



The European Union's Tacis Programme

Pre-Feasibility & Feasibility Studies for Road Sections of the Termez – Dushanbe - Sary Tash Road

Project No. EuropeAid/121985/C/SV/Multi

Progress Report № 2

Reporting Period:

1 June 2007 – 30 November 2007



This project is funded by
the European Union



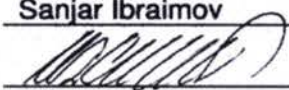
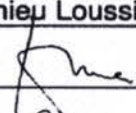
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PROGRESS REPORT

Table of Contents

Report Cover Page	1
PROJECT SYNOPSIS	3
1. Summary of Project Progress since the Start	4
2. Summary of Project Planning for the Remainder of the Project	5
3. Project Progress in Reporting Period	6
3.1. Background / General	6
3.2. Specific Technical Studies	6
3.3. Subcontracted Site Surveys	6
3.4. ADB Appraisal Mission / Pre-Feasibility Engineering Report	7
3.5. Preliminary Design / Economic Analysis / Feasibility Study	7
3.6. Cross Border Facilitation and Toll	8
3.7. Tender Documents and Final Design	8
4. Project Planning for Next Reporting Period	12
4.1. Issue of Preliminary Design and Feasibility Study Report	12
4.2. Seminar	12
4.3. Tender Documents	12
4.4. Financial Management Assessment	12
4.5. Detailed Design and Final Design Report	12
ANNEX 1	14
ANNEX 2	16

Report Cover Page

Project Title	: Pre-Feasibility and Feasibility Studies for Road Sections of the Termez - Dushanbe – Sary Tash Road	
Project Number	: 110 - 465	
Beneficiary Country	: Kyrgyzstan	
	Project Partner	EC Contractor
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Date of Report: 7.12.2007

Reporting period: 1 June 2007 - 30 November 2007.

Author of report: Francois CHATAIN

EK M & E team	[name] _____	[signature] _____	[data] _____
Project Manager	[name] _____	[signature] _____	[data] _____

PROJECT SYNOPSIS

Project Title : Pre-Feasibility and Feasibility Studies for Road Sections of the Termez - Dushanbe - Sary Tash Road

Project Number : 110-465

Country : Kyrgyzstan

Project objectives: To contribute in the development of economic relations, trade and transport communications in Central Asia through improving regional road infrastructures

Planned outputs: Pre-Feasibility study with various alternatives
Feasibility study for bankable project
Detailed design
Tender documents for construction
Specific studies (hydrology, structures, environmental impact, social impact, toll/transit fees, financial management)
Training of local staff

Project activities: Regional economic analysis
Traffic surveys
Topographical surveys
Geotechnical surveys
Hydrological studies
Structural studies
Environmental Impact assessment
Social impact assessment
Maintenance studies
Analysis of design options
Toll/Transit fees studies
Financial Management assessment
Detailed design
Tender documents
Training

Project starting date : 14 November 2006

Project duration : 18 months

1. Summary of Project Progress since the Start

The Project comprising Feasibility Study with Preliminary Design and Final Design with Tender Documents started on 14 November 2006 for duration of 18 months.

As site surveys can be undertaken only from May to October due to hard climate conditions (continuous presence of snow), a unique site survey campaign could be organised from May to August 2007 for both Preliminary and Final Design.

Topographical, geotechnical and traffic surveys have been subcontracted to Kyrgyzdortransproekt.

Technical studies of BCEOM short term experts (in particular hydrology, slope stability and structures) could be carried out from May 2007 with thorough visual inspection on the site. Social and Environmental Assessment have been carried out in the same time.

The Asian Development Bank (ADB) jointly with the Ministry of Transport and Communications (MOTC) of Kyrgyzstan decided in April 2007 to incorporate the present Project Road from Sary Tash to the Tajik border into the ADB proposed China-Kyrgyzstan-Tajikistan Regional Road Corridor Improvement Project for which the ADB Appraisal mission took place in July 2007.

