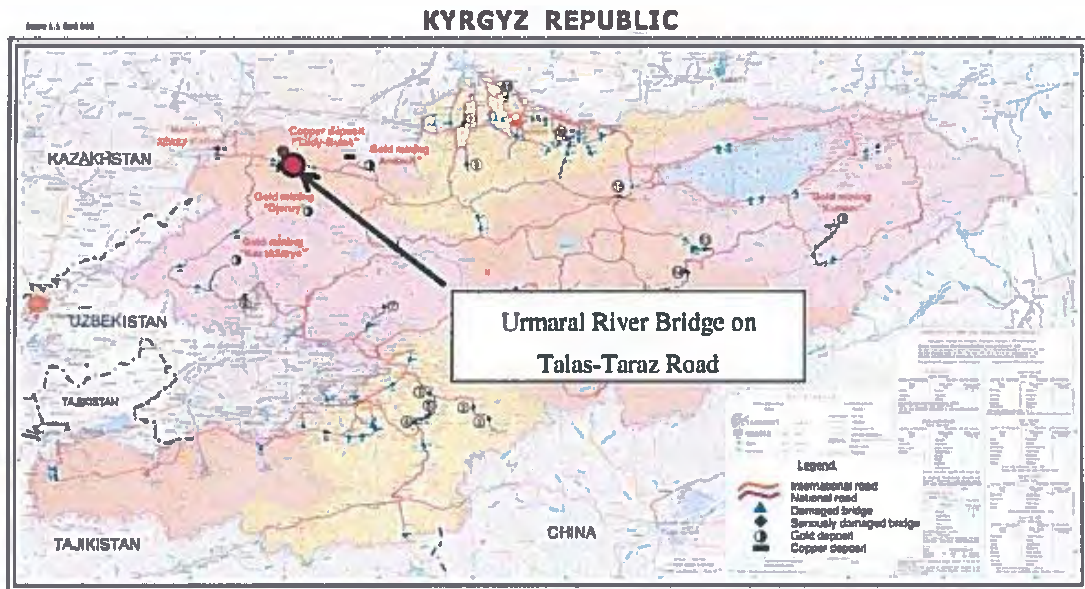
**Annex 9 Approval letter from State Agency on Environment Protection and Forestry**

**Annex 10 Environmental Management Plan/Environmental Monitoring Plan**

**Annex 11 Environmental and Social Monitoring Form**



Project Site



Project Cost Estimation

CONFIDENTIAL

(1) Cost borne by the Government of Japan

Undisclosed until completion of the contract of the construction

(2) Cost borne by the Government of Kyrgyz Republic

Total initial cost : USD 0.0737 million (KGS5,171,700)

- Bank Charge : USD 0.0082 million (KGS591,100)
- Environment Monitoring : USD 0.0455 million (KGS3,729,500)
- Relocation of Utility : USD 0.0200 million (KGS1,441,600)

Total annual maintenance cost : USD 0.00252 million (KGS5,762,200)

(3) Cost Estimation Condition

- Estimated timing : October 2017 (JICA rate in April 2018)
- Exchange rates : USD 1.00 = JPY 111.99 (JPY=KGS 1.553760)

(4) 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 E/N and shall be reviewed by the Government of Japan before signing of the E/N between the two Governments. Cost borne by the Government of Kyrgyz Republic is also provisional and will be assured according to progress of the Project.



## JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as “the Recipient”) to purchase the products and/or 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. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as “Project Grants”).

### 1. Procedures of Project Grants

Project Grants are conducted through following procedures (See “PROCEDURES OF JAPANESE GRANT” for details):

#### (1) Preparation

- The Preparatory Survey (hereinafter referred to as “the Survey”) conducted by JICA

#### (2) Appraisal

- Appraisal by the government of Japan (hereinafter referred to as “GOJ”) and JICA, and Approval by the Japanese Cabinet

#### (3) Implementation

##### Exchange of Notes

- The Notes exchanged between the GOJ and the government of the Recipient

##### Grant Agreement (hereinafter referred to as “the G/A”)

- Agreement concluded between JICA and the Recipient

##### Banking Arrangement (hereinafter referred to as “the B/A”)

- Opening of bank account by the Recipient in a bank in Japan (hereinafter referred to as “the Bank”) to receive the grant

##### Construction works/procurement

- Implementation of the project (hereinafter referred to as “the Project”) on the basis of the G/A

#### (4) Ex-post Monitoring and Evaluation

- Monitoring and evaluation at post-implementation stage

### 2. Preparatory Survey

#### (1) Contents of the Survey

The aim of the Survey is to provide basic documents necessary for the appraisal of the 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 necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant 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 an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

The contents of the original request by the Recipient are not necessarily approved in their initial form. The Outline Design of the Project is confirmed based on the guidelines of the Japanese Grant.

JICA requests the Recipient to take 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 executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

#### (2) Selection of Consultants

For smooth implementation of the Survey, JICA contracts with (a) 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 feasibility of the Project.

### 3. Basic Principles of Project Grants

#### (1) Implementation Stage

##### 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 to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the "General Terms and Conditions for Japanese Grant (January 2016)."

