ジブチ共和国
設備運輸省海事局

ジブチ共和国
タジュラ湾海上輸送能力強化計画
準備調査

準備調査報告書
（先行公開版２／３）

令和元年 8 月
（2019 年）

独立行政法人
国際協力機構（JICA）

一般財団法人国際臨海開発研究センター
三協テクノ株式会社
株式会社日本港湾コンサルタント

基盤
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5.　資料

5.1.　調査団員・氏名

(1)　調査団員・氏名

氏　名	担　当	所　属
中川　淳史	総括	独立行政法人国際協力機構 社会基盤・平和構築部 運輸交通・情報通信グループ　第二チーム 課長
大谷　直輝	計画管理	独立行政法人国際協力機構 社会基盤・平和構築部 運輸交通・情報通信グループ　第二チーム 副調査役
山口　和之	業務主任 ／海上交通・港湾計画	一般財団法人国際臨海開発研究センター
吉田　直美	副業務主任 ／船舶運営・維持管理計画	三協テクノ株式会社
久森　恒晴	港湾設計１	株式会社日本港湾コンサルタント
長谷部　英司	港湾設計２ ／港湾運営・維持管理体制	一般財団法人国際臨海開発研究センター
西村　進	施工・調達計画 ／積算	株式会社 日本港湾コンサルタント
吉田　達哉	機関設計・電気設計	三協テクノ株式会社
竹下　耕司	船体設計・艤装設計	三協テクノ株式会社 （補強：シップデザインＫ．Ｔ）
渡邉　啓介	機材・調達計画 ／積算	三協テクノ株式会社 （補強：東海大学）
安元　健二	環境社会配慮	株式会社日本港湾コンサルタント （補強：ERM 日本株式会社）
原田　公一郎	自然条件調査	株式会社日本港湾コンサルタント
横川　正大	照査	一般財団法人国際臨海開発研究センター （補強：ペン株式会社）
生熊 恵美	通訳（仏語）	一般財団法人国際臨海開発研究センター （補強：株式会社翻訳センターパイオニア）
藤原　輝久	海上交通・港湾計画２	一般財団法人国際臨海開発研究センター

(2)　現地調査（2018 年 6 月 29 日～9 月 7 日、9 月 23 日～10 月 14 日）

氏　名	担　当	所　属
中川　淳史	総括	独立行政法人国際協力機構 社会基盤・平和構築部 運輸交通・情報通信グループ　第二チーム 課長
大谷　直輝	計画管理	独立行政法人国際協力機構 社会基盤・平和構築部 運輸交通・情報通信グループ　第二チーム 副調査役
山口　和之	業務主任 ／海上交通・港湾計画	一般財団法人国際臨海開発研究センター
吉田　直美	副業務主任 ／船舶運営・維持管理計画	三協テクノ株式会社
久森　恒晴	港湾設計１	株式会社日本港湾コンサルタント
長谷部　英司	港湾設計２ ／港湾運営・維持管理体制	一般財団法人国際臨海開発研究センター
西村　進	施工・調達計画 ／積算	株式会社 日本港湾コンサルタント
渡邊　啓介	機材・調達計画 ／積算	三協テクノ株式会社 （補強：東海大学）
安元　健二	環境社会配慮	株式会社日本港湾コンサルタント （補強：ERM 日本株式会社）
原田　公一郎	自然条件調査	株式会社日本港湾コンサルタント
生熊 恵美	通訳（仏語）	一般財団法人国際臨海開発研究センター （補強：株式会社翻訳センターパイオニア）
藤原　輝久	海上交通・港湾計画２	一般財団法人国際臨海開発研究センター

(3)　概略設計説明調査（2019 年 5 月 24 日～5 月 31 日）

氏名	担当	所属
中川　淳史	総括	独立行政法人国際協力機構 社会基盤・平和構築部 運輸交通・情報通信グループ　第二チーム 課長
大谷　直輝	計画管理	独立行政法人国際協力機構 社会基盤・平和構築部 運輸交通・情報通信グループ　第二チーム 副調査役
山口　和之	業務主任 ／海上交通・港湾計画	一般財団法人国際臨海開発研究センター
吉田　直美	副業務主任 ／船舶運営・維持管理計画	三協テクノ株式会社
久森　恒晴	港湾設計１	株式会社日本港湾コンサルタント
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菊池 康	通訳（仏語）	一般財団法人国際臨海開発研究センター （補強：株式会社ジャパンクリエイト）

5.2. 調査工程

(1) 現地調査（2018 年 6 月 29 日～9 月 7 日、9 月 23 日～10 月 14 日）

日順	月日	曜日	官団員(JICA) 総括	官団員(JICA) 計画管理	業務主任／海上交通・港湾計画	副業務主任／船舶運営・維持管理計画	港湾設計1	港湾設計1／港湾運営・維持管理体制	施工・調達計画／積算	機材・調達計画／積算	環境社会配慮	自然条件調査	海上交通・港湾計画2	通訳（仏語）
			中川淳史	大谷　直輝	山口　和之	吉田　直美	久森　恒晴	長谷部　英司	西村　進	渡邊　啓介	安元　健二	原田　公一郎	藤原　輝久	生熊　恵美
1	6月29日	金	・成田発ET673(10:25)						－	・業務主任に同行		－	・業務主任に同行	
2	6月30日	土	・アディスアベバADD着(07:10) ・アディスアベバADD発ET362(09:05) ・ジブチ着（10:20） ・JICAジブチ支所打合せ ・海事局インセプションレポート説明・協議						－	・業務主任に同行		－	・業務主任に同行	
3	7月1日	日	・討議議事録（M/D）署名 ・大使館報告		・海事局長と協議				－	・業務主任に同行		－	・業務主任に同行	
4	7月2日	月	・ジブチ市エスカル地区視察（現フェリー、現ターミナル他）		・海事局長と協議（海上交通量調査等） ・海事局長と協議（環境社会配慮等）	・海事局長と協議（船舶関係）	・視察結果整理 ・現地補助員協議準備 ・業務主任に同行	・業務主任に同行 ・団内会議	－	・業務主任に同行 ・副業務主任に同行	・業務主任に同行	－	・業務主任に同行 ・団内会議	
5	7月3日	火	・ジブチ港フェリーターミナル視察 ・フェリー視察・乗船（ジブチ港～タジュラ港） ・タジュラ市ステークホルダー会議 ・タジュラ新フェリーターミナル予定地視察 ・陸路視察（タジュラ市～ジブチ市） ・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)						－	・業務主任に同行		－	・業務主任に同行	
6	7月4日	水	・成田着(20:25)	・ジブチ港及びフェリー維持管理施設（FD）視察 ・ジブチ港ハーバーマスター面談 ・海事局長と協議					－	・業務主任に同行		－	・業務主任に同行	
7	7月5日	木	－	・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)	・住宅環境都市計画省環境局打合せ ・設備運輸省面談 ・住宅環境都市計画省都市計画局面談 ・団内会議	・海事局長と協議（船舶関係）	・業務主任に同行 ・社会環境配慮同行	・現地建設会社面談	－	・副業務主任に同行	・業務主任に同行 ・現地コンサルタント面談 ・中央試験場面談 ・環境局面談 ・都市計画局面談	－	・長谷部に同行	・久森に同行
8	7月6日	金	－	・成田着(20:25)	・資料整理、フィールドレポート作成				－	・業務主任に同行		－	・業務主任に同行	
9	7月7日	土	－	－	・資料整理、フィールドレポート作成	・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)	・業務主任に同行		－	・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)	・業務主任に同行	－	・業務主任に同行	
10	7月8日	日	－	－	・フィールドレポート作成	・成田着(20:25)	・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)	・海事局長と協議 ・資料整理	－	・成田着(20:25)	・海事局長と協議 ・調査補助員指導	－	・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)	・長谷部に同行
11	7月9日	月	－	－	・ジブチ港ハーバーマスター面談 ・海事局長と協議	－	・成田着(20:25)	・資料整理	－	－	・業務主任に同行	－	・成田着(20:25)	・長谷部に同行
12	7月10日	火	－	－	・海事局長と協議	－	－	・資料整理	－	－	・業務主任に同行 ・ジブチ港 ステークホルダーミーティング	－	－	・長谷部に同行
13	7月11日	水	－	－	・海事局長と協議	－	－	・民間会社への質問状作成と送付	－	－	・現地再委託入札対応 ・タジュラ港視察準備作業	－	－	・長谷部に同行
14	7月12日	木	－	－	・ジブチ発ET365(19:00) ・ADD着(20:05) ・ADD発ET672(23:35)	－	－	・民間建設会社と面談 ・資料整理	－	－	・タジュラ港視察 ・調査補助員指導	－	－	・長谷部に同行
15	7月13日	金	－	－	・成田着(20:25)	－	－	・資料整理	－	－	・現地再委託入札対応、資料整理	－	－	・長谷部に同行
16	7月14日	土	－	－	－	－	－	・資料整理	・ハノイ発KA295(10:35) ・香港着(13:35) ・香港発ET645(23:55)	－	・ジブチ発ET365(19:00) ・ADD着(19:05) ・ADD発ET672(23:35)	－	－	・長谷部に同行

日順	月日	曜日	官団員(JICA)		業務主任／海上交通・港湾計画	副業務主任／船舶運営・維持管理計画	港湾設計1	港湾設計1／港湾運営・維持管理体制	施工・調達計画／積算	機材・調達計画／積算	環境社会配慮	自然条件調査	海上交通・港湾計画2	通訳（仏語）
			総括	計画管理										
			中川淳史	大谷　直輝	山口　和之	吉田　直美	久森　恒晴	長谷部　英司	西村　進	渡邊　啓介	安元　健二	原田　公一郎	藤原　輝久	生熊　恵美
17	7月15日	日	－	－	－	－	－	・資料整理 ・団内会議 ・西村に同行	・ADD着(5:10) ・ADD発ET362(9:05) ・ジブチ着(10:20) ・JICAジブチ支所表敬訪問 ・ジブチフェリー現場視察	－	・成田着(20:25)	－	－	・長谷部に同行 ・西村に同行
18	7月16日	月	－	－	－	－	－	・海事局長と協議 ・団内会議	・長谷部に同行	－	－	－	－	・長谷部に同行
19	7月17日	火	－	－	－	－	－	・海事局長と協議 ・気象庁と面談 ・中央統計局と面談 ・民間会社EDCと面談	・JICA支所より再委託入札書受領 ・長谷部に同行	－	－	－	－	・長谷部に同行
20	7月18日	水	－	－	－	－	－	・陸路でタジュラ港視察 ・州知事表敬 ・石山候補地調査 ・地元建設業者ヒアリング		－	－	－	－	・長谷部に同行
21	7月19日	木	－	－	－	－	－	・資料整理	・地元建設会社DJI FU訪問、ヒアリング ・見積依頼	－	－	－	－	・西村同行
22	7月20日	金	－	－	－	－	－	・資料整理	・資料整理 ・タジュラ業者見積依頼	－	－	－	－	・長谷部に同行
23	7月21日	土	－	－	－	－	－	・漁港調査 ・資料整理		－	－	－	－	・長谷部に同行
24	7月22日	日	－	－	－	－	－	・海事局長と協議 ・資料整理	・地元業者ヒアリング、見積依頼	－	－	－	－	・長谷部に同行
25	7月23日	月	－	－	－	－	－	・資料整理	ジブチ沿岸部調査	－	－	・成田発ET673(21:25)	－	・西村同行
26	7月24日	火	－	－	－	－	－	・気象庁と面談 ・団内会議	・海事局長と協議	－	－	・ADD着(07:10) ・ADD発ET362(09:05) ・ジブチ着(10:20) ・調査見積り評価	－	・長谷部に同行
27	7月25日	水	－	－	－	－	－	・海事局長と協議	・海事局長と協議 ・ジブチ港と面談 ・FD、多目的船調査 ・地元業者保有台船類調査	－	－	・現地建設会社訪問 ・調査補助員と面談 ・調査見積り評価	－	・長谷部に同行
28	7月26日	木	－	－	－	－	－	・ジブチ発ET365(19:00) ・ADD着(20:05) ・ADD発ET672(23:35)	・原田に同行	－	－	・海事局長と協議 ・中央研究所と面談	－	・ジブチ発ET365(19:00) ・ADD着(20:05) ・ADD発ET672(23:35)
29	7月27日	金	－	－	－	－	－	・成田着(20:25)	・原田に同行 ・ジブチ発ET365(19:00) ・ADD着(20:05) ・ADD発ET644(22:50)	－	－	・海事局長とジブチ港現場踏査	－	・成田着(20:25)
30	7月28日	土	－	－	－	－	－	－	・香港着(14:55) ・香港発KA299(17:45) ・ハノイ着(18:55)	－	－	・設計関連資料収集準備	－	－
31	7月29日	日	－	－	－	－	－	－	－	－	－	・海事局と調査工程調整	－	－
32	7月30日	月	－	－	－	－	－	－	－	－	－	・建設・機械会社訪問	－	－
33	7月31日	火	－	－	－	－	－	－	－	－	－	・潮位資料収集	－	－
34	8月1日	水	－	－	－	－	－	－	－	－	－	・風資料収集	－	－
35	8月2日	木	－	－	－	－	－	－	－	－	－	・タジュラ港現場踏査	－	－
36	8月3日	金	－	－	－	－	－	－	－	－	－	・見積り依頼準備	－	－
37	8月4日	土	－	－	－	－	－	－	－	－	－	・設計関連資料整理	－	－
38	8月5日	日	－	－	－	－	－	－	－	－	－	・タジュラ漁業プラグラム事務所訪問	－	－

日順	月日	曜日	官団員(JICA)		業務主任／海上交通・港湾計画	副業務主任／船舶運営・維持管理計画	港湾設計1	港湾設計1／港湾運営・維持管理体制	施工・調達計画／積算	機材・調達計画／積算	環境社会配慮	自然条件調査	海上交通・港湾計画2	通訳（仏語）
			総括	計画管理										
			中川淳史	大谷　直輝	山口　和之	吉田　直美	久森　恒晴	長谷部　英司	西村　進	渡邊　啓介	安元　健二	原田　公一郎	藤原　輝久	生熊　恵美
39	8月6日	月	－	－	－	－	－	－	－	－	－	・地震資料収集	－	－
40	8月7日	火	－	－	－	－	－	－	－	－	－	・調査実施準備	－	－
41	8月8日	水	－	－	－	－	－	－	－	－	－	・調査機材一時輸入免税措置手続き	－	－
42	8月9日	木	－	－	－	－	－	－	－	－	－	・JICA現状報告	－	－
43	8月10日	金	－	－	－	－	－	－	－	－	－	・設計関連資料整理	－	－
44	8月11日	土	－	－	－	－	－	－	－	－	－	・設計関連資料整理	－	－
45	8月12日	日	－	－	－	－	－	－	－	－	－	・潮位資料整理・解析	－	－
46	8月13日	月	－	－	－	－	－	－	－	－	－	・見積り評価	－	－
47	8月14日	火	－	－	－	－	－	－	－	－	－	・見積り評価	－	－
48	8月15日	水	－	－	－	－	－	－	－	－	－	・中央研究所試験単価協議	－	－
49	8月16日	木	－	－	－	－	－	－	－	－	－	・土質調査用台船調査	－	－
50	8月17日	金	－	－	－	－	－	－	－	－	－	・波高計受け取り同行	－	－
51	8月18日	土	－	－	－	－	－	－	－	－	－	・契約書準備	－	－
52	8月19日	日	－	－	－	－	－	－	－	－	－	・設計。積算資料収集	－	－
53	8月20日	月	－	－	－	－	－	－	－	－	－	・中央研究所土質調査実施工程協議	－	－
54	8月21日	火	－	－	－	－	－	－	－	－	－	・波高計設置立合い（タジュラ）	－	－
55	8月22日	水	－	－	－	－	－	－	－	－	－	・測量基準点確認（タジュラ）	－	－
56	8月23日	木	－	－	－	－	－	－	－	－	－	・土質調査契約交渉	－	－
57	8月24日	金	－	－	－	－	－	－	－	－	－	・土質調査関係者打合せ	－	－
58	8月25日	土	－	－	－	－	－	－	－	－	－	・土質調査機材検査	－	－
59	8月26日	日	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
60	8月27日	月	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
61	8月28日	火	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
62	8月29日	水	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
63	8月30日	木	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
64	8月31日	金	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
65	9月1日	土	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
66	9月2日	日	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
67	9月3日	月	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
68	9月4日	火	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
69	9月5日	水	－	－	－	－	－	－	－	－	－	・調査実施監理	－	－
70	9月6日	木	－	－	－	－	－	－	－	－	－	・ジブチ発ET365(19:00) ・ADD着(20:05) ・ADD発ET672(23:35)	－	－
71	9月7日	金	－	－	－	－	－	－	－	－	－	・成田着(20:25)	－	－
72	9月23日	日	－	－	－	－	－	－	－	－	－	－	・成田発ET673(21:25)	－
73	9月24日	月	－	－	－	－	－	－	－	－	－	－	・ADD着(07:10) ・ADD発ET362(09:05) ・ジブチ着(10:20) ・海事局長と協議 ・ジブチ港・フェリー視察 ・調査補助員面談	－
74	9月25日	火	－	－	－	－	－	－	－	－	－	－	・海上交通量調査(タジュラ便往復) ・環境調査会社面談 ・JICAジブチ支所面談 ・海事局長と協議	－
75	9月26日	水	－	－	－	－	－	－	－	－	－	－	・海上交通調査(タジュラ便往復) ・海事局長と協議	－

