

TACIS Regional 2004 TRACECA Programme

Rehabilitation of Caucasian Highways Azerbaijan Quarterly Technical report

*Segment 2 for Project Component II: Construction Supervision of Ganja
to Gazakh - Highway Lot №1 Contract CW2002-1 and Lot №2 Contracts
CW2003-1 to CW2003-4*

Quarterly Progress Report

June 2004 – QPR4/2004/AZ



This project is funded by
The European Union



A project implemented by
Louis Berger SA Paris France

Contents

		Page
I.	Segment 2 for Project Component II: Construction Supervision of Ganja to Gazakh - Highway Lot 1 Contract CW2002-1	2
1.1.	Cover page	3
1.2.	Project synopsis	3
1.3.	Monthly progress report	4
II.	Segment 2 for Project Component II: Construction Supervision of Ganja to Gazakh - Highway Lot 2 Contracts CW2003-1 to CW2003-4	17
A.	Contracts CW2003-1 and CW2003-2	18
A.2.1.	Cover page	18
A.2.2.	Project synopsis	18
A.2.3.	Monthly progress report	19
B.	Contracts CW2003-3 and CW2003-4	34
B.2.1.	Cover page	34
B.2.2.	Project synopsis	34
B.2.3.	Monthly progress report	35
III.	General	47
3.1.	Consultant's Management staff organogramme	48
3.2.	Management Meetings and Correspondence	48
3.3.	Daily Weather records	49
3.4.	Environmental	50
3.5.	Safety on Projects	51
3.6.	Guest visiting the Projects	52

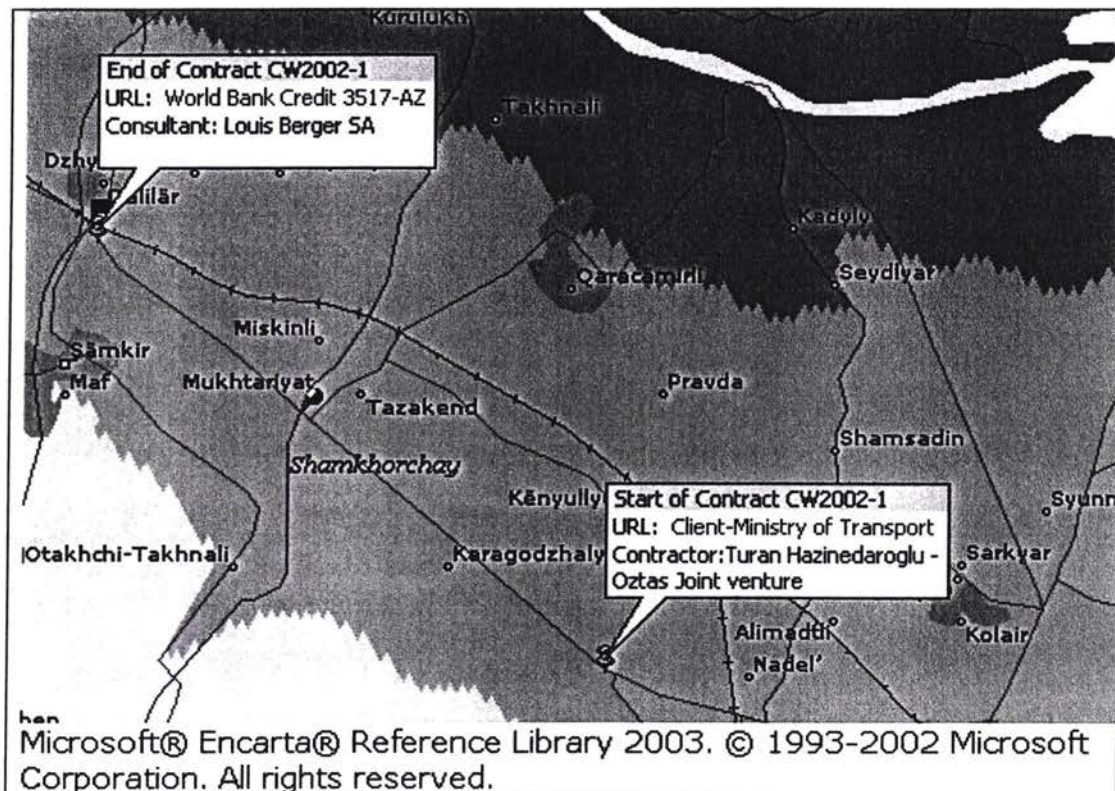
EC Service Contractor's
EC Delegation
TACIS Bureau (Task Manager)
	Name	Signature	Date

Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for Project Component II:

Construction Supervision of Ganja to Shemkir - Highway

Contract CW2002-1



1.3. Monthly Progress Report

1.3.1. General

This section of the Project covers the supervision of the Rehabilitation and Upgrading of the Ganja-Shemkir section of the Azerbaijan Highway Project Contract CW 2002-1. The project is organised in the standard International format using the General Conditions of Contract as issued by the World Bank for projects under \$10,000,000. The works were designed in coordination with Azeravtoyol by a consortium composed of Kocks Consult GMBH (Germany) BCEOM (France) and Finnroad Ltd (Finland). The supervision of the Works Contract forms part of the Rehabilitation of Caucasian Highways Azerbaijan Georgia and Armenia Contract Number EUROPEAID/113179/C/SV/MULTI and is carried out by Louis Berger SA of Paris France. The project is funded by means of a credit from the International Development Association (IDA), or the World Bank. A Project Implementation Unit attached to Azeravtoyol controls the project on behalf of the Employer. A list of the Key Personal is presented below.

Table 3

Funding Agent	International Development Association The World Bank 1818 H Street, NW Washington, DC 20433, USA
Mr. George Tharakan	Lead Transport Specialist Infrastructure and Energy Service Department Europe and Central Asia Region
Employer	Azerbaijan Republic Ministry of Transport "Yolnegliyatservis" address: Prospect Tbilisi 10/54 The Ministry of Transport Tel: 99412 930192 Fax: 99412 315655
Mr. Cavid Gurbanov Gamber	Chief of the Department
Project Implementation Unit	72/4 Uzeyir Hajibeyov Street 370010 Baku
Mr. A. Gojayev	Director
EUROPEAID EC Brussels	
Mr. E. Dalamangas	Project Manager
Service Supervision Contractor	
Louis Berger SA	Murcure III 55Bis Quai de Grenelle Paris 75015
R. Degheim	Team Leader/ Project Manager
S. I. Dotchev	Project Manager's Representative, Resident Engineer
Contractor	Turan Hazinedaroglu Joint Venture
T. Uslu	Project Manager

1.3.2. Project Data

Table 4

Works Contract CW 2002-1	
Works Tender Opened	14 th May 2002
Contract Awarded	30 th December 2002 by IDA
Letter of Acceptance Issued	24 th March 2003
Contract Agreement Signed	April 9 th 2003
Tender Amount	28,749,462,180.50 AZM
Contract Amount Article 15.3	29,903,403,179.00 AZM
Contract Start Date	21 st April 2003
Original Contract Completion Date	21 st July 2004
Extended Completion Date	21 st October 2004
Defects Liability Period	365 days
1 st Works Programme received	18 th April 2003
Last revision of Works Programme	8 th May 2004
Value of Works to date as per IPCs	13,801,253,178.00 AZM

Value of Works to date	AZM 14,288,750,244.80
Value of Works to date (%)	48%
Variations	Variation order №1 - Extension of 3 months without additional cost to the Project
Advance Payment Received – 20%	5,980,680,936.00 AZM
Repayments made	1,932,092,890.00 AZM
Delays	One month
Claims	No new claims to date
Time elapsed to date	437 days
Time remaining to date	113 days

1.3.3. Progress report

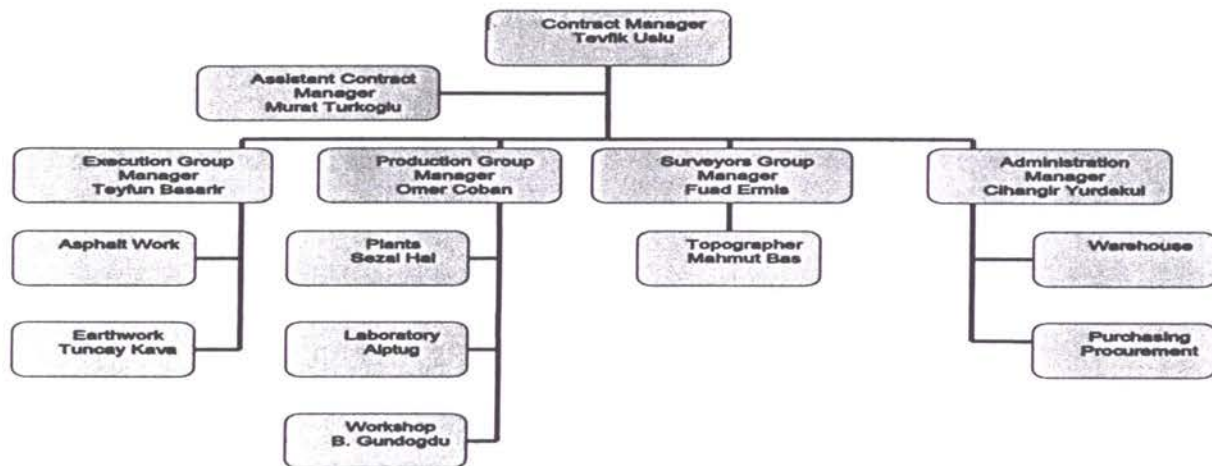
1.3.3.1. Status of the Contract

Since start (April 21, 2003) the Contractor have been on site 437 days or 79.45% of the Contractual time and to date are remaining 113 days or 20.55% of the Contractual time to the extended Completion date (October 21, 2004)

1.3.3.1.1. Contractor's staff

1.3.3.1.1.1. Management organogramme

Figure 1

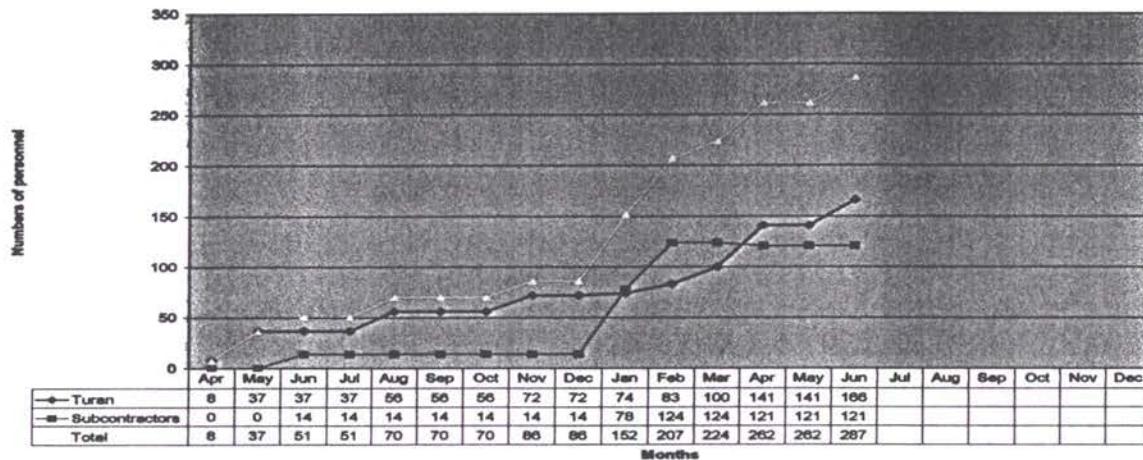


1.3.3.1.1.2. Personnel staff employed

Contractor at present have employed for purpose of construction on this Project 166 people from his own staff and additional 121 people from the Subcontractors. Total personnel on site are 287 (90 locals, 76 non locals including 47 foreigners)

Figure 2

Contract CW2002-1 - Personnel staff movements



1.3.3.1.2. Contractor's machinery and equipment

Contractor has employed this month machinery and equipment for execution of this Project as follows:

Table 5

Item	Description	Model and capacity	Unit	For Project	Available	Work day
1	Asphalt Plant		no	1	1	30
2	Batch Plant for Sub-base	GMS,400t/h	no	1	1	30
3	Crusher and Sorter	NACE,250t/h	no	1	1	30
4	Scale	ESIT,100t	no	1	1	30
5	Generators	FIAT,50kW	no	1	3	30
6	Cut-Back Plant for MC CSSS-1		no	0	1	30
6	Asphalt and Sub-base Paver		no	3	2	30
7	Rubber Banded Asphalt Roller		no	2	2	30
8	Steel Banded Asphalt Roller		no	3	3	30
9	Rolley Tank		no	5	2	30
10	Distributor for Bitumen		no	1	1	30
11	Graders	CAT140G/H,Champion	no	6	1	30
12	Bulldozers	CAT D7-G,D7-R,D9-L	no	3	3	30
13	Excavators	CAT315/325/Fiat-Hitachi	no	3	3	30
14	Loaders	CAT950/938/966	no	5	5	30
15	Backhoe loader	EFERMEC	no	1	1	30
16	Vibratory Rollers	BOMAG212, 16t.	no	4	3	30
17	Water Distributor		no	3	3	30
18	Trailer for carrying Equipments		no	2	1	30
19	Trucks	BMC/DODGE/FORD/IVECO/KAMAZ-10/15t	no	25	45	30
Subcontractors						
1	Concrete Batch Pant		no	1	1	30
2	Trans-Mixer		no	4	4	30
3	Excavator		no	3	3	30
4	Small Type Excavator		no	1	1	30
5	Dump Trucks		no	10	10	30
6	Crane		no	4	4	30
7	Vibratory Roller (steel banded)		no	1	1	30
8	Vibratory Rollers for backfill		no	2	2	30
9	Trucks		no		15	30

1.3.3.1.3. Contractor's Work programme

The Contractor last revised programme has been submitted May 8th2004

Figure 3

1.3.3.3. Project progress summary

The Volume of Works done to June 30th 2004 represents a 48% from the Revised Contract value.

1.3.3.3.1. Work Progress on structures

1.3.3.3.1.1. Progress on culverts

Table 7

No	Chainage		Type	Size m	Length m	Gradient	Repair Date	Work done to structures	Replace Date	Note	
	Project	Shop draw.						Extent Date			
a	b	c	d	e	r	s	f	g	J	i	
1e	0+002	0+002	Box	2x2	49.94	0.014				work on	Extra
2e	0+766	0+764	Box	1,5x1,5	26.85	0.032					
3e	1+371	1+369	Box	2x2	38	0.035					Extra
4e	1+559	1+558	Pipe	1	35.00	0.012					Extra
5e	1+922	1+920	Box	2x2	31.65	0.021					Extra
6e	2+173	2+171	Pipe	1	60	0.02					Extra
7e	2+370	2+368	Box	2(2x2)	39.62	0.02					Extra
8e	3+190	3+187	Pipe	1	50	0.008					Extra
9e	3+248	3+246	Pipe	1	50	0.013					Extra
10e	3+643	3+641	Pipe	1	40	0.035					Extra
11e	3+759	3+757	Pipe	1	25.2	0.026					Extra
12e	3+866	3+863	Pipe	1	25.2	0.038					Extra
	4+020	4+020	Box	4,0x2,1	29.81	0.037					Animal crossing
13e	4+073	4+024	Pipe	1	35.24	0.037					Extra
14e	4+121	4+118	Pipe	1	36.6	0,004	17/08/2003				
	4+220	4+220	Pipe	1.20	30	0.003					
15e	4+362	4+360	Pipe	1	22.4		11/08/2003			work on	
16e	4+616		Pipe	1							Extra (deleted)
17e	4+783	4+781	Pipe	1	25.77	0,020	20/08/2003				
18e	4+866	4+863	Pipe	1	25.51	0,017	26/07/2003				
	4+950		Box	2x2							deleted
20e	5+009	5+008	Pipe	1,5x1,5	35.03	0.024					Extra
21e	6+124		Pipe	1							Extra (deleted)
	6+150	6+122	Box	4,0x2,5	24.2	0.083					Animal crossing
23e	6+406	6+404	Pipe	1	24.8	0,008	29/07/2003				
24e	6+741	6+739	Pipe	1	20.08	0.037	21/07/2003				
25e	6+826	6+826	Pipe	1	20.57	0,027	17/07/2003				
26e	7+350	7+350	Pipe	1	22.47	0,010	16/07/2003				
27e	7+564	7+562	Pipe	1	21.95	0,015					Extra
28e	7+889	7+889	Pipe	1	37.78	0,015	25/08/2003				
29e	8+337	8+316	Pipe	1	25.15	0,015					Extra
30e	8+554	8+554	Box	2x2	40.08	0,013					Extra
31e	8+897	8+872	Pipe	1	32.6	0,024	14/07/2003				
32e	9+029	9+006	Pipe	1	27.58	0,019	23/09/2003	work on			
	9+100	9+060	Box	2(2x2)	21.32	0.03					
	9+400	9+400	Pipe	2x1,2	20.22	0.009					
35e	9+552	9+529	Pipe	1	19.91	0,010	22/07/2003				
36e	9+823	9+801	Pipe	1	20.43	0,009	30/08/2003	work on			
37e	9+890	9+867	Pipe	1	22.87	0,017	09/09/2003				
	10+075	10+040	Pipe	2x1,2	25.2	0.025					
39e	10+504	10+482	Pipe	1	22.3	0,013	02/09/2003	work on			
40e	11+066	11+043	Pipe	1	21.53	0,020	19/09/2003				
41e	11+451	11+428	Pipe	1	23.89	0,014	05/07/2003				
	12+993		Pipe	2x1,2						work on	
	13+360	13+360	Pipe	1	35,25	0,012					

	13+350		Box	4x2,5					Animal crossing
44e	13+572		Pipe	1			13/12/2003	work on	
	14+000		Pipe	2x1,5					
46e	14+112		Pipe	1			05/12/2003		
47e	14+489		Pipe	1			29/07/2003		
48e	14+602		Pipe	1			23/07/2003		
49e	15+007		Pipe	1,5x1,5			26/12/2003		
50e	15+203		Pipe	1			07/07/2003		
51e	15+571		Pipe	1			29/07/2003		
52e	16+020	15+997	Pipe	1	29.05	0,011	10/09/2003	work on	
53e	16+340	16+317	Box	2x2					Extra
54e	16+653	16+630	Pipe	1	20.46	0,015	13/07/2003	29/05/2004	
55e	17+194	17+171	Pipe	1	20.14	0,023	28/07/2003		
	17+500		Box	2x2					
57e	18+366	18+344	Pipe	1	20.39	0,018	23/07/2003		
58e	18+794	18+770	Pipe	1	22.87	0,015	28/07/2003		
	18+799	18+776	Pipe	1	22.62	0,016	02/10/2003	work on	
59e	19+411	19+388	Pipe	1	20.12	0,009			Extra
60e	19+769	19+746	Pipe	1	20.59	0,027	23/09/2003	work on	
61e	20+306	20+283	Pipe	1	20.64	0,023	11/07/2003	work on	
62e	20+522	20+500	Pipe	1	33.31	0.04			
63e	20+719		Pipe	1					Extra (deleted)
64e	20+767		Pipe	1					Extra (deleted)

Subtotal:

Total numbers locations in the Project to work on

63

Total numbers new culverts in the Project to work on-indication red colour

22

Total number where extra works has been instructed- indication violet colour

5

Total numbers deleted-indication grey colour

5

The Contractor did not start work on - light blue

11

Indication for works in progress light green

Indication for works completed dark green

1.3.3.3.1.2. Progress on Bridges

Table 8

Unit	Structure	Location	Type	Size	Length	Gradient	Status
2	Bridge 30 at 2+555	2+555	Bridge		20.7		work on
4	Bridge 31.1 at 12+400	12+400	Rehabilitation				work on
5	Bridge 33 at 16+230	16+235	Box	2,5x4,0	24	0.005	work on
6	Bridge 34 at 16+272	16+277	Box	2,5x3,0	22.3	0.005	work on

Note:

Total numbers Bridges on the Project to work on

6

Works are completed on - dark green

Works in progress on - light green

4

1.3.3.3.2. The Productions figures for some major Works operations

Table 9

Item	Description	Unit	As per Programme		Actual achieved on site weekly			
			0 -12km	12-20km	Average	Maximum	Last week	
201	Site cleaning	ha	2.66	3.55	1.60	9.5	0.00	
207 209	Milling of existing asphalt	M3	Works has been completed					
206 210	Construction of embankment	M3	9556	12608	1723	16000	1860	
213	Works on formation level	M2	28658	71645	23043	26280	26040	
301	Construction of capping layer	M3	9870	7742	7247	11640	8196	
302	Construction of sub base	M3	5692	5797	1502	4492	1283	

304	Prime Coat	M2	44421	45243	11815	14252	13277
306	Bituminous Base/binder coarse	M2	19570	18265	Works just started		
	Crusher plant production	M2	7945		9151	18400	7420

1.3.3.3.3. Conclusions

Comparing the Programmed with the actual production rates (see table above) - shows that at present the Contractor have difficulties with getting the programmed production for capping, sub base layer and prime coat. Base/binder course just started. However the Contractor improved on crushing the material. Thereafter at this point of time we might expect that the Contract might be completed within month delay.