##### 2) Banking Arrangements (B/A) (See "Financial Flow of Japanese Grant (A/P Type)" for details)




a) The Recipient shall open an account or shall cause its designated authority to open an account under the name of the Recipient in the Bank, in principle. JICA will disburse the Japanese Grant in Japanese yen for the Recipient to cover the obligations incurred by the Recipient under the verified contracts.

b) The Japanese Grant will be disbursed when payment requests are submitted by the Bank to JICA under an Authorization to Pay (A/P) issued by the Recipient.

### 3) Procurement Procedure

The products and/or services necessary for the implementation of the Project shall be procured in accordance with JICA's procurement guidelines as stipulated in the G/A.

### 4) 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 to continue to work on the Project's implementation after the E/N and G/A.

### 5) Eligible source country

In using the Japanese Grant disbursed by JICA for the purchase of products and/or services, the eligible source countries of such products and/or services shall be Japan and/or the Recipient. The Japanese Grant may be used for the purchase of the products and/or services of a third country as eligible, if necessary, taking into account the quality, competitiveness and economic rationality of products and/or services necessary for achieving the objective of the Project. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm, which enter into contracts with the Recipient, are limited to "Japanese nationals", in principle.

### 6) Contracts and Concurrence by JICA

The Recipient will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be concurred by JICA in order to be verified as eligible for using the Japanese Grant.

### 7) Monitoring

The Recipient is required to take their initiative to carefully monitor the progress of the Project in order to ensure its smooth implementation as part of their responsibility in the G/A, and to regularly report to JICA about its status by using the Project Monitoring Report (PMR).

### 8) Safety Measures

The Recipient must ensure that the safety is highly observed during the implementation of the Project.

### 9) Construction Quality Control Meeting

Construction Quality Control Meeting (hereinafter referred to as the "Meeting") will be held for quality assurance and smooth implementation of the Works at each stage of the Works. The member of the Meeting will be composed by the Recipient (or executing agency), the Consultant, the Contractor and JICA. The functions of the Meeting are as

followings:

- a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.
- b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.

**(2) Ex-post Monitoring and Evaluation Stage**

- 1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes.
- 2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.

**(3) Others**

**1) Environmental and Social Considerations**

The Recipient shall carefully consider environmental and social impacts by the Project and must comply with the environmental regulations of the Recipient and JICA Guidelines for Environmental and Social Considerations (April, 2010).

**2) Major undertakings to be taken by the Government of the Recipient**

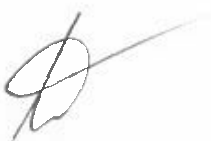
For the smooth and proper implementation of the Project, the Recipient is required to undertake necessary measures including land acquisition, and bear an advising commission of the A/P and payment commissions paid to the Bank as agreed with the GOJ and/or JICA. The Government of the Recipient shall ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the Recipient with respect to the purchase of the Products and/or the Services be exempted or be borne by its designated authority without using the Grant and its accrued interest, since the grant fund comes from the Japanese taxpayers.

**3) Proper Use**

The Recipient is required to maintain and use properly and effectively the products and/or services under the Project (including the facilities constructed and the equipment purchased), to assign staff necessary for this operation and maintenance and to bear all the expenses other than those covered by the Japanese Grant.