日順	月日	曜日	官団員(JICA)		業務主任／海上交通・港湾計画	副業務主任／船舶運営・維持管理計画	港湾設計1	港湾設計1／港湾運営・維持管理体制	施工・調達計画／積算	機材・調達計画／積算	環境社会配慮	自然条件調査	海上交通・港湾計画2	通訳（仏語）
			総括	計画管理										
			中川淳史	大谷　直輝	山口　和之	吉田　直美	久森　恒晴	長谷部　英司	西村　進	渡邊　啓介	安元　健二	原田　公一郎	藤原　輝久	生熊　恵美
76	9月27日	木	－	－	－	－	－	－	－	－	－	－	・海上交通調査(タジュラ便往復) ・海事局長と協議 ・地盤調査会社面談	－
77	9月28日	金	－	－	－	－	－	－	－	－	－	－	・海上交通調査(タジュラ便往復)	－
78	9月29日	土	－	－	－	－	－	－	－	－	－	－	・海上交通調査(タジュラ便往復)	－
79	9月30日	日	－	－	－	－	－	－	－	－	－	－	・海上交通調査(オボック便往復) ・オボック知事面談 ・海事局長と協議	－
80	10月1日	月	－	－	－	－	－	－	－	－	－	－	・海事局長及びMCG協議	－
81	10月2日	火	－	－	－	－	－	－	－	－	－	－	・地盤調査会社面談 ・海事局長及び水産庁、MCG協議 ・海事局長と協議	－
82	10月3日	水	－	－	－	－	－	－	－	－	－	－	・陸上交通調査(ジブチ～タジュラ) ・タジュラ知事面談 ・タジュラ陸上輸送業者面談 ・陸上交通調査(タジュラ～オボック) ・海上交通調査(オボック便復路)	－
83	10月4日	木	－	－	－	－	－	－	－	－	－	－	・海上交通調査(ジブチ漁港) ・海事局長と協議	－
84	10月5日	金	－	－	－	－	－	－	－	－	－	－	・資料整理	－
85	10月6日	土	－	－	－	－	－	－	－	－	－	－	・海上交通調査(タジュラ往路) ・陸上交通調査(タジュラ～ジブチ)	－
86	10月7日	日	－	－	－	－	－	－	－	－	－	－	・ジブチ港測量 ・海事局長と協議	－
87	10月8日	月	－	－	－	－	－	－	－	－	－	－	・フェリー休航日メンテ状況視察 ・海事局長と協議 ・地盤調査会社面談 ・環境調査会社面談	－
88	10月9日	火	－	－	－	－	－	－	－	－	－	－	・フェリー視察 ・海事局長と協議 ・地盤調査会社面談	－
89	10月10日	水	－	－	－	－	－	－	－	－	－	－	・海上交通調査(オボック便往復) ・オボック知事面談	－
90	10月11日	木	－	－	－	－	－	－	－	－	－	－	・MCG面談 ・水産省面談 ・JICAジブチ支所面談 ・海事局長と協議	－
91	10月12日	金	－	－	－	－	－	－	－	－	－	－	・海上交通調査(オボック便往復) ・海事局長と協議	－
92	10月13日	土	－	－	－	－	－	－	－	－	－	－	・ジブチ発ET365(19:00) ・ADD着(20:05) ・ADD発ET672(23:35)	－
93	10月14日	日	－	－	－	－	－	－	－	－	－	－	・成田着(20:25)	－

(2)　概略設計説明調査（2019 年 5 月 24 日～5 月 31 日）

No.	Date	Day of Week	JICA		Study Chief／Maritime Traffic and Port Plan	Dupty Study Chief／Ship Operation・Maintenance	Port Design 1	Environmental and Social Consideration	Interpreter (French)
			Leader	Planning Manager					
			A. Nakagawa	N. Ootani	K. Yamaguchi	N. Yoshida	T. Kumori	K. Yasumoto	Y. Kikuchi
1	5/24	Fri	・NRT ET673(10:25) -						
2	5/25	Sat	- ADD (07:10)						
			・ADD ET362(09:05) -						
			- JIB（10:20）						
3	5/26	Sun	・Meeting(JICA Djibouti)						
			・Meeting(Japanese Embassy)						
			・Meeting(Maritime Affairs)						
4	5/27	Mon	・Meeting(Maritime Affairs)						
			・Meeting(Minstry of Fishries)						
			・Meeting(Minstry of Environment)						
			・Meeting(Maritime Affairs)						
5	5/28	Tue	・Survey Ferry Operation(Djibouti Port)						
					・Survey Ferry on Board（Djibouti-Tadjourah-Djibouti）				
					・Survey Tadjourah Port				
6	5/29	Wed	・Signing M/D						
			・Meeting(Japanese Embassy)						
7	5/30	Thu			・Consultant Meeting、Preparation Report				
			・JIB ET365(19:00) -						
			- ADD(19:05)						
			・ADD ET672(23:35) -						
8	5/31	Fri	- NRT(20:25)						

5.3. 関係者（面会者）リスト

設備運輸省（MINISTRY OF EQUIPMENT AMD TRANSPORT）

Mr. Mohamed Abdoulkader Mousa	Minister(～2019/4)
Mr. Moussa Mohamed Ahmed	Minister(2019/5～)

設備運輸省海事局（MARITIME AFFAIRS DHIBOUTI）

Mr. Ali-Mirah Chehem Daoud	Director
Mr. Ahmed Moussa Ahmed	Head of Maritime Transport dept.
Mr. Aboi Absieh Samireh	Operation Manager
Ms. Nafissa Mohamed Dato	Assistant
Ms. Habon Mohamed Elmi	Assistant

モハメド・ブルハン・カシム号（MOHAMED BURHAN QASEM）

Mr. Bourhan Mohamed Abas	Captain
Mr. Abdi Uahi Aden	Chief Engineer

ジブチ港（PORT OF DJIBOUTI）

Mr. Mohamoud Hassan Djama	Head, Division for Marine Services
Mr. Rodney Dixon	Fleet Operations Manager Division for Marine Services

ジブチ港湾・自由貿易局（DJIBOUTI PORTS & FREE ZONES AUTHORITY）

Mr.Mohamed Moussa Abar	Harbour Master

統計・人口調査局（STATISTICS AND CENSUS BUREAU）

Mr. Omar Abdoulkader M.	Assistant Director Statistician - Economist

気象庁（DJIBOUTI NATIONAL METEOROLOGICAL AGENCY）

Mr. Haidar Mohamed Ali	Maintenance Engineer
Mr. Omar Hassan Iltireh	Aeronautical Meteorology Division

住宅・都市・環境省（MINISTRY DELEGATED TO THE MINISTRY OF HABITAT, URBANISM AND THE ENVIRONMENT, IN CHARGE OF HOUSING）

Mr. Mohamed Ali Kaourah	Deputy Director of Arban Planning

住宅･都市･環境省（MINISTRY DELEGATED TO THE MINISTRY OF HABITAT, URBANISM AND THE ENVIRONMENT, IN CHARGE OF Environment）

Mr. Houssein Rirache Robleh	Director of Environment and Sustainable Development
Mr. Idris Ismael Nour	
Mr. Mahamoud Hossein Ali	

農業・水・漁業・畜産・漁業資源省（MINISTRY OF AGRICULTURE, WATER, FISHERIES, LIVESTOCK INDUSTRY AND FISHERIES RESOURCES）

Mr. Ahmed Darar Djibril	Diretor of Fishing PRAREV
Mr. Aman Mohamed Aman	Responsible of PRAREV
Ms. Barwako Abdi Wais	Responsible of PRAREV
Ms. Beydane Mohamed Miyir	Program Coordinator of PRAREV

外務・国際協力省（MINISTRY OF FOREIGN AFFAIRS AND INTERNATIONAL COOPERATION）

Mr. Yacin Houssein Douale	Diretor of Bilateral Relations

中央研究所 (CENTRAL LABORATORY)

Mr. Soubaneh Said Ismael	Supervisor

経済財務省 (MINISTRY OF ECONOMY AND FINANCE IN CHARGE OF BUDGET)

Mr. Houssein Mamamoud Basset	Director of Domains
Mr. Hisam Abas Rabache	Direction of Domains and Land Coservation

タジュラ州 (TADJOURAH PROVINCE)

Mr. Abdoulmalik Mohamed Banoita	Governor of Tadjourah
Mr. Mohamed Ahmed	Manager, Maintenance Division

オボック州 (OBOCK PROVINCE)

Mr. Hasssan Dabaleh Ahmed	Governor of Obock

在ジブチ日本国大使館

Mr. Koji Yonetani	Ambassador Extraordinary and Plenipotentiary
Mr. Soya Otani	Second Secretary

JICAジブチ支所

Mr.Touru Togawa	Resident Representative
Mr.Koji Oohashi	Project Formulation Advisor

建設会社

ENTREPRISE DAWALEH CONSTRUCTION

Mr.Houssein Daher Youssouf	Director, Engineering Department

DJI FU SARL (吉冨有限公司)

Mr. Wan Hongbing	Director General
Mr. Feng Gang	Director Adjoint

BARAGANTE SARL

Mr. Baragante	President

SOCOPI SARL

Mr. Kassim Mohamed	Architect, Engineer

コンサルタント

MAURITANIAN CONSULTING GROUP

Mr. Mbareck Ahmed Taleb	Representative, Djibouti office

HYDROTERRA ENGINEERING

Mr.Jean Alexandre Gassani	Director

INSUCO DJIBOUTI SARL

Ms.Caroline Amrom	Country Director

CONSULTANT INDEPENDENT

Mr. Alessandro Aubry	Civil Engineer

5.4　協議議事録（M／D）

Minutes of Discussions
on the Preparatory Survey on Reinforcement of
Maritime Transport at Gulf of Tadjourah
(Explanation on Draft Preparatory Survey Report)
2019/05/29

Minutes of Discussions
on the Preparatory Survey for the Project for
Maritime Transport Capacity between Djibouti and Tadjourah
(Explanation on Draft Preparatory Survey Report)

With reference to the minutes of discussions signed between The Direction des Affaires Maritimes and the Japan International Cooperation Agency (hereinafter referred to as "JICA") on 1st July, 2018 and in response to the request from the Government of Republic of Djibouti (hereinafter referred to as "Djibouti") dated August 2017, JICA dispatched the Preparatory Survey Team (hereinafter referred to as "the Team") for the explanation of Draft Preparatory Survey Report (hereinafter referred to as "the Draft Report") for the Project for Maritime Transport Capacity between Djibouti and Tadjourah (hereinafter referred to as "the Project").

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

Djibouti, 29th May, 2019

Atsushi NAKAGAWA
Leader
Preparatory Survey Team
Japan International Cooperation Agency
Japan

Ali-Mirah Chehem Daoud
Directeur des Affaires Maritimes
Ministère de l'Equipement et des Transports
République de Djibouti

In Witness whereof,

Yacin Houssein Doualé
Directeur des Relations Bilatérales
Ministère des Affaires Etrangères et de la
Coopération Internationale

ATTACHEMENT

1. Objective of the Project

   The objective of the Project is to reinforce maritime transport capacity between Djibouti and Tadjourah by providing a ferry and construction of berthing facilities, thereby contributing to economic growth of Djibouti in particulary in the Northern Region.

2. Title of the Preparatory Survey

   Both sides confirmed the title of the preparatory survey as "the Preparatory Survey on the Project for Reinforcement of Maritime Transport Capacity between Djibouti and Tadjourah".

3. Project site

   Both sides confirmed that the site of the Project is Djibouti Escale and Tadjourah Escale, which is shown in Annex 1. A provided ferry will be under service between Djibouti and Tadjourah.

4. Responsible authority for the Project

   Both sides confirmed the authorities responsible for the Project are as follows:

   4-1. The Direction des Affaires Maritimes will be the executing agency for the Project (hereinafter referred to as "the Executing Agency"). The Executing Agency shall coordinate with all the relevant authorities to ensure smooth implementation of the Project and ensure that the undertakings for the Project shall be managed by relevant authorities properly and on time. The organization charts are shown in Annex 2.

   4-2. The line ministry of the Executing Agency is the Ministère de l'Equipement et des Transports. The Ministère de l'Equipement et des Transports shall be responsible for supervising the Executing Agency on behalf of the Government of Djibouti.

5. Contents of the Draft Report

   After the explanation of the contents of the Draft Report by the Team, the Djiboutian side agreed to its contents.

6. Cost estimate

   Both sides confirmed that the cost estimate including the contingency explained by

the Team is provisional and will be examined further by the Government of Japan for its approval. The contingency would cover the additional cost against natural disaster, unexpected natural conditions, etc.

7. Confidentiality of the cost estimate and technical specifications
Both sides confirmed that the cost estimate and technical specifications of the Project should never be disclosed to any third parties until all the contracts under the Project are concluded.

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

9. Timeline for the project implementation
The Team explained to Direction des Affaires Maritimes that the expected timeline for the project implementation is as attached in Annex 4.

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

index	Base Line (2016)	Target (3 years after completion of the Project)
The number of passengers (people / year)	47,193	104,000
The number of cars (cars / year)	5,085	9,000
The number of cancellation (times / year)	71	10

[Qualitative indicators]
1) Stability and Efficiency of transport network between Djibouti city and northern region
2) Improvement of cargo handling efficiency
3) Improvement of livelihood of citizens in the northern region
4) Stimulation of economic development in both northern and southern region.

11. Undertakings of the Project

Both sides confirmed the undertakings of the Project as described in Annex 5. With regard to exemption of customs duties, internal taxes and other fiscal levies as stipulated in (2)-5 of Annex 5, both sides confirmed that such customs duties, internal taxes and other fiscal levies, which shall be clarified in the bid documents by Direction des Affaires Maritimes during the implementation stage of the Project. The Djiboutian side assured to take the necessary measures and coordination including allocation of the necessary budget which are preconditions of implementation of the Project. It is further agreed that the costs are indicative, i.e. at Outline Design level. More accurate costs will be calculated at the Detailed Design stage.

Both sides also confirmed that the Annex 5 will be used as an attachment of G/A.

12. Monitoring during the implementation

The Project will be monitored by the Executing Agency and reported to JICA by using the form of Project Monitoring Report (PMR) attached as Annex 6. The timing of submission of the PMR is described in Annex 5.