Consequently a Pre-Feasibility Engineering report with preliminary cost estimates and traffic estimates was issued end of July and given to the ADB Appraisal mission. An alignment alternative has then been selected by MOTC.

It was the basis for the approval in October 2007 of the ADB Report and Recommendation of the President to the Board of Directors for the CAREC Regional Road Corridor Improvement Project. The corresponding grant to the Kyrgyz Republic will in particular cover construction costs of USD 20 millions plus contingencies for the present Project Road.

The results of the topographical and geotechnical surveys with laboratory tests could be available only in August-September. The Feasibility Study with Preliminary Design could then be undertaken to confirm the Pre-Feasibility Study.

Following the request of a different pavement scheme by MOTC, the issue of the Preliminary Design and Feasibility Study was postponed to December 2007. The new cost estimate is in line with previous Pre-Feasibility estimates and the design has been adapted to match the ADB grant envelope.

In parallel, due to the important future transit traffic from China to Tajikistan on the Project Road, a cross border facilitation study has been carried out. Recommendations have been made for the customs post at the Kyrgyz-Tajik border.

As MOTC and ADB want to accelerate the procedure so that works of construction could start in summer 2008 (no construction works are possible in winter on the Project road), BCEOM has been requested to submit as soon as possible both Final Design and Tender Documents, initially planned for May 2008.

It was decided that construction works tender shall be based on BCEOM Preliminary Design with Tender Documents prepared for the end of January 2008. The Final Design will be completed as originally planned in early May 2008 and given to the selected contractor for finalization of his contract.

Training is also part of the project. A first seminar was organised at the end of the Inception phase. The three local long term experts have been also trained regularly in order to be able to present in January 2008 the contents of the Feasibility Study.

2. Summary of Project Planning for the Remainder of the Project

The Preliminary Design and the Feasibility Study Report will be issued end of December 2007 in both English and Russian versions.

A Seminar will be organised after issuance of the Feasibility Study in January 2008. The content of the Feasibility Study will be presented in Russian language by the three Local Long Term Experts, Transport economist, Highway Design Engineer and Geotechnical Engineer assisted by the International Experts.

As mentioned above in 1 Tender Documents for construction works will be submitted end of January 2008. They will be accompanied by a detailed Bill of Quantities.

The Financial Management Assessment, according to ADB procedures, will be prepared in January-February 2008.

Detailed Design of road and structures will be undertaken during the whole period for submission end of April 2008.

A Final Design Report will be issued early May 2008.

3. Project Progress in Reporting Period

3.1. Background / General

It is reminded that due to the hard winter conditions of the Project area, and particularly long presence of snow, all technical surveys on the project site could start only on 11 May 2007. The late spring and summer period has been therefore devoted to all technical site surveys, for both the Preliminary Design and Feasibility Study stage, and the Final Design stage. No further site survey can be in fact carried out after summer 2007 and before May 2008, the end of the Project.

It is also reminded that in April 2007, during a Fact-Finding mission in Kyrgyzstan, the ADB decided to incorporate our Project in their China-Kyrgyzstan-Tajikistan Regional Road Corridor Improvement Project. It will be the merging of our Road Project in Kyrgyzstan from Sary Tash to the Tajik border with the Phase III of the Dushanbe – Kyrgyz border Road in Tajikistan. To this end we had to provide elements of a Pre-Feasibility Study for the ADB Project Appraisal mission in July 2007.

3.2. Specific Technical Studies

Hydrological, bridge and social studies were initiated in May 2007 and continued in June, July and August as planned with the relevant international and local experts. The preliminary hydrology and bridge assessment reports have been incorporated in the Pre-Feasibility Engineering report issued in July 2007 for the ADB appraisal mission.

The Social Impact Assessment study started in May 2007. It continued also in summer with the relevant international expert and could take advantage of the Social and Environmental Assessment report just issued for the Maintenance of Regional Road Corridors Project financed by ADB concerning the same Project Road. Therefore our study could be focused on complements to this study.