**4) Export and Re-export**

**The products purchased under the Japanese Grant should not be exported or re-exported from the Recipient.**



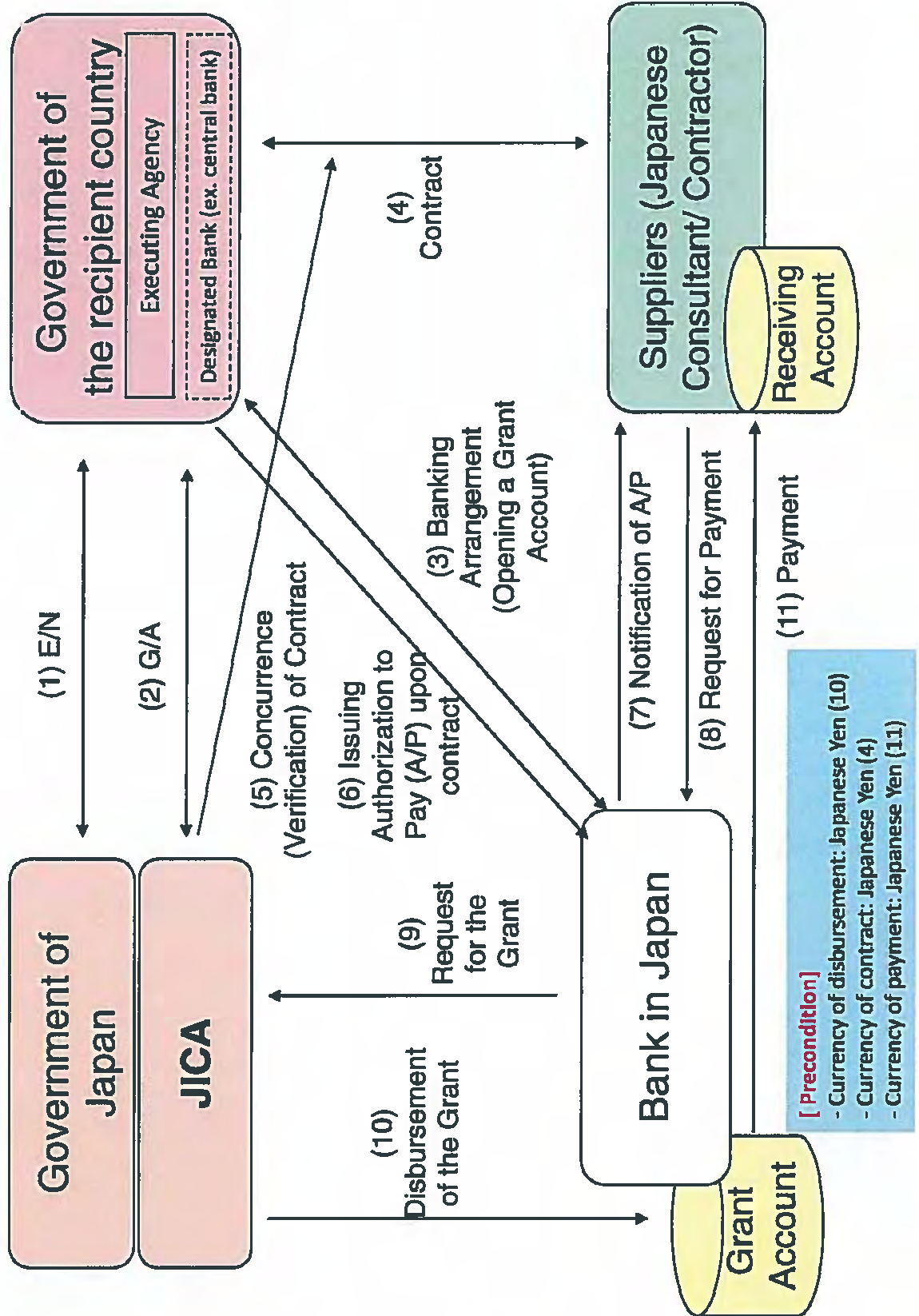
## PROCEDURES OF JAPANESE GRANT

Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost estimate		x		x	x		
2. Appraisal	(2) Preparatory Survey Explanation of draft outline design, including cost estimate, undertakings, etc.		x		x	x		
	(3) Agreement on conditions for implementation	Conditions will be explained with the draft notes (E/N) and Grant Agreement (G/A) which will be signed before approval by Japanese government	x	x (E/N)	x (G/A)			
	(4) Approval by the Japanese cabinet			x				
3. Implementation	(5) Exchange of Notes (E/N)		x	x				
	(6) Signing of Grant Agreement (G/A)		x		x			
	(7) Banking Arrangement (B/A)	Need to be informed to JICA	x					x
	(8) Contracting with consultant and issuance of Authorization to Pay (A/P)	Concurrence by JICA is required	x			x		x
	(9) Detail design (D/D)		x			x		
	(10) Preparation of bidding documents	Concurrence by JICA is required	x			x		
	(11) Bidding	Concurrence by JICA is required	x			x	x	
	(12) Contracting with contractor/supplier and issuance of A/P	Concurrence by JICA is required	x				x	x
	(13) Construction works/procurement	Concurrence by JICA is required for major modification of design and amendment of contracts.	x			x	x	
4. Ex-post monitoring & evaluation	(14) Completion certificate		x			x	x	
	(15) Ex-post monitoring	To be implemented generally after 1, 3, 10 years of completion, subject to change	x		x			
	(16) Ex-post evaluation	To be implemented basically after 3 years of completion	x		x			

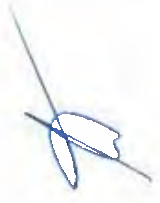
notes:

1. Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.
2. Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

# Financial Flow of Japanese Grant (A/P Type)



R



Project Implementation Schedule

	2018			2019			2020			2021			2022								
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Approval of Cabinet, Exchange Note, Grant Agreement																					
Detailed Design																					
Tender Related Services																					
Construction Supervision																					
Major Undertakings to be taken by the government of Kyrgyz Republic																					
<b>Before the Tender</b>																					
1 Approval of EIA																					
2 Banking arrangement																					
3 Issue of the agent bank (A/P) for consultant																					
4 Approval of O&M with budgetary																					
5 Lands necessary for the construction including temporary works																					
6 Utilities relocations and removals																					
7 Related permission of the construction																					
8 Submission of the project monitoring sheet																					
<b>During the Construction</b>																					
1 Issue of the Agent Bank (A/P) for contractor																					
2 Advising & payment commission																					
3 Assurance and assistance of tax exemption, customs clearance of the products on disembarkation of internal																					
4 Permission of entry and stay of Japanese and third countries persons in the Kyrgyz Republic																					
5 Tax exemption																					
6 All the expense, other than those to be borne by the																					
7 Submission of project monitoring sheet																					
8 Implementation of EMP and EMeP																					
9 Submission of environment monitoring																					
10 Implementation of social monitoring and submission of the results																					
<b>After the Project</b>																					
1 Proper and effective maintenance and use of the facilities constructed under the Grant Aid/maintenance cost operation and maintenance structure routine																					
2 Implementation of EMP and EMeP																					
3 Submission of environment monitoring																					

Note: Above items regarding major undertaking items correspond to the items in tables of Annex 5