13. Project completion

Both sides confirmed that the project completes when all the facilities constructed and equipment procured by the grant are in operation. The completion of the Project will be reported to JICA promptly, but in any event not later than six months after completion of the Project.

14. Ex-Post Evaluation

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

15. Schedule of the Study

JICA will finalize the Preparatory Survey Report based on the confirmed items. The report will be sent to the Djiboutian side around August 2019.

16. Environmental and Social Considerations

16-1 General Issues

16-1-1 Environmental Guidelines and Environmental Category

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

16-1-2 Environmental Checklist

The environmental and social considerations including major impacts and mitigation measures for the Project are summarized in the Environmental Checklist attached as Annex 7. Both sides confirmed that in case of major modification of the content of the Environmental Checklist, the Djiboutian side shall submit the modified version to JICA in a timely manner.

16-2 Environmental Issues

16-2-1 Environmental Impact Assessment (EIA)

Djiboutian side assures the EIA report will be approved by Directeur de I'Environnement et du Developpement durable no later than December 2019.

16-2-2 Environmental Management Plan and Environmental Monitoring Plan

Both sides confirmed Environmental Management Plan (EMP) and Environmental Monitoring Plan (EMoP) of the Project is as Annex 8, respectively. Both side agreed that environmental mitigation measures and monitoring shall be conducted based on the EMP and EMoP, which may be updated during the detailed design stage.

16-2-3 Other specific environmental issues which need to be confirmed/agreed between the parties.

Both sides confirmed that coral in Tadjourah Escaleshall be monitored by contractor during construction, and by Direction des Affaires Maritimes after completion of the project.

16-3 Environmental and Social Monitoring

16-3-1 Environmental Monitoring

Both sides agreed that the Djiboutian side will submit results of environmental monitoring to JICA with PMR by using the monitoring form attached as Annex 9. The timing of submission of the monitoring form is described in Annex 5.

16-3-2 Information Disclosure of Monitoring Results

Both sides confirmed that the Djiboutian side will disclose results of environmental and social monitoring to local stakeholders through their website or in their field offices.

The Djiboutian side agreed JICA will disclose results of environmental and social monitoring submitted by the Djiboutian side as the monitoring forms attached as Annex 9 on its website.

17. Other Relevant Issues

17-1. Disclosure of Information

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

17-2. Regarding the construction of Djibouti Escaleand Tadjourah Escale, Djiboutian side assured that it will obtain the approval for reclamation according to Djiboutian regulations and procedures before the conclusion of Grant Agreement.

17-3. Djiboutian side understood that new division should be established for maintenance of the berthing facilities proposed in the Draft Report.

17-4. Djiboutian side understood that it shall reinforce the human capacity for the operation of new ferry.

17-5. In connection with International Fund for Agricultural Development (IFAD) project in Tadjourah in which fishery facility is to be built in an adjecent area to the Project site, both sides confirmed that Direction des Affaires Maritimes is responsible for coordination with Direction of Fisheries for smooth implementation of two projects.

17-6. Both sides shared understanding that periodic maintenance of ferry including overhawl of engine to be conducted in every 5 years is quite important for safe and economic use of both new and existing ferries.

Annex 1 Project Site
Annex 2 Organization Chart
Annex 3 Japanese Grant
Annex 4 Project Implementation Schedule
Annex 5 Major Undertakings to be taken by the Government of Djibouti
Annex 6 Project Monitoring Report (template)
Annex 7 Environmental Check List
Annex 8 Environmental Management Plan/Environmental Monitoring Plan
Annex 9 Environmental and Social Monitoring Form
Annex 10 Temporary Construction Yard and Stock Yard

Project Site

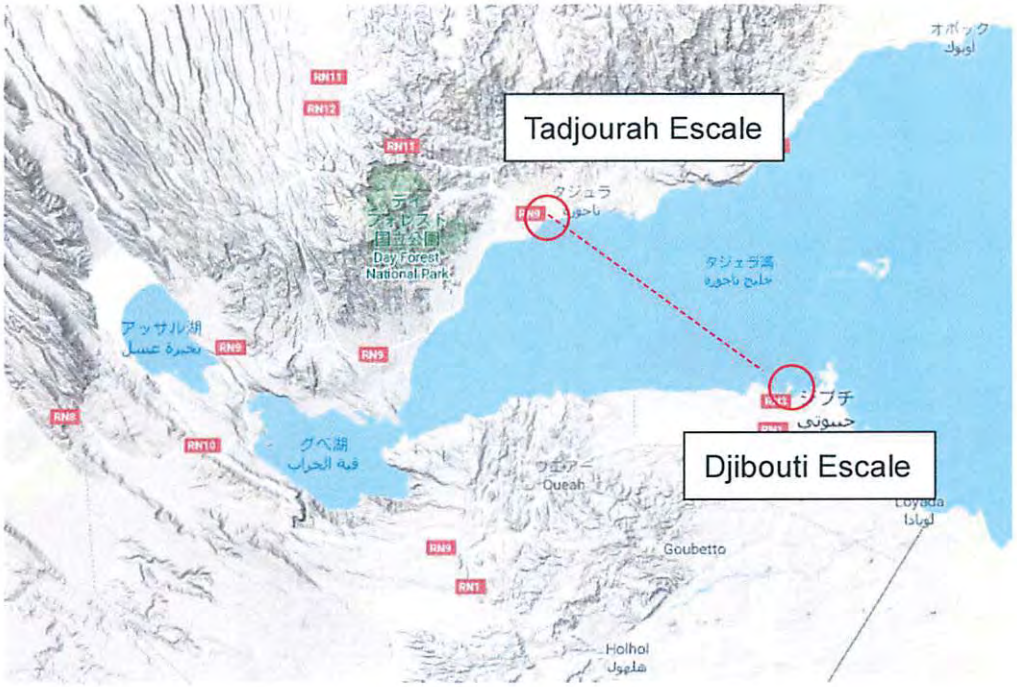


Figure 1

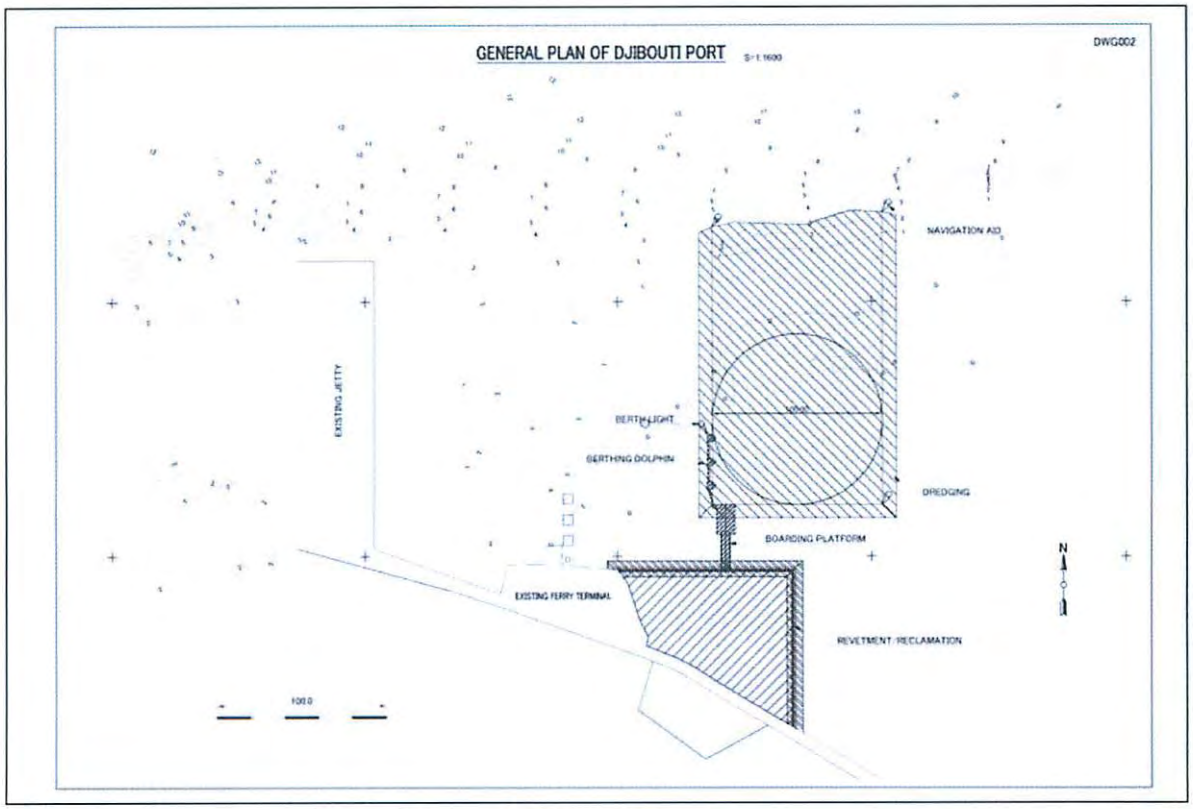


Figure 2 Djibouti Escale

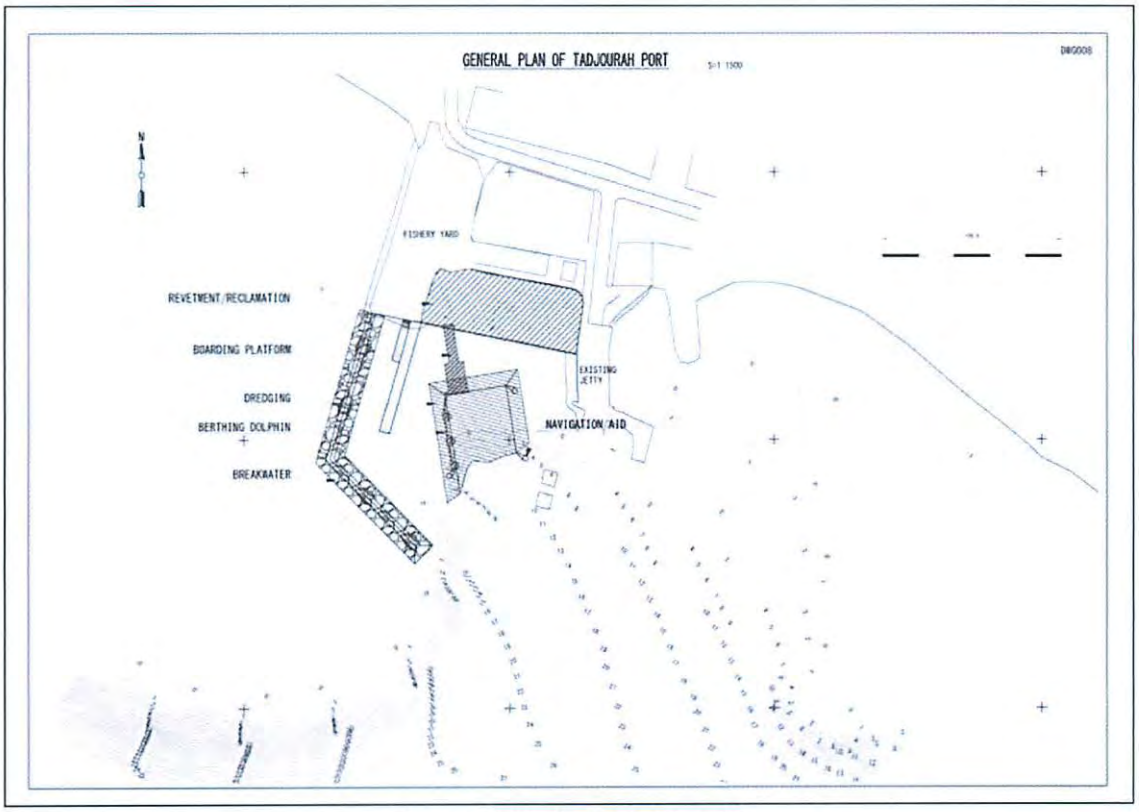
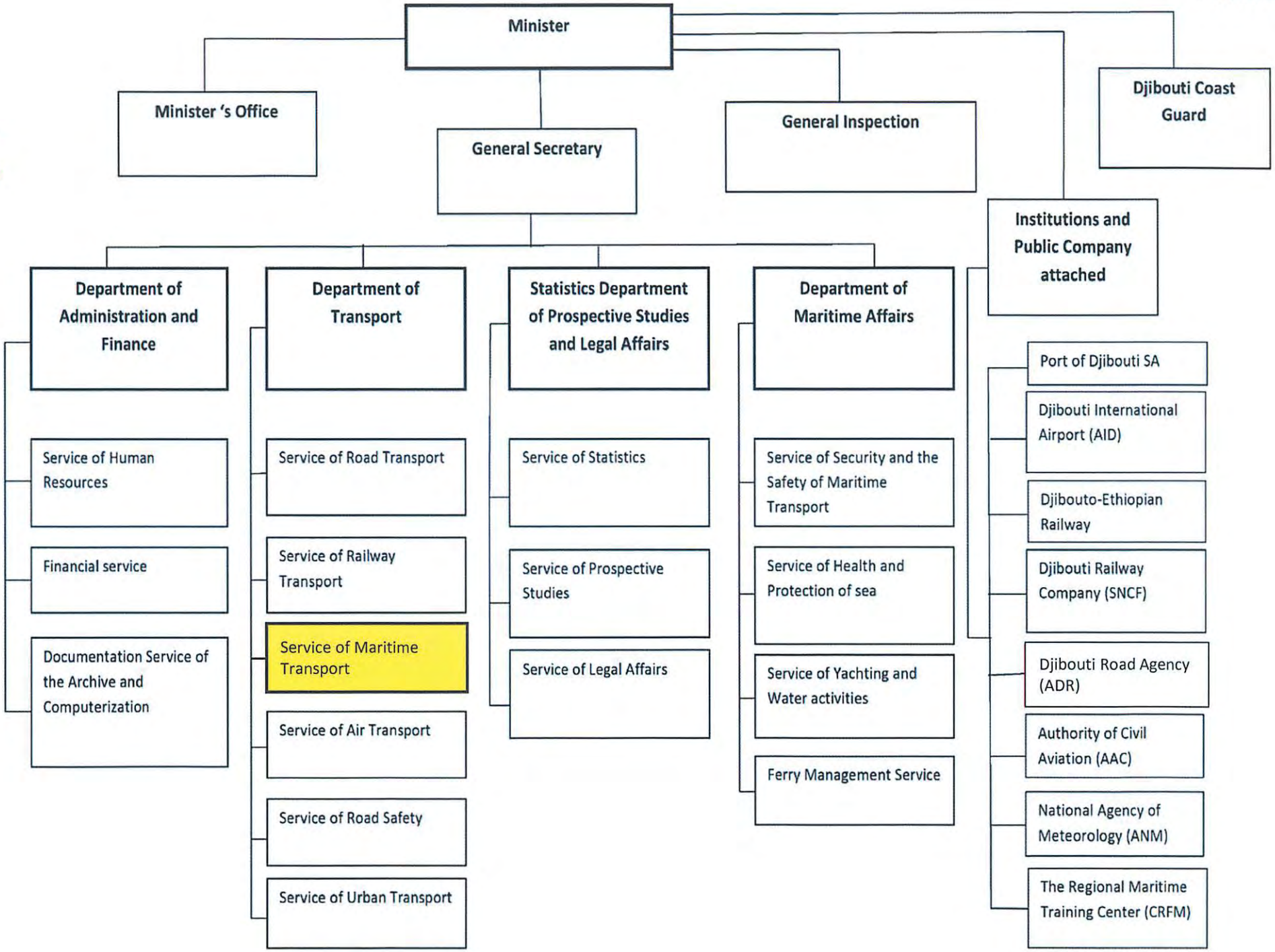


Figure 3 Tadjourah Escale

Annex2


Minister
Minister 's Office
General Secretary
General Inspection
Djibouti Coast Guard
Institutions and Public Company attached
Department of Administration and Finance
Service of Human Resources
Financial service
Documentation Service of the Archive and Computerization
Department of Transport
Service of Road Transport
Service of Railway Transport
Service of Maritime Transport
Service of Air Transport
Service of Road Safety
Service of Urban Transport
Statistics Department of Prospective Studies and Legal Affairs
Service of Statistics
Service of Prospective Studies
Service of Legal Affairs
Department of Maritime Affairs
Service of Security and the Safety of Maritime Transport
Service of Health and Protection of sea
Service of Yachting and Water activities
Ferry Management Service
Port of Djibouti SA
Djibouti International Airport (AID)
Djibouto-Ethiopian Railway
Djibouti Railway Company (SNCF)
Djibouti Road Agency (ADR)
Authority of Civil Aviation (AAC)
National Agency of Meteorology (ANM)
The Regional Maritime Training Center (CRFM)

JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as "the Recipient") to purchase the products and/or services (engineering services and transportation of the products, etc.) for its economic and social development in accordance with the relevant laws and regulations of Japan. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as "Project Grants").