In the same way the Environmental Impact Assessment study started in June 2007. Thanks to the above-mentioned report it could be also adjusted. In particular it has been considered not necessary to assign the International Environmental Expert, due to the important work already carried out and the high experience of the Local Environmental Expert.

3.3. Subcontracted Site Surveys

Topographical, geotechnical and traffic surveys have been subcontracted to Kyrgyzdortransproekt (KDTP). They started on 11 May 2007 and have continued on the site up to August 2007.

It shall be noted that no results of these topographical and geotechnical surveys could be made available for the Pre-Feasibility Study Engineering report issued end of July 2007. All topographical results after office work were made available end of August and geotechnical results after laboratory tests end of September.

Only some traffic counts and surveys could be available for the Pre-Feasibility in July. Our local Traffic Expert made also additional counts and surveys and processed all data for assessing Average Daily Traffic on the different sections of the road.

3.4. ADB Appraisal Mission / Pre-Feasibility Engineering Report

The ADB Appraisal mission took place in the second half of July 2007.

As agreed, we provided our traffic estimates (excluding transit traffic crossing the Tajik – Kyrgyz border already assessed in the Tajikistan side Feasibility Study) and our preliminary cost estimates of the rehabilitation of the road.

These cost estimates have been based on our preliminary technical studies as referred in the Pre-Feasibility Engineering Report issued end of July 2007, namely alignment, geotechnical and pavement, slope stability, hydrology and bridges.

Several alignment alternatives have been studied around the villages of Daroot Korgon and Karamyk. The Ministry of Transport and Communications (MOTC) finally selected the alternative following the present alignment in Daroot Korgon and the bypass of Karamyk. This alternative does not entail any land acquisition or resettlement as requested by ADB.

It shall be also noted that, due to the limited funding and in agreement with MOTC, the Project will be a *Resurfacing - Restoration and Rehabilitation* Project as opposed to a *Reconstruction* Project.

3.5. Preliminary Design / Economic Analysis / Feasibility Study

After complete reception of results of the topographical and geotechnical surveys, the Preliminary Design, consistent with a normal Feasibility study, could be carried out. The final horizontal and vertical alignment has been defined as well as the optimal pavement. Preliminary design of reconstructed bridges and hydraulic structures has been also carried out.

Construction costs have been then derived from the preliminary design.

A full maintenance study has been conducted by the Geotechnical/Pavement Long Term Expert. It has not been necessary to employ Short Term Experts as previously planned. Maintenance costs for the economic analysis have been derived.

Economic Analysis has been performed comparing discounted yearly benefits to the construction and maintenance costs. Benefits have been derived from traffic estimates and vehicle operating costs previously assessed.

The complete Feasibility Study Report has been then prepared. It was initially planned for end November 2007. But after the changes of pavement requested by MOTC in the beginning of November, its issuance was then postponed to end December 2007 (see Annex 2).

3.6. Cross Border Facilitation and Toll

A Cross Border Facilitation and Toll Study has been carried out, as planned, by Short Term Customs Experts.

After visit of the present facilities at Tajik and Chinese borders and extensive interviews with customs officials, recommendations have been prepared to facilitate cross border trade, namely between People's Republic of China and Tajikistan through the Project road in Kyrgyzstan.

Preliminary drawings of customs facilities in Karamyk at the Kyrgyz – Tajik border have been prepared. Two options have been considered: separate Kyrgyz facilities, or – as recommended – joint Kyrgyz/Tajik facilities.

Recommendations of toll or transit fees for the Project road have also been made.

The report on Cross Border Facilitation is included in the Feasibility Study Report to be issued in December 2007.

3.7. Tender Documents and Final Design

Originally, as mentioned in the Inception Report, the preparation of the Final Design and of the Tender Documents for the works should have been performed from December 2007, after issue of the Feasibility Study and the Preliminary Design, till the end of the Project or mid-May 2008.

As MOTC and ADB want to accelerate the procedure so that works of construction could start in summer 2008 (no construction works are possible in winter on the Project road), BCEOM has been requested to submit as soon as possible both Final Design and Tender Documents.