1.3.3.3.4. Some problems which might effect on completion date

Table 10

Problems associated with completing the Contract in time	Actions taken
<u>Contractor's low production rates</u> - At present - low Contractor's productivity On required amounts of crushed Materials for sub base and asphalt layers.	Contractor warn that this might effect the completion date
<u>Capping layer</u> - The MoT letter 01/143 dated Feb 6, 2004 – quote " <i>This material may be left in place and used as part of the new designed capping layer</i> " -controversial instruction	The quality of materials for potential reuse to be decided on site
<u>Guard rails</u> – Preliminary estimates shown that the required length is just about double the volumes given in the Project B&Q	To be decided with the Employer after finalizing the Outstanding Works to be executed
<u>Access roads</u> – Preliminary estimates shown that required length for Access Roads required on this Project compiled might get more than 5 km of newly Constructed Road or just about 16% of the whole Contract.	Under finalization between Consultant/Client
<u>Petrol stations</u> – They are 7 station at this section of the road. In order to constructed in accordance with the Project standards extra cost is required – our letter 64 dated June 3 rd 2004	PM to clarify with the Client and confirm
<u>Gas service lines</u> – There are several km of pipe lines remaining under the widened embankment of the rehabilitated road which must be removed	MoT/PIU informed their instructions are expected
<u>Electrical service lines</u> – There are 18 crossings not conforming the standards To date only 4 crossing has been instructed so far	MoT/PIU informed their further instructions are expected

1.3.4. Claims and Variations Orders

1.3.4.1. Claims

No new claims have been entered to date. The Contractor has recorded - intention to claim extra cost (see Contractor's letter 97 dated April 8th2004) under - Clause 43.1 Section IV. Conditions of Contract for late payments on IPCs, however the claim has not been forwarded as yet.

1.3.4.2. Variation Orders

1.3.4.2.1. Variation order №1 – Extension of time

The Contractors claim №1 for extension of time have been resolved and the revised completion date is by 21st October 2004.

1.3.4.2.2. Variation order №2 – Modifying the end of the Project

The end of the Project has been modified by reducing 60m in order to have existing ring crossing road in one Contract (Contract 2003-1). The end of Contract CW2002-1 is now at km 20+680 instead of km 20+740. This variation is under preparation.

1.3.5. Financial

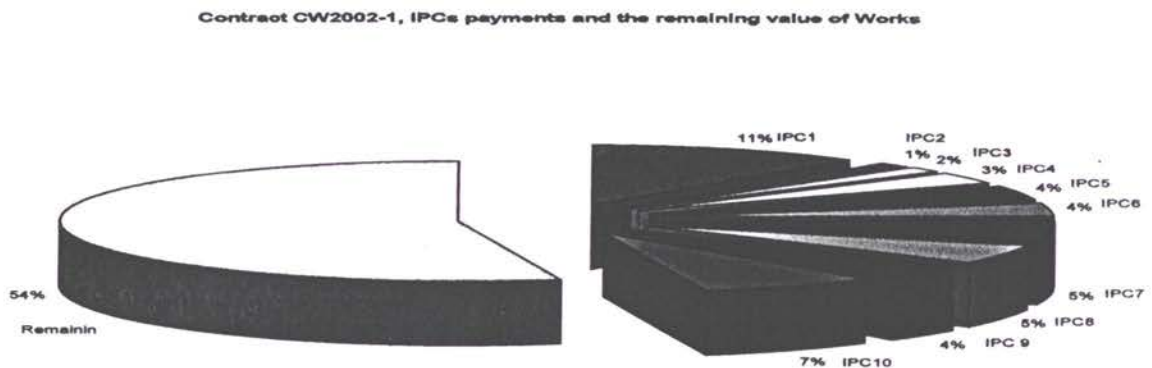
1.3.5.1. Interim Payment Certificates to date

Table 11

Item	Date	IPC	Value AZM	%	Status
1	30/05/03	IPC 1		11.01%	paid
2	04/07/03	IPC 2		1.40%	paid
3	17/08/03	IPC 3		1.57%	paid
4	10/09/03	IPC 4		3.02%	paid
5	30/11/03	IPC 5		3.73%	paid
6	31/01/04	IPC 6		3.60%	paid
7	29/02/04	IPC 7		5.46%	paid
8	31/03/04	IPC 8		5.21%	paid
9	30/04/04	IPC 9		3.67%	paid
10	31/05/04	IPC10		7.16%	Not yet
		To date	13,646,485,021.89	45.84%	Not fully
		Available		54.16%	Remained
		Contract price	29,768,229,676.80	100.00%	

The IPC 10 has been submitted for Client consideration and payment.

Figure 4

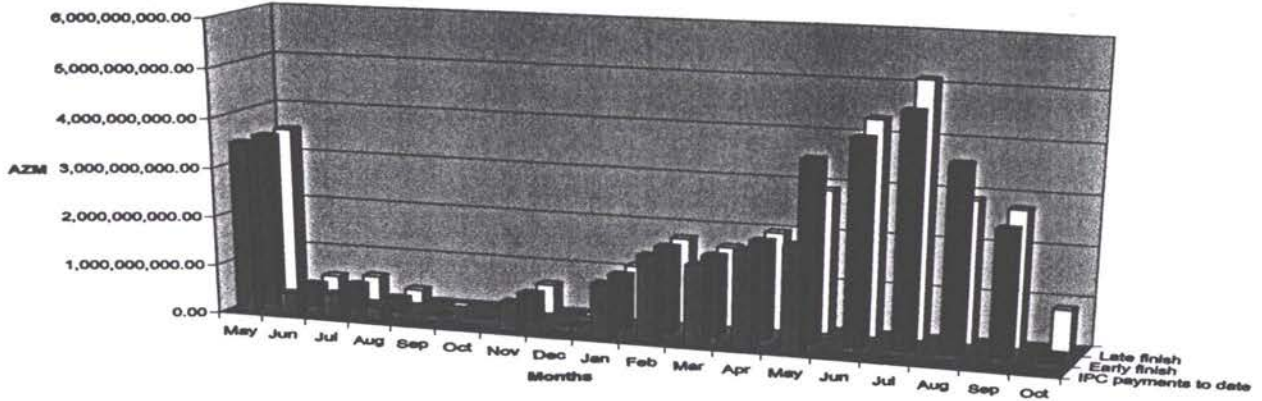


1.3.5.2. Cash flow projection

The Contractor has submitted his revised and updated Cash flow Projection along with the revised Programme of Works on May 8th2004

Figure 5

Contract CW2002-1, Comparison between the Contractor's updated cash flow projection (May 8th, 2004) and the actual IPCs payments



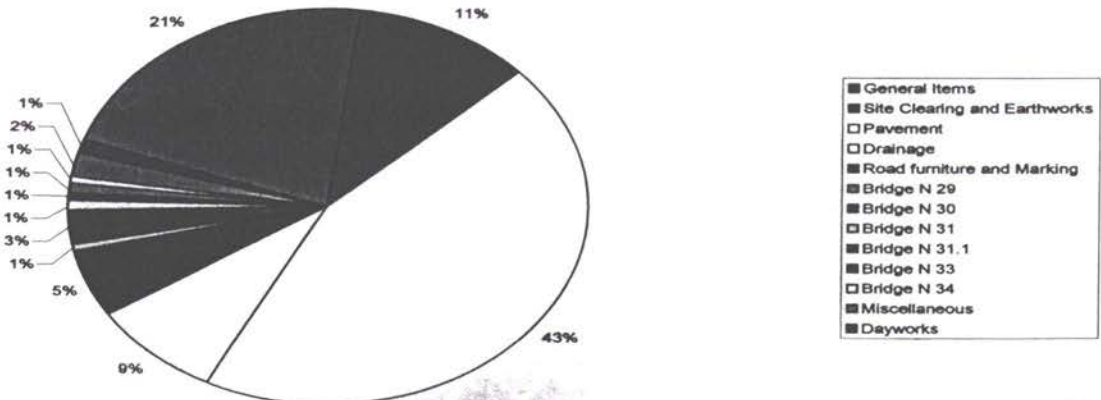
1.3.5.3. Contract (Project) Assessment

1.3.5.3.1. Contract time

In order to assess whether the Contractor shall complete the Project in time the delay due to required longitudinal redesign (realistically of about 120 days) should be taken out of the 437 days and shall leave us with 317 days to date, Contractor has been on site. The value of Works achieved to date is about 48%. Thereafter for the remaining 113 days (about 4 months) the Contractor must produce value of Works (52%) of Contract price or in real terms about 3,900,000,000.00 AZM a month. Contractor to date achieved a maximum monthly value of works of a bit more than 2,000,000,000.00 AZM. Thereafter our assessment base on value of Works achieved on record to date is that at present the Contractor shall not be able to complete this Project in time. Please note that during the months of March, April, May and June 2004 there were few rainy and foggy days which did not allow the Contractor to work properly. On last Minutes of meeting has been recorded that the Contractor is running the project with 30 days delay. Further please note that the pavement Works have started but Contractor actual production figures compared with the Programmed are not satisfactory yet. However, the Consultant is keeping pressure on the Contractor to complete the Works by the intended Completion Date.

Figure 6

Contract CW2002-1 - Comparison of original bill items



1.3.5.3.2. Contract price – (Budget expecting estimates increase/decries)

Hereunder are given some preliminary estimates figures for savings and extra cost to the Project.

Table 12

Item	Description	Unit	Quantity	Cost
A				AZM
1	Due to revised longitudinal profile *	m3	47662	540,858,144.00
2	Due to two culverts omitted at km 4+950 and km 6+124	num	2	73,796,326.00
3	Due to site drains omitted between km 6+700 and km 7+960 LHS/RHS	m'	100	11,152,800.00
4	Due to Bridge redesign at km 2+555	AZM	1	38,893,461.00
5	Due to Bridge 31 redesign	AZM	1	13,384,774.00
6	Due to over estimate volumes of Works at the Project B&Q for formation level	m2	22528	1,013,737.50
7	Due to one culvert omitted at km 4+616	num	1	40,390,342.00
	Estimated savings cost to the Contract	AZM		719,489,584.50
		US\$		147,104.80
B				AZM
1	Due to required wholly or partially replacement of 22 culverts structures as instructed	AZM	estimate	901,224,906.00
2	Due to underestimated volumes of Works at the Project B&Q for capping layer	m3	51502	1,378,554,034.00
3	Due to underestimated volumes of Works at the Project B&Q for granular sub base	m3	8771	273,900,788.00
4	Due to underestimated volumes of Works at the Project B&Q for sub base to shoulders	m3	1898	59,270,744.00
5	Due to underestimated volumes of Works at the Project B&Q for bituminous base	m2	4302	115,151,634.00
6	Due to underestimated volumes of Works at the Project B&Q for wearing course	m2	2965	26,453,730.00
7	Due to under estimate the volumes of Works at the Project B&Q for removal kerbstones	m	14735	986,021,995.00
8	Due three culverts at km 4+020; 4+220; 13+360	num	3	130,421,535.00
9	Due to demolish and clear away existing pipe culvert diam approx. 750 mm-1000mm	m	192.85	17,206,462.00
10	Due to Construction of Bridge №29			37,136,145.73
11	Due to underestimate volumes of Works at the B&Q for guard rails	m	5301	827,692,839.00
12	Due to underestimate volumes of Works at the B&Q for access roads	m	3022.5	1,078,766,225.00
13	Due to underestimate volumes of Works at the B&Q for Patrol Stations	num	7	33,565,476.00
	Estimated extra cost to Contract Budget	AZM		5,865,366,513.73
		US\$		1,199,216.22
C	Contract Price at present	AZM		29,903,403,179.00
		US\$		6,113,965.07
	Due to MoT decision to cut short Contract 2002-1 within 60 m	AZM	Vo 2	135,173,502.21
C*	Contract revised Price (Vo2)	AZM		29,768,229,676.79
D	Estimated extra cost to Contract price	AZM	17.21%	5,145,876,929.23
		US\$		1,052,111.41

F

AZM

US\$ 4891

7,138,439.30

- Note 1) The estimate is not final and might be change as the Works progress
 2) Proper final estimate shall be provided only after MoT provide with requested answers to whole lot outstanding questions ask (guard rails, petrol stations, access roads and etc)

1.3.6. Testing results

Table 13

Description of Work	Test Performed				Remarks
		Passed	Retested	% Passed	
Road Embankment					
1 FDT/Nuclear Density	589	452	137	76.7	
2 PI	2	2	0	100	
3 MDD/Proctor	2	2	0	100	
4 CBR	2	2	0	100	
5 Moisture Content	2	2	0	100	
Granular capping layer or selected sub grade fill- 1 (175mm Of 350mm)					
1 Gradation	3	3	0	100	
2 FDT/Nuclear Density	59	47	12	79.6	
3 MDD/Proctor	3	3	0	100	
4 PI	3	3	0	100	
5 CBR	3	3	0	100	
6 Moisture Content	3	3	0	100	
Granular capping layer or selected sub grade fill- 2 (175mm Of 350mm)					
1 Gradation	3	3	0	100	
2 FDT/Nuclear Density	52	37	15	71.2	
3 MDD/Proctor	3	3	0	100	
4 PI	3	3	0	100	
5 CBR	3	3	0	100	
6 Moisture Content	3	3	0	100	
Granular sub base layer (from recycled asphalt concrete and recycled sub base material) 225mm					
1 Gradation (Combined)	3	3	0	100	
2 FDT/Nuclear Density	61	44	17	72.1	
3 MDD/Proctor	3	3	0	100	
4 LAA	3	3	0	100	
5 Sp. Gravity	3	3	0	100	
6 Water Absorption	3	3	0	100	
7 Moisture Content	3	3	0	100	
8 CBR	3	3	0	100	
9 PI	3	3	0	100	
Granular Shoulder (sub base material) 225mm					
1 Gradation (Combined)	0	0	0	0	
2 FDT/Nuclear Density	0	0	0	0	
3 MDD/Proctor	0	0	0	0	
4 LAA	0	0	0	0	
5 Sp. Gravity	0	0	0	0	
6 Water Absorption	0	0	0	0	
7 Moisture Content	0	0	0	0	
8 CBR	0	0	0	0	
9 PI	0	0	0	0	
Concrete Works					
1 Compression Test	166	166	0	100	
2 Slump	82	80	2	97.5	
3 Gradation	2	2	0	100	
4 LAA	1	1	0	100	
5 Soundness	0	0	0	0	
6 Sp. Gravity	0	0	0	0	
7 Flakiness Index	0	0	0	0	
8 Sand equivalent	1	1	0	100	
9 Unit Weight	166	166	0	100	
Bituminous road base 2 (90mm)					
1 Gradation	6	6	0	100	

2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	31	31	0	100
6	Extraction test	6	6	0	100
7	Stability	6	6	0	100
8	Flow	6	6	0	100
9	Air Voids	6	6	0	100
1	VMA/VFA	6	6	0	100
0					
Bituminous road base 2 (85mm)					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
1	VMA/VFA	0	0	0	0
0					
Flexible bituminous surface (50mm)					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
1	VMA/VFA	0	0	0	0
0					

1.3.7. Project photographs

Asphalt Works (Binder layer) in full swing at Contract CW2002-1

1.3.8. Correspondence records

1.3.8.1. Incoming Letters

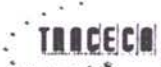
Table 14

Item	Date	Author	Sender	Date on the	In response	Subject	Attach-	Replay status		
								Require	Date	Our
	Received	from	ref	Letter	to		ments	Yes/No	Sent	Ref.
1	18/06/2004	M.T	130	18/06/2004	N/A	Interim Payment Certificate 10	yes	yes	23/06/2004	181
2	21/06/2004	M.T	131	21/06/2004	N/A	Certificates of Materials	yes	no		
3	21/06/2004	M.T	132	21/06/2004	N/A	Manufacturing Certificates of Girder	yes	yes		
4	21/06/2004	M.T	133	21/06/2004	N/A	Shop Drawings for the survis duct	yes	yes		
5	22/06/2004	M.T	134	21/06/2004	N/A	Shop Drawings for the small Bridge	yes	yes		
6	22/06/2004	M.T	135	22/06/2004	N/A	Breakdown for new work Items	yes	yes		
7	23/06/2004	M.T	136	23/06/2004	N/A	quality of concrete works	no	yes		
8	24/06/2004	M.T	137	24/06/2004	N/A	shop drawing for the servise ducts for gas pipelines	yes	yes		
9	25/06/2004	M.T	138	25/06/2004	N/A	shop drawing for the culvert at km.8+872.76	yes	yes		
10	29/06/2004	M.T	139	29/06/2004	N/A	Shop drawings for service ducts	yes	yes		

1.3.8.2. Outgoing letters

Table 15

Item	Date Posted	Author initials	Our ref:	Date Written	In response to	Subject	Attachments	Replay status		
								Required Yes/No	Date Sent	Sender's Ref:
1	03/05/2004	S.D	150	01/05/2004	104/22.04.04	Letter 104	no	no		
2	03/05/2004	S.D	151	01/05/2004	105/27.04.04	Letter 105	no	no		
3	03/05/2004	S.D	152	01/05/2004	N/A	Minutes of Meeting	yes	no		
4	05/05/2004	S.D	153	04/05/2004	106/29.04.04	Letter 106	no	no		
5	05/05/2004	S.D	154	04/05/2004	107/29.04.04	Letter 107	no	no		
6	05/05/2004	S.D	155	04/05/2004	109/29.04.04	Letter 109	no	no		
7	05/05/2004	S.D	156	04/05/2004	102/12.04.04	Letter 102	no	no		
8	05/05/2004	S.D	157	04/05/2004	108/29.04.04	Letter 102	no	no		
9	05/05/2004	S.D	158	04/05/2004	111/01.05.04	Letter 111	yes	no		
10	07/05/2004	S.D	159	05/05/2004	113/03.05.04	Letter 113	no	no		
11	11/05/2004	S.D	160	11/05/2004	114/ 07.05/04	Letter 114	no	no		
12	13/05/2004	S.D	161	13/05/2004	N/A	longitudal redesign	no	no		
13	18/05/2004	S.D	162	18/05/2004	115/08.05.04	uptade works programme and cash flow	no	no		
14	18/05/2004	S.D	163	18/05/2004	116/10.05.04	shop drawing for service	no	yes	20/05/2004	122
15	18/05/2004	S.D	164	18/05/2004	120/17.05.04	shop drawing for bridge 31.1	no	yes	20/05/2004	123
16	19/05/2004	S.D	165	19/05/2004	121/17.05.04	Binder course job mix	no	no		
17	24/05/2004	S.D	166	24/05/2004	122/20.05.04	revised shop drawing for culvert at km 17+500	no	no		
18	24/05/2004	S.D	167	24/05/2004	123/20.05.04	revised shop drawing for bridge31.1	no	no		
19	26/05/2004	S.D	168	26/05/2004	117/11.05.04	insurance	no	yes	27/05/2004	125
20	26/05/2004	S.D	169	26/05/2004	118/15.05.04	shop drawings for bus stop	no	no		
21	26/05/2004	S.D	170	26/05/2004	119/17.05.04	shop drawings for petrol station	no	no		
22	26/05/2004	S.D	171	26/05/2004	119/17.05.04	short payment on IPC1	no	no		