1. Procedures of Project Grants

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

(1) Preparation

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

(2) Appraisal

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

(3) Implementation

Exchange of Notes

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

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

-Agreement concluded between JICA and the Recipient

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

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

Construction works/procurement

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

(4) Ex-post Monitoring and Evaluation

-Monitoring and evaluation at post-implementation stage

2. Preparatory Survey

(1) Contents of the Survey

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

- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of

relevant agencies of the Recipient necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant from a technical, financial, social and economic point of view.
- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

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

JICA requests the Recipient to take measures necessary to achieve its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

(2) Selection of Consultants

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

(3) Result of the Survey

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

3. Basic Principles of Project Grants

(1) Implementation Stage

1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes (hereinafter referred to as "the E/N") will be singed between the GOJ and the Government of the Recipient to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the "General Terms and Conditions for Japanese Grant (January 2016)."

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

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

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

3) Procurement Procedure

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

4) Selection of Consultants

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

5) Eligible source country

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

6) Contracts and Concurrence by JICA

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

7) Monitoring

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

8) Safety Measures

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

9) Construction Quality Control Meeting

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

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

a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.

b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.

(2) Ex-post Monitoring and Evaluation Stage

1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes.

2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.

(3) Others

1) Environmental and Social Considerations

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

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

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

3) Proper Use

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

4) Export and Re-export

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

PROCEDURES OF JAPANESE GRANT

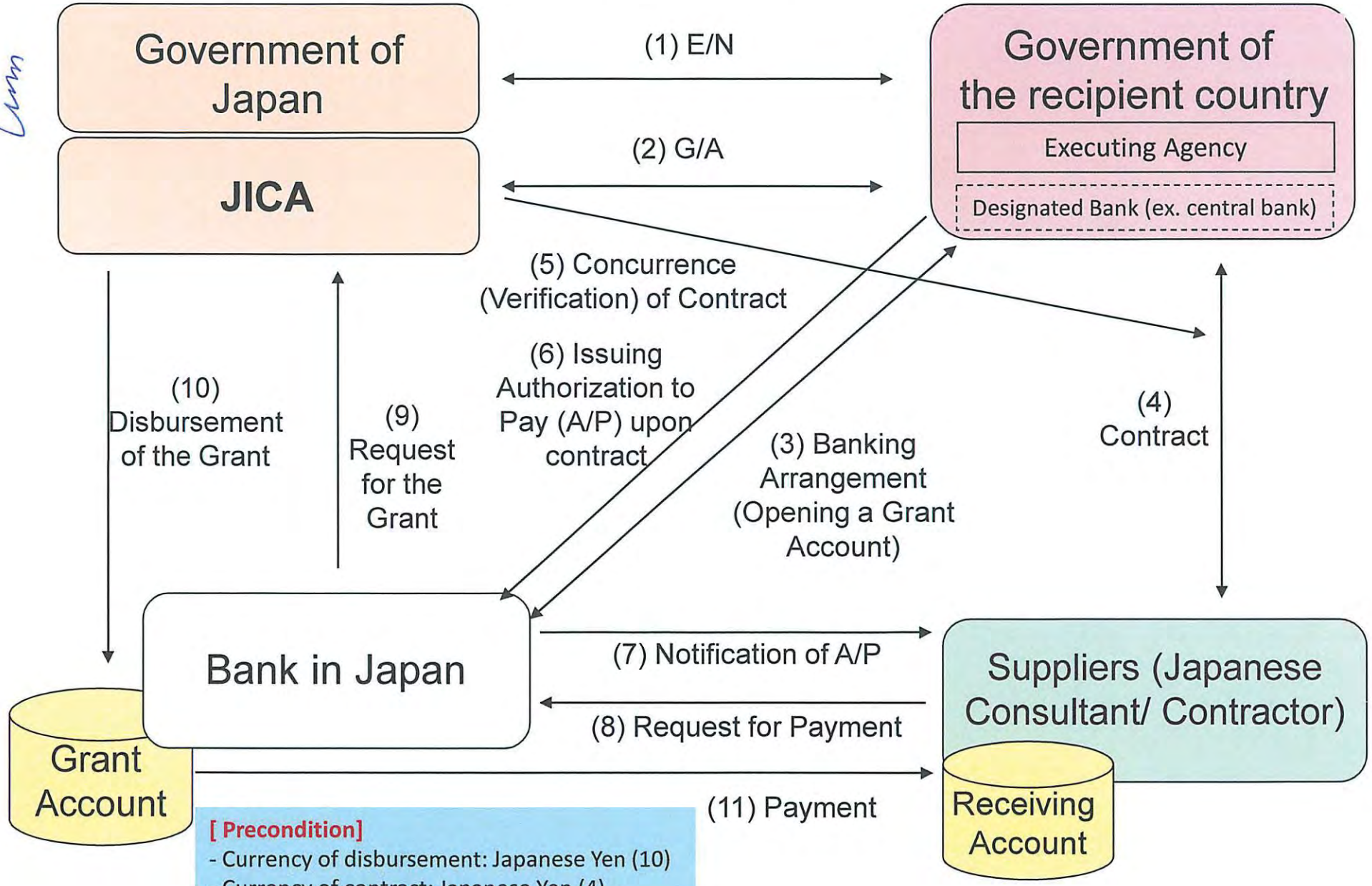
Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost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

notes:

1. Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.

2. Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

Financial Flow of Japanese Grant (A/P Type)



[Precondition]
- Currency of disbursement: Japanese Yen (10)
- Currency of contract: Japanese Yen (4)
- Currency of payment: Japanese Yen (11)

Project Implementation Schedule

Estimated Timeline for the Project Implementation is as follows:
(The Timeline is tentative and subject to change)

Timeline

E/N and G/A	August 2019
Detailed Design and Procurement of Contractor	Port September 2019 - May 2020 Ferry September 2019 - February 2020
Construction of Civil and Building a Ferry	Port June 2020 - July 2021 Ferry March 2020 - September 2021
Defect Liability Inspection	Port July 2022 Ferry October 2022

Major Undertakings to be taken by the Government of Djibouti

1. Specific obligations of the Government of Djibouti which will not be funded with the Grant

(1) Before the Bidding

No.	Items	Deadline	In charge	Cost	Ref.
1	To open Bank Account (Banking Arrangement (B/A))	within 1 month after signing of the G/A	Ministry of Foreign Affairs and International Cooperation		
2	To issue the Authorization to Pay (A/P) to a bank in Japan (the Agent Bank) for the payment to the Consultant	within 1 month after signing of the contract	Ministry of Foreign Affairs and International Cooperation		
3	To approve EIA (Conditions of approval should be fulfilled, if any) and secure the necessary budget for implementation of countermeasures obligated in the EIA.	before preparation of bidding documents	The Ministry of Urban Planning, Environment and Tourism, /The Direction des Affaires Maritimes	7,620,380 DJF	
4	To secure and clear the following lands 1) project sites described in ANNEX 1 2) temporary construction yard and stock yard near the Project area described in ANNEX 10 3) disposal site near the Project area	before notice of the bidding document(s)	The Direction des Affaires Maritimes	4,000US$	
5	To obtain the planning, zoning, building permit	before notice of the bidding document(s)	The Direction des Affaires Maritimes		
6	To clear wreck in the port facility planning area in Djibouti port	before notice of the bidding document(s)	The Direction des Affaires Maritimes		
7	To submit Project Monitoring Report (with the result of Detailed Design (DD)	before preparation of bidding document(s)	The Direction des Affaires Maritimes		

(2) During the Project Implementation

No.	Items	Deadline	In charge	Cost	Ref.
1	To issue A/P(s) to the Agent Bank in Japan for the payment(s) to the Supplier(s)	within 1 month after signing of the contract(s)	Ministry of Foreign Affairs and International Cooperation		
2	To bear the following commissions to the Agent Bank in Japan for the banking services based upon the B/A	during the Project			
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	Ministry of Foreign Affairs and International Cooperation		
	2) Payment commission for A/P	every payment	Ministry of Foreign Affairs and International Cooperation	40,000 US$	
3	To ensure prompt unloading and customs clearance at the ports of disembarkation in the country of Recipient and to assist the Supplier with internal transportation therein		The Direction des Affaires Maritimes		

4	To accord Japanese physical persons and/or physical persons of third countries whose services may be required in connection with the supply of the products and the services such facilities as may be necessary for their entry into the country of the Recipient and stay therein for the performance of their work	during the Project	The Direction des Affaires Maritimes		
5	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the country of the Recipient with respect to the purchase of the products and/or the services be exempted	during the Project	Ministry of Budget /The Direction des Affaires Maritimes		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	The Direction des Affaires Maritimes		
7	1) To submit Project Monitoring Report	every month	The Direction des Affaires Maritimes		
	2) To submit Project Monitoring Report (Final).	within one month after signing of Certificate of Completion of the Work under the contract(s)	The Direction des Affaires Maritimes		
8	To submit a report concerning completion of the Project	within six months after completion of the Project	The Direction des Affaires Maritimes		
9	To provide facilities for distribution of electricity, water supply and drainage and other incidental facilities necessary for the implementation of the Project outside the site(s) 1) Electricity; The distributing line to the site 2) Water Supply; The city water distribution main to the site 3) Drainage; The city drainage main (for storm, sewer and others) to the site 4) Passenger waiting building, furniture and Equipment; General furniture	before the commencement of new port facility	The Direction des Affaires Maritimes	3,758,000 US$	
10	To take necessary measure for safety construction - traffic control - rope off (prohibition for entering)	during the construction	The Direction des Affaires Maritimes		
11	To implement Environmental Management Plan (EMP) and Environmental Monitoring Programme (EMoP)	during the construction	The Direction des Affaires Maritimes		
12	To submit results of environmental monitoring to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	during the construction	The Direction des Affaires Maritimes		

(3) After the Project

No.	Items	Deadline	In charge	Cost	Ref.
1	To implement EMP and EMoP	for a period based on EMP and EMoP	The Direction des Affaires Maritimes		
2	To submit results of environmental monitoring to JICA, by using the monitoring form, semi-annually - The period of environmental monitoring may be extended if any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the agreement between The Direction des Affaires Maritimes and JICA.	for three years after the Project	The Direction des Affaires Maritimes		
3	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid 1) Allocation of maintenance cost 2) Operation and maintenance structure 3) Routine check/Periodic inspection	After completion of the construction	The Direction des Affaires Maritimes	97.992.000 DJF/year	

Other obligations funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
1	= Construction of Berthing facility in Djibouti Port and Tadjourah Port. = Procurement of 1(one) Ferry		
2	Implementation of detailed design, bidding support , construction supervision and procurement supervision (Consulting Service)		
3	Contingencies		
	Total		

*The Amount is provisional. This is subject to the approval of the Government of Japan.

Project Monitoring Report
on
Project Name
Grant Agreement No. XXXXXXX

20XX, Month

Organizational Information

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

General Information:

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

1: Project Description

1-1 Project Objective

1-2 Project Rationale

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

1-3 Indicators for measurement of "Effectiveness"

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

2: Details of the Project

2-1 Location

Components	Original *(proposed in the outline design)*	Actual
1.		

2-2 Scope of the work

Components	Original* *(proposed in the outline design)*	Actual*
1.		

Reasons for modification of scope (if any).

(PMR)

2-3 Implementation Schedule

Items	Original		Actual
	(proposed in the outline design)	*(at the time of signing the Grant Agreement)*	

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

2-4 Obligations by the Recipient

2-4-1 Progress of Specific Obligations

See Attachment 2.

2-4-2 Activities

See Attachment 3.

2-4-3 Report on RD

See Attachment 11.

2-5 Project Cost

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

Components			Cost (Million Yen)	
	Original *(proposed in the outline design)*	Actual *(in case of any modification)*	Original[1),2)] *(proposed in the outline design)*	Actual
	1.			
Total				

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

2-5-2 Cost borne by the Recipient

Components			Cost (1,000 Taka)	
	Original *(proposed in the outline design)*	Actual *(in case of any modification)*	Original[1),2)] *(proposed in the outline design)*	Actual
	1.			

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

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

(PMR)

2-6 Executing Agency

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

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

2-7 Environmental and Social Impacts

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

3: Operation and Maintenance (O&M)

3-1 Physical Arrangement

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

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

3-2 Budgetary Arrangement

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

Original *(at the time of outline design)*

Actual *(PMR)*

4: Potential Risks and Mitigation Measures

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

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

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

	Contingency Plan (if applicable):
Actual Situation and Countermeasures	
(PMR)	

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

5-1 Overall evaluation

Please describe your overall evaluation on the project.

5-2 Lessons Learnt and Recommendations

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

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

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

Attachment

1. Project Location Map
2. Specific obligations of the Recipient which will not be funded with the Grant
3. Monthly Report submitted by the Consultant

Appendix - Photocopy of Contractor's Progress Report (if any)
- Consultant Member List
- Contractor's Main Staff List

4. Check list for the Contract (including Record of Amendment of the Contract/Agreement and Schedule of Payment)
5. Environmental Monitoring Form / Social Monitoring Form
6. Monitoring sheet on price of specified materials (Quarterly)
7. Report on Proportion of Procurement (Recipient Country, Japan and Third Countries) (PMR (final)only)
8. Pictures (by JPEG style by CD-R) (PMR (final)only)
9. Equipment List (PMR (final)only)
10. Drawing (PMR (final)only)
11. Report on RD (After project)

Attachment 6

Monitoring sheet on price of specified materials

1. Initial Conditions (Confirmed)

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

2. Monitoring of the Unit Price of Specified Materials

(1) Method of Monitoring : ●●

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

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

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

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

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

Environmental Check List

Table: Environmental Check List (draft)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
1. Permits and Explanation	(1) EIA and Environmental Permits	(a) Have EIA reports been already prepared in official process? (b) Have EIA reports been approved by authorities of the host country's government? (c) Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied? (d) In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?	(a) N (b) N (c) N (d) N/A	(a)-(b) EIA report is planned to be submitted to MHUPE and approved by MHUPE under the responsibility of Djiboutian government. (c) The conditions will be general issues such as regular reporting to MHUPE, so will be satisfied by DMA. (d) No additional approval is required.
	(2) Explanation to the Local Stakeholders	(a) Have contents of the project and the potential impacts been adequately explained to the Local stakeholders based on appropriate procedures, including information disclosure? Is understanding obtained from the Local stakeholders? (b) Have the comment from the stakeholders (such as local residents) been reflected to the project design?	(a) Y (b) Y	(a) Stakeholder meetings were conducted in Djibouti on 10 July 2018, and in Tadjourah on 3 and 12 July 2018. During the meetings, the project outlines were explained, and their concerns on environmental and social considerations were discussed. No opposition against the project was raised. In the local law, the public consultations are required at the EIA scoping and draft report stage. In the course of EIA, stakeholder meetings will be conducted in line with JICA guidelines and local laws/ regulations. (b) Main comments raised during meetings were reflected on the project design.
	(3) Examination of Alternatives	(a) Have alternative plans of the project been examined with social and environmental considerations?	(a) Y	(a) Regarding port facilities in Djibouti port and a breakwater in Tadjourah port, alternative plans, including no-project option, were examined from the viewpoints of benefits to the public, impacts on natural, social and economic aspects.
2 Pollution Control	(1) Air Quality	(a) Do air pollutants, such as sulfur oxides (SOx), nitrogen oxides (NOx), and soot and dust emitted from ships, vehicles and project equipment comply with the country's emission standards? Are any mitigating measures taken?	(a) Y	(a) Due to the operation of heavy machineries during the construction work, temporary impacts on air pollution are expected. Exhaust gas from construction vehicles etc. will be largely mitigated by safety management measures obliged for the contractor. Engines complying with international air pollution prevention (IMO Tier II standards) will be installed. There are no local emission standards in Djibouti.