During the Project Steering Committee Meeting held on 25 September 2007 (see Minutes in Annex 1) it was proposed that construction works tender shall be based on BCEOM Preliminary Design with Tender Documents prepared for the end of December 2007. The Final Design will be completed as originally planned in early May 2008 and given to the selected contractor for finalization of his contract.

This new schedule was approved, except that due to changes of pavement requested by MOTC, the Tender Documents will now be submitted end of January 2008 (see Annex 2).

It is to be noted that in October 2007 the ADB issued the Report and Recommendation of the President to the Board of Directors for the CAREC Regional Road Corridor Improvement Project, including our Project Road in Kyrgyzstan. The grant to the Kyrgyz Republic will in particular cover construction costs of USD 20 millions plus contingencies for our Project Road.

TABLE 1 : PROJECT PROGRESS REPORT

Project title : Pre-Feasibility and Feasibility Studies for Road Sections of the Termez-Dushanbe-Sary Tash Road				Project number : 110-465				Country : Kyrgyzstan				Page : 1			
Planning period : 01/06/2007 – 30/11/2007				Prepared on : 30/11/2007				EC Consultant : BCEOM							
Project objectives: To contribute in the development of economic relations, trade and transport communications in Central Asia through improving regional road infrastructures. Feasibility of the reconstruction of the road Sary Tash – Tajik border to be clarified and tender documents for bankable project to be produced.															
No	ACTIVITIES IMPLEMENTED	TIME FRAME						INPUTS : PERSONNEL (working days)							
		Months						Long Term Foreign		Long Term Local		Short Term Foreign		Short Term Local	
		June 2007	July 2007	August 2007	Sept. 2007	Oct. 2007	Nov. 2007	Planned	Utilised	Planned	Utilised	Planned	Utilised	Planned	Utilised
6	Traffic Counts and O-D Surveys	x	x	x				+	+	+	+			43 Senior	53 Senior
7	Topographical Surveys	x	x	x				+	+	+	+				
8	Hydrological Studies	x	x	x				+	+	+	+	8	5	57 Senior	65 Senior
9	Soils and Materials Investigations	x	x	x	x			+	+	+	+				
10	Preliminary Structural Studies	x	x	x				+	+	+	+	8	6	43 Senior	43 Senior
11	Environmental Impact Assessment	x	x	x	x			+	+			15	0	64 Senior	70 Senior
12	Social Impact Assessment	x	x	x	x			+	+			15	18	50 Senior	54 Senior
13	Maintenance Cost Estimates				x	x		+	+	+	+			32 Senior	0
14	Preliminary Design and Quantity Estimates	x	x	x	x	x	x	+	+	+	+			21 Senior 193 Junior	22 Senior 191 Junior
15	Economic Analysis of Options		x	x	x	x	x	+	+	+	+	15	15		
16	Toll / Transit Fees Recommendations			x	x			+	+			15	17	75 Senior	45 Senior
17	Preparation of Feasibility Study Report					x	x	+	+	+	+				
23	Detailed Design and Engineering Drawings					x	x		+		+		16		63 Senior 34 Junior
25	Tender Documents						x		+		+		13		
						TOTAL		304	353	387	381	76	90	385 Senior 193 Junior	415 Senior 225 Junior