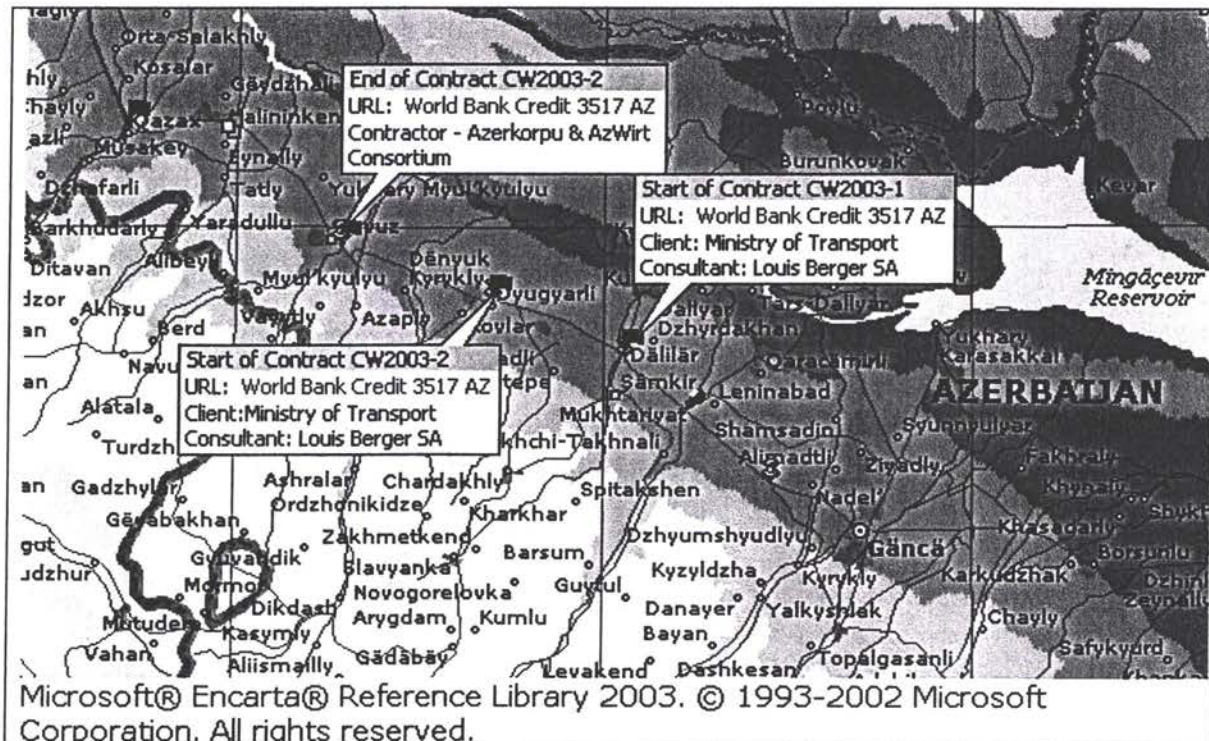


Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for Project Component II:

Construction Supervision of Shemkir to Gazakh - Highway

Contracts CW2003-1 and CW2003-2



II.Segment 2 for Project Component II: Work Contracts Lot 2, Contract CW 2002-2 now referred to as Contracts CW 2003-1 to CW2003-4 Shemkir-Gazakh Section

A. Contracts CW2003-1 and CW2003-2

A.2.1. Report Cover page

Table 1

Project Title	Construction Supervision of Shemkir to Gazakh Highway - Contracts CW2003-1 and CW2003-2	
Service Contract	EUROPEAID/113179/C/SV/MULTI	
Country	Azerbaijan	
	Local Recipient - Partner	EC Service Contractor
Name	Azerbaijan Republic Ministry of Transport	Louis Berger SA
Address	The Head of Road Transport Service Department Prospect Tbilisi 1054 The Ministry of Transport	Mercure III 55 Bis Quai de Grenelle 75015 Paris France
Tel No	99412 930192	+ 33 1 45 78 39 32
Fax No	99412 315655	+ 33 1 45 77 74 69
Contact Person	Mr. Javid G. Gurbanov	Mr. F Signor
E-mail		fsignor@louisberger.com
		Project Team Leader
		Baku, Azerbaijan
		+994 12 98 84 31
		+994 12 93 24 76
		R Degheim

A.2.2. Project Synopsis

Table 2

Project Objectives	<ul style="list-style-type: none"> To support the Republic of Azerbaijan to catch up with their serious backlogs in road maintenance, and to cope with growing Local, and International Transport. To improve and provide a better level of service for the travelling public on route corridors, To reduce costs in road transportation, To arrest deterioration of pavements (<i>road surfaces</i>) by timely intervention, To reduce costs for road rehabilitation and maintenance. The specific objective of this component of the Project is the supervision of The Works Contracts between Shemkir and Gazakh. This forms part of the ancient "Silk Road" To ensure that the new road rehabilitation and reconstruction is completed to the internationally specified standards and to be completed within the budget and time available. To strengthen the national road construction and maintenance capabilities Through transfer of technology.
Outputs	<ul style="list-style-type: none"> Good Roads completed to best standards and at the budget price.
Project activities	<ul style="list-style-type: none"> To rehabilitate and upgrade the existing highway Shemkir to Gazakh – Contracts CW2003-1 and CW2003-2
Start date	<ul style="list-style-type: none"> February 23, 2004
Start date activities	<ul style="list-style-type: none"> February 23, 2004
Project duration	<ul style="list-style-type: none"> 18 months or 548 days

A.2.3. Monthly Progress Report

A.2.3.1. General

This section of the Project covers the supervision of the Rehabilitation and Upgrading of the Shemkir - Gazakh section of the Azerbaijan Highway Project Contracts CW 2003-1 and CW 2003-2. The project is organised in the standard International format using the General Conditions of Contract as issued by the World Bank for projects under \$10,000,000. The works were designed in coordination with Azeravtoyol by a consortium composed of Kocks Consult GMBH (Germany) BCEOM (France) and Finnroad Ltd (Finland). The supervision of the Works Contract forms part of the Rehabilitation of Caucasian Highways Azerbaijan Georgia and Armenia Contract Number EUROPEAID/113179/C/SV/MULTI and is carried out by Louis Berger SA of Paris France. The project is funded by means of a credit from the International Development Association (IDA), or the World Bank. A Project Implementation Unit attached to Azeravtoyol controls the project on behalf of the Employer. A list of the Key Personal is presented below.

Table 3

Funding Agent	International Development Association The World Bank 1818 H Street, NW Washington, DC 20433, USA
Mr. George Tharakan	Lead Transport Specialist Infrastructure and Energy Service Department Europe and Central Asia Region
Employer	Azerbaijan Republic Ministry of Transport "Yolneglyatservis" address: Prospect Tbilisi 10/54 The Ministry of Transport Tel:99412 930192 Fax:99412 315655
Mr. Cavid Gurbanov Gamber	Chief of the Department
Project Implementation Unit	72/4 Uzeyir Hajibeyov Street 370010 Baku
Mr. A. Gojayev	Director
EUROPEAID EC Brussels	
Mr. E. Dalamangas	Project Manager
Service Supervision Contractor	
Louis Berger SA	Murcure III 55Bis Quai de Grenelle Paris 75015
R. Degheim	Team Leader/ Project Manager
S. I. Dotchev	Project Manager's Representative, Resident Engineer
Contractors	Azerkorpu – Azwirt Consortium

A.2.3.2. Project Data

Table 4

Works Contracts CW 2003-1 and CW2003-2	
Works Tender Opened	September 2 nd 2003
Letter of Acceptance	December 27 th 2003
Contract Agreement Signed	January 22 nd 2004
Possession of site	February 5 th 2004
Tender amount	AZM61,800,315,562.42
Contract Amount	AZM 60,082,264,241.00
Contract revised value including VO1	AZM 60,214,171,978.85
Contract Start Date	February 23 rd 2004
Original Contract Completion Date	August 23 rd 2005
Extended Completion Date	N/A
Defects Liability Period	365 days
1 st Works Programme received	March 24 th 2004
Last revision of Works Programme	May 25 th 2004
Value of Works to date as per IPCs	N/A

Value of Works done	N/A
Value of Works done (%)	N/A
Variations	Variation order №1 for amount of 131,907,737.85AZM
Advance Payment (20%)	AZM 12,016,452,848.20
Repayments made	N/A
Delays	N/A
Claims	Claim №1 – Late advance payment Claim №2 – Late paid portion of advance payment
Time elapsed to date	129 days
Time remaining to date	419 days

A.2.3.3. Progress report

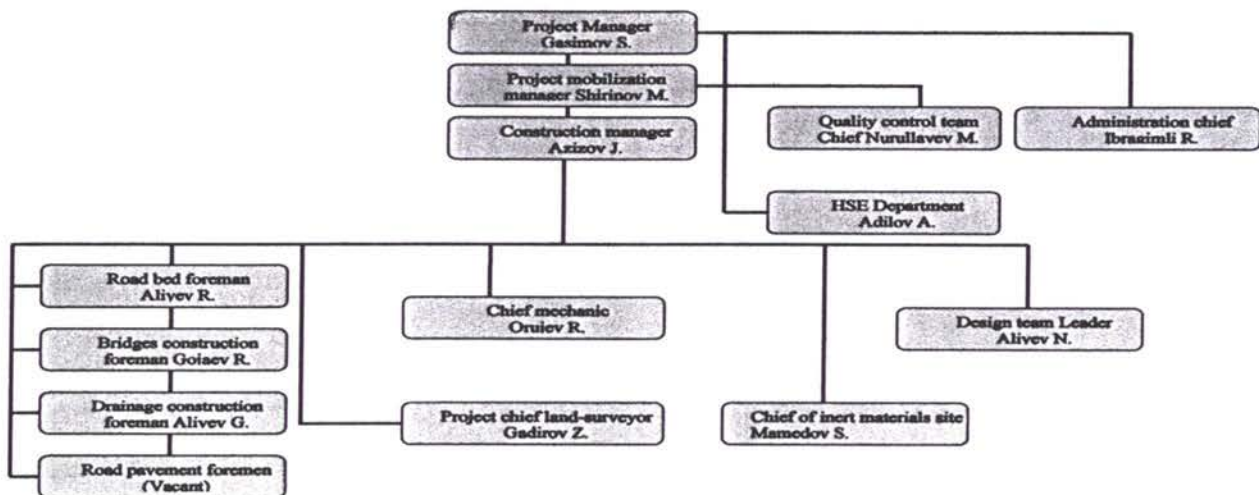
A.2.3.3.1. Status of the Project

Since start (February 23, 2004) the Contractor have been on site 129 days or 23.54% of the Contractual time and to date are remaining 419 days or 76.46% of the Contractual time. Contractor just start with mobilization but apart of surveyors checking/verifying the original bench marks no other work has been done on the road yet. However, in order to speed up with the redesign, the Consultant's CAD Engineer is working jointly with Contractor. Submission of the part of redesign (10 km) is expected to be finalized on 10 July, 2004.

A.2.3.3.1.1. Contractor's site staff

A.2.3.3.1.1.1. Contractor's site management staff organogramme

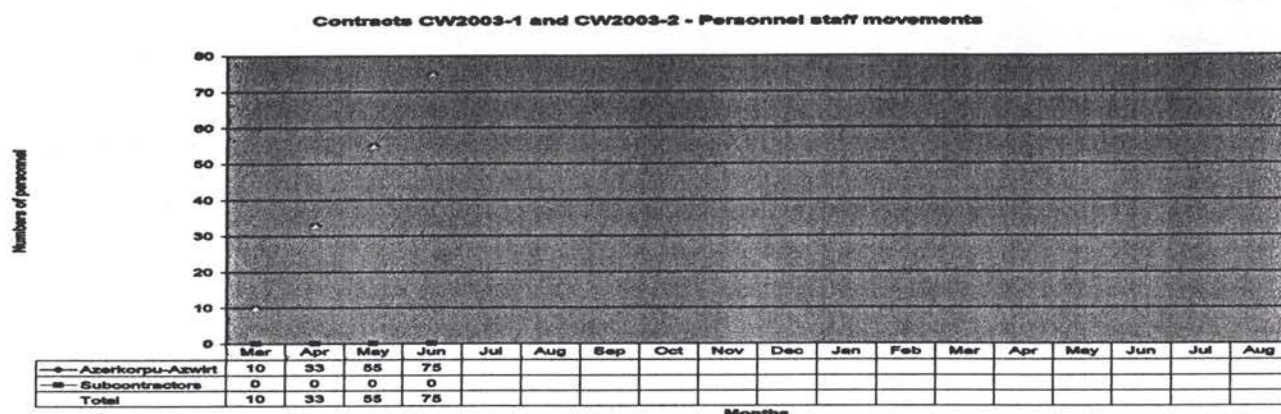
Figure 1



A.2.3.3.1.1.2. Contractor's site staff employed

Contractor at present has employed for purpose of construction on this project – 75 people (including locals 50).

Figure 2



A.2.3.3.1.2. Contractor's machinery and equipment

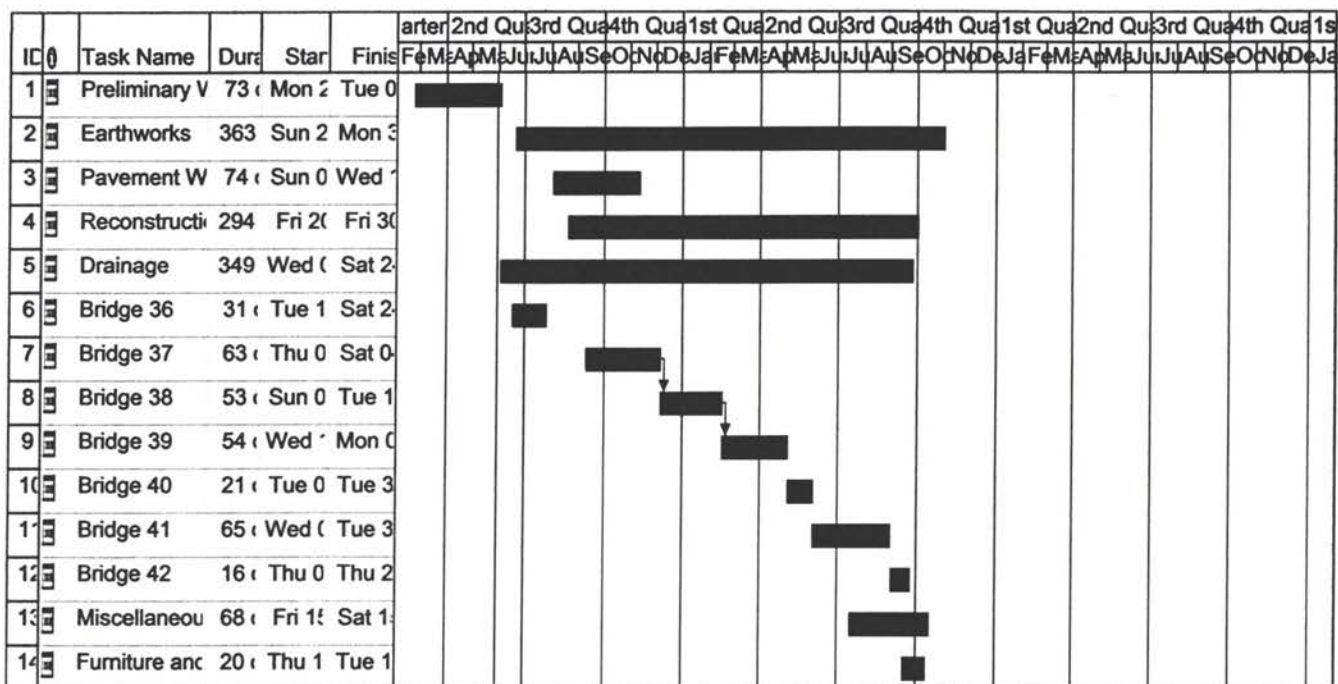
Table 5

Item	Description	Model and capacity	Unit	For Project	On site	Work day
1	Asphalt Plant	Lintec	no	1	0	
2	Batch Plant for Sub-base		no	1	0	
3	Crusher and Sorter	Nase Konkosor Tesisi	no	1	0	
4	Scale		no		0	
5	Generators	AD-30C, AD-50	no	4	0	
6	Asphalt and Sub-base Paver	Vogel	no	2	0	
7	Rubber Banded Asphalt Roller		no	2	0	
8	Steel Banded Asphalt Roller		no	4	0	
9	Rolley Tank		no	3	0	
10	Distributor for Bitumen		no		0	
11	Graders	Komatsu, CAT	no	5	1	3
12	Bulldozers	CAT D8R, PR712, DZ129, DZ170	no	4	0	
13	Excavators	Liebher, CAT330B/L, EO5124,5122A	no	10	2	30
14	Loaders	L-538,L-551, L-541, MT	no	5	0	
15	Backhoe loader	YALCHIN BT2000	no	2	0	
16	Vibratory Rollers	BOMAG,BOXER, DYNAPAC	no	5	0	
17	Water Distributor	KO-002, AW-6.0, AW-7.0	no	5	1	30
18	Trailer for carrying Equipments		no		2	6
19	Trucks	Maz/ Mercedes / Kamaz	no	16	5	30
20	Concrete trucks	HTM 604F, KaMAZ5511	no	5	3	23
21	Concrete pump	CB170-1, Mercedes	no	2	0	
22	Crane	KC/KATO/PDK	no	2	4	30
23	Welding machine	W350, W230	no	4	1	30
24	Compressor	XAS-46 DdG	no	1	0	
25	Plate compactor	LP750H,LP500H, LH300, LG160	no	4	0	
26	Drilling machine	Soilmec	no		1	18
27	Car	VAZ	no		4	30
28	Concrete plant		no	1		
29	Machine for asphalt milling		no	1		

A.2.3.3.1.3. Contractor's Work programme

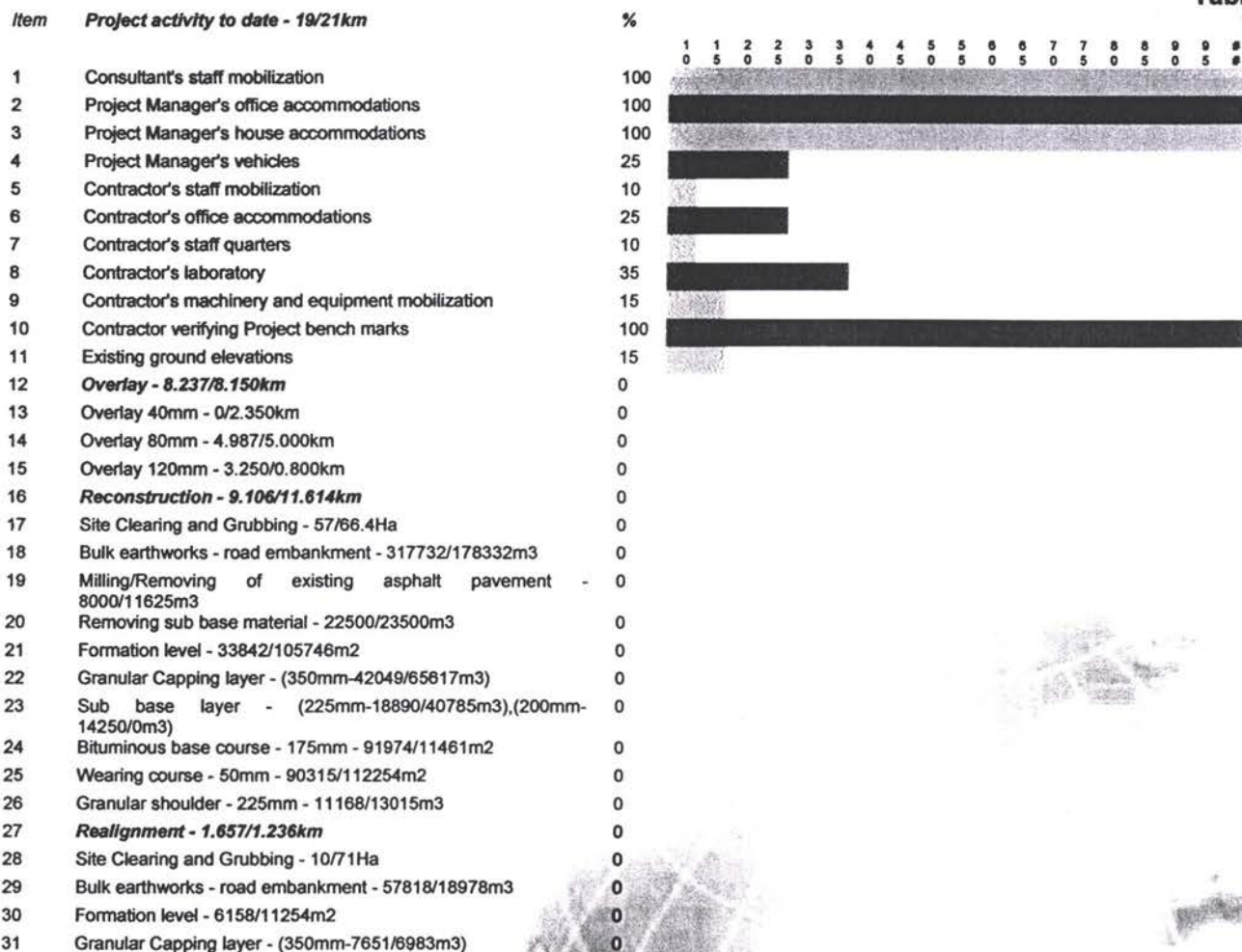
The Contractor submits his Project Work programme March 24th2004. The 1st updated Works Programme has been submitted May 25th, 2004 but not approved yet as contained a lot of mistakes.