## Major Undertakings to be taken by the Government of Kyrgyz Republic

## 1. Specific obligations of the Government of Kyrgyz Republic which will not be funded with the Grant

## (1) Before the Tender

NO	Items	Deadline	In charge	Estimated Cost (USD) (KGS)
1	To approve EIA	until April, 2018	SAEPF	
2	To open Bank Account (Banking Arrangement (B/A))	within 1 month after G/A	MOTR	8,200 (591,100)
3	To issue A/P to a bank in Japan (the Agent Bank) for the payment to the consultant	within 1 month after G/A	MOTR	
4	To approve the operational and maintenance plan for the Project with budgetary	before start of the construction	MOTR	
5	To secure the following lands 1) project site 2) temporary construction yard and stockyard near the Project area 3) borrow pit and disposal site near the Project area	before notice of the tender document	MOTR	
6	To clear, level and reclaim the following sites - electric poles and wires, telephone poles and cables, water pipes, sewerpipes, optical fiber cables, road signs, trees etc.	before notice of the tender document	MOTR	20,000 (1,441,600)
7	To obtain the planning, zoning, building permission, traffic control permission, detour permission, construction permission in river, earthwork permission	before notice of the tender document	MOTR	
8	To submit Project Monitoring Report (with the result of Detail Design)	before notice of tender	MOTR	

(2) During the Project Implementation

NO	Items	Deadline	In charge	Estimated Cost (USD)	Ref.
1	To issue A/P to a bank in Japan (the Agent Bank) for the payment to the Supplier(s)	within 1 month after the signing of the contracts	MOTR		
2	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	within 1 month after the signing of the contract	MOTR		
	2) Payment commission for A/P	every payment	MOTR		
3	To ensure prompt customs clearance and to assist the Suppliers with internal transportation in the country of the Recipient	during the Project	MOTR		
	1) Tax exemption and customs clearance of the products at the port of disembarkation	during the Project	MOTR		
	2) Internal transportation from the port of disembarkation of the project	during the Project	MOTR		
4	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 such facilities as may be necessary for their entry into the country of the Recipient and stay therein for the performance of their work	during the Project	MOTR		
5	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 service be exempted	during the Project	MOTR		
6	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	during the Project	MOTR		
7	To submit Project Monitoring Report	every month	MOTR		
8	To implement EMP and EMoP	during the construction	MOTR		
9	To submit results of environmental monitoring to JICA, by using the monitoring form on a quarterly basis as a part of Project Monitoring Report	during the construction	MOTR		
10	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	for two years after land acquisition complete	MOTR		

(3) After the Project

NO	Items	Deadline	In charge	Estimated Cost (USD) (KGS)
1	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grand Aid 1) Allocation of maintenance cost 2) Operation and maintenance structure 3) Routine check/Periodic inspection	After completion of the construction	MOTR	2,520/year (181,700/year)
2	To implement EMP and EMoP	for a period based on EMP and EoMP	MOTR	45,500 (3,729,500)
3	To submit results of environmental monitoring to JICA, by using the monitoring form, semiannually - The period of environmental monitoring may be extended of any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the arrangement between MOTR and JICA.	for three years after the Project	MOTR	

2. Other obligations of the Government of Kyrgyz Republic funded with the Grant

NO	Items	Deadline	Amount (Million Japanese Yen)*
1	To construct roads/bridge Reconstruction of the bridge Construction of the approach roads and riverbank and riverbed protection Demolition of existing bridges Marin transportation of the products from Japan to the country of the Recipient Internal transportation from the port of disembarkation to the project site		
2	To implement detailed design, tender support and construction supervision (Consulting Service)		
3	Contingency		
	Total		

\*The Amount is provisional, confidential and subject to the approval of the Government of Japan

## Tax Refund and Exemption Procedure

### Outline of Tax Exemption Procedures

Tax Exemption Procedures are implemented before implementation of the Project. Ministry of Transport and Roads shall timely initiate and implement Tax Exemption Procedures regarding this Project.

Following are legal base for the Tax Exemption Procedures:

1. AGREEMENT BETWEEN THE GOVERNMENT OF JAPAN AND THE KYRGYZ REPUBLIC ON SCIENTIFIC AND TECHNOLOGICAL CO-OPERATION, 6th day of October 2004
2. REGULATION on the procedure of exemption of taxes, duties and other payments in the frame of implementation of international treaties and other agreements to which Kyrgyz is a party, N 155 12 April 2011

Following is the general outline of Tax Exemption Procedures:

1. Ministry of Transport and Roads will draft a tax exemption bill and after obtaining the approval of the Prime Minister's Office based on the E / N (draft) and G / A (draft), and after coordinating with relevant ministries and agencies, submit it to the Jogorku Kenesh (Parliamentary)
2. The parliamentary approval takes a standard 90 days, but it will be held in about one month if requested
3. After parliamentary resolution, the bill will be approved by the president's signature. The Ministry of Economy will issue tax exemption letter to Ministry of Transport and Roads, Ministry of Foreign Affairs, Tax office, Customs office
4. Ministry of Transport and Roads provides the tax exemption letter including the tax exemption list, the name of the project, the procurement documents by Japanese contractor, and the tax exemption application is made to the Ministry of Economy
5. The Ministry of Economy conducts an examination and makes notification to the tax office / customs office. This will take about two weeks.

Following is a list of expected but not limited taxes types

Activity	Tax Rate	Tax Exemption
Temporary Importation of equipment and components for use on the project	Varies depending on type of equipment	Exempted by the tax exemption bill and the tax exemption letter.
Purchases of local goods and services for use on the project	Value Added Tax 12%	Exempted by the tax exemption bill and the tax exemption letter.