TABLE 2 : RESOURCE UTILISATION REPORT

Project title : Pre-Feasibility and Feasibility Studies for Road Sections of the Termez - Dushanbe - Sary Tash Road		Project number : 110-465		Country : Kyrgyzstan		Page : 1
Planning period : 01/06/2007 – 30/11/2007		Prepared on : 30/11/2007		EC Consultant : BCEOM		
Project objectives: To contribute in the development of economic relations, trade and transport communications in Central Asia through improving regional road infrastructures. Feasibility of the reconstruction of the road Sary Tash – Tajik Border to be clarified and tender documents for bankable project to be produced.						
INPUTS – PERSONNEL (working days)		TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED	AVAILABLE FOR REMAINDER
LONG TERM FOREIGN						
Team Leader		361	105	126	258	103
Highway Design Engineer		321	100	105	224	97
Geotechnical Engineer		200	99	122	165	35
Sub-total		882	304	353	647	235
LONG TERM LOCAL						
Transport Economist		305	129	123	242	63
Highway Design Engineer		354	129	128	249	105
Geotechnical Engineer		311	129	130	227	84
Sub-total		970	387	381	718	252
SHORT TERM						
Senior Foreign Experts		155	76	90	130	25
Senior Local Experts		594	385	415	478	116
Junior Local Experts		521	193	225	259	262
Sub-total		1270	654	730	867	403
	TOTAL	3122	1345	1464	2232	890

TABLE 3 : OUTPUT PERFORMANCE REPORT

Project title : Pre-Feasibility and Feasibility Studies for Road Sections of the Termez – Dushanbe –Sary Tash Road		Project number : 110-465	Country : Kyrgyzstan	Page : 1
Prepared on : 30/11/2007	Planning Period : 1/06/2007 – 30/11/2007		EC Consultant : BCEOM	
Output results	Deviation original plan	Reason for deviation		Comment on constraints & assumptions
Pre-Feasibility Study Engineering Report including inter alia : - Hydrological Study - Slope Stability Study - Preliminary Structures Study]]] Planned 09/2007 Submitted 07/2007 (English)] 09/2007 (Russian)]	Needs of ADB Appraisal mission		

4. Project Planning for Next Reporting Period

4.1. Issue of Preliminary Design and Feasibility Study Report

Due to late changes requested by MOTC in the pavement of the road (see Annex 2) some modifications have been made to the Feasibility Study. Consequently the Preliminary Design and the Feasibility Study Report in both English and Russian versions will be submitted end of December 2007.

If necessary, a revised Final Feasibility Study Report will be produced in the first months of 2008.

4.2. Seminar

According to the Terms of Reference a Seminar has to be organised after issuance of the Feasibility Study. The content of the Feasibility Study will be presented in Russian language by the three Local Long Term Experts, Transport economist, Highway Design Engineer and Geotechnical Engineer assisted by the International Experts.

Will be particularly covered: Traffic Forecasts, Economic Analysis, Computer aided Geometric Design and Pavement Design.

It will be organised in January 2008 with MOTC.

4.3. Tender Documents

As mentioned above in 3.7 Tender Documents for construction works will be submitted end of January 2008. They will be accompanied by a detailed Bill of Quantities.

4.4. Financial Management Assessment

The Financial Management Assessment, according to ADB procedures, will be prepared in January-February 2008.

4.5. Detailed Design and Final Design Report

Detailed Design of road and structures will be undertaken during the whole period for submission end of April 2008. A Final Design Report will be issued early May 2008.

As agreed during Steering Committee Meeting held on 25 September 2007 (see Annex 1) there will be no Detailed Design of Customs facilities.

TABLE 4 : PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project title : Pre-Feasibility and Feasibility Studies for Road Sections of the Termez - Dushanbe - Sary Tash Road						Project number : 110-465						Country : Kyrgyzstan						Page : 1									
Planning period : 01/12/2007 – 13/05/2008						Prepared on : 30/11/2007						EC Consultant : BCEOM															
Project objectives: To contribute in the development of economic relations, trade and transport communications in Central Asia through improving regional road infrastructures. Feasibility of the reconstruction of the road Sary Tash – Tajik Border to be clarified and tender documents for bankable project to be produced.																											
				TIME FRAME												PERSONNEL (working days)											
				Long Term		Short Term Foreign						Short Term Local															
No	ACTIVITIES	DEC. 2007	JAN. 2008	FEB. 2008	MAR. 2008	APRIL 2008	MAY 2008																				
14	Preliminary Design and Quantity Estimates	xx																									
17	Preparation of Feasibility Study Report	xx	x																								
18	Seminar			x	xx																						
19	Financial Management Assessment				xx	xx	xx																				
22	Final Feasibility Report					xx	xx																				
23	Detailed Design and Engineering Drawings	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx																
25	Tender Documents	xx	xx	xx	xx																						
26	Detailed Design Report									xx	xx																
27	Final Report											xx															
												TOTAL (working days)		235 Foreign 252 Local		25 Senior Foreign Expert						116 Senior Local Expert 262 Junior Local Expert					