Figure 3



A.2.3.3.2. Project activity to date

Table 6



32	Granular Sub base layer - 225mm - 6030/4340m3	0
33	Bituminous base course - 175mm - 16736/12139m2	0
34	Wearing course - 50mm - 16435/11946m2	0
35	Granular shoulder - 225mm - 2032/1385m3	0
36	Structures - Bridges (6), culverts (103)	0
37	Bridge - Bridges new(2), rehab.(4)	0
38	Culverts - 48/55num	0
39	Finishing off the Project - 40km	0
40	Road signs and marking - 40km	0
41	Site drains	0

1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 #
0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 #

A.2.3.3.3. Project progress summary

Since the start February 23, 2004 the Contractor completed the verifying of Project Bench marks. In accordance with the presented approved Work Programme they have to start with Cleaning and grubbing (April 15th, 2004) as well as Drainage operations (April 1st, 2004) and on Bridge 36 (April 15th, 2004), thereafter they are running the project late about three months.

A.2.3.3.3.1. Works Progress on structures

A.2.3.3.3.1.1. Progress on culverts

The Contractor has been instructed (April 7th2004) to start work on required by the Project rehabilitation works for culverts. There are 73 numbers of culverts where the Works might be started. Contractor start with cleaning and rehabilitation works as required. To date some 10 culverts are cleaned. Along the Contractor is progressing with checking/verifying the existing structure conditions of the culverts and list and sketches have been submitted for culverts between km 27+000 to km 37+000

Table 7

Item	Chainage	Description of the Existing Structure	Flow to	Length (m)	Action	New Length	New Size	Demolish Required
1n	0+370	Φ1000 P	L-R	23.00	Replace	25.77	Φ1250 P	Yes
2e	0+789	Φ1000 P	L-R	16.00	Rehabilitate	16.29	Φ1000 P	No
3e	1+429	Φ1000 P	L-R	17.00	Rehabilitate	17.40	Φ1000 P	No
4e	3+117	Φ1000 P	L-R	19.00	Rehabilitate	19.11	Φ1000 P	No
5e	3+451	Φ1000 P	L-R	16.00	Rehabilitate	16.16	Φ1000 P	No
6e	3+799	Φ1000 P	L-R	17.00	Rehabilitate	17.22	Φ1000 P	No
7n	4+070		L-R		New	27.79	3*1250P	N/A
8e	4+410	Φ1000 P	L-R	16.00	Rehabilitate	16.67	Φ1000 P	No
9n	4+908		L-R		New	27.79	2*1250P	N/A
10e	5+103	Φ1000 P	L-R	19.00	Rehabilitate	18.76	Φ1000 P	No
11e	5+875	Φ1000 P	L-R	19.00	Rehabilitate	26.43	2500*2000 B	No
12n	5+889		L-R		New	17.46	Φ1250 P	N/A
13e	6+348	Φ1000 P	L-R	15.00	Rehabilitate	26.24	Φ1000 P	No
14e	6+650	Φ1000 P	L-R	18.00	Rehabilitate	18.66	Φ1000 P	No
15e	7+247	Φ1000 P	L-R	15.00	Rehabilitate	15.45	Φ1000 P	No
16n	7+405		L-R		New	26.78	3*1250P	N/A
1	7+690	Φ1000 P	L-R	14.00	Rehabilitate			No
17n	7+780		L-R		New	30.84	3*1250P	N/A
18e	7+964	Φ1000 P	L-R	14.00	Rehabilitate	13.35	Φ1000 P	No
19e	8+182	Φ1000 P	L-R	15.00	Rehabilitate	15.29	Φ1000 P	No
20n	8+415		L-R		New	25.79	Φ1250 P	N/A
2	8+582	Φ1000 P	L-R	19.00	Rehabilitate			No
21e	8+948	Φ1200 P	L-R	16.00	Rehabilitate	16.57	Φ1000 P	No
22e	9+721	Φ1000 P	L-R	15.00	Rehabilitate	15.23	Φ1000 P	No
23n	9+928	Φ1000 P	L-R	16.00	Replace	26.51	2*1250P	Yes
24e	11+070	Φ800 P-Φ1000 P	L-R	44.00	Replace	47.56	Φ1000 P	Yes
25e	11+106	2000*1700 B	L-R	17.00	Replace	16.80	2000*2000 B	Yes
26e	11+246	culvert blocked	L-R	15.00	To confirm	15.20	Φ1000 P	?
3	11+326	Φ1400 P	L-R	18.00	Rehabilitate			No
27n	11+563		L-R		New	30.84	3*1250P	N/A
4	12+063	Φ1000 P	L-R	15.00	Rehabilitate			No
28e	12+738	Φ1000 P	L-R	14.00	Rehabilitate	15.20	Φ1000 P	No

29e	13+169	Φ1000 P	L-R	15.00	Rehabilitate	16.27	Φ1000 P	No
30n	13+230		L-R		New	26.78	Φ1250 P	N/A
31e	13+368	culvert blocked	L-R	16.00	To confirm	16.92	Φ1000 P	?
32e	13+947	Φ1500P	L-R	27.00	Rehabilitate	27.87	Φ1500 P	No
33n	14+015		L-R		New	36.88	3*1250 P	N/A
34e	14+737	Φ700P	L-R	15.00	Replace	14.99	Φ1000 P	Yes
5	14+837	Φ1000 P	L-R	28.00	Rehabilitate			No
35e	15+151	Φ1000 P	L-R	17.00	Rehabilitate	17.21	Φ1000 P	No
36n	15+421		L-R		New	41.03	4000*2500 B	N/A
37e	15+883	Φ1000 P	L-R	17.00	Rehabilitate	21.51	Φ1000 P	No
38e	15+965	Φ1000 P	L-R	21.00	Rehabilitate	19.38	Φ1000 P	No
6	16+365	Φ1000 P	L-R	18.00	Rehabilitate			No
39n	16+788		L-R		New	29.48	3000*2500 B	N/A
40n	17+318	Φ1000 P	L-R	17.00	Replace	19.67	Φ1250 P	Yes
41n	17+347	2000*2000 B	L-R	21.00	Replace	18.00	2000*2000 B	Yes
42n	17+429	Φ1500P	L-R	15.00	Replace	23.73	Φ1250 P	Yes
43e	17+731	2000*2000 B	L-R	22.00	Rehabilitate	26.37	2000*2000 B	No
44e	18+141	Φ800 P-Φ1000 P	L-R	15.00	Replace	15.21	Φ1000 P	Yes
45e	18+409	Φ1000 P	L-R	21.00	Rehabilitate	20.43	Φ1000 P	No
46n	18+460		L-R		New	35.52	3000*2500 B	N/A
47e	18+609	Φ800 P	L-R	19.00	Replace	19.59	Φ1000 P	Yes
48e	18+797	Φ1000 P	L-R	15.00	Rehabilitate	17.62	Φ1000 P	No
7	19+797	Φ800 P	L-R	21.00	Rehabilitate			No
49e	20+988	2000*1300 B	L-R	15.00	Replace	13.86	Φ1000 P	Yes
50e	21+074	Φ1000 P	L-R	15.00	Rehabilitate	13.93	Φ1000 P	No
51e	21+158	culvert blocked	L-R	14.00	To confirm	13.66	Φ1000 P	?
52e	21+333	culvert blocked	L-R	14.00	To confirm	14.16	Φ1000 P	?
53e	21+693	Φ1000 P	L-R	14.00	Rehabilitate	13.99	Φ1000 P	No
8	21+893	2000*1000 B	L-R	23.00	Rehabilitate			No
54e	22+136	Φ1000 P	L-R	14.00	Rehabilitate	13.63	Φ1000 P	No
55e	22+148	Φ1000 P	L-R	13.00	Rehabilitate	12.76	Φ1000 P	No
56e	22+379	Φ1000 P	L-R	15.00	Rehabilitate	22.09	Φ1000 P	No
57n	22+726	Φ500 P-Φ800 P	L-R	34.00	Replace	24.74	2*1250 P	Yes
9	22+926	Φ800 P	L-R	13.00	Rehabilitate			No
58e	23+359	1700*700 B	L-R	17.00	Replace	25.72	Φ1250 P	Yes
59e	23+948	Φ800 P	L-R	15.00	Replace	14.59	Φ1000 P	Yes
60e	24+024	Φ800 P	L-R	14.00	Replace	14.51	Φ1000 P	Yes
61e	24+521	Φ1500 P	L-R	18.00	Rehabilitate	18.47	Φ1500 P	No
62e	24+687	Φ1000 P	L-R	14.00	Rehabilitate	14.41	Φ1000 P	No
10	24+887	Φ1000 P	L-R	15.00	Rehabilitate			No
63e	25+113	Φ1000 P	L-R	14.00	Rehabilitate	14.51	Φ1000 P	No
64n	25+688		L-R		New	33.34	4000*2500 B	N/A
65e	25+721	Φ1000 P	L-R	16.00	Rehabilitate	15.50	Φ1000 P	No
66e	26+149	Φ1000 P	L-R	15.00	Replace	15.51	Φ1250 P	Yes
11	26+449	Φ1000 P	L-R	15.00	Rehabilitate			No
67e	26+742	non exiting on site	L-R		Rehabilitate	14.43	Φ1000 P	No
68e	27+018	Φ1000 P	L-R	15.00	Rehabilitate	14.18	Φ1000 P	No
69e	27+123	Φ1500 P	L-R	13.00	Rehabilitate	14.09	Φ1500 P	No
70e	27+543	1800*1000 B	L-R	33.00	Replace	34.83	2000*2000 B	Yes
71e	27+643	2*2000*2000 B	L-R	33.00	Rehabilitate	34.42	2*2000*2000 B	No
12	27+743	Φ1200 P	L-R	17.00	Rehabilitate			No
72e	27+944	Φ1000 P	L-R	13.00	Rehabilitate	14.35	Φ1000 P	No
73e	28+050	Φ1000 P	L-R	20.00	Replace	19.86	Φ1250P	Yes
13	28+150	Φ1000 P	L-R	16.00	Rehabilitate			No
74e	28+481	Φ800 P	L-R	15.00	Replace	15.83	Φ1000 P	Yes
75n	28+580		L-R		New	24.74	Φ1250P	N/A
76e	28+620	Φ800 P	L-R	16.00	Replace	15.87	Φ1000 P	Yes
77e	28+790	Φ800 P	L-R	15.00	Replace	15.54	Φ1000 P	Yes
78e	28+999	Φ1000 P	L-R	15.00	Rehabilitate	18.05	Φ1000 P	No
79e	29+399	culvert blocked	L-R	14.00	To confirm	14.43	2000*2000B	?
80e	29+461	Φ1000 P	L-R	15.00	Rehabilitate	15.60	Φ1000 P	No
14	29+561	Φ1000 P	L-R	15.00	Rehabilitate			No
81e	29+952	Φ1000 P	L-R	14.00	Rehabilitate	14.20	Φ1000 P	No
82n	30+000		L-R		New	28.24	3*1250 P	N/A
15	30+300	Φ700 P-Φ1000 P	L-R	80.00	Replace			Yes
83n	30+538		L-R		New	34.84	Φ1250 P	N/A

84e	30+892	Φ700 P	L-R	15.00	Replace	13.94	Φ1000 P	Yes	
85e	31+154	Φ800 P	L-R	15.00	Replace	17.99	Φ1000 P	Yes	
86e	31+515	Φ1500 P	L-R	16.00	Rehabilitate	15.80	Φ1500 P	No	
16	31+615	Φ1000 P	L-R	15.00	Rehabilitate			No	
87e	31+962	Φ1000 P	L-R	15.00	Rehabilitate	14.57	Φ1000 P	No	
88e	32+096	2400*1000 B	L-R	15.00	Replace	15.55	2000*2000B	Yes	
89e	32+611	Φ1000 P	L-R	15.00	Rehabilitate	15.01	Φ1000 P	No	
90e	32+876	Φ1000 P	L-R	16.00	Rehabilitate	16.68	Φ1000 P	No	
91e	33+096	Φ1000 P	L-R	16.00	Rehabilitate	16.03	Φ1000 P	No	
92e	33+351	Φ1000 P	L-R	16.00	Rehabilitate	14.22	Φ1000 P	No	
93e	33+643	2000*1000 B	L-R	15.00	Replace	15.22	2000*2000B	Yes	
94e	33+832	Φ1000 P	L-R	15.00	Rehabilitate	14.10	Φ1000 P	No	
95e	34+073	Φ1000 P	L-R	15.00	Rehabilitate	15.24	Φ1000 P	No	
96e	34+379	2*(2000*2000)+1,6*2,0	L-R	20.00	Replace	20.16	2000*2000B	Yes	
97n	34+400		L-R		New	37.08	2*1250 P	N/A	
98e	35+076	400*400 B	L-R	13.00	Replace	11.68	Φ1250 P	Yes	
99e	35+533	Φ1000 P	L-R	17.00	Rehabilitate	19.99	Φ1000 P	No	
100n	35+770		L-R		New	26.73	2*1250 P	N/A	
101n	36+100		L-R		New	27.10	2*1250 P	N/A	
102e	36+211	Φ1000 P	L-R	19.00	Rehabilitate	19.17	Φ1000 P	No	
17	36+361	Φ1000 P	L-R	17.00	Rehabilitate			No	
103e	36+585	culvert blocked	L-R	14.00	To confirm	14.05	Φ1000 P	?	
104n	38+575	Φ1000 P	L-R	11.00	Replace	13.24	Φ1250 P	Yes	
105e	38+591	2000*2000 B	L-R	14.00	Rehabilitate	13.32	2000*2000 B	No	
18	38+796	Φ800 P	L-R	12.00	Rehabilitate			No	
106e	39+377	Φ700 P	L-R	19.00	Replace	19.85	Φ1250 P	Yes	
Note									
1		Tender design documents calls for work to be done on							106
2		Our study discovered additional existing culverts							18
3		Total culverts to work on those Projects							124
4		Total existing culverts including those discovered by our study							98

A.2.3.3.1.2. Progress on bridges

The Contractor has been instructed (April 7th2004) to start with preparation of the shop drawings for bridge 36 (cross over the existing railway at km 2+310) since is not affected by the required correction to longitudinal road profile. Due to the urgencies of the matter the Contractor started works on Bridge 39 and 6 cast in situ piles are in place.

Table 8

Bridge No	Chainage where the to be build	Description of the existing structure	Existing (meter)	Carriage way	Action proposed by our design tender review done August 2003	Description according to the project (meter)	Size According to the project	Carriage way
36	2+310	3*14.0	48	7	Replace/New	12+21+12	54.3	11.5
37	3+076	1*22.16	28	7	Replace/New	1*22.16	36.21	11.5
38	5+597	1*13.50	14.6	7	Repair	1*18.0	18.9	11.5
40	27+997	4.4*5.0 B	9.4	7	Box culvert	5.0*2.5 B	23.5	9
41	34+870	1*22.16	23.06	7	Repair	1*22.16	23.06	11.5
42	37+539	6*22.16	138.96	8.9	Repair	6*22.16	138.96	10

A.2.3.3.3.2. Problems which might effect the completion date

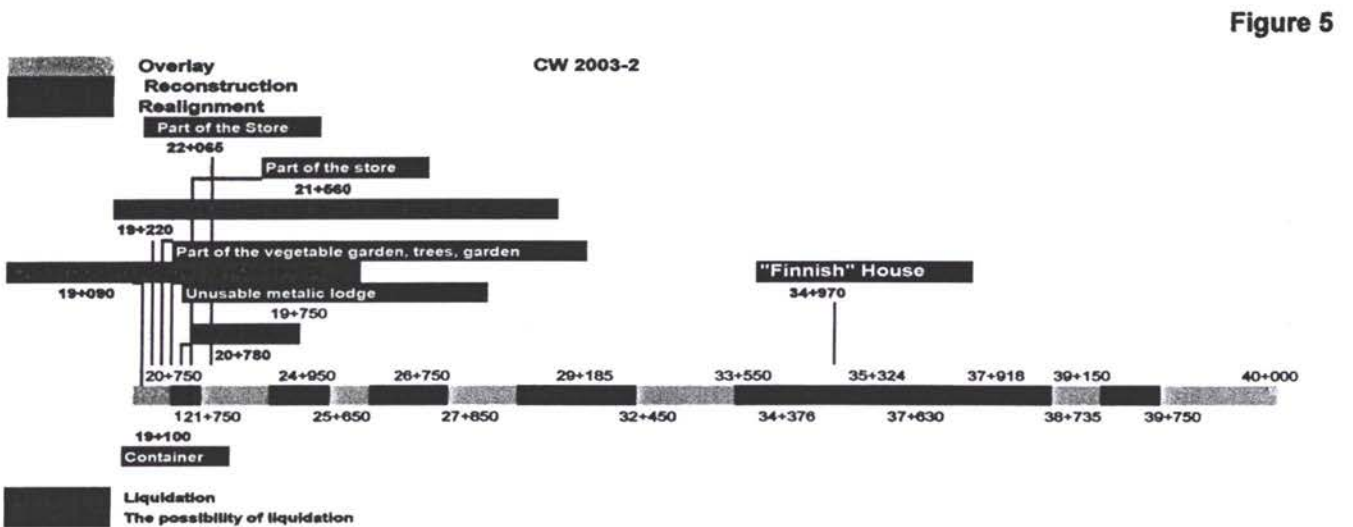
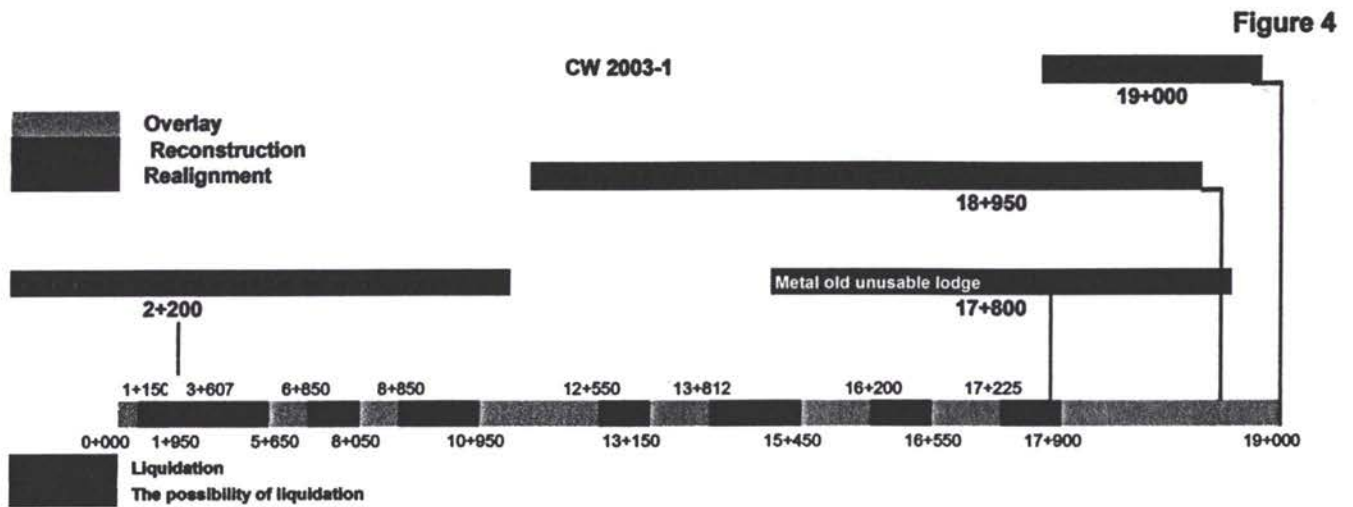
Table 9