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(2) Water Quality	(a) Do effluents from the project facilities comply with the country's effluent and environmental standards? (b) Do effluents from the ships and other project equipment comply with the country's effluent and environmental standards? (c) Does the project prepare any measures to prevent leakages of oils and toxicants? (d) Does the project cause any alterations in coastal lines and disappearance/appearance of surface water to change water temperature or quality by decrease of water exchange or changes in flow regimes? (e) Does the project prepare any measures to prevent polluting surface, sea or underground water by the penetration from reclaimed lands?	(a) N/A (b) Y (c) Y (d) N (e) N/A	(a) This project is to develop port facilities (land reclamation for a terminal, construction of revetment, berthing facilities, breakwater). Hence, no effluents form these facilities are predicted. (b) In case disposal of wastewater from ships is not done properly during the operation, water quality may be deteriorated. However, since the wastewater from ships will be disposed properly in line with MARPOL Convention, no significant impacts on water quality are expected. There are no local effluent standards. (c) Waste generated by ships will be properly disposed in accordance with MARPOL Convention (Oily water separators will be installed on vessels). (d) 【Djibouti port】 The project is located within the existing port, and the affected area is geographically limited. Hence, no significant impacts on geology and flow regimes were predicted. 【Tadjourah port】 A newly developed area is approximately 1.3 ha for land reclamation, dredging, jetty and breakwater. However, the development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on geology and flow regimes are predicted. (e) The soil for land reclamation is not contaminated, and no contamination by the penetration from reclaimed lands is predicted.
	(3) Wastes	(a) Are wastes generated from the ships and other project facilities properly treated and disposed of in accordance with the country's regulations? (b) Is offshore dumping of dredged soil properly disposed in accordance with the country's regulations? (c) Does the project prepare any measures to avoid dumping or discharge toxicants?	(a) Y (b) Y (c) Y	(a) Djibouti has ratified MARPOL Convention, and the waste generated by the project will be disposed in accordance with MARPOL Convention. (b) The project requires dredging. The amount of dredged soil is 64,259m^3 for Djibouti port and 9,827m^3 for Tadjourah port. The required period for dredging is 67 days for Djibouti port and 12 days for Tadjourah port. There are no local standards on disposal of dredged soil; however, final disposal points of dredged soil will be the location with a depth of -20mCD, where there is a flow in a seabed layer, so that no negative impacts on the surrounding sea area will be caused. (Note that the location of the disposal site has not been determined yet, but the current plan is to select a disposal site used previously.) (c) Since Djiboutian government ratified MARPOL Convention, any hazardous waste generated by the project will be treated and disposed in accordance with MARPOL Convention (Oily water separators will be installed on vessels).

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(4) Noise and Vibration	(a) Do noise and vibrations from the vehicle and train traffic comply with the country's standards?	(a) Y	(a) Temporal increase of noise and vibration is predicted due to the operation of heavy machineries during the construction. However, since considerations for operational hour etc. will be taken, no significant impacts will be caused by noise and vibration.
	(5) Subsidence	(a) In the case of extraction of a large volume of groundwater, is there a possibility that the extraction of groundwater will cause subsidence?	(a) N/A	(a) This project does not require a large volume groundwater.
	(6) Odor	(a) Are there any odor sources? Are adequate odor control measures taken?	(a) N	(a) No odor source is predicted from the facilities constructed by the project.
	(7) Sediment	(a) Are adequate measures taken to prevent contamination of sediments by discharges or dumping of hazardous materials from the ships and related facilities?	(a) Y	(a) Since Djiboutian government ratified MARPOL Convention, any hazardous waste generated by the project will be treated and disposed in accordance with MARPOL Convention (An oily water separator will be installed on vessels).
3 Natural Environment	(1) Protected Areas	(a) Is the project site located in protected areas designated by the country's laws or international treaties and conventions? Is there a possibility that the project will affect the protected areas?	(a) N	(a) There is no protected area near the project site.
	(2) Ecosystem	(a) Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)? (b) Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions? (c) If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem? (d) Is there a possibility that the project will adversely affect aquatic organisms? Are adequate measures taken to reduce negative impacts on aquatic organisms? (e) Is there a possibility that the project will adversely affect vegetation or wildlife of coastal zones? If any negative impacts are anticipated, are adequate measures taken to reduce the impacts on vegetation and wildlife?	(a) N (b) N (c) N/A (d) N (e) N	(a)-(c) 【Djibouti port】 The mangroves are located 1.4 km east of the Port of Djibouti; however, there is sufficient distance from the project site, and no significant impacts are expected. Since the project is a rehabilitation work within the existing port, no significant impacts on ecosystem is predicted during the construction and operation. 【Tadjourah port】40 species of coral were confirmed in the area. Of these species, one (1) is classified as VU (Vulnerable) and 11 as NT (Near Threatened) under IUCN Red List. These species are not considered endemic, because they can be found not only in Djibouti, but also in areas all around the world. Hence, the project site is not considered as Critical habitat as defined in the JICA guidelines for environmental and social considerations. The above-mentioned species classified as VU under IUCN Red List is also distributed all over Djibouti; hence, it is not considered as rare species in Djibouti. (d) Silt screen will be installed in consideration of water flow direction, in order to avoid silt dispersion during construction. Waste from ship (wastewater and waste oil etc.) will be properly treated and disposed in accordance with the MARPOL Convention. In addition, Djibouti port

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
				and Tadjourah port are both located in the Gulf of Tadjourah. The vessels concerned with this Project do not include those coming from outside of the gulf, so there would be no significant impact due to ballast water. Hence, no significant impacts on aquatic organisms are predicted. (e) The development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on vegetation and wildlife of coastal zones are predicted.
	(3) Hydrology	(a) Do the project facilities affect adversely flow regimes, waves, tides, currents of rivers and etc if the project facilities are constructed on/by the seas?	(a) N	(b) 【Djibouti port】 The project is a rehabilitation work within the existing port, and the impact is considered to be localized. Hence, no significant impacts on hydrology are predicted. 【Tadjourah port】 A newly developed area is approximately 1.3 ha for land reclamation, dredging, jetty and breakwater. However, the development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on hydrology are predicted.
	(4) Topography and Geology	(a) Does the project require any large scale changes of topographic/geographic features or cause disappearance of the natural seashore?	(a) N	(a) 【Djibouti port】 The project is a rehabilitation work within the existing port, and the impact is considered to be localized. Hence, no significant impacts on topography and geology are predicted. 【Tadjourah port】 A newly developed area is approximately 1.3 ha for land reclamation, dredging, jetty and breakwater. However, the development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on topography and geology are predicted.
4 Social Environment	(1) Resettlement	(a) Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement? (b) Is adequate explanation on compensation and resettlement assistance given to affected people prior to resettlement? (c) Is the resettlement plan, including compensation with full replacement costs, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement? (d) Are the compensations going to be paid prior to the resettlement?	(a) N/A (b) N/A (c) N/A (d) N/A (e) N/A (f) N/A (g) N/A (h) N/A (i) N/A (j) N/A	(a)-(j) No involuntary resettlement is expected.

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
		(e) Are the compensation policies prepared in document? (f) Does the resettlement plan pay particular attention to vulnerable groups or people, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples? (g) Are agreements with the affected people obtained prior to resettlement? (h) Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan? (i) Are any plans developed to monitor the impacts of resettlement? (j) Is the grievance redress mechanism established?		
	(2) Living and Livelihood	(a) Is there a possibility that the project will adversely affect the living conditions of inhabitants? Are adequate measures considered to reduce the impacts, if necessary? (b) Is there a possibility that changes in water uses (including fisheries and recreational uses) in the surrounding areas due to project will adversely affect the livelihoods of inhabitants? (c) Is there a possibility that port and harbor facilities will adversely affect the existing water traffic and road traffic in the surrounding areas? (d) Is there a possibility that diseases, including infectious diseases, such as HIV will be brought due to immigration of workers associated with the project? Are considerations given to public health, if necessary?	(a) N/A (b) N/A (c) N/A (d) N/A	(a)-(j) The project area has been already developed, and no resettlement is required. Hence, the impact on living and livelihood is not predicted.
	(3) Heritage	(a) Is there a possibility that the project will damage the local archeological, historical, cultural, and religious heritage? Are adequate measures considered to protect these sites in accordance with the country's laws?	(a) N	(a) There is no local archeological, historical, cultural, and religious heritage in and around the project site.
	(4) Landscape	(a) Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?	(a) N	(a) The project requires land reclamation. However, the project is located within the existing ports, and no significant impacts on landscape were expected.
	(5) Ethnic Minorities and	(a) Are considerations given to reduce impacts on the culture and lifestyle of ethnic minorities and indigenous peoples? (b) Are all of the rights of ethnic minorities and indigenous	(a) N/A (b) N/A	(a)-(b) There are no ethnic minorities and indigenous people affected by the project.

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	Indigenous Peoples	peoples in relation to land and resources respected?		
	(6) Working Conditions	(a) Is the project proponent not violating any laws and ordinances associated with the working conditions of the country which the project proponent should observe in the project? (b) Are tangible safety considerations in place for individuals involved in the project, such as the installation of safety equipment which prevents industrial accidents, and management of hazardous materials? (c) Are intangible measures being planned and implemented for individuals involved in the project, such as the establishment of a safety and health program, and safety training (including traffic safety and public health) for workers etc.? (d) Are appropriate measures taken to ensure that security guards involved in the project not to violate safety of other individuals involved, or local residents?	(a) N (b) Y (c) Y (d) Y	(a) -(d) DMA observes all laws and ordinances associated with working conditions of the country, conducting necessary tangible and intangible safety measures.
5 Others	(1) Impacts during Construction	(a) Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)? (b) If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts? (c) If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?	(a) Y (b) Y (c) N	(a) Pollution control measures are planned in line with local laws and regulation. The expected impacts are dust, exhaust gas, noise, vibration and waste etc. Mitigation measures will be taken such as water spraying, cover for dust prevention, restriction of construction time. (b) 【Djibouti port】 The mangroves are located 1.4 km east of the Port of Djibouti; however, there is sufficient distance from the project site, and no significant impacts are expected. Since the project is a rehabilitation work within the existing port, no significant impacts on ecosystem is predicted during the construction. 【Tadjourah port】 40 species of coral were confirmed in the area. Of these species, one (1) is classified as VU (Vulnerable) and 11 as NT (Near Threatened) under IUCN Red List. Since the construction work might affect these species, mitigations measures will be taken including installation of silt screen. (c) There is a possibility of temporary increase in traffic volume due to the vehicles transporting materials etc.; however, the project is a rehabilitation work within the existing port, and the impact on the surrounding traffic is limited. Since the project area has been already

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
				developed, no significant impacts on water use or water right are expected during the construction.
	(2) Monitoring	(a) Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts? (b) What are the items, methods and frequencies of the monitoring program? (c) Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)? (d) Are any regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities?	(a) Y (b) Y (c) Y (d) Y	(a)-(c) DMA is responsible to conduct monitoring for the items to be affected by the project, in line with the monitoring plan developed under this study. The monitoring framework will be described in the EIA report. (d) The monitoring results will be reported to MHUPE on a regular basis in accordance with local laws/regulations.
6 Note	Note on Using Environmental Checklist	(a) Where necessary, impacts on groundwater hydrology (groundwater level drawdown and salinization) that may be caused by alteration of topography, such as land reclamation and canal excavation should be considered, and impacts, such as land subsidence that may be caused by groundwater uses should be considered. If significant impacts are anticipated, adequate mitigation measures should be taken. (b) If necessary, the impacts to transboundary or global issues should be confirmed, if necessary (e.g., the project includes factors that may cause problems, such as transboundary waste treatment, acid rain, destruction of the ozone layer, or global warming).	(a) N/A (b) N/A	(a) The project requires land reclamation. However, the project is located within the existing ports, and the affected area is considered to be limited. Hence, no significant impacts on groundwater hydrology were predicted. Groundwater use is not planned for the project. (b) Since the project is geographically limited and completed within short period, no impacts to transboundary or global issues are expected.

Environmental Management Plan (EMP) <dfraft>

Impact Evaluation

The impacts of the project are evaluated and compared to the evaluations at the time of scoping as shown in next Table.

Table: Impact Evaluation (Djibouti Port, Tadjourah Port)

	No.	Item	Evaluation at Scoping		Evaluation Based on Results (*1)		Reason for Evaluation
			Construction Phase	Operation Phase	Construction Phase	Operation Phase	
Social environment	1	Involuntary Resettlement	D	D	N/A	N/A	
	2	Poverty	D	D	N/A	N/A	
	3	Indigenous/Minorities	D	D	N/A	N/A	
	4	Economic activities, living and livelihood	B±	B±	B+	A+	There will be no impacts on fishery during construction and operation. The construction and operation of the port will positively impact the local economy etc.
	5	Land Use and Utilization of local resources	D	D	N/A	N/A	
	6	Water Use and Water Right	D	D	N/A	N/A	
	7	Existing social infrastructure and services	D	A+	N/A	A+	During operation, vessels that can operate during Khamsin season will be in operation, thereby improving distribution services. Through the installation of breakwaters at Tadjourah port, calmness will be guaranteed during Khamsin season, improving the functionality of the port.
	8	Social institutions such as social infrastructure and local decision-making institutions	D	D	N/A	N/A	
	9	Misdistribution of benefits & damages	D	D	N/A	N/A	
	10	Local conflicts of interest	D	D	N/A	N/A	
	11	Heritage	D	D	N/A	N/A	
	12	Landscape	D	D	N/A	N/A	
	13	Gender	D	B+	N/A	B+	With the improved logistics of port services, women may receive income from increased, small-scale business opportunities, such as operating shops near the port.
	14	Children's right	D	D	N/A	N/A	

	No.	Item	Evaluation at Scoping		Evaluation Based on Results (*1)		Reason for Evaluation
			Construction Phase	Operation Phase	Construction Phase	Operation Phase	
	15	Infectious Disease (HIV/AIDS, etc.)	D	D	N/A	N/A	
	16	Occupational health hazards	B-	D	B-	N/A	The impact is only caused during construction phase and can be mitigated with general measures.
Natural environment	17	Protected Areas	D	D	N/A	N/A	
	18	Ecosystem	B-	B-	B-	B-	【Djibouti port】 The impact on ecosystem during the construction can be mitigated. Since the surrounding area has been developed, impact during the operation is also limited. 【Tadjourah port】 Coral was identified in Tadjourah port; however, The impact on ecosystem during the construction can be avoided by mitigation measures. Since the surrounding area has been developed, impact during the operation is also limited.
	19	Hydrology	B-	D	D	N/A	No significant negative impacts on hydrology are predicted, because the project is a rehabilitation work within the existing port and the development area is limited.
	20	Geological Features	B-	D	D	N/A	No significant negative impacts on geological features are predicted, because the project is a rehabilitation work within the existing port and the development area is limited.
Pollution control	21	Air Pollution	B-	D	B-	N/A	The impact is only during construction phase and the affected area is limited Hence, the impacts can be mitigated with general measures.
	22	Water Pollution	B-	B-	B-	B-	The impacts are expected during construction and operation phase; however, those impacts can be mitigated with general measures.
	23	Soil Pollution	D	D	N/A	N/A	
	24	Waste	B-	B-	B-	B-	The impacts are expected during construction and operation phase; however, since the affected area is limited, those impacts can be mitigated with general measures.
	25	Noise/Vibration	B-	D	B-	D	The impact is expected during construction phase; however, those impacts can be mitigated with general measures.
	26	Ground subsidence	D	D	N/A	N/A	

	No.	Item	Evaluation at Scoping		Evaluation Based on Results (*1)		Reason for Evaluation
			Construction Phase	Operation Phase	Construction Phase	Operation Phase	
	27	Odor	D	D	N/A	N/A	
	28	Bottom sediment	B-	D	B-	N/A	The impact is only expected during construction phase; however, those impacts can be mitigated with general measures.
Others	29	Accidents	B-	B-	B-	B-	The impacts are expected during construction and operation phase; however, those impacts can be mitigated with general measures.
	30	Global warming	D	D	N/A	N/A	

(*1) For the items evaluated as "D" at Scoping, "N/A" was applied in the Impact Evaluation.