Activity	Tax Rate	Tax Exemption
Engagement of local contractors	10% from Net income	Exempted by the tax exemption bill and the tax exemption letter.

\* Goods and services imported from the Eurasian Economic Union countries are exempted from import taxes, based on The Treaty on the Eurasian Economic Union of May 29, 2014

\* In case if fuel materials are procured from the local supplier, the local supplier would not be exempted from fuel taxes.

**Project Monitoring Report**  
**on**  
**Project Name**  
**Grant Agreement No. XXXXXXX**  
 20XX, Month

**Organizational Information**

<b>Signer of the G/A (Recipient)</b>	Person in Charge <u>(Designation)</u> _____ Contacts <u>Address:</u> _____ <u>Phone/FAX:</u> _____ <u>Email:</u> _____
<b>Executing Agency</b>	Person in Charge <u>(Designation)</u> _____ Contacts <u>Address:</u> _____ <u>Phone/FAX:</u> _____ <u>Email:</u> _____
<b>Line Ministry</b>	Person in Charge <u>(Designation)</u> _____ Contacts <u>Address:</u> _____ <u>Phone/FAX:</u> _____ <u>Email:</u> _____

**General Information:**

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




**1: Project Description**

**1-1 Project Objective**

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**1-2 Project Rationale**

- Higher-level objectives to which the project contributes (national/regional/sectoral policies and strategies)
- Situation of the target groups to which the project addresses

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**1-3 Indicators for measurement of "Effectiveness"**

Quantitative indicators to measure the attainment of project objectives		
Indicators	Original (Yr )	Target (Yr )
Qualitative indicators to measure the attainment of project objectives		

**2: Details of the Project**

**2-1 Location**

Components	Original <i>(proposed in the outline design)</i>	Actual
1.		

**2-2 Scope of the work**

Components	Original* <i>(proposed in the outline design)</i>	Actual*
1.		

Reasons for modification of scope (if any).

(PMR)
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**2-3 Implementation Schedule**

Items	Original		Actual
	<i>(proposed in the outline design)</i>	<i>(at the time of signing the Grant Agreement)</i>	

Reasons for any changes of the schedule, and their effects on the project (if any)

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**2-4 Obligations by the Recipient**

**2-4-1 Progress of Specific Obligations**  
 See Attachment 2.

**2-4-2 Activities**  
 See Attachment 3.

**2-4-3 Report on RD**  
 See Attachment 11.

**2-5 Project Cost**

**2-5-1 Cost borne by the Grant(Confidential until the Bidding)**

Components			Cost (Million Yen)	
	Original <i>(proposed in the outline design)</i>	Actual <i>(in case of any modification)</i>	Original <sup>1)2)</sup> <i>(proposed in the outline design)</i>	Actual
1.				
Total				

Note: 1) Date of estimation:  
 2) Exchange rate: 1 US Dollar = Yen

**2-5-2 Cost borne by the Recipient**

Components			Cost (1,000 Taka)	
	Original <i>(proposed in the outline design)</i>	Actual <i>(in case of any modification)</i>	Original <sup>1)2)</sup> <i>(proposed in the outline design)</i>	Actual
1.				



Note: 1) Date of estimation:  
2) Exchange rate: 1 US Dollar =

Reasons for the remarkable gaps between the original and actual cost, and the countermeasures (if any)

(PMR)

**2-6 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.

<b>Original (at the time of outline design)</b> name: role: financial situation: institutional and organizational arrangement (organogram): human resources (number and ability of staff):
<b>Actual (PMR)</b>

**2-7 Environmental and Social Impacts**

- The results of environmental monitoring based on Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- The results of social monitoring based on in Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- Disclosed information related to results of environmental and social monitoring to local stakeholders (whenever applicable).

**3: Operation and Maintenance (O&M)**

**3-1 Physical Arrangement**

- Plan for O&M (number and skills of the staff in the responsible division or section, availability of manuals and guidelines, availability of spareparts, etc.)

<b>Original (at the time of outline design)</b>
<b>Actual (PMR)</b>

**3-2 Budgetary Arrangement**

- Required O&M cost and actual budget allocation for O&M

**Original (at the time of outline design)**

Actual (PMR)

**4: Potential Risks and Mitigation Measures**

- Potential risks which may affect the project implementation, attainment of objectives, sustainability
- Mitigation measures corresponding to the potential risks

**Assessment of Potential Risks (at the time of outline design)**

Potential Risks	Assessment
1. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact
	Mitigation Measures:
	Action required during the implementation stage:
2. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact
	Mitigation Measures:
	Action required during the implementation stage:
3. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact
	Mitigation Measures:
	Action required during the implementation stage:

	Contingency Plan (if applicable):
<b>Actual Situation and Countermeasures</b>	
(PMR)	

**5: Evaluation and Monitoring Plan (after the work completion)**

**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.

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**5-3 Monitoring Plan of 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.