Problems associated with completing the Contract in time	Actions taken
18 numbers of extra existing culverts which are not mentioned into the Contract documents but have been discovered during our review of the	Client has been informed about August 2003 Report

Contract documents – August 2003	
Early warnings – clause 32, Conditions of Contract – existing buildings along the road, narrow road within the urban locations and our proposal to original pavement urban design	Comprehensive study done by us and sent for Client consideration and instructions
For overlay sections - Existing road width measured across the Road is highly variable	Client inform/advise – our letter 58 dated May 14 th 2004
Shemkir - Dallier ring cross road (start of Contract CW2003-1) according Contract Documentations – half is reconstruction and the other half overlay, the question is what to be applied for whole ring cross road – reconstructions or overlay only	Client inform/advise – our letter 61, dated May 20 th 2004 The Client instruction pending
Longitudinal redesign has been started however the first section submitted km 27+000 to km 37+000 did not respond to Condition of Contract and has been returned to Contractor for review and redesign. At the Meeting chair by MoT on June 29 th 2004 the Contractor has been instructed to do the redesign in such a way that good quality of road been built	The Contractor has been warned that redesign take long time and should speed up
Some of existing culverts are badly displaced and rehabilitation works recommended shall not improved the structures, replacement possible	Contractor jointly with Consultant verifying the present status



- Expropriations and compensation claims – Sketch plans for possible public claims



- For overlay sections - Existing road width measured across the Road is highly variable specially for second Contract CW2003-2 – km 19+000 to km 40+000

Figure 6

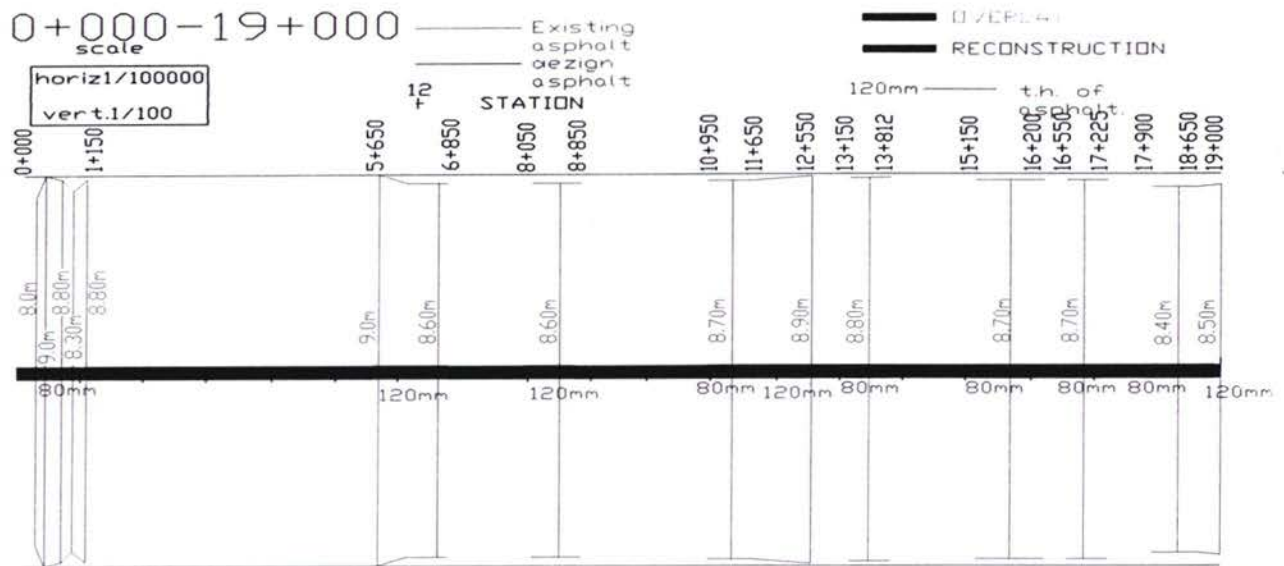
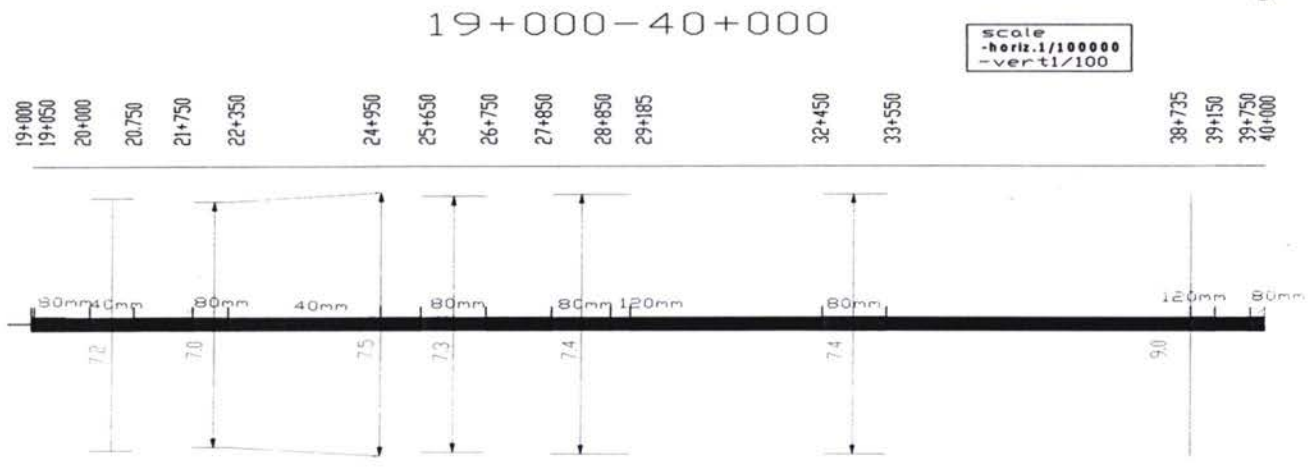


Figure 7



A.2.3.4. Claims and Variations

A.2.3.4.1. Claims

A.2.3.4.1.1. Claim №1 – Late advance payment

First Contractor's claim has been received - Requested Advance payment of 20% has been delayed and Contractor is claiming (see Contractor's letter 248 dated May 11th, 2004) in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claiming interest rate on late payments. The Claim is under PM's consideration and attention.

A.2.3.4.1.2. Claim №2 – Late payment of Azeri part of advance payment

Second Contractor's claim has been received - Requested Advance payment of 20% has been paid partially and Contractor is claiming in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claiming interest rate on late payments. The Claim is under PM's consideration and attention.

A.2.3.4.2. Variations

A.2.3.4.2.1. Variation order №1

For amount of 131,907,737.85AZM, new beginning of Contract CW2003-1 – On Client instruction, 60m a part of Contract 2002-1 are to be added, in order to have the existing ring cross road in one Contract (Contract CW2003-1).

A.2.3.4.2.2. Variation order №2

Bridge №39 at km 411+143 (new construction instead of rehabilitation). This VO is under preparation. Drawings and BoQ received from the Contractor on 7 July 2004.

The first intermediate foundation support at Baku site has collapsed. The reason for collapsing is that the river bed at that location has been over eroded and the foundations left on the air unsupported.

Originally, this bridge is to be rehabilitated but due to the above situation, a new construction is required.

A.2.3.4.2.3. Variation order №3

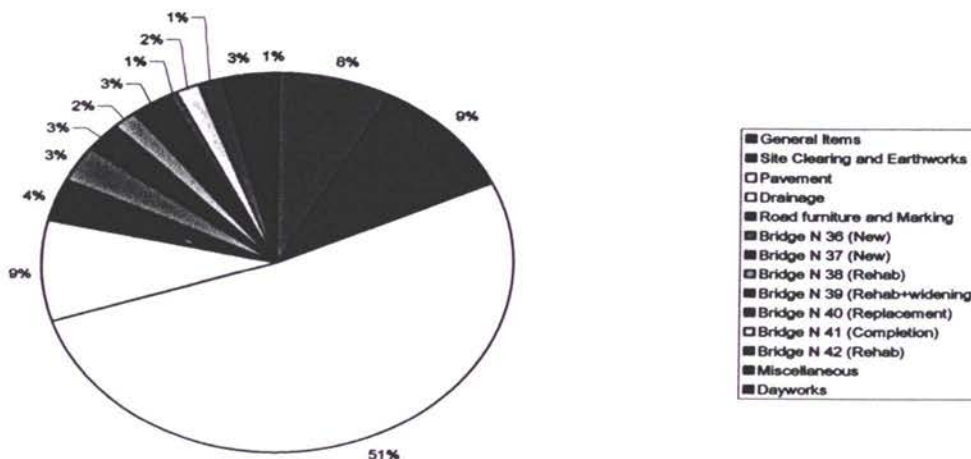
On Client instruction, Works on Contract CW2003-2 km 37+700 to km 40+000 are to be stopped temporary due to the potential planned construction of Tovuz bypass.

This VO would be finalized after agreement between the Employer and WB if Tovuz bypass would be constructed.

A.2.3.5. Financial

Comparison of the Bill of Quantities items as shown on the graph under

Contracts 2003-1 & 2 (km 0+000 to km 40+000) , Comparison of the original Bill Items



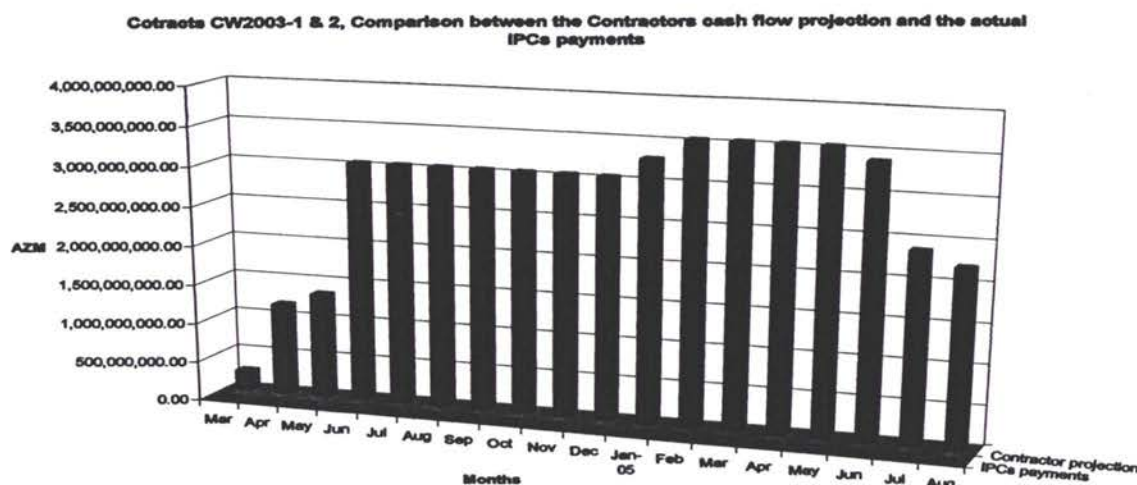
A.2.3.5.1. Interim Payment Certificates (IPCs)

They are no IPCs issued to date. However, the Contractor made attempt and submit IPC 2, but after checking the IPC by the Consultant, it has been returned to Contractor for review and revision on requested mobilization compensations.

A.2.3.5.2. Cash Flow projection

Contractor did submit his cash flow projection on March 25th2004 (see below). Since then the Contractor along with revised Programme of Works has submit a revised Cash Flow Projection, which have not been approved yet and return few times for reconsideration and review by the Contractor.

Figure 8



A.2.3.5.3. Contract assessment

A.2.3.5.3.1. Contract time

In accordance with the submitted and approved Works Programme (March 23rd, 2004) the Contractor is running late on his mobilization and on some of the planned Works as follows:

- 75 days on Earthworks
- 55 days on Reconstruction
- 90 days on Drainage and
- 75 days on Bridge 36

Please note that the Contractor could not possibly start or held responsible for the delay with Earthworks or the Reconstruction Works due to the discrepancies with the original Project surveyor bench marks coordinate and vertical elevation. However the longitudinal Project problems are not reasons to delay with scheduled drainage works (rehabilitation on culverts) or Works on Bridge 36 and this delay is entirely Contractor's responsibilities. At present the Contractor is running this Project with delay of 90 days.

A.2.3.5.3.2. Contract price- (budget expecting preliminary estimates increase/decries)

Table 11

Item	Description	Unit	Quantity	Cost
A				AZM
1	Due to overestimated volumes of Works at the Project B&Q for overlay of 40mm	m	1081	20,342,210.00
2	Due to overestimated volumes of Works at the Project B&Q for overlay of 80mm	m	532	17,209,579.00
3	Due to overestimated volumes of Works at the Project B&Q for overlay of 120mm	m	525	20,290,200.00
4	Due to MoT letter 01/581 dated Apr 26th, 2004 temp. stop work at km 37+500 to km 40+000	AZM	estimate	3,364,953,995.70
	Estimated savings cost to the Contract	AZM	estimate	3,422,795,984.70
		US\$		696,823.29
B				AZM
1	Due to underestimated volumes of Works at the Project B&Q for capping layer	m3	25426	482,127,812.00
2	Due to underestimated volumes of Works at the Project B&Q for granular sub base	m3	11977	1,287,024,466.00
3	Due to underestimated volumes of Works at			

4	Due to underestimated volumes of Works at the Project B&C for drainage curbs	m2	13593	746,106,177.00
5	Due to underestimated volumes of Works at the Project B&C for sub base & shoulders	m2	13048	221,098,360.00
6	Due to extra existing culverts on site located included into B&C - 13 numbers	m3	13091	1,406,732,678.00
7	Due to collapsing of Bridge 39 - km 29+138 and required replacement	AZM	estimate	444,616,556.00
8	Due to underestimated volumes of Works for Overlay - variable cross road width	AZM	estimate	5,581,983,104.00
	Estimated extra cost to Contractor	AZM	estimate	11,042,734,158.00
		US\$		2,248,113.63
C	Contract Price at signing the Contract	AZM		60,082,264,241.00
		US\$		12,231,731.32
	Due to MoT decision to cut short Contract 2002-1 within 60 m and add to 2003-1&2	AZM	VO1	131,907,137.85
C'	Contract revised price (VO1)	AZM		60,214,171,378.85
D	Estimated extra cost to Contractor	AZM	12.68%	7,619,938,173.30
		US\$		1,551,290.34
F		AZM		
		US\$	4912	13,809,875.72

Note The estimate is not final and might be change as the Works progress

A.2.3.6. Testing results

No testing results yet

A.2.3.7. Project photographs

Mobilization of crusher plant for Contract CW2003-1 and 2

Mobilization of Soilmec – equipment for drilling cast in situ piling, ready to Work for Bridge 39

A.2.3.8. Correspondence records

A.2.3.8.1. Incoming Letters

Table 12

Date Received	Author from	Sender's ref	Date on the Letter	In response to	Subject	Attachments	Reply status		
							Required Yes/No	Date Sent	Our Ref:
03/06/2004	G.S	281	01/06/2004	N/A	Manufacture of the r/c pipes	yes	yes	07/06/2004	50
10/06/2004	G.S	03RO	10/06/2004	N/A	Interim Payment Certificate	yes	no	10/06/2004	53
10/06/2004	G.S	04RO	10/06/2004	N/A	Insurance Policies And Bank guarantee	yes	yes	11/06/2004	54
10/06/2004	N.A	296	09/06/2004	N/A	Sheme of Dzegam Chay	yes	no	14/06/2004	55
14/06/2004	G.S	31-D	14/06/2004	N/A	Chainging the first point of Project	no	no		
14/06/2004	G.S	32-D	14/06/2004	54/10.06.04	List of mashines and mechanisms	no	no		
16/06/2004	G.S	33-D	16/06/2004	N/A	Shedules of work and cash flow	yes	yes	16/06/2004	57
17/06/2004	G.S	34-D	17/06/2004	N/A	Constructional Methods	yes	yes		
17/06/2004	G.S	35-D	17/06/2004	57/06.06.04	Work Programs and Cash Flows	yes	yes	21/06/2004	61
17/06/2004	G.S	36-D	17/06/2004	N/A	work request	yes	no	21/06/2004	60
18/06/2004	G.S	37-D	18/06/2004	N/A	Interim Payment Certificate	yes	no	21/06/2004	59
18/06/2004	G.S	38-D	18/06/2004	N/A	design project of site 27+000 - 36+000 km of motor Shakir - Gazah	yes	yes	21/06/2004	62
18/06/2004	G.S	39-D	18/06/2004	55/14.06.04	Design project of bridge 39 through the river Dzegm	yes	no	25/06/2004	64
21/06/2004	G.S	40-D	21/06/2004	N/A	Minutes of Monthly Progress Meeting #3 May 27 2004	no	yes	22/06/2004	63
21/06/2004	G.S	41-D	21/06/2004	N/A	polygon and elevation tables	yes	no		
21/06/2004	G.S	42-D	21/06/2004	N/A	Minutes of Monthly Progress Meeting May 27 2004	no	yes	22/06/2004	63
23/06/2004	G.S	45-D	24/06/2004	55/14.06.04	providing laboratory services	no	no		
24/06/2004	G.S	46-D	25/06/2004	N/A	existing cross profiles and topographic plans	no	no		
25/06/2004	G.S	47-D	25/06/2004	N/A	state of pipes	yes	yes		
25/06/2004	G.S	48-D	25/06/2004	N/A	Price analysis	no	yes		
25/06/2004	G.S	49-D	25/06/2004	N/A	Contractor's intention to start construction works at the Bridge 39	no	no		