ANNEX 1

Minutes of the Steering Committee Meeting held on 25 September 2007

The meeting took place in BCEOM Project office in Bishkek with the following participants:

From Ministry of Transport and Communications (MOTC):

- Mr. Kurmanbek Chimchikov, Head of Project Implementation Unit (PIU)
- Mr. Temir Niyazbekov, Head of Foreign Economic Relations Department (partially)

From European Commission (EC):

- Mrs. Gulnara Dusupova, Project Manager, Delegation of the European Commission in Kazakhstan, Kyrgyz Republic and Tajikistan

From BCEOM:

- Mr. Matthieu Loussier, Project Director
- Mr. Francois Chatain, Team Leader
- Mr. Sevdalin Berberov, Key Expert – Highway Engineer

1- Information was given to the Project Manager on the current status of the ADB Regional Road Corridor Improvement Project which encompasses our present project.

As earlier planned, BCEOM could provide mid-July 2007 to the ADB Appraisal Mission elements of a Pre-Feasibility Study, with a Pre-Feasibility Engineering report, traffic estimates and cost estimates.

As a result, a Draft Report and Recommendation of the President to the Board of Directors of ADB (RRP) was issued in August 2007, recommending the financing of the total Project. It comprises the final section (Phase III) of the Road Dushanbe-Kyrgyz border in the Tajik territory and the Road Sary Tash-Tajik border in the Kyrgyz territory. This latter which represents our present project will be completely financed through an ADB grant to the Kyrgyz Government.

The Final RRP should be issued in November 2007 and works should start during summer 2008 after the required tender procedures.

2- The Feasibility Study Report is due in November 2007. It will comprise a Main Report and Annexes Reports:

- Preliminary Engineering Report
 - Geotechnical Report
 - Pavement Design Report
 - Bridge Report
- Preliminary Engineering Drawings
- Project Cost Estimate [Confidential]
- Economic and Financial Report
- Trade and Transport Facilitation Report
- Environmental Report
- Social Report

Results will be in line with Pre-Feasibility estimates, with only marginal variations.

Complete reports, in English and Russian versions, electronic and hard copy, will be delivered only to MOTC and EC Project Manager.

3- The Monitoring Report issued on 19 July 2007 was reviewed and it was found that some of the recommendations were not relevant. The major points are the following:

- The Terms of Reference of the Contract mention in 2.3. to deliver a database of the road infrastructure of the Kyrgyz Republic. It is considered by all parties that this is a mistake,

not referred to in other parts of the ToR or in the Inception Report, completely outside the scope of work. In addition another more general study, already completed and financed by ADB, has already provided such a database to the MOTC.

- BCEOM is training its local staff and particularly the long term Experts, Transport economist, Highway engineer and Geotechnical Engineer. In order to demonstrate they have well acquainted the various techniques and methods, they will present the Feasibility Study to MOTC staff during a seminar to be held in December 2007.

- Mr. Chimchikov, Head of PIU in MOTC, denies having said he is not satisfied with the current share of the design institute Kyrgyzdorttransproekt (KDTP). In fact this share is still bigger than anticipated and relevant Incidental Expenditures will have to be increased. It is not considered suitable by participants to involve more KDTP in the project.

4- MOTC and ADB anticipate having the works starting on the road in summer 2008. In July 2007 BCEOM accepted to deliver Final Design and Tender Documents end of February 2008 for 2 packages out of 3 of the Road, and end of April 2008 for the last one. Now it has been decided that road works will be tendered in only one package, and MOTC requests that Final Documents and Tender Documents be delivered end of 2007. It appears impossible for BCEOM to accept such request as topographic results from KDTP were available only end of August 2007 and normal delivery of Final Design according to the contract is mid-May 2008.