Mitigation Measures

Mitigation measures towards the items with adverse impacts are summarized in next Table.

Table Environmental management plan (Djibouti port, Tadjourah port)

No.	Item	Impact	Mitigation Measures	Implementation/ Responsible Body	Cost
Construction Phase					
16	Occupational health hazards	Health and safety of port construction workers	• Based on laboring laws, providing protective gear to workers, ensuring them to wear them and providing safe working environment. • Conducting safety management to avoid or minimize the risk of accidents • Ensuring that construction site will be fenced, lighted and guarded by security guards to prevent intruders and theft	DMA/ Contractor	Included in construction cost
18	Ecosystem	Loss or deterioration of coral during the construction	• Installing silt screen in consideration of current direction, in order to avoid silt dispersion during construction • Minimizing and properly disposing construction waste • Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention.	DMA/ Contractor	Included in construction cost
21	Air Pollution	Air pollution caused by operation of heavy machineries	• Conducting inspection of vehicles • Sprinkling water at the site to avoid dust • Controlling vehicle speed in unpaved roads • Installing the cover of trucks for	DMA/ Contractor	Included in construction cost

No.	Item	Impact	Mitigation Measures	Implementation/ Responsible Body	Cost
			construction works		
22	Water Pollution	Water quality deterioration caused by dredging, reclamation work, disposal of wastewater and oil etc.	• Installing silt screen. • Set threshold of turbidity levels to determine when construction should be stopped[1].	DMA/ Contractor	Included in construction cost
24	Waste	Waste including dredged soil and construction waste	• Selecting final disposal points of dredged soil for the location with a depth of -20mCD, where there is a flow in a seabed layer. • Reusing construction waste and handling over unusable materials to licensed waste management companies. • Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention.	DMA/ Contractor	Included in construction cost
28	Bottom sediment				
25	Noise/ Vibration	Noise during construction	• Controlling operation time (7a.m.-5p.m.) to reduce impact by noise as much as possible. • Conducting inspection of vehicles	DMA/ Contractor	Included in construction cost
30	Accidents	Accidents involving workers and residents	• Conducting safety management to avoid or minimize the risk of accidents • Ensuring that construction site (especially the storage site) will be fenced, lighted and guarded by security guards to prevent intruders and theft	DMA/ Contractor	Included in construction cost
	Operation Phase				
18	Ecosystem	Loss or deterioration of coral during the operation	• Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention[2]. • Install oily water separators on vessels, and select equipment that can be used with engines complying with international air pollution prevention (IMO Tier II standards).	DMA	N/A
22	Water Pollution	Water quality deterioration caused by wastewater and waste oil etc. from ships	• Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention. • Install oily water separators on vessels.	DMA	N/A
24	Waste	Wastewater and waste	• Treating waste from ship (wastewater	DMA	N/A

[1] It is expected that, compared to the current turbidity of the Project site, increased turbidity level due to construction would not exceed suspended particulates (SS) +2 mg/L (source: JICA Final Report on Global Coral Reef Environmental Consideration Handbook (2016)).

[2] According to MARPOL Annex 1, the oil content of the effluent without dilution must not exceed 15 ppm.

No.	Item	Impact	Mitigation Measures	Implementation/ Responsible Body	Cost
28	Bottom sediment	oil etc. generated from ships	and waste oil etc.) properly in accordance with the MARPOL Convention. • Install oily water separators on vessels.		
30	Accidents	Accidents by ships etc.	• Setting restriction area to inform users of surrounding sea areas • Restricting ship speed • Securing safety in accordance with international agreements etc. to ensure the safety of human life	DMA	N/A

Source: Study team

Environmental and Social Monitoring form

Draft monitoring forms for environmental management are shown below.

I. Environmental permit

Monitoring Item	Monitoring results		
Environmental permit	☐Obtained ☐Not obtained	Application Date: YYYY/MM/DD	Obtained Date: YYYY/MM/DD

II. Construction Phase

2.1 Response /Action to comments and guidance from government authorities and public

Monitoring Item	Monitoring Results
Number of comments made by the public and government agencies	
Contents of comments made by the public and government agencies	
Actions to be taken	

2.2 Occupational health hazards/ Accidents

Monitoring Item	Monitoring Results
No. of workers provided with occupational health trainings	
No. of workers provided with protective clothing & equipment:	
Accident records (if any)	

2.3 Ecosystem

Monitoring Item	Monitoring Results
Aquatic flora and fauna including coral	Date / Time:
	Type of Species observed:
	The result of observation:
	Required Action:

2.4 Air quality (Dust)

Monitoring Item	Monitoring Results
Results of vehicle inspection	
Interview results with surrounding communities	

2.5 Water quality

Measurement period		Any issue observed (Yes/No) If yes, please describe the outline of planned mitigation measures.
Measurement method		
Measurement points	Please attach map if necessary	

Parameter*1	Unit	Measured Value			Baseline data (*1)	National Standards (*2)	Referred Standards (*3)
		Point 1	Point 2	Point 3			
Djibouti port							
Water temperature	°C				25	N/A	-
pH	-				7.42-8.29		7.0-8.3
COD	mg/l				60-90		<8mg/L
DO	mg/l				7.0-8.0		>2mg/L
Salinity/ Conductivity	µS/cm				53.8-55.2		-
SS/ turbidity	FNU				0.43-0.65		-
Tadjourah port							
Water temperature	°C				25	N/A	-
pH	-				8.23-8.41		7.0-8.3
COD	mg/l				50-70		<8mg/L
DO	mg/l				8.2-9.0		>2mg/L
Salinity/ Conductivity	µS/cm				56.5-56.7		-
SS/ turbidity	FNU				0.12-0.49		-

(*1) Baseline results conducted in October 2018.
(*2) No local standards on water quality in Djibouti
(*3) Environmental Standards in Japan (Sea water quality (category C: environmental conservation))

2.6 Waste (including dredged soil)

Monitoring Item	Monitoring Results
Waste type	
Waste amount/volume	
Disposal location and conditions	

2.7 Noise

Measurement period		Any issue observed (Yes/No) If yes, please describe the outline of planned mitigation measures.
Measurement method		
Measurement points	Please attach map if necessary	

Monitoring Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Baseline data (*1)	Country's Standards (*2)	Referred International Standards (*3)
Noise Level Leq						
Djibouti port (1)	dB(A)			44.6-51.1	N/A	55 or maximum increase in background levels of 3dB
Tadjourah port (1)				53.8-59.9		
Tadjourah port (2)				48.8-58.8		

(*1) Baseline results conducted in November 2018. The measured values should be within a maximum increase in background level of 3dB, as defined in IFC EHS Guidelines, General EHS Guidelines.
(*2) No local standards on noise in Djibouti
(*3) IFC EHS Guidelines, General EHS Guidelines (Daytime (07:00-22:00))

III. Operation Phase

3.1 Response /Action to comments and guidance from government authorities and public

Monitoring Item	Monitoring Results
Number of comments made by the public and government agencies	
Contents of comments made by the public and government agencies	
Actions to be taken	

3.2 Accidents

Monitoring Item	Monitoring Results
Accident records (if any)	

3.3 Ecosystem

Monitoring Item	Monitoring Results
Aquatic flora and fauna including coral	Date / Time:
	Type of Species observed:
	The result of observation:
	Required Action:

3.4 Water quality

Measurement period		Any issue observed (Yes/No) If yes, please describe the outline of planned mitigation measures.
Measurement method		
Measurement points	Please attach map if necessary	

Parameter*1	Unit	Measured Value			Baseline data (*1)	National Standards (*2)	Referred Standards (*3)
		Point 1	Point 2	Point 3			
Djibouti port							
Water temperature	°C				25	N/A	-
pH	-				7.42-8.29		7.0-8.3
COD	mg/l				60-90		<8mg/L
DO	mg/l				7.0-8.0		>2mg/L
Salinity/ Conductivity	µS/cm				53.8-55.2		-
SS/ turbidity	FNU				0.43-0.65		-
Tadjourah port							
Water temperature	°C				25	N/A	-
pH	-				8.23-8.41		7.0-8.3
COD	mg/l				50-70		<8mg/L
DO	mg/l				8.2-9.0		>2mg/L
Salinity/ Conductivity	µS/cm				56.5-56.7		-
SS/ turbidity	FNU				0.12-0.49		-

(*1) Baseline results conducted in October 2018.
(*2) No local standards on water quality in Djibouti
(*3) Environmental Standards in Japan (Sea water quality (category C: environmental conservation))

3.5 Waste (including dredged soil)

Monitoring Item	Monitoring Results
Waste type	
Waste amount/volume	
Disposal location and conditions	

TENPORARY YARD PLAN (DJIBOUTI PORT)

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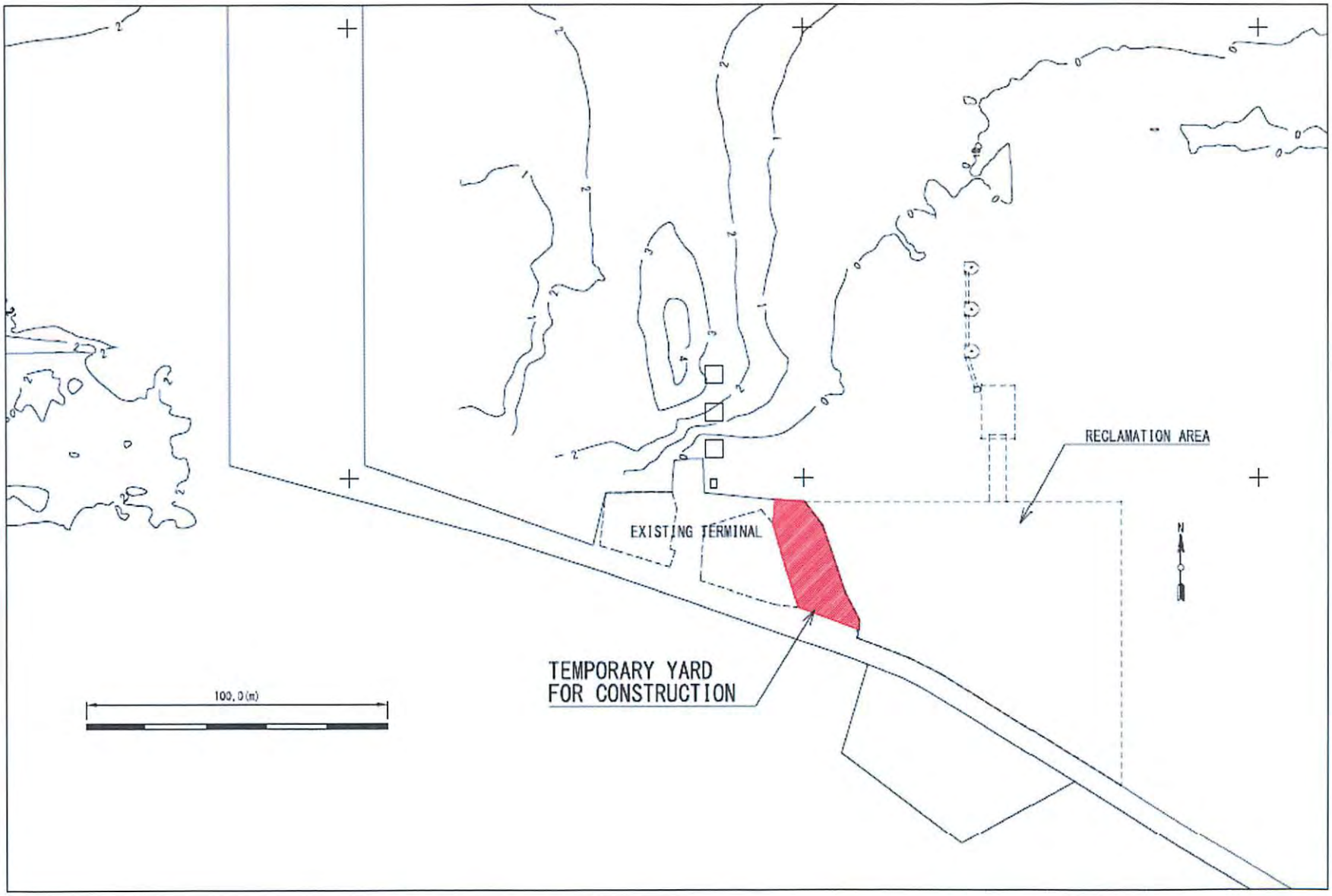

TEMPORARY YARD PLAN (TADJOURAH PORT)

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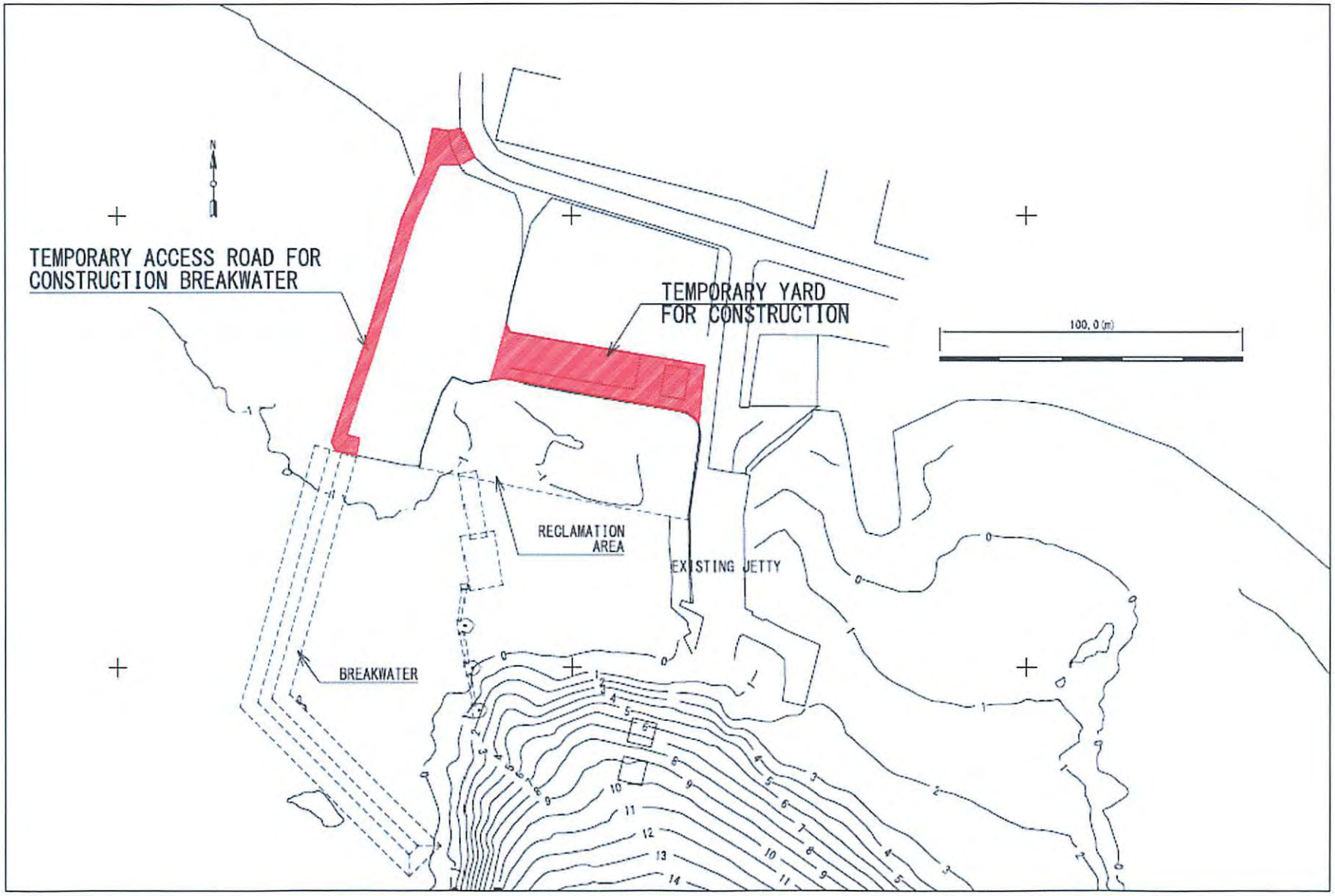


Minutes of Discussions
on the Preparatory Survey on Reinforcement of
Maritime Transport at Gulf of Tadjourah
2018/07/01

Minutes of Discussions
on the Preparatory Survey on Reinforcement of
Maritime Transport Capacity between Djibouti and Tadjourah

In response to the request from the Government of Republic of Djibouti (hereinafter referred to as "Djibouti"), Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a preparatory survey team for the outline design (hereinafter referred to as "the Team") of the Project for Reinforcement of Maritime Transport Capacity between Djibouti and Tadjourah (hereinafter referred to as "the Project") to Djibouti.