A.2.3.8.2. Outgoing letters

Table 13

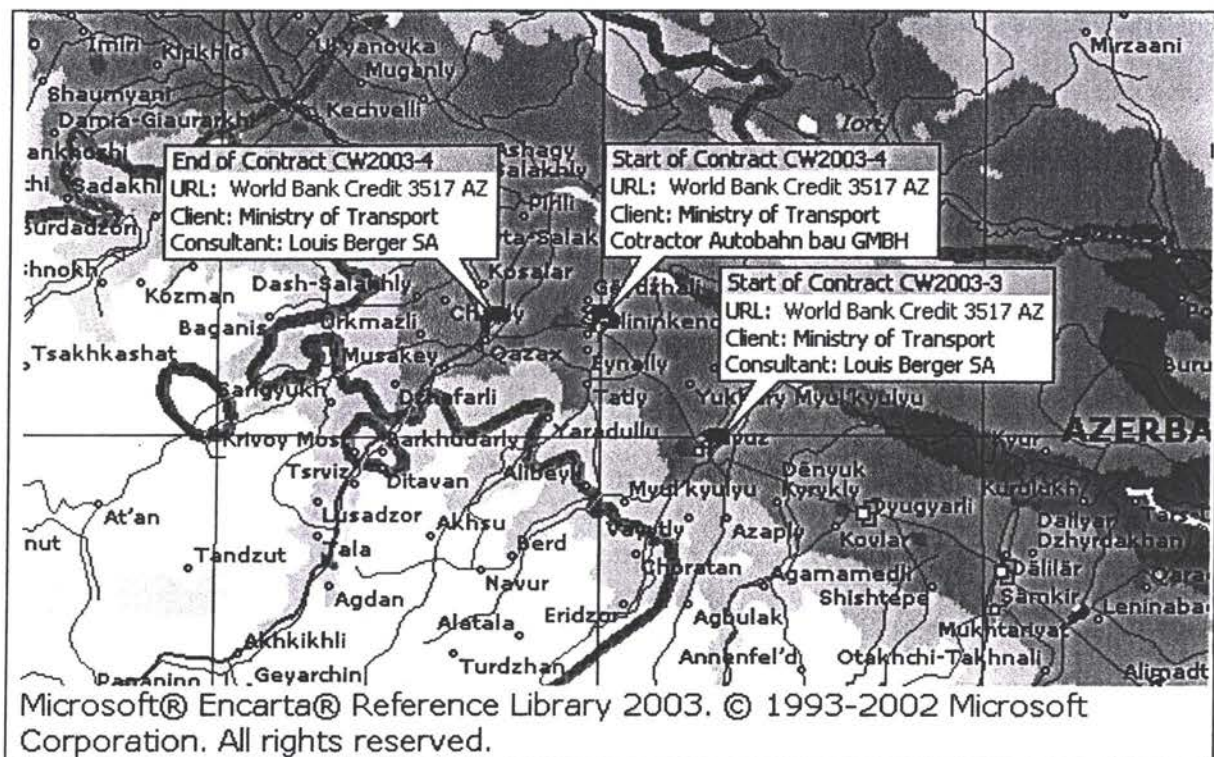
	Date Posted	Author Initials	Our Date Written	In response to	Subject	Attachments	Reply status		
							Required Yes/No	Date Sent	Sender's Ref:
1	07/06/2004	S.D	47	02/05/2004	25-D/24.05.04	Update Work Programme	no	yes	
2	07/06/2004	S.D	48	03/05/2004	30-D/27.05.04	Topographical Survey of existing Ground Elevation	no	no	
3	07/06/2004	S.D	49	04/05/2004	N/A	Modifying the start of the project	yes	no	
4	07/06/2004	S.D	50	07/05/2004	281/01.06.04 159/24.03.04	Production of Reinforcement Concrete prefabricated pipes	no	yes	
5	08/06/2004	S.D	51	08/05/2004	N/A	Minutes of Monthly Progress Meeting	yes	no	
6	10/06/2004	S.D	52	08/06/2004	N/A	Longitudinal redesign on 1st ten km	no	no	
7	11/06/2004	S.D	53	11/06/2004	03RO/10.06.04	interim Payment Certificate	no	yes	
8	11/06/2004	S.D	54	10/06/2004	04RO/10.06.04	Insurance, Lab equipment and etc.	no	no	
9	16/06/2004	S.D	55	14/06/2004	296/09.06.04	Design drawing for Bridgesw 39-dzegam Chay Bridge	no	yes	
10	16/06/2004	S.D	56	14/06/2004	our 55/14.06.04	Starting Works at Bridge 39-Dzegam chay Bridge	no	no	
11	17/06/2004	S.D	57	16/06/2004	33-D 16.06.04	update Work Programme and Cash flow projection	no	no	
12	18/06/2004	S.D	58	17/06/2004	N/A	Longitudinal redesign at road section km 27+000 to km 37+000	no	yes	
13	21/06/2004	S.D	59	21/06/2004	37-D/18.06.04	interim Payment Certificate	no	yes	
14	21/06/2004	S.D	60	21/06/2004	36-D/17.06.04	Request for inspection forms	no	no	
15	21/06/2004	S.D	61	21/06/2004	35-D/17.06.04	Revised update and corrected Work Programme	no	yes	
16	22/06/2004	S.D	62	21/06/2004	38-D/18.06.04	Longitudinal redesign for km 27+000 to km 35+000	yes	yes	
17	24/06/2004	S.D	63	22/06/2004	40-D 42-D/ 21.06.04	Start of rehabilitaion works on culverts	no	yes	
18	25/06/2004	S.D	64	22/06/2004	39-D/18.06.04	Construction design drawings for Dzegam Chay Bridge	yes	yes	

Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for Project Component II:

Construction Supervision of Shemkir to Gazakh - Highway

Contracts CW2003-3 and CW2003-4



B. Contracts CW2003-3 and CW2003-4

B.2.1. Report Cover page

Table 1

Project Title	Construction Supervision of Shemkir to Gazakh - Highway - Contracts CW2003-3 and CW2003-4	
Service Contract	EUROPEAID/113179/C/SV/MULTI	
Country	Azerbaijan	
	Local Recipient - Partner	EC Service Contractor
Name	Azerbaijan Republic Ministry of Transport	Louis Berger SA
Address	The Head of Road Transport Service Department Prospect Tbilisi 1054 The Ministry of Transport	Mercure III 55 Bis Quai de Grenelle 75015 Paris France
Tel No	99412 930192	+ 33 1 45 78 39 32
Fax No	99412 315655	+ 33 1 45 77 74 69
Contact Person	Mr. Javid G. Gurbanov	Mr. F. Signor
E-mail		fsignor@louisberger.com
		Project Team Leader
		Baku, Azerbaijan
		+994 12 98 84 31
		+994 12 93 24 76
		R. Degheim

B.2.2. Project Synopsis

Table 2

Project Objectives	<ul style="list-style-type: none"> • To support the Republic of Azerbaijan to catch up with their serious backlog maintenance, and to cope with growing Local, and International Transport. • To improve and provide a better level of service for the travelling public on route corridors, • To reduce costs in road transportation, • To arrest deterioration of pavements (<i>road surfaces</i>) by timely intervention, • To reduce costs for road rehabilitation and maintenance. • The specific objective of this component of the Project is the supervision of the Works Contracts between Shemkir and Gazakh. This forms part of the ancient "Silk Road" • To ensure that the new road rehabilitation and reconstruction is completed to the internationally specified standards and to be completed within the budget and time available. • To strengthen the national road construction and maintenance capabilities through transfer of technology.
Outputs	<ul style="list-style-type: none"> • Good Roads completed to best standards and at the budget price.
Activities	<ul style="list-style-type: none"> • To rehabilitate and upgrade the existing highway Shemkir to Gazakh - Contracts CW2003-3 and CW2003-4
Start date	<ul style="list-style-type: none"> • February 23, 2004
Start date activities	<ul style="list-style-type: none"> • February 23, 2004
Duration	<ul style="list-style-type: none"> • 18 months or 548 days



B.2.3. Monthly Progress Report

B.2.3.1. General

This section of the Project covers the supervision of the Rehabilitation and Upgrading of the Shemkir - Gazakh section of the Azerbaijan Highway Project Contracts CW2003-3 and CW2003-4. The project is organised in the standard International format using the General Conditions of Contract as issued by the World Bank for projects under \$10,000,000. The works were designed in coordination with Azeravtoyol by a consortium composed of Kocks Consult GMBH (Germany) BCEOM (France) and Finnroad Ltd (Finland). The supervision of the Works Contract forms part of the Rehabilitation of Caucasian Highways Azerbaijan Georgia and Armenia Contract Number EUROPEAID/113179/C/SV/MULTI and is carried out by Louis Berger SA of Paris France. The project is funded by means of a credit from the International Development Association (IDA), or the World Bank. A Project Implementation Unit attached to Azeravtoyol controls the project on behalf of the Employer. A list of the Key Personal is presented below.

Table 3

Funding Agent	International Development Association The World Bank 1818 H Street, NW Washington, DC 20433, USA
Mr. George Tharakan	Lead Transport Specialist Infrastructure and Energy Service Department Europe and Central Asia Region
Employer	Azerbaijan Republic Ministry of Transport "Yolnegliyatservis" address: Prospect Tbilisi 10/54 The Ministry of Transport Tel:99412 930192 Fax:99412 315655
Mr. Cavid Gurbanov Gamber	Chief of the Department
Project Implementation Unit	72/4 Uzeyir Hajibeyov Street 370010 Baku
Mr. A. Gojayev	Director
EUROPEAID EC Brussels	
Mr. E. Dalamangas	Project Manager
Service Supervision Contractor	
Louis Berger SA	Murcure III 55Bis Quai de Grenelle Paris 75015
R. Degheim	Team Leader/ Project Manager
S. I. Dotchev	Project Manager's Representative, Resident Engineer
Contractors	Autobahn Bau GMBH

3.3.2. Project Data

Table 4

Works Contracts CW2003-3 and CW2003-4	
Works Tender Opened	September 2 nd 2003
Letter of Acceptance	December 27 th 2004 - letter №628/02 YNS
Contract Agreement Signed	January 22 nd 2004
Possession of site	February 5 th 2004
Contract Amount	AZM 45,937,384,407.14
Contract revised amount	N/A
Contract Start Date	February 23 rd 2004
Original Contract Completion Date	August 23 rd 2005
Defects Liability Period	365 days
Extended Completion Date	N/A
1 st , Works Programme received	March 1 st 2004
Last revision of Works Programme	May 25 th 2004
Value of Works to date as per IPC	N/A
Value of Works done to date	N/A

Value of Works done to date (%)	N/A
Variations	N/A
Advance Payment (20%)	AZM 9,187,476,881.42
Repayments made	N/A
Delays	N/A
Claims	Claim №1 – Late advance payment Claim №2 – Late payment on portion of Advance payment
Time elapsed to date	129 days
Time remaining to date	419 days

B.2.3.3. Progress report

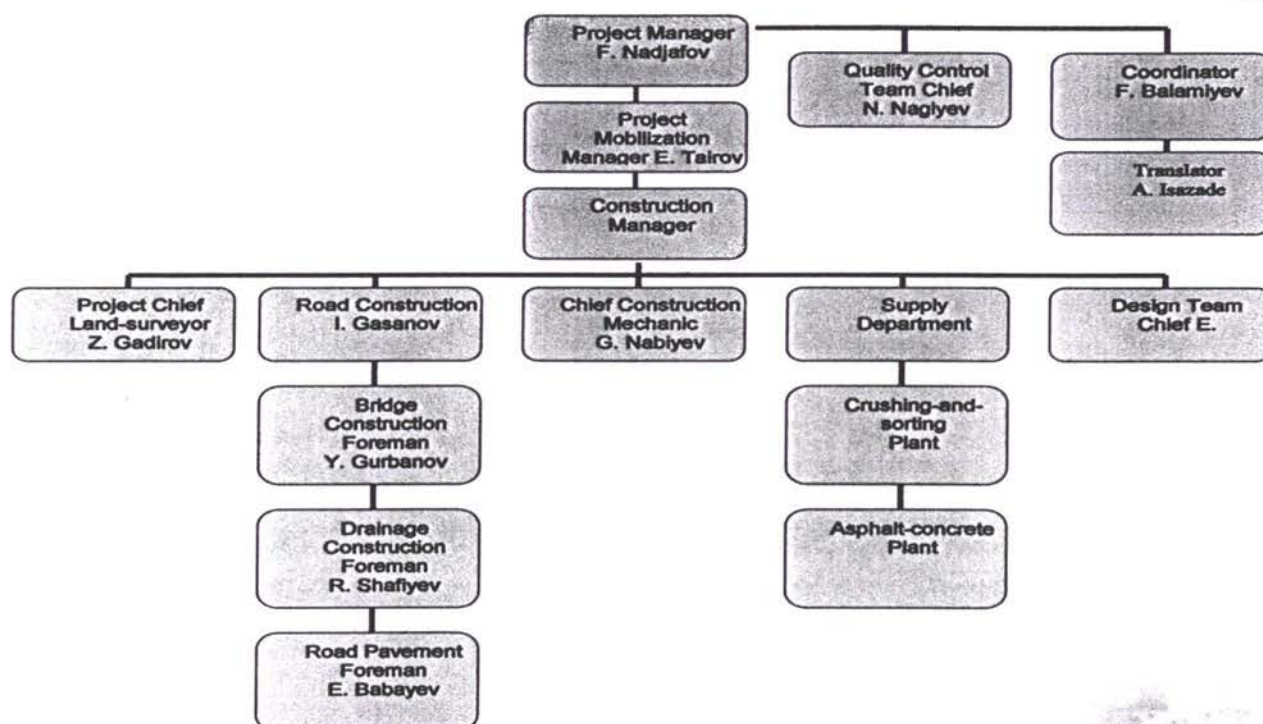
B.2.3.3.1. Status of the Contract

Since start (February 23, 2004) the Contractor have been on site 129 days or 23.54% of the Contractual time and to date are remaining 419 days or 76.46% of the Contractual time. Contractor just start with mobilization but apart of surveyors checking/verifying the original bench marks no other work has been done on the road yet. However, in order to speed up with the design, the Consultant's CAD Engineer is working jointly with the Contractor. Submission of a part of the redesign (10 km) is expected to be finalized on 10 July, 2004.

B.2.3.3.1.1. Contractor's site staff

B.2.3.3.1.1.1. Contractor's site management staff organogramme

Figure 1

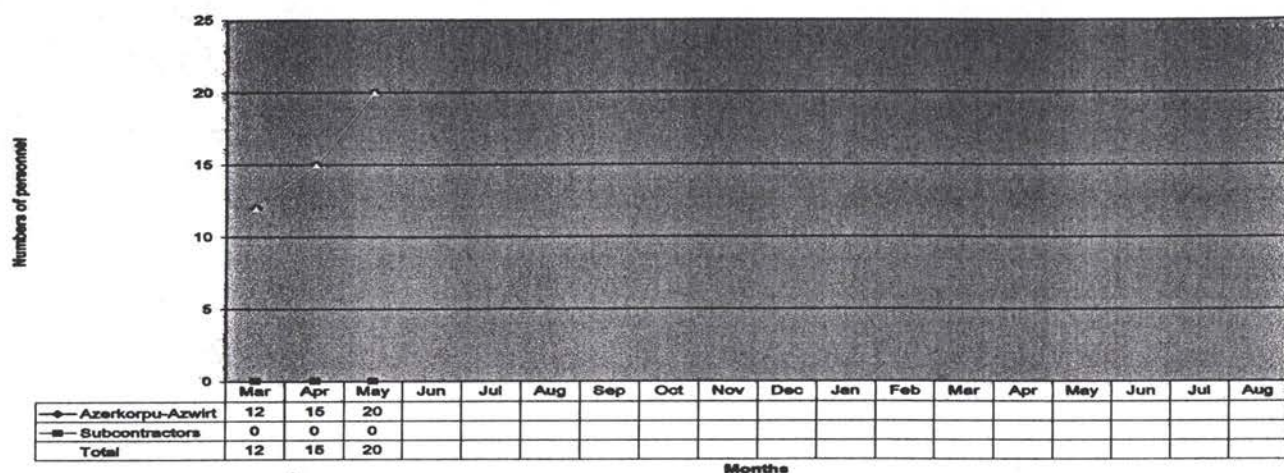


B.2.3.3.1.1.2. Contractor's site staff employed

Last month Contractor have employed for purpose of construction on this Project 20 people (including 10 locals)

Figure 2

Contracts CW2003-3 and CW2003-4 - Personnel staff movements



Unfortunately the Contractor did not submit updated information for employed people this month.

B.2.3.3.1.2. Contractor's machinery and equipment

Table 5

Item	Description	Model and capacity	Unit	For Project	Available	Work day
1	Single-bucket excavator	Caterpillar V=1.25-1.75m ³	no	6		
2	Single-bucket excavator	Pneumatic V=0.65-1.5m ³	no	2		
3	Bulldozers		no	2		
4	Graders		no	4	1	30
5	Vibratory Rollers	12-19 ton	no	6		
6	Truck cranes	Carrying capacity 8-25 ton	no	4	1	6
7	Truck cranes	Carrying capacity 40 ton and more	no	2		
8	Dump trucks		no	40-45	1	23
9	Self-acting mixer		no	3		
10	Motor-car repair shop		no	1		
11	Fork-lift trucks		no	5		
12	Self-acting compressor		no	2		
13	Water carrier		no	4		
14	Welding set		no	2		
15	Hand rollers, plate vibrators		no	4		
16	Bowser		no	2		
17	Bus		no	2		
18	Generators		no	4		
19	Mobile floodlights		no	4		
20	Vibrators		no	6		
21	Armatures work machines		no	1+1		
22	Truck tractor	70 ton	no	1		
23	Truck tractor	50 ton	no	1		
24	Power transformer	1000Kva	no	1		
	Power transformer	600Kva	no	2		
25	Power generator	500Kva	no	1		
26	Asphalt concrete plant		no	1		
27	Crushing device/crusher		no	1		
28	Mechanical mixer for sub base		no	1		
29	Concrete mixing plant		no	1		
30	Laboratory (complete set)		no	1		
31	Asphalt paver	Vogele-1900	no	2		
32	Roller	6-8 ton	no	2		
		8-12 ton	no	2		
		12-18 ton	no	1		
33	Milling cutter	2m	no	1		
34	Milling cutter	0.5-1.0 m	no	1		
35	Asphalt cutting device		no	1		

19	Milling/Removing of existing asphalt pavement - 7905/6495 m3	0
20	Removing of sub base - 19800/4900 m3	0
21	Formation level - 83180/76393 m2	0
22	Granular Capping layer - 200mm 28316/12008 m3	0
23	Granular Sub base layer - 225mm 32571/30521 m3	0
24	Bituminous base course - 150mm 91112/55257 m2	0
25	Wearing course - 50mm 89434/41664 m2	0
26	Granular shoulder - 200mm 12423/6689 m3	0
27	Realignment - 1,804/3,968 km	0
28	Site Clearing and Grubbing 11,81/18,4 ha	0
29	Bulk earthworks - road embankment 33783/59402 m3	0
30	Formation level 15920/59507 m2	0
31	Granular Capping layer - 200mm 899/1542 m3	0
32	Granular Sub base layer - 225mm 6279/23774 m3	0
33	Bituminous base course - 150mm 17438/43043 m2	0
34	Wearing course - 50mm 17116/53486 m2	0
35	Granular shoulder - 200mm 2377/5211 m3	0
36	Structures - Bridges (4), culverts (75)	0
37	Bridge -(1)new,(3)rehab.	0
38	Culverts - 52/23num	0
39	Finishing off the Project - 33km	0
40	Road signs and marking - 33km	0
41	Site drains	0

1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 #
0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 #

B.2.3.3.3. Project progress summary

Since the start February 23rd 2004 the Contractor completed the required verifying of Project Bench marks. In accordance with the presented Work Programme they are to start with Cleaning and grubbing (March 1st, 2004) as well as Drainage operations, but due to required longitudinal redesign they are running the project late about four months.

B.2.3.3.3.1. Work Progress on structures

B.2.3.3.3.1.1. Progress on culverts

The Contractor has been instructed (April 7th2004) to start work on required by the Project rehabilitation works for culverts. There are 11 numbers of culverts where the Works might be started. However the Contractor started with cleaning existing culvert structures.