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Attachment

1. Project Location Map
  2. Specific obligations of the Recipient which will not be funded with the Grant
  3. Monthly Report submitted by the Consultant
- Appendix - Photocopy of Contractor's Progress Report (if any)
- Consultant Member List
  - Contractor's Main Staff List
4. Check list for the Contract (including Record of Amendment of the Contract/Agreement and Schedule of Payment)
  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) (PMR (final) only)
  8. Pictures (by JPEG style by CD-R) (PMR (final) only)
  9. Equipment List (PMR (final) only)
  10. Drawing (PMR (final) only)
  11. Report on RD (After project)



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Monitoring sheet on price of specified materials

1. Initial Conditions (Confirmed)

Items of Specified Materials	Initial Volume A	Initial Unit Price (¥) B	Initial total Price C=A×B	1% of Contract Price D	Condition of payment	
					Price (Decreased) E=C-D	Price (Increased) F=C+D
Item 1	●●t	●	●	●	●	●
Item 2	●●t	●	●	●		
Item 3						
Item 4						
Item 5						

2. Monitoring of the Unit Price of Specified Materials

(1) Method of Monitoring : ●●

(2) Result of the Monitoring Survey on Unit Price for each specified materials

Items of Specified Materials	1st month, 2015	2nd month, 2015	3rd month, 2015	4th	5th	6th
Item 1	●	●	●			
Item 2						
Item 3						
Item 4						
Item 5						

(3) Summary of Discussion with Contractor (if necessary)

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**Report on Proportion of Procurement (Recipient Country, Japan and Third Countries)  
(Actual Expenditure by Construction and Equipment each)**

	Domestic Procurement (Recipient Country) A	Foreign Procurement (Japan) B	Foreign Procurement (Third Countries) C	Total D
Construction Cost	(A/D%)	(B/D%)	(C/D%)	
Direct Construction Cost	(A/D%)	(B/D%)	(C/D%)	
others	(A/D%)	(B/D%)	(C/D%)	
Equipment Cost	(A/D%)	(B/D%)	(C/D%)	
Design and Supervision Cost	(A/D%)	(B/D%)	(C/D%)	
Total	(A/D%)	(B/D%)	(C/D%)	

Environmental Checklist

Annex B

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
1 Permits and Explanation	(1) EIA and Environmental Permits	(a) Have EIA reports been already prepared in official process?	(a) Y	(a) EIA report has been prepared by conducting environmental impact assessment in accordance with Kyrgyz's EIA implementation regulations and JICA guidelines. (b) The EIA report was submitted to SAFEFF in the middle of March and currently under review. (c) The examination of EIA report will finish at the end of April, 2018. (d) Local administration will implement tree cutting prior to bidding. It is necessary to obtain approval from the Tjbas Regional Environmental Protection Department for tree cutting plans.
		(b) Have EIA reports been approved by authorities of the host country's government?	(b) N	
	(c) Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied?	(c) -		
(d) In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?	(d) N			
	(2) Explanation to the Local Stakeholders	(a) Have comments of the project and the potential impacts been adequately explained to the Local stakeholders based on appropriate procedures, including information disclosure? Is understanding obtained from the Local stakeholders? (b) Have the comment from the stakeholders (such as local residents) been reflected to the project design?	(a) Y (b) Y	(a) Contents of the project and the potential impacts were explained to local stakeholders at public consultation meeting, and understanding was obtained from the local stakeholders. (b) Comments from the local residents were recorded in minutes of meeting and reflected to the project design.
	(3) Examination of Alternatives	(a) Have alternative plans of the project been examined with social and environmental considerations?	(a) Y	(a) Three routes (A-C) other than zero option are considered from the point of stream condition, road alignment, workability, environmental and social impact, construction cost, etc. As a result, route C was selected by reason that stream condition is relatively stable in the future, the sharp curve can be improved sufficiently and high accident prevention effect can be expected, and workability and construction cost are also good.
	(1) Air Quality	(a) Is there a possibility that air pollutants emitted from the project related sources, such as vehicles traffic will affect ambient air quality? Does ambient air quality comply with the country's air quality standards? Are any mitigating measures taken? (b) If air quality already exceed country's standards near the route, is there a possibility that the project will make air pollution worse?	(a) Y (b) Y	(a) Tentatively air quality is expected to deteriorate because of the emission gas arising from construction machinery and vehicles during construction. Monitoring will be conducted and measures to mitigate the impact will be taken. (b) As a result of the baseline survey, air quality of project site shows below environmental standards. At operation stage, emission gas arising from vehicles is expected to affect air quality due to the increase of traffic volume. On the other hand, impact of dust will be mitigated because of the improvement of road surface.
2 Pollution Control	(2) Water Quality	(a) Is there a possibility that soil runoff from the bare lands resulting from earthmoving activities, such as cutting and filling will cause water quality degradation in downstream water areas? (b) Is there a possibility that surface runoff from roads will contaminate water sources, such as groundwater? (c) Is there a possibility that the project will contaminate water sources, such as well water?	(a) N (b) N (c) N	(a) Earth cutting is not planned. Large scale soil runoff which will deteriorate the water quality in the downstream is not assumed since the embankment area is protected by removed turf etc... (b)(c) Since drainage from the road surface is drained to the river, it does not contaminate water sources of groundwater and wells.
		(3) Wastes	(a) Y	(a) Drilling earth generated by the construction of bridge pier will be disposed at the approved disposal site.