The Team held a series of discussions with the officials of the Government of Djibouti and conducted a field survey. In the course of the discussions, both sides have confirmed the main items described in the attached sheets.

Djibouti, 1st July, 2018

Atsushi NAKAGAWA
Leader
Preparatory Survey Team
Japan International Cooperation Agency

Ali-Mirah Chehem Daoud
Directeur
Direction des Affaires Maritimes
Ministère de l'Equipement et des Transports
République de Djibouti

In Witness whereof,

Yacin Houssein Doualé
Directeur des Relations Bilatérales
Ministère des Affaires Etrangères et de la
Coopération Internationale

ATTACHMENT

1. Objective of the Project

The objective of the Project is to reinforce maritime transport capacity between Djibouti and Tadjourah by providing a ferry and repairing port facilities, thereby contributing to economic growth of Djibouti.

2. Title of the Preparatory Survey

Both sides confirmed the title of the preparatory survey as "the Preparatory Survey on the Project for Reinforcement of Maritime Transport Capacity between Djibouti and Tadjourah".

3. Project site

Both sides confirmed that the site of the Project is Djibouti port and Tadjourah port, which is shown in Annex 1. A provided ferry will be under service between Djibouti port and Tadjourah port.

4. Responsible Authority and Execution Agency (Organization) for the Project

Both sides confirmed the authority responsible and the executing Agency for the Project are as follows:

4-1. The Direction des Affaires Maritimes will be the executing agency for the Project (hereinafter referred to as "the Executing Agency"). The Executing Agency shall coordinate with all the relevant authorities to ensure smooth implementation of the Project and ensure that the undertakings for the Project shall be managed by relevant authorities properly and on time. The organization charts are shown in Annex 2.

4-2. The line ministry of the Executing Agency is the Ministère de l'Equipement et des Transports. The Ministère de l'Equipement et des Transports shall be responsible for supervising the Executing Agency on behalf of the Government of Djibouti.

5. Items Requested by the Government of Djibouti

5-1. As a result of discussions, both sides confirmed that the following items are requested by the Government of Djibouti ;

1. procurement of 1(one) ferry
2. construction of port facilities both in Djibouti port and Tadjourah port. The facility includes;
   - new berthing facility,
   - land reclamation,

- dredging and
- breakwater (Tadjourah Port only)

5-2. JICA will assess the feasibility of the above requested items through the preparatory survey and will report the findings to the Government of Japan. The final scope of the Project will be decided by the Government of Japan.

6. Procedures and Basic Principles of Japanese Grant

6-1. The Djiboutian side agreed that the procedures and basic principles of Japanese Grant as described in Annex 3, Annex 4 and Annex 5 shall be applied to the Project.

As for the monitoring of the implementation of the Project, JICA requires Djiboutian side to submit the Project Monitoring Report, the form of which is attached as Annex 6.

6-2. The Djiboutian side agreed to take the necessary measures, as described in Annex 7, for smooth implementation of the Project. The contents of the Annex 7 will be elaborated and refined during the preparatory survey and be agreed in the mission dispatched for explanation of the draft preparatory survey report.

The contents of Annex 7 will be updated as the preparatory survey progresses, and eventually, will be used as an attachment to the Grant Agreement.

7. Schedule of the Preparatory Survey

7-1 The Team will continue the first field survey in Djibouti until the end of July, 2018.

7-2 The Team will prepare a draft preparatory survey report in French/English and explain its contents in Djibouti around March, 2019.

7-3 If the Djiboutian side accepts the report and the undertakings for the Project, JICA will finalize the report and send it to Djibouti around the end of April, 2019.

7-4 The above schedule is tentative and subject to change.

8. Environmental and Social Considerations

8-1. The Djiboutian side confirmed to give due environmental and social considerations before and during implementation, and after completion of the Project, in accordance with the JICA Guidelines for Environmental and Social Considerations (April, 2010) (hereinafter referred to as "the Guidelines").

8-2. The Project is categorized as "B" from the following considerations: The project is not considered to be a large-scale ports, is not located in a sensitive area, and has none of the sensitive characteristics under the JICA Guidelines for

Environmental and Social Considerations (April, 2010), it is not likely to have a significant adverse impact on the environment. The guidelines can be downloaded at the following URL.

https://www.jica.go.jp/english/our_work/social_environmental/guideline/pdf/guideline_french.pdf

The Djiboutian side confirmed to conduct the necessary procedures concerning the environmental assessment (including stakeholder meetings, Environmental Impact Assessment (EIA) / Initial Environmental Examination (IEE) and information disclosure, etc.) and make EIA/IEE report of the Project. The EIA/IEE approval shall be received from the responsible authorities and submitted to JICA by February, 2019.

9. Outline of a ferry

As a result of the discussion, both sides agreed and confirmed on the specification and etc. as follows,

1) Japanese Design Standard shall be applied,
2) Length of a ferry shall be under 50m considering the capacity of the dock available in Djibouti,
3) A ferry will be under service between Djibouti port and Tadjourah port.
4) A ferry shall be capable to operate even in Khamsin season,
5) Djiboutian side requested that carrying capability is 250 passengers, the clear height of cargo space is over 4.05m, and the dead weight is around 200tf.

10. Outline of the Port Facility

10-1. Draft layout of the Port Facilities to be constructed in Djibouti and Tadjourah are described in Figure2 and Figure3. in Annex 1

10-2. Both sides confirmed that the following works shall be done by Djiboutian side;

- pavement of new reclamation area,
- construction of passenger waiting building including ticketing booth,
- installation of utilities (water supply, sewage system, electricity and etc.) and
- installation of security system such as gate, fence, light and etc.

11. Other Relevant Issues

11-1. The Team explained a method of the preparatory survey based on an inception report submitted by the Team. The Djiboutian side understood the contents and accepted the method.

11-2. The Djiboutian side shall, at its own expense, provide the Team with following items;

1) Necessary data and information for the preparatory survey,
2) Answers to the questionnaire submitted by the Team,
3) Counterpart personnel,
4) Permissions for entering private properties and restricted places and for taking photographs,
5) Security information in a timely manner,
6) Permissions of conducting field activities, such as a topographic survey, geotechnical investigations, environmental and social considerations, a traffic volume survey, etc., by local consulting firms entrusted by the Team and issuing identification cards for members of the said firms,
7) Permissions of field activities (topographic survey and field survey on Djibouti and Tadjourah port areas) around premises of the coastal areas,
8) Securing traffic safety through the field survey in cooperation with relevant authorities (e.g. gendarmerie, etc.), and
9) An office space for the Team.

11-3. Regarding the construction of Djibouti port and Tadjourah port, Djiboutian side assured that it will obtain the approval for land acquisition and reclamation according to Djiboutian regulations and procedures before the conclusion of Grant Agreement.

11-4. Djiboutian side confirmed that reclamation in Tadjourah will not violate the right of the private company which possesses the land facing to the port. Thus it is not necessary to obtain any approval from the company.

11-5. Djiboutian side understood that new division should be established for maintenance of the port facilities. The Team will assess the capacity of Maritime Department and propose the outline of the new division during the survey.

11-6. Djiboutian side understood that it shall reinforce the human capacity for the operation of new ferry.

11-7. Djiboutian side confirmed that it will conduct a meeting with participation of various stakeholders to explain the outline of the Project before 12th July, 2018.

Annex 1 Project Site

Annex 2 Organization Chart

Annex 3 Japanese Grant

Annex 4 Procedures of Japanese Grant

Annex 5 Financial Flow of Japanese Grant

Annex 6 Project Monitoring Report (template)

Annex 7 Major Undertakings to be taken by the Government of Djibouti

Annex 8 Language used in each Document

Annex 1

Project Site

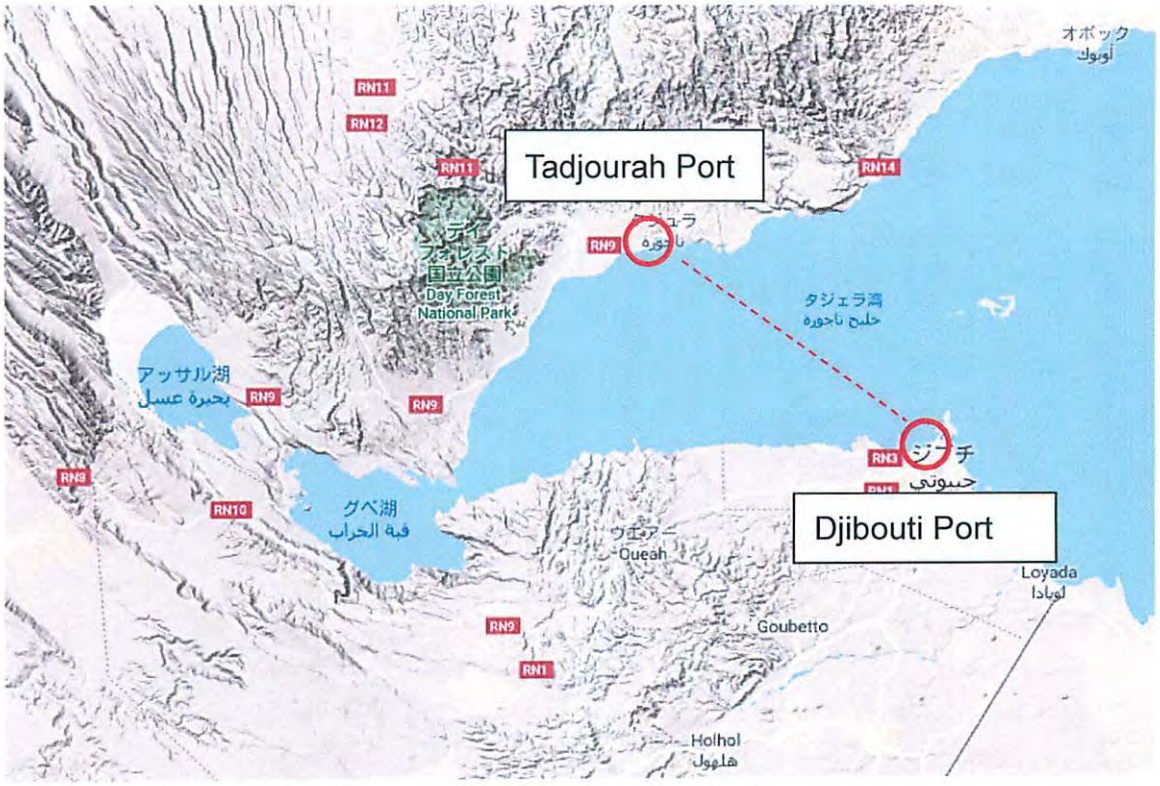


Figure 1

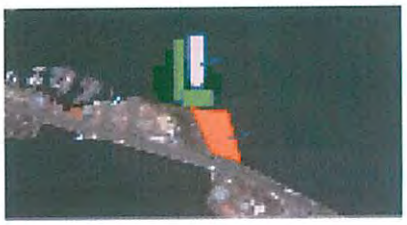
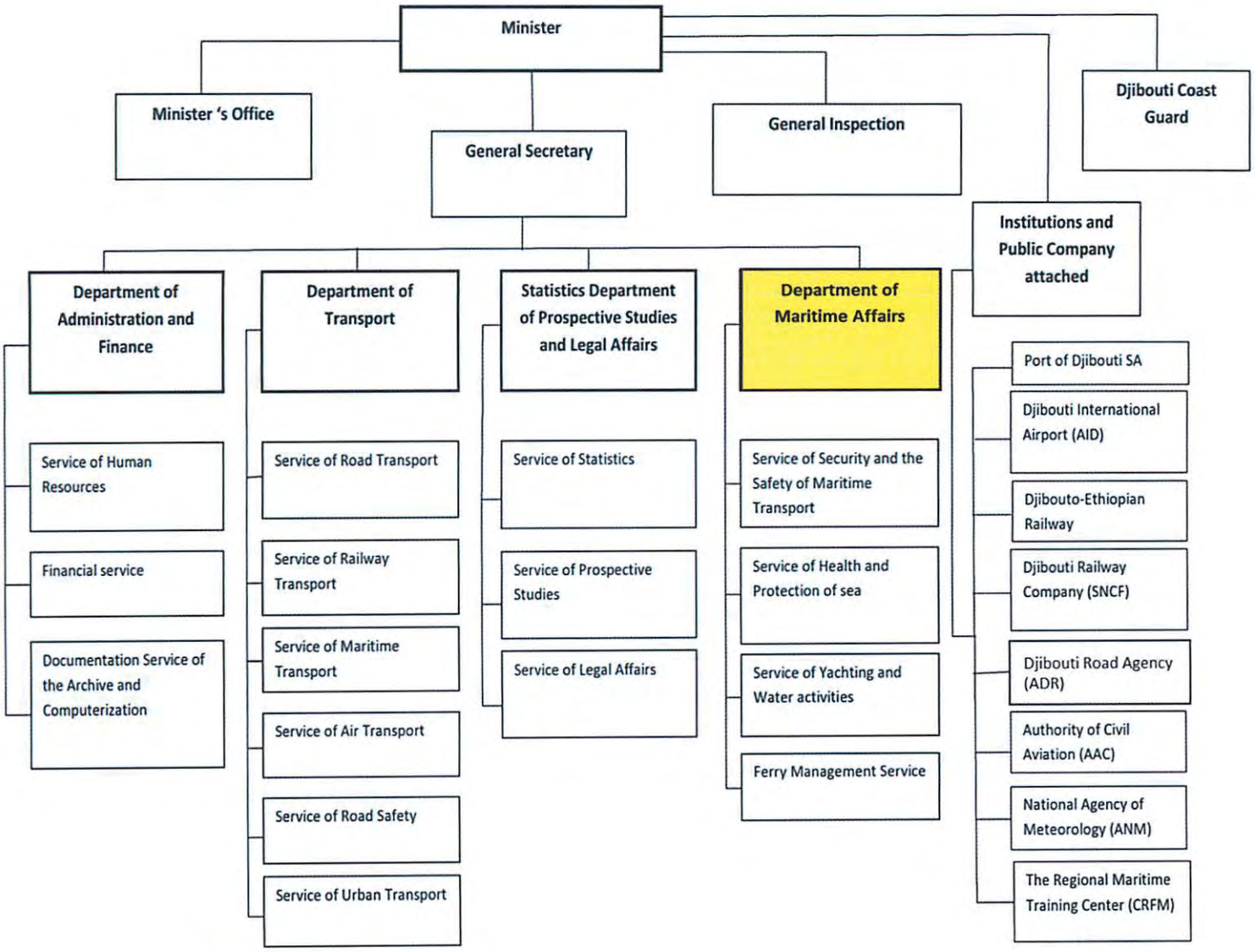


Figure 2 Djibouti Port

Figure 3 Tadjourah Port

Annex 2

Organization Chart



JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as "the Recipient") to purchase the products and/or services (engineering services and transportation of the products, etc.) for its economic and social development in accordance with the relevant laws and regulations of Japan. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as "Project Grants").