Table 7

Item	Chainage	Existing Structure	Flow to	Length	Action	New Length	New Size	Required
107e	40+778	1700*300 B	L-R	10.00	Replace	9.29	2000*2000 B	Yes
108e	41+896	2*(2500*2500) B	L-R	42.00	Replace	51.68	3000*3500 B	Yes
109e	42+241	Φ800 P	L-R	15.00	Replace	16.38	Φ1000 P	Yes
110e	42+518	Φ700 P	L-R	16.00	Replace	16.13	Φ1250 P	Yes
19	42+618	culvert blocked	L-R	16.00	To confirm			?
111e	42+872	Φ700 P	L-R	15.00	Replace	14.63	Φ1250 P	Yes
20	42+972	culvert blocked	L-R	16.00	To confirm			?
112e	43+188	Φ800 P	L-R	16.00	Replace	16.40	Φ1250 P	Yes
113e	43+454	Φ800 P	L-R	15.00	Replace	16.13	Φ1250 P	Yes
114e	43+772	Φ1000 P	L-R	16.00	Replace	16.57	Φ1250 P	Yes
115e	44+040	Φ1000 P-Φ700 P	L-R	21.00	Replace	19.00	Φ1250 P	Yes
116e	44+230	culvert blocked	L-R	35.00	To confirm	34.96	Φ1000 P	?
117n	44+450		L-R		New	33.29	4000*2500 B	N/A

118n	45+075		L-R		New	17.90	2*1250 P	N/A
119e	45+099	Φ700 P	L-R	17.00	Replace	13.41	Φ1250 P	Yes
120e	45+515	Φ1200 P	L-R	17.00	Replace	16.59	Φ1250 P	Yes
121e	45+804	Φ700 P	L-R	16.00	Replace	13.85	Φ1250 P	Yes
122e	46+242	1900*3500 B	L-R	15.00	Replace	13.81	2000*2000 B	Yes
123e	46+504	2Φ800 P	L-R	20.00	Rehabilitate	15.33	Φ1250 P	No
21	46+704	2000*2000B+Φ1000P	L-R	30.00	Replace			Yes
22	47+204	Φ800 P	L-R	16.00	Replace			Yes
124e	47+730	2000*2000B	L-R	13.00	Rehabilitate	13.54	2000*2000 B	No
125e	48+108	Φ800 P	L-R	14.00	Replace	13.27	Φ1250 P	Yes
126e	48+396	2000*2000B	L-R	12.00	Rehabilitate	15.64	2000*2000 B	No
127e	48+608	Φ800 P	L-R	17.00	Replace	15.97	Φ1250 P	Yes
128e	49+066	Φ1200 P	L-R	16.00	Replace	15.39	Φ1250 P	Yes
129e	49+247	culvert blocked	L-R	15.00	To confirm	16.12	Φ1250 P	?
130e	49+375		L-R		New	24.73	Φ1250 P	N/A
23	49+675	culvert blocked	L-R	15.00	To confirm			?
131e	50+155	4000*4000B	L-R	31.00	Replace	21.27	4000*5000 B	Yes
132e	50+845	Φ800 P	L-R	13.00	Replace	14.18	Φ1250 P	Yes
133e	50+964	Φ700 P	L-R	18.00	Replace	18.57	Φ1250 P	Yes
24	51+064	culvert blocked	L-R	18.00	To confirm			?
134n	51+410	Φ700 P	L-R	13.00	Replace	23.18	2*1250 P	Yes
135e	51+540	culvert blocked	L-R	16.00	To confirm	14.21	Φ1250 P	?
136e	51+648	Φ700 P	L-R	14.00	Replace	14.33	Φ1000 P	Yes
25	51+800	culvert blocked	L-R	14.00	To confirm			?
137e	52+041	culvert blocked	L-R	14.00	To confirm	14.60	Φ1000 P	?
138e	52+360	Φ700 P	L-R	16.00	Replace	19.17	Φ1250 P	Yes
26	52+960	culvert blocked	L-R	15.00	To confirm			?
139e	53+435	Φ1000 P	L-R	15.00	Replace	18.33	Φ1250 P	Yes
140e	53+456	Φ700 P	L-R	15.00	Replace	15.18	Φ1250 P	Yes
141e	53+697	Φ700 P	L-R	14.00	Replace	14.86	Φ1000 P	Yes
142e	53+865	culvert blocked	L-R	16.00	To confirm	13.97	Φ1250 P	?
143e	53+981	Φ700 P	L-R	12.00	Replace	38.52	Φ1000 P	Yes
144e	54+121	Φ700 P	L-R	13.00	Replace	11.98	Φ1000 P	Yes
145e	54+323	Φ700 P	L-R	13.00	Replace	14.07	Φ1250 P	Yes
146e	54+505	Φ1200 P	L-R	15.00	Replace	13.91	Φ1250 P	Yes
147e	54+588	Φ1200 P	L-R	20.00	Replace	16.86	Φ1250 P	Yes
148e	54+924	Φ1000 P	L-R	13.00	Replace	19.42	Φ1250 P	Yes
149e	55+405	Φ700 P	L-R	14.00	Replace	15.65	Φ1250 P	Yes
150n	56+775	culvert blocked	L-R	14.00	To confirm	24.48	Φ1250 P	?
151e	57+002	Φ1000 P	L-R	15.00	Replace	13.13	Φ1250 P	Yes
152e	57+091	Φ700 P	L-R	15.00	Replace	15.37	Φ1250 P	Yes
153n	57+380	Φ700 P	L-R	13.00	Replace	25.23	Φ1250 P	Yes
154e	58+123	700*500 B	L-R	12.00	Replace	14.11	Φ1250 P	Yes
27	58+223	Φ800 P	L-R	13.00	Replace			Yes
155e	58+519	Φ1000 P	L-R	13.00	Replace	14.53	Φ1250 P	Yes
156e	58+545	3000*1000 B	L-R	15.00	Replace	16.27	2*1000 P	Yes
157n	58+756	Φ700 P	L-R	17.00	Replace	20.25	Φ1250 P	Yes
28	59+156	Φ700 P	L-R	13.00	Replace			Yes
158e	59+593	750*500 B	L-R	16.00	Replace	16.96	Φ1250 P	Yes
159n	59+850		L-R		New	35.79	4000*2500 B	N/A
160e	60+986	800*700 B	L-R	14.00	Replace	14.01	Φ1250 P	Yes
161n	62+050		L-R		New	38.34	3000*2500 B	N/A
162e	62+449	Φ800 P	L-R	24.00	Replace	23.67	Φ1000 P	Yes
163e	62+627	Φ500-Φ800 P	L-R	27.00	Replace	20.85	Φ1250 P	Yes
164e	63+233	Φ1000 P	L-R	22.00	Rehabilitate	23.28	Φ1000 P	No
165e	63+744	Φ800 P	L-R	23.00	Replace	23.52	Φ1000 P	Yes
166e	64+039	Φ1200 P	L-R	23.00	Replace	23.25	Φ1250 P	Yes
167e	64+456	Φ1000 P	L-R	25.00	Rehabilitate	24.92	Φ1000 P	No
168e	65+004	4000*1500 B	L-R	14.00	Replace	29.30	4000*2000 B	Yes
169e	65+725	1500*2000 B	L-R	16.00	Replace	18.36	2000*1500 B	Yes
170e	67+033	Φ800 P	L-R	24.00	Replace	46.36	Φ1250 P	Yes
171e	66+320	Φ1000 P	L-R	36.00	Replace	35.81	Φ1250 P	Yes
172e	67+612	Φ1000 P	L-R	35.00	Rehabilitate	33.70	Φ1000 P	No
173e	67+880	Φ1000 P	L-R	32.00	Rehabilitate	30.64	Φ1000 P	No
174e	68+095	Φ1200 P	L-R	34.00	Rehabilitate	32.93	Φ1000 P	No
175e	98+654	4000*4000 B	L-R	25.00	Replace	25.13	4500*3500 B	Yes

29	68+954	Φ1000 P	L-R	41.00	Rehabilitate			No
176e	69+427	3*(3000*4000) B	L-R	59.00	Rehabilitate	71.15	3*(3000*4000)	No
30	69+600	Φ800 P	L-R	22.00	Replace			Yes
177e	70+250	2000*1000 B	L-R	17.00	Replace	23.00	2000*2000 B	Yes
178e	70+361	2500*2500 B	L-R	43.00	Replace	33.42	3500*3500	Yes
179e	71+562	Φ800 P	L-R	15.00	Replace	15.75	Φ1000 P	Yes
180n	71+641	2000*2000 B	L-R	16.00	Replace	17.66	2000*2000 B	Yes
181e	71+851	2000*2000 B	L-R	15.00	Rehabilitate	16.26	2000*2000 B	No
182e	72+709	culvert blocked	L-R	15.00	To confirm	14.37	Φ1250 P	?
Notes								
1	Tender design documents calls for work to be done on							76
2	Our study discovered additional existing culverts							12
3	Total culverts to work on those Projects							88
4	Total existing culverts including those discovered by our study							52

B.2.3.3.3.1.2. Progress on Bridges

The Contractor has been instructed (April 7th2004) to start with preparation of the shop drawings for Bridge 45 (cross over the existing railway at km 60+101) since is not affected by the required correction to longitudinal road profile

Table 8

Bridge No	Chainage	Description of the existing structure	Existing length (meter)	Carriage way	Action	Description according to the project (meter)	Size according to the project	Carriage way
43	44+808	4.4*5.0 B	9.1	8.7	Box culvert	5.0*2.5 B	23.5	9
45	60+101	10.2+16.1+ 10.2	46	7	Replace/New	12+15+12	48.5	11.5
46	66+144	1*13.70	19.7	7	Replace/New	1*15	27	11.5
47	70+940	(3*22)+(3*21)	145	7	Replace/New	(3*22)+(3*21)	14.5	11.5

B.2.3.3.3.2. Problems which might effect onto completion date

Table 9

Problems associated with completing the Contract in time	Actions taken
12 numbers of extra existing culverts which are not mentioned into the Contract documents but have been discovered during our review of the Contract documents – August 2003	Client informed/advised about August 2003
Early warnings – clause 32, Conditions of Contract – existing buildings along the road, narrow road within the urban locations and our proposal to original pavement urban design	Comprehensive study done by us and sent for Client consideration and instructions
For overlay sections - Existing road width measured across the Road is highly variable	Client inform/advice – our letter 58, dated May 14 th 2004
Longitudinal redesign has been started, however to date no section of road have been submitted for approval	The Contractor warned to speed up

- Expropriations and compensation claims - Sketch plans for possible public claims

Figure 4

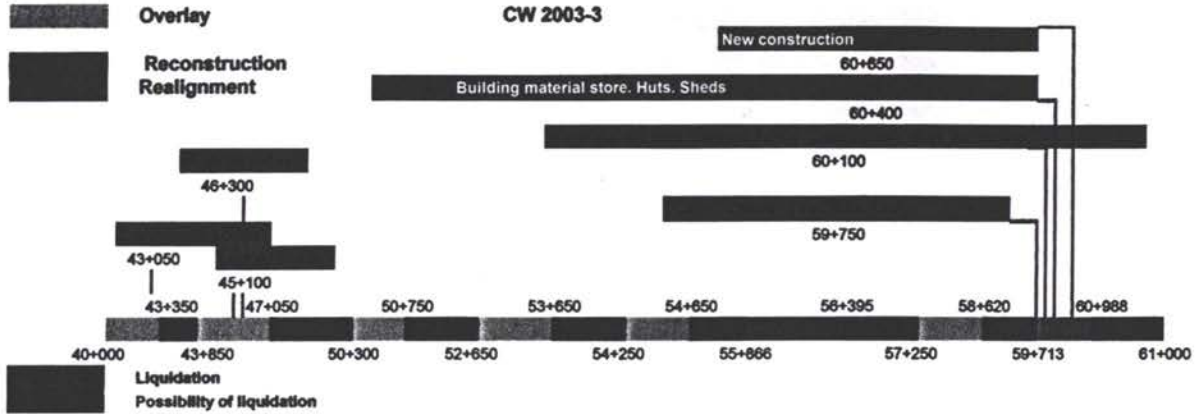
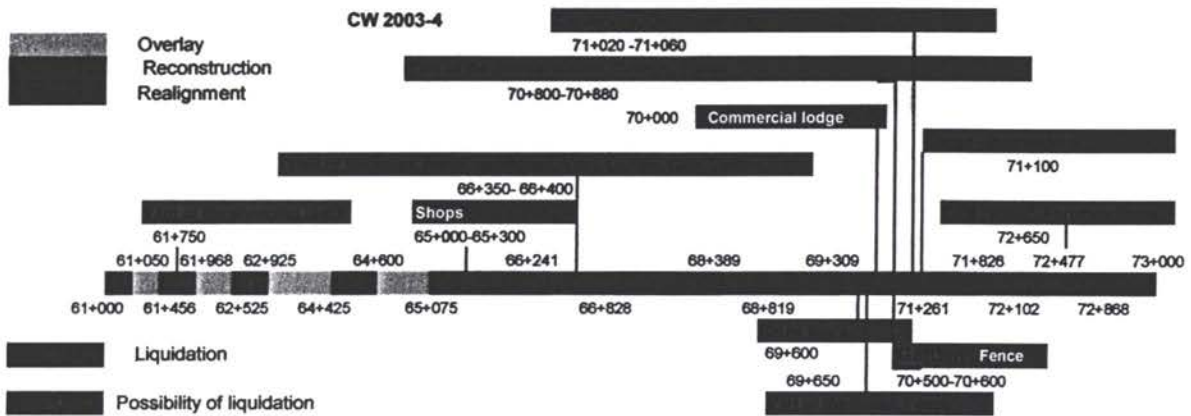


Figure 5



- For overlay sections - Existing road width measured across the Road is highly variable

Figure 6

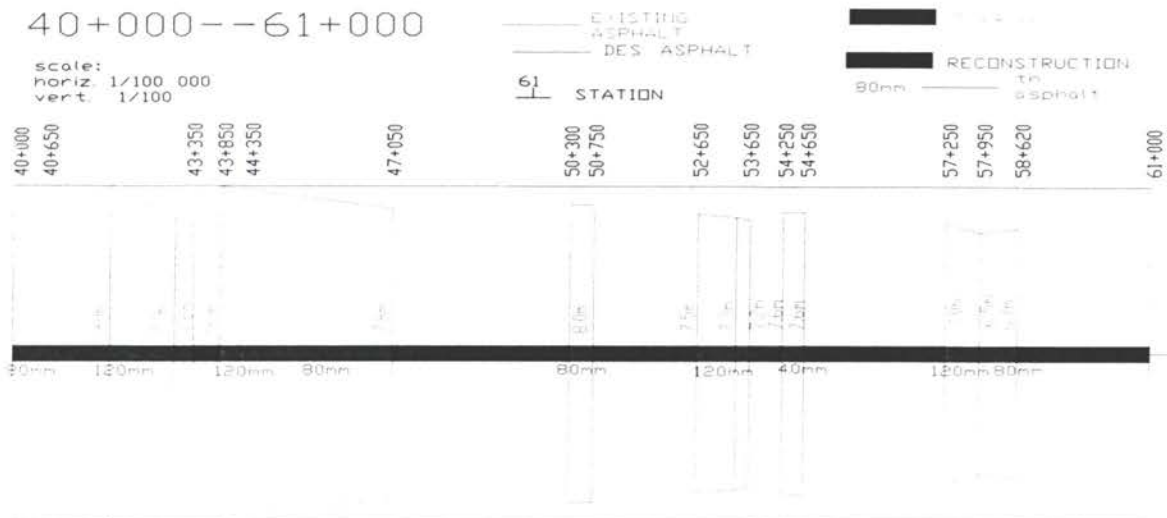
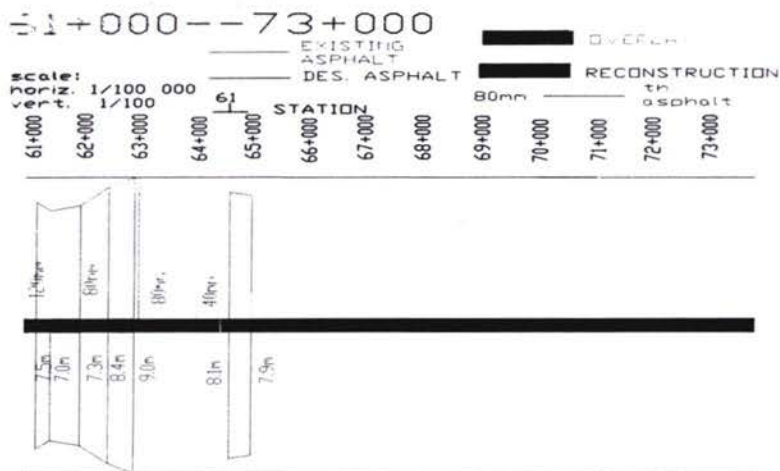


Figure 7



B.2.3.4. Variations and claims

B.2.3.4.1. Claims

B.2.3.4.1.1. Claim №1

First Contractor's claim has been received - Requested Advance payment of 20% has not been paid yet and Contractor is claiming (see Contractor's letter MM-37/04 dated May 6th, 2004) in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claiming interest rate on late payments. The Claim is under PM consideration and attention.

B.2.3.4.1.2. Claim №2

Second Contractor's claim has been received - Requested Advance payment of 20% has not been paid partially and Contractor is claiming in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claiming interest rate on late payments. The Claim is under PM consideration and attention.

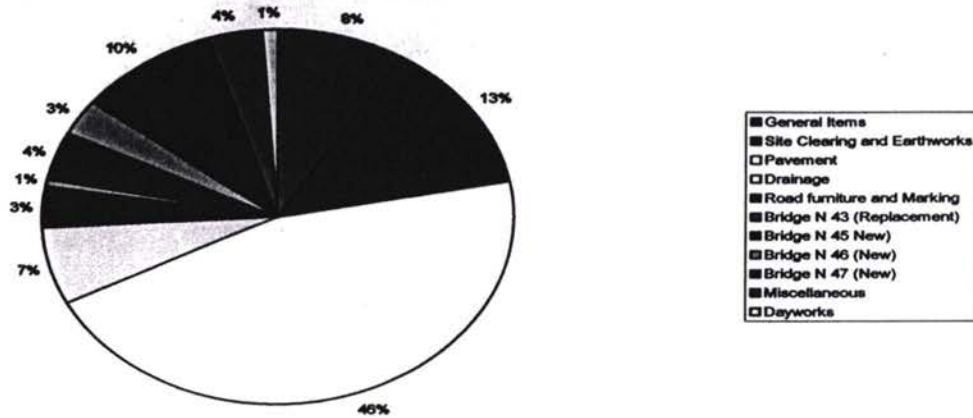
B.2.3.4.2. Variations

B.2.3.4.2.1. Variation order №1

On Client instruction, Works on Contract CW2003-3 from km 40+000 to km 42+000 are to be stopped temporary due to the potential planned construction of Tovuz bypass. This VO would be finalized after agreement with the Employer and WB if Tovuz bypass would be constructed.

B.2.3.5. Financial - Comparison of the Bill of Quantities items as shown on the graph under

Contracts 2003-3 & 4 (km 40+000 to km 73+000), Comparison of the original Bill Items



B.2.3.5.1. Interim Payment Certificates (IPCs)

They are no IPCs issue to date. However the Contract made attempt and submit IPC 2, but after checking the IPC has been returned to Contractor for review and revision on requested mobilization compensations.

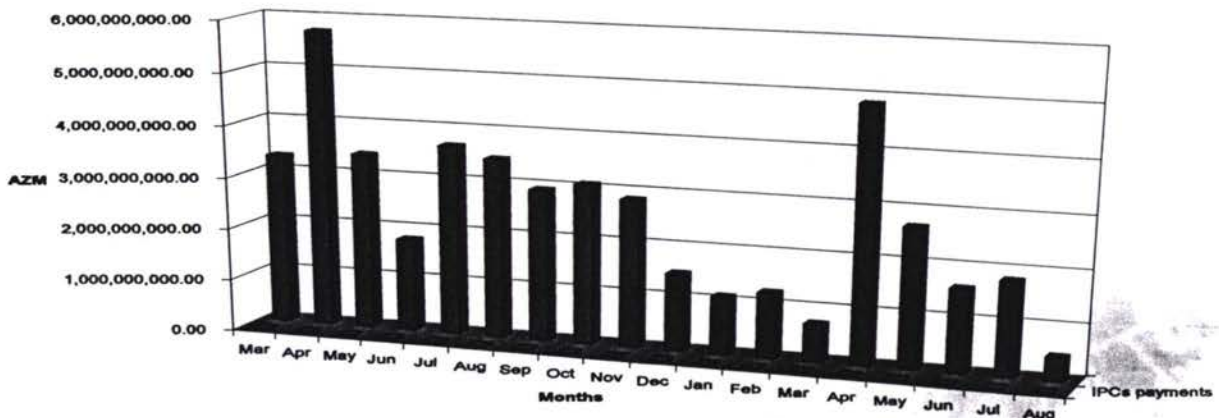
B.2.3.5.2. Cash Flow projection

B.2.3.5.2.1. Project cash flow projection

The Contractor submitted his cash flow Projection on March 23rd2004. Since then the Contractor along with revised Programme of Works has submit a revised Cash Flow Projection, which have not been approved yet and returned few times for reconsideration and review by the Contractor.