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Environmental Checklist

Annex 8

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(4) Noise and Vibration	(a) Do noise and vibrations from the vehicle traffic comply with the country's standards? (b) Do low frequency sound from the vehicle traffic comply with the country's standards?	(a) Y (b) Y	(a) Due to the increase of traffic volume, noise level is assumed to deteriorate. Monitoring will be conducted and measures to mitigate the impact will be taken if noise and vibration level exceed the environmental standard. (b) Sensitive facilities such as schools and hospitals are not exist around project site. Since the distance from the end of the bridge to the residential area is more than 100 m, the influence of low frequency sound is not assumed. In addition, standard of low frequency sound is not set in Kyrgyz.
	(1) Protected Areas	(a) Is the project site located in protected areas designated by the country's laws or international treaties and conventions? Is there a possibility that the project will affect the protected areas?	(a) N	(a) The project site is not located in protected areas and does not affect the protected areas as project site is far enough away from the protected areas.
	(2) Ecosystem	(a) Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)? (b) Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions? (c) If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem? (d) Are adequate protection measures taken to prevent impacts, such as disruption of migration routes, habitat fragmentation, and traffic accident of wildlife and livestock? (e) Is there a possibility that installation of bridges and access roads will cause impacts, such as destruction of forest, poaching, desertification, reduction in wetland areas, and disturbance of ecosystems due to introduction of exotic (non-native invasive) species and pests? Are adequate measures for preventing such impacts considered? (f) Is there a possibility that the changes in water flows due to the project will adversely affect aquatic environments in the river? Are adequate measures taken to reduce the impacts on aquatic environments, such as aquatic organisms?	(a) N (b) N (c) N (d) Y (e) N (f) N	(a) The project site does not encompass primeval forests, tropical rain forests, ecologically valuable habitats. (b) The project site does not encompass the protected habitats of endangered species. (c) Significant ecological impacts are not anticipated. (d) Bridge and road design was carried out considering the movement of livestock. (e) This project is reconstruction and improvement of existing roads and bridges, and significant impact on ecosystem is not expected. (f) River channel transition is expected but impact to ecosystem is not serious because there are few aquatic organisms living in the project site.
3 Natural Environment	(3) Hydrology	(a) Is there a possibility that hydrologic changes due to the installation of structures will adversely affect surface water and groundwater flows?	(a) N	(a) River channel transition is expected due to the demolition of existing bridge at the time of flooding, but serious impact is not expected since river channel transition is already assumed in the project plan.

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Environmental Checklist

Annex 8

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(4) Topography and Geology	<p>(a) Is there any soft ground on the route that may cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides, where needed?</p> <p>(b) Is there a possibility that civil works, such as cutting and filling will cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides?</p> <p>(c) Is there a possibility that soil runoff will result from cut and fill areas, waste soil disposal sites, and borrow sites? Are adequate measures taken to prevent soil runoff?</p>	<p>(a) N (b) N (c) N</p>	<p>(a) The ground of the route is firm and there are no soft ground. (b) Earth cutting is not planned. Embankment is properly constructed and appropriate measures such as surface drainage and protection work etc. are taken. (c) Appropriate measures such as surface drainage and protection work etc. are taken. Besides, manager of the soil-dumping site and borrow pit shall take necessary measures to prevent sediment runoff.</p>
4 Social	(1) Resettlement	<p>(a) Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement?</p> <p>(b) Is adequate explanation on compensation and resettlement assistance given to affected people prior to resettlement?</p> <p>(c) Is the resettlement plan, including compensation with full replacement costs, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement?</p> <p>(d) Is the compensations going to be paid prior to the resettlement?</p> <p>(e) Is the compensation policies prepared in document?</p> <p>(f) Does the resettlement plan pay particular attention to vulnerable groups or people, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples?</p> <p>(g) Are agreements with the affected people obtained prior to resettlement?</p> <p>(h) Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan?</p> <p>(i) Are any plans developed to monitor the impacts of resettlement?</p> <p>(j) Is the grievance redress mechanism established?</p>	<p>(a) N (b) - (c) - (d) - (e) - (f) - (g) - (h) - (i) - (j) Y</p>	<p>(a) Private land acquisition and involuntary resettlement are not necessary. (b) - (c) - (d) - (e) - (f) - (g) - (h) - (i) - (j) Grievance redress mechanism is established just in case although private land acquisition and involuntary resettlement are not necessary</p>



Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)	
Environment	(2) Living and Livelihood	(a) Where bridges and access roads are newly installed, is there a possibility that the project will affect the existing means of transportation and the associated workers? Is there a possibility that the project will cause significant impacts, such as extensive alteration of existing land uses, changes in sources of livelihood, or unemployment? Are adequate measures considered for preventing these impacts?	(a) N	(a) This project is reconstruction and improvement of existing bridge and road. (b) There are no possibility that the project will adversely affect the living conditions of the inhabitants. (c) There is a possibility that infectious diseases such as HIV/AIDS spread due to the inflow of construction workers into the Project site during construction. Drug consumption is strictly prohibited and advocacy work for HIV/AIDS prevention and control will be implemented. (d) Negative impact to the traffic condition is expected by moving of construction machinery and speed limit near the Project site. Approval with traffic police is obtained and road signs and information boards is installed properly. (e) Project will not impede the movement of inhabitants because existing bridge is utilized during construction and it will be demolished after opening of new bridge. (f) New bridge will not cause a sun shading and radio interference.	
		(b) Is there any possibility that the project will adversely affect the living conditions of the inhabitants other than the target population? Are adequate measures considered to reduce the impacts, if necessary?	(b) N		
		(c) Is there any possibility that diseases, including infectious diseases, such as HIV will be brought due to immigration of workers associated with the project? Are adequate considerations given to public health, if necessary?	(c) Y		
		(d) Is there any possibility that the project will adversely affect road traffic in the surrounding areas (e.g., increase of traffic congestion and traffic accidents)?	(d) Y		
	(3) Heritage	(e) Is there any possibility that project will impede the movement of inhabitants?	(e) N		
		(f) Is there any possibility that bridges will cause a sun shading and radio interference?	(f) N		
4 Social Environment	(4) Landscape	(a) Is there a possibility that the project will damage the local archeological, historical, cultural, and religious heritage? Are adequate measures considered to protect these sites in accordance with the country's laws? (b) Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?	(a) N (b) N	(a) No cultural heritage does exist around the Project site. (a) Although there are no particular landscapes to be considered, since the impact on the landscape due to the cutting of the trees is assumed, the affected trees are transplanted as much as possible, and greening plan is considered for river dike.	
	(5) Ethnic Minorities and Indigenous Peoples	(a) Are considerations given to reduce impacts on the culture and lifestyle of ethnic minorities and indigenous peoples? (b) Are all of the rights of ethnic minorities and indigenous peoples in relation to land and resources respected?	(a) N (b) N	(a)(b) Kyrgyz is multiethnic country and ethnic minority exist in project site. But impact to the ethnic minority and indigenous minority is not assumed because this project is reconstruction of existing road and bridge.	
	(6) Working Conditions	(a) Is the project proponent not violating any laws and ordinances associated with the working conditions of the country which the project proponent should observe in the project?	(a) Y	(a) Y	(a) Compliance with laws and regulations is a first priority issue and consideration should be given to construction supervision.
		(b) Are tangible safety considerations in place for individuals involved in the project, such as the installation of safety equipment which prevents industrial accidents, and management of hazardous materials?	(b) Y	(b) Y	(b) Contractors appropriately implement safety considerations concerning occupational accident prevention.
		(c) Are intangible measures being planned and implemented for individuals involved in the project, such as the establishment of a safety and health program, and safety training (including traffic safety and public health) for workers etc.?	(c) Y	(c) Y	(c) Contractors prepare safety and health plans, and implement safety education for workers.
		(d) Are appropriate measures taken to ensure that security guards involved in the project not to violate safety of other individuals involved, or local residents?	(d) Y	(d) Y	(d) Contractors thoroughly instruct security personnel and supervise them not to violate the safety of the project stakeholders and local residents. Countermeasures and penalties in case of accident by security personnel are prepared in advance.

Environmental Checklist

Annex 8

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
5 Others	(1) Impacts during Construction	(a) Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)? (b) If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts? (c) If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?	(a) Y (b) Y (c) Y	(a) Environmental management plan is prepared as mitigation measures for the impacts during construction. (b) Serious impact to the surrounding ecosystem is not expected since no endangered species and valuable species observed at project site. Trees cut down to the minimum necessary, transplant as much as possible, and obtain permission from local authorities on tree cutting plan. (c) Involuntary resettlement is not necessary and influence on social environment is small. (d) Draft Environmental Monitoring Plan (EMoP) by MOTR was developed during construction and first 2 years of operation stage. MOTR agreed the implementation of monitoring. (e) Draft EMoP was developed referring similar cases and taking into consideration the characteristics of the project site and legislations. Draft EMoP will be reexamined as necessary at the time of detailed design. (f) MOTR agreed the implementation of monitoring. Environmental personnel will be assigned and implement environmental monitoring. (g) MOTR will carry out monitoring quarterly during construction and biannually at operation stage, then compile the result and report to SAIEPP/ JICA with project progress report.
	(2) Monitoring	(a) Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts? (b) What are the items, methods and frequencies of the monitoring program? (c) Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)? (d) Are any regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities?	(a) Y (b) Y (c) Y (d) Y	(a) This project includes the improvement of road and protection dike, pertinent items described in the Roads and River checklist was checked. (b) This project does not include installation of power transmission lines and/or electric distribution facilities
6 Note	Reference to Checklist of Other Sectors	(a) Where necessary, pertinent items described in the Roads, Railways and Forestry Project checklist should also be checked (e.g., projects including large areas of deforestation). (b) Where necessary, pertinent items described in the Power Transmission and Distribution Lines checklist should also be checked (e.g., projects including installation of power transmission lines and/or electric distribution facilities).	(a) Y (b) N	(a) Regarding global warming, CO2 emission is expected to increase due to the increase of traffic volume. On the other hand, CO2 emission per vehicle is likely to reduce since CO2 emission goes down due to the proper travel speed, and in the long run, the volume of CO2 emission is expected to decrease.
	Note on Using Environmental Checklist	(a) If necessary, the impacts to transboundary or global issues should be confirmed (e.g., the project includes factors that may cause problems, such as transboundary waste treatment, acid rain, destruction of the ozone layer, or global warming).	(a) Y	

1) Regarding the term "Country's Standards" mentioned in the above table, in the event that environmental standards in the country where the project is located diverge significantly from international standards, appropriate environmental considerations are required to be made.  
In cases where local environmental regulations are yet to be established in some areas, considerations should be made based on comparisons with appropriate standards of other countries (including Japan's experience).  
2) Environmental checklist provides general environmental items to be checked. It may be necessary to add or delete an item taking into account the characteristics of the project and the particular circumstances of the country and locality in which the project is located.

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