1. Procedures of Project Grants

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

(1) Preparation

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

(2) Appraisal

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

(3) Implementation

Exchange of Notes

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

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

-Agreement concluded between JICA and the Recipient

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

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

Construction works/procurement

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

(4) Ex-post Monitoring and Evaluation

-Monitoring and evaluation at post-implementation stage

2. Preparatory Survey

(1) Contents of the Survey

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

- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of relevant agencies of the Recipient necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant from a technical, financial, social and economic point of view.
- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

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

JICA requests the Recipient to take measures necessary to achieve its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

(2) Selection of Consultants

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

(3) Result of the Survey

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

3. Basic Principles of Project Grants

(1) Implementation Stage

1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes (hereinafter referred to as "the E/N") will be singed between the GOJ and the Government of the Recipient to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the "General Terms and Conditions for Japanese Grant (January 2016)."

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

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

cover the obligations incurred by the Recipient under the verified contracts.

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

3) Procurement Procedure

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

4) Selection of Consultants

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

5) Eligible source country

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

6) Contracts and Concurrence by JICA

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

7) Monitoring

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

8) Safety Measures

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

9) Construction Quality Control Meeting

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

a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.

b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.

(2) Ex-post Monitoring and Evaluation Stage

1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes.

2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.

(3) Others

1) Environmental and Social Considerations

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

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

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

3) Proper Use

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

4) Export and Re-export

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

PROCEDURES OF JAPANESE GRANT

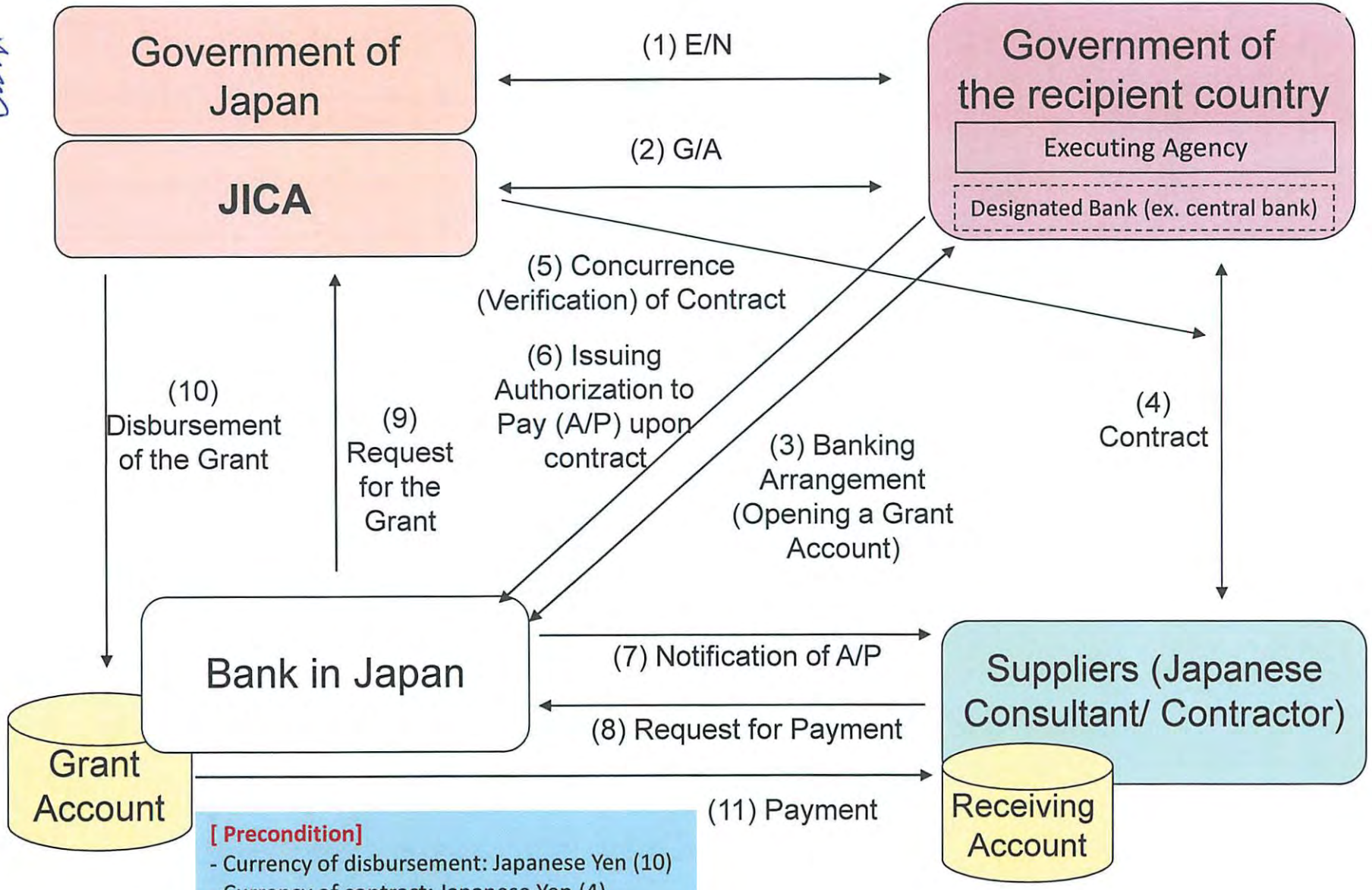
Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost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

notes:

1. Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.

2. Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

Financial Flow of Japanese Grant (A/P Type)



Project Monitoring Report
on
Project Name
Grant Agreement No. XXXXXXX

20XX, Month

Organizational Information

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

General Information:

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

1: Project Description

1-1 Project Objective

1-2 Project Rationale

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

1-3 Indicators for measurement of "Effectiveness"

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

2: Details of the Project

2-1 Location

Components	Original *(proposed in the outline design)*	Actual
1.		

2-2 Scope of the work

Components	Original* *(proposed in the outline design)*	Actual*
1.		

Reasons for modification of scope (if any).

(PMR)

2-3 Implementation Schedule

Items	Original		Actual
	(proposed in the outline design)	*(at the time of signing the Grant Agreement)*	

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

2-4 Obligations by the Recipient

2-4-1 Progress of Specific Obligations

See Attachment 2.

2-4-2 Activities

See Attachment 3.

2-4-3 Report on RD

See Attachment 11.

2-5 Project Cost

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

Components			Cost (Million Yen)	
	Original *(proposed in the outline design)*	Actual *(in case of any modification)*	Original[1),2)] *(proposed in the outline design)*	Actual
	1.			
Total				

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

2-5-2 Cost borne by the Recipient

Components			Cost (1,000 Taka)	
	Original *(proposed in the outline design)*	Actual *(in case of any modification)*	Original[1),2)] *(proposed in the outline design)*	Actual
	1.			

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

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

(PMR)

2-6 Executing Agency

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

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

2-7 Environmental and Social Impacts

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

3: Operation and Maintenance (O&M)

3-1 Physical Arrangement

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

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

3-2 Budgetary Arrangement

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

Original *(at the time of outline design)*

Actual *(PMR)*

4: Potential Risks and Mitigation Measures

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

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

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

	Contingency Plan (if applicable):
Actual Situation and Countermeasures	
(PMR)	

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

5-1 Overall evaluation

Please describe your overall evaluation on the project.

5-2 Lessons Learnt and Recommendations

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

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

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

Attachment

1. Project Location Map
2. Specific obligations of the Recipient which will not be funded with the Grant
3. Monthly Report submitted by the Consultant

Appendix - Photocopy of Contractor's Progress Report (if any)
- Consultant Member List
- Contractor's Main Staff List

4. Check list for the Contract (including Record of Amendment of the Contract/Agreement and Schedule of Payment)
5. Environmental Monitoring Form / Social Monitoring Form
6. Monitoring sheet on price of specified materials (Quarterly)
7. Report on Proportion of Procurement (Recipient Country, Japan and Third Countries) (PMR (final)only)
8. Pictures (by JPEG style by CD-R) (PMR (final)only)
9. Equipment List (PMR (final)only)
10. Drawing (PMR (final)only)
11. Report on RD (After project)

Monitoring sheet on price of specified materials

1. Initial Conditions (Confirmed)

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

2. Monitoring of the Unit Price of Specified Materials

(1) Method of Monitoring : ●●

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

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

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

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

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

Major Undertakings to be taken by the Government of Djibouti

1. Specific obligations of the Government of Djibouti which will not be funded with the Grant

(1) Before the Bidding

No.	Items	Deadline	In charge	Cost	Ref.
1	To open Bank Account (Banking Arrangement (B/A))	within 1 month after signing of the G/A			
2	To issue the Authorization to Pay (A/P) to a bank in Japan (the Agent Bank) for the payment to the Consultant	within 1 month after signing of the contract			
3	To approve IEE/EIA (Conditions of approval should be fulfilled, if any) and secure the necessary budget for implementation of countermeasures obligated in the IEE/EIA.	within 1 month after signing of the G/A			
4	To secure the necessary budget and implement land acquisition and resettlement (including preparation of resettlement sites), and compensation with full replacement cost in accordance with RAP	before notice of the bidding document(s)	X		
5	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	till land acquisition and resettlement complete	X		
6	To secure and clear the following lands 1) project sites described in ANNEX 1 2) right of way for the Project 3) temporary construction yard and stock yard near the Project area 4) diversion route for the existing road 5) borrow pit and disposal site near the Project area	before notice of the bidding document(s)	X		
7	To obtain the planning, zoning, building permit	before notice of the bidding document(s)	X		
8	To clear, level and reclaim the sites, which will be confirmed in the draft final report	before notice of the bidding document(s)	X		
9	To submit Project Monitoring Report (with the result of Detailed Design (DD)	before preparation of bidding document(s)	X		

Note: X: Direction des Affaires Maritime et des Gens de Mer

(2) During the Project Implementation

No.	Items	Deadline	In charge	Cost	Ref.
1	To issue A/P(s) to the Agent Bank in Japan for the payment(s) to the Supplier(s)	within 1 month after signing of the contract(s)	X		
2	To bear the following commissions to the Agent Bank in Japan for the banking services based upon the B/A	during the Project			
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	X		
	2) Payment commission for A/P	every payment	X		
3	To ensure prompt unloading and customs clearance at the ports of disembarkation in the country of Recipient and to assist the Supplier with internal transportation therein		X		

4	To accord Japanese physical persons and/or physical persons of third countries whose services may be required in connection with the supply of the products and the services such facilities as may be necessary for their entry into the country of the Recipient and stay therein for the performance of their work	during the Project	X		
5	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the country of the Recipient with respect to the purchase of the products and/or the services be exempted	during the Project	X		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	X		
7	1) To submit Project Monitoring Report	every month	X		
	2) To submit Project Monitoring Report (Final).	within one month after signing of Certificate of Completion of the Work under the contract(s)	X		
8	To submit a report concerning completion of the Project	within six months after completion of the Project	X		
9	To construct access roads 1) Outside the site	3 months before completion of the construction			
10	To provide facilities for distribution of electricity, water supply and drainage and other incidental facilities necessary for the implementation of the Project outside the site(s) 1) Electricity; The distributing line to the site 2) Water Supply; The city water distribution main to the site 3) Drainage; The city drainage main (for storm, sewer and others) to the site 4) Furniture and Equipment; General furniture	1) before start of construction 2)3) 6 months before completion of the construction 4) 1 month before completion of the construction			
11	To take necessary measure for safety construction - traffic control - rope off (prohibition for entering)	during the construction	X		
12	To implement Environmental Management Plan (EMP) and Environmental Monitoring Programme (EMoP)	during the construction			
13	To submit results of environmental monitoring to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	during the construction			
14	To implement RAP (livelihood restoration program, if needed)	for a period based on livelihood restoration program			
15	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report - Period of the monitoring may be extended if affected persons' livelihoods are not sufficiently restored. Extension of the monitoring will be decided based on agreement between Direction des Affaires Maritime et des Gens de Mer and JICA.	- until the end of livelihood restoration program (In case that livelihood restoration program is provided)			

(3) After the Project

No.	Items	Deadline	In charge	Cost	Ref.
1	To implement EMP and EMoP	for a period based on EMP and EMoP			
2	To submit results of environmental monitoring to JICA, by using the monitoring form, semi-annually - The period of environmental monitoring may be extended if any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the agreement between X and JICA.	for three years after the Project			
3	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid 1) Allocation of maintenance cost 2) Operation and maintenance structure 3) Routine check/Periodic inspection	After completion of the construction			

Other obligations of the Government of Djibouti funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
1	To reinforce maritime transport capacity between Djibouti and Tadjourah by providing a ferry and constructing port facilities		
2	To implement detailed design, bidding support and construction supervision (Consulting Service)		
3	Contingencies		
	Total		XXX

*The Amount is provisional. This is subject to the approval of the Government of Japan.

Language used in each Document

No	Item	Prepared by	Language	
			French	English
I	**PREPARATORY SURVEY STAGE**			
1.	Field Survey Report	Consultant		○
2.	Draft Preparatory Survey Report (Draft Final Report) Note: Technical contents (Technical Drawings, etc.)	Consultant	○	○ (Note)
3.	Preparatory Survey Report (Final Report) Note: Technical contents (Technical Drawings, etc.)	Consultant	○	○ (Note)
II	**IMPLEMENTATION STAGE**			
1.	**Documents for the Agreement for Consulting Services**			
1.1	Agreement for Consulting Services	Consultant	○	
1.2	Recommendation of Consultant	JICA	○	
1.3	Documents for Banking Arrangement (B/A, A/P)	Bank	○	
1.4	Documents for Payment	Consultant	○	
2.	**Documents for the Contract with Supplier**			
2.1	Tender Announcement	Consultant		○
2.2	Tender Documents			
	Volume I Tender Conditions and Contract	Consultant		○
	Part I : Instructions to Tenderers	Consultant		○
	Part II : Forms of Tender	Consultant		○
	Part III : Form of Contract	Consultant	○	
	Volume II Specifications	Consultant		○
2.3	Questions and Answers to Tender Documents	Tenderer/ Consultant		○
2.4	Document of Submissions of Tenders	Tenderer (Contractor)		○
2.5	Tender Evaluation Report	Consultant	○	○
2.6	Contract for execution	Contractor	○	
2.7	Documents for Banking Arrangement (B/A, A/P)	Bank	○	
2.8	Documents for Payment	Contractor	○	
2.9	Completion Certificate	Consultant/Buyer	○	
2.10	Technical Documents for Approval	Contractor		○

Note: A language used at the implementation stage shall follow the one used in the Exchange of Notes (E/N) regardless of the above table.