Figure 8

Contracts CW2003-3 & 4, Comparison between the Contractors cash flow projection and the actual IPCs payments



B.2.3.5.3. Contract assessment

B.2.3.5.3.1. Contract time

In accordance with the submitted and approved Works Programme (March 15th2004) the Contractor is running late on his mobilization and on some of the planned Works as follows:

- 60 days on mobilization of Crusher plant
- 120 days on Site Cleaning
- 120 days on Drainage

Please note that the Contractor could not possibly start or held responsible for the delay with Site Cleaning Works due to the discrepancies with the original Project surveyor bench marks coordinate and vertical elevation. However the longitudinal Project problems are not reasons to delay with scheduled Drainage works (rehabilitation on culverts) and this delay is entirely Contractors responsibilities. At present the Contractor is running this Project with delay of 120 days.

B.2.3.5.3.2. Contract price- (budget expecting preliminary estimates increase/decries)

Table 11

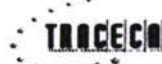
Item	Description	Unit	Quantity	Cost
A				AZM
1	Due to overestimated volumes of Works at the Project B&Q for granular sub base	m3	12164	510,888,000.00
2	Due to overestimated volumes of Works at the Project B&Q for bituminous base	m2	5307	195,600,842.86
3	Due to overestimated volumes of Works at the Project B&Q for bituminous surface	m2	4177	57,433,750.00
4	Due to overestimated volumes of Works at the Project B&Q for overlay of 40mm	m	127	1,968,500.00
5	Due to MoT letter 01/581 dated Apr 26th, 2004 temp. stop work at km 40+000 to km 42+000	AZM	estimate	1,860,922,362.00
	Estimated savings cost to the Contract	AZM		2,626,813,454.86
		US\$		534,774.73
B				AZM
1	Due to underestimated volumes of Works at the Project B&Q for capping layer	m3	1503	22,995,900.00
2	Due to underestimated volumes of Works at the Project B&Q for sub base to shoulders	m3	8526	323,988,000.00
3	Due to overestimated volumes of Works at the Project B&Q for overlay of 80mm	m	1901	50,186,400.00
4	Due to overestimated volumes of Works at the Project B&Q for overlay of 120mm	m	1604	51,648,800.00
5	Due to extra existing culverts on site but not included into the B&Q - 12 numbers	AZM	estimate	779,671,764.00
6	Due to underestimated volumes of Works for Overlay - variable cross road width	AZM	estimate	560,747,507.00
	Estimated extra cost to Contract Budget	AZM		1,789,238,371.00
		US\$		364,258.63
C	Contract Price at present	AZM		45,937,384,407.14
		US\$		9,352,073.37
D		AZM	1.82%	837,575,083.86
		US\$		170,516.10
F		AZM		
		US\$	4912	9,181,557.27

Note The estimates are not final and might be altered as the Works progress

B.2.3.6. Testing results

No testing results yet.

B.2.3.7. Project photographs



New Asphalt Plant just delivered on site

B.2.3.8. Correspondence records

B.2.3.8.1. Incoming Letters

Table 12

Date Received	Author from	Sender's ref	Date on the Letter	In response to	Subject	Attachments	Reply status		Our Ref:	
							Required Yes/No	Date Sent		
1	07/09/2004	F.N	KA/F-58/04	07/09/2004	N/A	Interim Payment Certificate	yes	yes	07/09/2004	56
2	09/09/2004	F.N	KA/F-59/04	09/09/2004	N/A	Monthly Proceeding of No 3Project Progress Meeting	yes	yes	10/09/2004	55
3	10/09/2004	F.N	KA/F-60/04	10/09/2004	N/A	Coordinates and elevation CH 46+000 - CH 56+000	yes	yes	17/09/2004	59
4	14/09/2004	F.N	KA/F-61/04	14/09/2004	48/02.06.04	Cash flow projection	yes	yes	14/09/2004	57
5	16/09/2004	F.N	KA/F-62/04	16/09/2004	57/14/08/04	Program old works ans cash flow projection	yes	yes	17/09/2004	58
6	17/09/2004	F.N	KA/F-63/04	16/09/2004	N/A	Meeting of Interim Progress Meeting	no	no	25/09/2004	63
7	21/09/2004	F.N	KA/F-64/04	21/09/2004	N/A	minutes of Monthly Meeting N3 May 27, 2004	yes	no	22/09/2004	61
8	17/09/2004	F.N	KA/NA-48/04	17/09/2004	N/A	Paid Amounts of advanced payment	no	no	22/09/2004	60
9	21/09/2004	F.N	KA/F-65/04	21/09/2004	N/A	Minutes of Monthly Meeting May 27, 2004	no	yes	22/09/2004	62
10	25/09/2004	F.N	KA/F-66/04	23/09/2004	N/A	sending of radio system	yes	no		
11	25/09/2004	F.N	KA/F-67/04	24/09/2004	62/21.06.04	scope of work and cash flow projection	yes	yes		

B.2.3.8.2. Outgoing letters

Table 13

Item	Date Posted	Author Initials	Our ref:	Date Written	In response to	Subject	Attachments	Reply status		Sender's Ref:
								Required Yes/No	Date Sent	
1	07/06/2004	S.D	48	02/06/2004	KA/F-54/04 26.05.04	update work programme	no	yes	11/06/2004	KA/F-61/04
2	07/06/2004	S.D	49	02/06/2004	KA/F-53/04 25.05.04	Price analyse	no	no		
3	07/06/2004	S.D	50	02/06/2004	KA/F-47/04 21.05.04	Standards and codes	no	no		
4	07/06/2004	S.D	51	04/06/2004	KA/F-45/04 18.05.04	Coordinates and elevations for TBM	no	yes	10/06/2004	KA/F-60/04
5	07/06/2004	S.D	52	04/06/2004	KA/F-52/04 25.05.04	Quality Assurance Plan	no	no		
6	09/06/2004	S.D	53	06/06/2004	N/A	Minutes of Meeting - may 2004	yes	no		
7	10/06/2004	S.D	54	06/06/2004	N/A	Longitudal redesign on 1st ten km	no	no		
8	10/06/2004	S.D	55	10/06/2004	KA/F-59/04 06.06.04	Insurance	yes	no		
9	11/06/2004	S.D	56	10/06/2004	KA/F-56/04 07.06.04	Interim Payment Certificate	yes	no		
10	14/06/2004	S.D	57	14/06/2004	KA/F-61/04 11.06.04	Update Cash Flow projection	no	yes	16/06/2004	KA/F-62/04
11	17/06/2004	S.D	58	16.07.2004	KA/F-62/04 16.06.04	update work programme and Cash flow projection	no	no		
12	17/06/2004	S.D	59	16.07.2004	KA/F-60/04 10.06.04	Coordinates and elevation of temporary BM along the road at km 46tc	no	no		
13	21/06/2004	S.D	60	22/06/2004	KA/NA-48/04 17.06.04	Advanced payment	no	no		
14	21/06/2004	S.D	61	22/06/2004	KA/F-64/04 21.06.04	Request for inspection forms	yes	no		
15	21/06/2004	S.D	62	22/06/2004	KA/F-65/04 16.06.04	Revised updated and corrected Work Programme	no	no	24/06/2004	KA/F-67/04
16	25/06/2004	S.D	63	25/06/2004	KA/F-63/04	Topographical survey km 46+000 to km 56+000	no	no		



Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for the Project Component II:

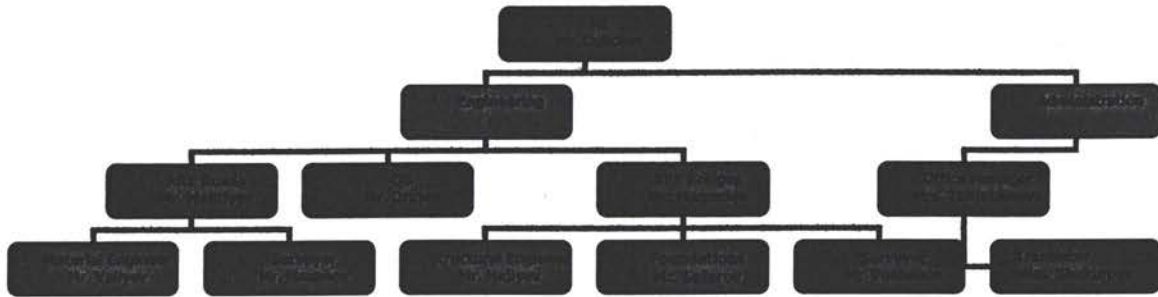
Segment 4 for the Project Component II:

General



3.1. Consultant's site staff management organogramme

Figure 1



3.2. Management Meetings and Correspondence

3.2.1. Management Meetings

Management daily or weekly Meetings (Site Agent/Resident Engineer) has been performed and done as required. Monthly Progress Meeting in accordance with clause 31 of the Condition of the Contract has been set for ones a month (usually at the end of each month). The table below show the Meetings held to date. All Minutes of Monthly Progress Meetings are issued within a week after each meeting has been held and copies distributed to all concerned parties for consideration and comments if any.

Table 1

CW2002-1		CW2003-1&2		CW2003-3&4	
No	Date	No	Date	No	Date
1	May 29 th 2003				
2	Jun 27 th 2003				
3	Jul 29 th 2003				
4	Aug 26 th 2003				
5	Sep 25 th 2003				
6	Oct 25 th 2003				
7	Nov 28 th 2003				
8	Jan 23 rd 2004				
9	Feb 23 rd 2004				
10	Mar 23 rd 2004	1	Mar 26 th 2004	1	Mar 26 th 2003
11	Apr 27 th 2004	2	Apr 28 th 2004	2	Apr 28 th 2004
12	May 25 th 2004	3	May 27 th 2004	3	May 27 th 2004
13	June 23 rd 2004	4	June 24 th 2004	4	June 25 th 2004

4.2.2. Correspondence

The Correspondence has been always a prime concern and simple rules has been set since beginning of each Project and all parties concern has been requested to obey diligently as follows:

- Correspondence to be on English language and translated into Russian
- Letters to be answer within 21 days

- Letters to contain a reference
- All attachments to be accompany with cover letter
- Incoming letters to be numbered and dated
- Received letter to be signed and dated by the person who receive it
- Fax/Email are acceptable as a early bird document, however the original letters are to be submitted and signature obtain as soon as possible

Proper filing system of incoming and outgoing letters has been created for each Project separately in order to avoid misunderstanding and confusion. To date the following numbers of letters has been issued:

Table 2

Incoming letters from Contractors

Contracts	Total to date	Total this month
Contract CW 2001-1	139	29
Contract CW 2003-1 & CW 2003-2	62	21
Contract CW 2003-3 & CW 2003-4	46	11
Contract for bridges	88	9
Summary	335	70

Incoming letters from Client

Contracts	Total to date	Total this month
Contract CW 2001-1	31	4
Contract CW 2003-1 & CW 2003-2	5	1
Contract CW 2003-3 & CW 2003-4	5	1
Contract for bridges	19	0
Summary	60	6

Outgoing letters to Contractors

Contracts	Total to date	Total this month
Contract CW 2001-1	181	10
Contract CW 2003-1 & CW 2003-2	64	18
Contract CW 2003-3 & CW 2003-4	63	16
Contract for bridges	156	20
Summary	464	64

Outgoing letters to Client

Contracts	Total to date	Total this month
Contract CW 2001-1	107	5
Contract CW 2003-1 & CW 2003-2	11	2
Contract CW 2003-3 & CW 2003-4	12	2
Contract for bridges	40	0
Summary	170	9

4.3. Daily Weather Records

Table 6

Month: May

Year: 2004

Day	Date	Temp	Weather Condition	Working Condition	Remarks
Tue	25	23°C	Sunny	Work in progress	
Wed	26	26°C	Sunny	Work in progress	



Thu	27	25°C	Sunny	Work in progress
Fri	28	25°C	Sunny	Work in progress
Sat	29	26°C	Sunny	Work in progress
Sun	30	27°C	Sunny	Work in progress
Mon	31	26°C	Sunny	Work in progress

Month: **June**

Year **2004**

Day	Date	Temp	Weather Condition	Working Condition	Remarks
Tue	1	24°C	Sunny	Work in progress	
Wed	2	26°C	Sunny	Work in progress	
Thu	3	25°C	Sunny	Work in progress	
Fri	4	24°C	Sunny	Work in progress	
Sat	5	26°C	Sunny	Work in progress	
Sun	6	27°C	Sunny	Work in progress	
Mon	7	28°C	Sunny	Work in progress	
Tue	8	29°C	Sunny	Work in progress	
Wed	9	26°C	Sunny	Work in progress	
Thu	10	25°C	Sunny	Work in progress	
Fri	11	24°C	Sunny	Work in progress	
Sat	12	28°C	Sunny	Work in progress	
Sun	13	26°C	Sunny	Work in progress	
Mon	14	29°C	Sunny	Work in progress	
Tue	15	31°C	Sunny	Work in progress	
Wed	16	29°C	Sunny	Work in progress	
Thu	17	27°C	Sunny	Work in progress	
Fri	18	28°C	Sunny	Work in progress	
Sat	19	30°C	Sunny	Work in progress	
Sun	20	33°C	Sunny	Work in progress	
Mon	21	33°C	Sunny	Work in progress	
Tue	22	32°C	Sunny	Work in progress	
Wed	23	31°C	Sunny	Work in progress	
Thu	24	29°C	Sunny	Work in progress	
Fri	25	33°C	Sunny	Work in progress	

4.4. Environmental impact

This report deals with the environmental consideration during the Construction phase for all three projects to date - Road rehabilitation Project Contracts: CW2002-1, CW2003-1&2 and CW2003-3&4. Its covers the period from commencement of the first Project Contract CW2002-1 – March 2003 to date and take into account the environmental requirements detailed in Project documents.

4.4.1. Environmental impact – around the Project construction site (Vegetation and Land used)

In order to minimize the environmental impact around the project construction site, the Contractors have been limited working close to their Project site as follows:

- **For contract CW2002-1** – Letter 62 dated October 22nd, 2003 has been issued with instruction to the Contractor: "...to proceed with cleaning and grubbing as specify with in the Contract documents both embankment sides along the Road for a width starting from shoulder break point all the way to not more than one meter from the toe of the design rehabilitated embankment..."

- **For Contracts CW2003 -1 to Cw2003-4** – The Earth Works are not started yet, however similar instruction as above shall follow.

4.4.2. Environmental Impact – Borrow pits

- **For Contract CW2002-1.** Prior approval the following Borrow pits have been sampled and tested:

Table 7

Name	Chainage	Site	Km to C/L	Material to be use for	Remark
1	Km 0+200	RHS	0.5	Embankment fill	Approved
2	Km 2+300	RHS	1.2	Sub grade and embankment fill	Approved
3	Km 3+240	LHS	0.7	Sub grade and embankment fill	Approved
4	Km 12+712	RHS	1.5	Sub grade and embankment fill	Approved
5	Km 8+500	LHS	1.5	Sub grade and embankment fill	Approved
6	Km 12+000	LHS	1.5	Sub grade and embankment fill	Approved
7	Km 24+680	LHS	2.0	Sub base	Approved
8	Km 26+680	RHS	1.0	Sub base	Approved

- **For Contracts CW2003-1&2.** The Contractor requested to develop the following Borrow pits and material samples have been taken for testing and approval:

Table 8

Name	Chainage	Site	To C/L	Material to be use for	Remark
(1)Dallier	Km 1+500	LHS		Embankment fill	To be consider
(2)Wine plant	Km 8+000	RHS		Sub grade and embankment fill	To be consider
(3)Zayam-Chay	Km 19+000	RHS		Sub grade and embankment fill	To be consider
(4)Asrik-Chay	Km 35+000	RHS		Sub grade and embankment fill	To be consider
(5)Tovuz-Chay	Km 40+000	RHS		Sub grade and embankment fill	To be consider

- **For Contracts CW2003-3&4.** The Contractor requested to develop the following Borrow pits and material samples have been taken for testing and approval:

Table 9

Name	Chainage	Site	To C/L	Material to be use for	Remark
(1)Channel	Km 45+000	LHS		Embankment fill	To be consider
(2)Gasau Su	Km 56+000	RHS		Sub grade and embankment fill	To be consider
(3)Agstafa-Chay	Km 73+000	LHS		Sub grade and embankment fill	To be consider

4.5. Safety on Projects

4.5.1. Traffic Management Plan – Detours/Deviations

Safety is prime concern and Traffic Management plan has been required by each of the Contractors. After the approval has been obtained the Contractor (Turan) installed the warning signs and traffic warning lights wherever required. Azerkorpu – Azwirt Consortium and Autobahn Bau – Traffic Management plans are to be submit any time soon.

4.5.1.1. Access to properties

The Contractors maintained at all times accesses to the private properties.

4.5.1.2. Traffic Controllers

During short term Works operation Contractors have utilized flagman, with personnel on each end of the restricted controlling section of the Road. For longer sections have been utilized warning lights in combination with flagmen. This traffic management has been effective (on CW2002-1 Contract for the section km 12+000 to km 20+680) and kept the traffic flowing with out major congestion.

4.5.1.3. Detour/Deviation

When the progress of Works demanded removing the traffic from the section of the Road detours/deviations has been utilised. Contractor prior opening of deviation has agreed the trace and the required traffic road signs

with the local and traffic authorities and obtain the necessary approvals. For Contract CW2002-1 the deviations have been choose to run on the existing old road Ganja- Shemkir running parallel to the Project rehabilitated

Table 11

Projects	Contracts	Contract Length	Detour Length	%	Maintenance this month		
					Satisfactory	Good	Excellent
Ganja-Shemkir	CW2002-1	20,680.00	21.00	100	-	Yes	-
Shemkir to Km 430.8	CW2003-1	19,000.00	0.00	0	-	-	-
	CW2003-2	21,000.00	5.00	25	-	Yes	-
Km 430.8 to Gazakh	CW2003-3	21,000.00	0.00	0	-	-	-
	CW2003-4	12,000.00	0.00	0	-	-	-

4.5.2. Work related accidents

Table 12

Projects	Contracts	Contractor	Work accidents	
			This month	To date
Ganja-Shemkir	CW2002-1	Turan Hazinedaroglu &Oztash	0	0
Shemkir to Km 430.8	CW2003-1	Azerkorpu and Azwirt	0	0
	CW2003-2	Consortium	0	0
Km 430.8 to Gazakh	CW2003-3	Autobahn Bau GMBH	0	0
	CW2003-4		0	0

4.5.3. Traffic related accidents

Table 13

Projects	Contracts	Contractor	Traffic accidents	
			This month	To date
Ganja-Shemkir	CW2002-1	Turan Hazinedaroglu &Oztash	0	0
Shemkir to Km 430.8	CW2003-1	Azerkorpu and Azwirt	0	0
	CW2003-2	Consortium	0	0
Km 430.8 to Gazakh	CW2003-3	Autobahn Bau GMBH	0	0
	CW2003-4		0	0

4.6. Guest visiting the Projects

Name	Position	Date of the Visit
Adil Gojayev	PIU Director	6-13 of June 2004
Gazanfar Safarov	PIU Procurement Specialist	6-13 of June 2004
Bayram Huseynov	MT Deputy Director of the Department	6-13 of June 2004
Anvar Abbasov	MT Chief of the SPC	9-10 of June 2004
Vagif Ahmedov	Chief Engineer of the Local Gas Department	23 of June 2004
Tofiq Quliyev	MT Chief of Shemkir Road Maintenance Department	23 of June 2004
Nazim Gasimov	MT Chief of the Technical Department	22-23 of June 2004
Asadov Magerram	Mt Chief Expert	22-23 of June 2004

Notes:

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