A possible compromise proposed by BCEOM is to deliver Tender Documents end of December 2007 and to have works tender based on the Preliminary Design which will be delivered end of November 2007 with the Feasibility Study. Final Design will be delivered, as contractually, mid-May 2008 and will be given to the selected contractor during negotiations before starting of the works. This proposal has to be discussed and approved by ADB to be contacted by BCEOM.

Sketches of border crossing facilities near Karamyk will be produced for the Feasibility Study. Two alternatives are envisaged, one with joint Kyrgyz-Tajik facilities, and the other one with only Kyrgyz facilities. Choice will depend on both Customs Administrations in Kyrgyzstan and Tajikistan and will require time. In addition the ADB RRP considers these border crossing facilities on the other side of the border on Tajik territory, 15 km apart.

As Terms of Reference are also confused about this subject it was decided that Final Design of border crossing facilities is not included in the Project.

ANNEX 2

Minutes

of technical meeting on the project road under CAREC Regional Road Corridor Improvement Project (Sarytash-Tadjik Border) ADB Grant LAS: KGZ-39676

November 9, 2007

Bishkek

Participants:

Sulaimanov N.	- Minister of Transport and Communications of the Kyrgyz Republic (MOTC KR)
Mamaev K.	- Stats-secretary of MOTC KR
Aidarov Z.K.	- Head of Road Department, MOTC KR
Alibegashvili L.V.	- Director of Kyrgyzdortransproject Design Institute
Ibraimov S.	- PIU Director, 3 rd Bishkek-Osh Road Rehabilitation Project, MOTC KR
Jumaliyev E.K.	- Deputy Director, 3 rd Bishkek-Osh Road Rehabilitation Project, MOTC KR
Francois Chatain	- Team Leader, BCEOM engineering company
Marian Zachara	- Senior Road Engineer, BCEOM
Konstantin Diu	- Geotechnic Engineer, BCEOM

Agenda:

1. Considering of preliminary feasibility study and principal technical approaches on CAREC Regional Road Corridor Improvement Project (Sarytash-Tajik Border) ADB Grant LAS: KGZ-39676.

Minister of Transport and Communications Mr. N. Sulaimanov announced the agenda to all participants and informed about negotiations he held with **Mr. Lichun Jin, Vice President of ADB** and with **Mr. Abdurahim Ashur, Minister of Transport and Communications of Republic of Tajikistan**, in the framework of the 6th Ministerial conference on CAREC, held on November 2-3, 2007 in Dushanbe, concerning China-Kyrgyzstan-Tajikistan road, and also that ADB signed an agreement on allocation of US\$ 76 million to Tajikistan for implementation of the Tajik component of the given regional road corridor improvement. Tajik party is planning a rehabilitation of its road section by paving of 12 cm double layer asphalt, up to the border with our republic.

The Minister also expressed his concern that within total amount of US\$ 25.6 million allocated for construction of component "A" it was given only US\$ 20.6 million for rehabilitation of road from Sarytash to Karamyk excluding other components, and he specially noted that out of the ADB allocated grant funds it was necessary to carry out the rehabilitation of the project road by obligatory paving the double layer asphalt to the most possible length allowable by the project budget; and that it should be built in the project budget during preparation and completion of the final feasibility study and design estimates. At that he remarked that the indicators of parameters of the project road should not become worse.

The scope of lacking funds necessary for completion of rehabilitation of the Kyrgyz part of the international road Termez-Dushanbe-Sarytash will be additionally requested by the Ministry of Transport and Communications KR from ADB and other CAREC initiative donors such as WB, IBD, EBRR, UNDP, later after BCEOM specify and identify the length of road not covered by financing under the given project.

The need for taking of this decision is specified, first of all, by importance of complete and qualitative performance of the rehabilitation and construction works on Sarytash-Karamyk road in the framework of the proposed CAREC Project, taking into account future perspectives of its development and high intensive transit cargo traffic, and also taking into account that this corridor is one of six high priority transport corridors, approved by CAREC Strategy on transport and trade assistance, which was accepted during the Ministerial conference, and also it is a part of KR MOTC's Road Sector Development Strategy for 2007-2010, and KR President's Road Development Program for 2008-2010.

Mr. L.M. Alibegashvili, Director of Kyrgyzdortransproject DI expressed his opinion that the single layer road dressing projected by preliminary feasibility study was not able to stand cargo loading in prospect of significant increase of traffic, especially increase of transit cargo transportation, which will unavoidably increase upon completion of the road rehabilitation and upgrading to international operating standards. Also he expressed his concern regarding compatibility of geometrical parameters of the project road on the territory of our republic with the project road in Tajikistan.

In this connection **Mr. N. Sulaimanov**, Minister of Transport and communications KR to the point of the considering issue on identification of major technical parameters of the project road, and taking into account the common objective and integrity of the proposed project, charged **Mr. K. Mamaev**, Stats-secretary of MOTC KR some of these days jointly with Kyrgyzdortransproject DI, General Road Department of MOTC KR, international consultant, Project Implementation Unit to organize a meeting (with trip to

Kyrgyz-Tajik border) with Tajik representatives, enabled in this project, including representatives of the Ministry of Transport and Communications of Tajik Republic, their design agencies and international consultant involved into implementation of the Tajik component of the given regional corridor, to discuss and decide all available technical issues concerning the road category and associativity of geometrical parameters including the roadbed structure with determination of thickness of asphalt dressing, base and subgrade, issues of traffic safety, erosion protection, stabilizing of slopes, axial loads and etc.

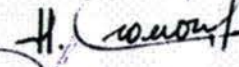

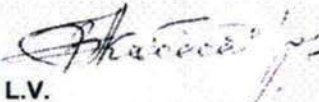
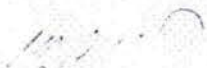

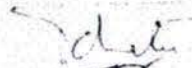


Mr. Francois Chatain, BCEOM Team Leader, expressed arguments concerning the works conducted within preparation of the preliminary feasibility study and technical solutions built in it, at that he put special emphasis on the lack of existing traffic at justifying the road parameters and its belonging to road category.

Also he said that the expenditures for construction of the double layer asphalt concrete along 136 km from Sarytash to Karamyk would be more difficult to justify against IRR norms.

As a compromise, he proposed to divide the project implementation into two phases. The first of which would envisage the construction of the double layer asphalt-concrete pavement only up to 72 km, and construction of a single layer pavement up to Daroot-Korgon Village, and the carry out the surface roughness treatment up to Tajik border. The second phase would provide the double layer asphalt pavement on the whole projected length.

Having heard and exchanged views on the matter, taking into account suggestion of the Minister of Transport and Communications KR, Kyrgyzdortransproject DI, BCEOM, the meeting decided that the responsible persons take into implementation the above mentioned tasks and assignments on rehabilitation of Sarytash-Karamyk road, in particular, the primary implementation of the trip to Kyrgyz-Tajik border.

Thus, in view of above mentioned actions, the following documents submission schedule has been adopted: final Feasibility Study – end of December 2007; preliminary Design Estimates end December 2007; Bidding Documents – end of January 2008; final Design Estimates – May 15, 2008.

Sulaimanov N.		Minister of Transport and Communications of the Kyrgyz Republic (MOTC KR)
Mamaev K.		Stats-secretary of MOTC KR
Aidarov Z.K.		Head of Road Department, MOTC KR
Alibegashvili L.V.		Director of Kyrgyzdortransproject Design Institute
Ibraimov S.		PIU Director, 3 rd Bishkek-Osh Road Rehabilitation Project, MOTC KR
Jumaliev E.K.		Deputy Director, 3 rd Bishkek-Osh Road Rehabilitation Project, MOTC KR
Francois Chatain		Team Leader, BCEOM engineering company
Marian Zachara		Senior Road Engineer, BCEOM
Konstantin Diu		Geotechnic Engineer, BCEOM