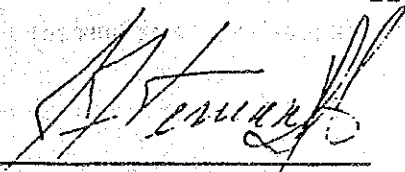


Appendix A.3 SCOPE OF WORK FOR THE STUDY

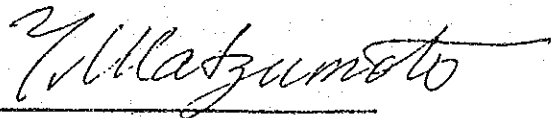
SCOPE OF WORK
FOR
THE FEASIBILITY STUDY
ON
GUAYAQUIL CITY URBAN TRANSPORTATION PLAN
IN
THE REPUBLIC OF ECUADOR

AGREED UPON BETWEEN
THE TRAFFIC COMMISSION OF THE PROVINCE OF GUAYAS
AND
THE JAPAN INTERNATIONAL COOPERATION AGENCY

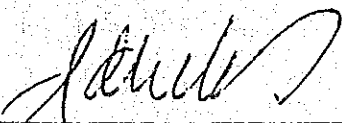
NOVEMBER 12, 1984, GUAYAQUIL ECUADOR



ABOGADO JAIME VERNAZA TRUJILLO
DIRECTOR EJECUTIVO COMISION DE TRANSITO
DEL GUAYAS

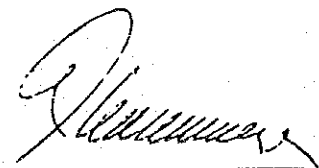


Dr. Yoshiji MATSUMOTO
LEADER OF THE PRELIMINARY STUDY
TEAM, THE JAPAN INTERNATIONAL
COOPERATION AGENCY



ABOGADO JAIME NEBOT SAADI
GOBERNADOR PROVINCIA DEL GUAYAS

WITNESS



JORGE AROSEMENA GALLARDO
JEFE POLITICO DEL CANTON

WITNESS

I INTRODUCTION

In response to the request of the Government of the Republic of Ecuador (hereinafter referred to as "the Government of Ecuador"), the Government of Japan decided to conduct the Feasibility Study on Guayaquil City Urban Transportation Plan in the Republic of Ecuador (hereinafter referred to as "the Study"), in accordance with the relevant laws and regulations in force in Japan.

The Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programmes of the Government of Japan, will undertake the Study in close cooperation with the authorities of the Government of Ecuador.

The present document sets forth the Scope of Work for the Study.

II OBJECTIVES OF THE STUDY

The objectives of the Study are

- (1) to examine the technical and economic feasibility of the Development Project of Mass Rapid Transit (hereinafter referred to as MRT) north-south route so as to contribute to the optimum planning of the Project.
- (2) to pursue technology transfer to Ecuadorian counterpart personnel in the course of the Study.

III SCOPE OF THE STUDY

In order to achieve the objectives, the Study will cover the following items:

1. Data collection.
2. Land survey along the MRT route.
3. Supplementary traffic survey.
4. Demand forecast.

5. MRT plan.

- (1) route alignment and station location.
- (2) operation plan.
- (3) rolling stock plan.
- (4) railway facilities plan.
- (5) management plan.
- (6) improvement plan of big intersection related to the MRT route.
- (7) construction scheduel.
- (8) cost estimate.
- (9) economic analysis.
- (10) financial analysis.

6. Study related to the MRT.

- (1) improvement plan of bus route related to the MRT route.
- (2) land use plan along the MRT route.
- (3) assessment of environmental impacts.

IV STUDY SCHEDULE

The whole work will be conducted in accordance with the attached tentative study schedule.

V REPORTS

JICA will prepare and submit the following reports in English to the Traffic Comission of the Province of Guayas (hereinafter referred to as "the Traffic Comission ").

1. Inception Report

Thirty (30) copies.

At the beginning of the field survey.

2. Progress Report

Thirty (30) copies.

At the end of the completion of the field survey.

3. Interim Report

Thirty (30) copies.

Within four (4) months after the end of the field survey.

4. Draft Final Report

Thirty (30) copies.

Within eight (8) months after the end of the field survey.

The Traffic Commission will provide JICA with its comments within one month after the receipt of the Draft Final Report.

5. Final Report

Fifty (50) copies.

Within two (2) months after receipt of the Government of Ecuador comments on the draft final report.

VI UNDERTAKING OF THE GOVERNMENT OF ECUADOR

1. To facilitate the smooth implementation of the Study, the Government of Ecuador shall take necessary measures:

(1) to secure the safety of the Japanese study team.

(2) to permit the members of the Japanese study team to enter, leave and sojourn in Ecuador for the duration of their assignment therein, and exempt them from alien registration requirements.

(3) to exempt the members of the Japanese study team from taxes, duties and other charges on equipment, machinery and other materials brought into Ecuador for the implementation of the Study.

(4) to exempt the members of the Japanese study team from income tax and other charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Japanese study team for their services in connection with the implementation of the Study.

(5) to provide the necessary facilities to the Japanese study team for the remittances as well as utilities of fund introduced into Ecuador from Japan in connection with the implementation of the Study.

(6) to provide the medical services as needed and its expenses will be chargeable on the members of the Japanese study team.

(7) to secure permission to take all data and document (including photographs) related to the Study out of Ecuador to Japan by the Japanese study team.

2. The Government of Ecuador shall bear claims, if any arises, against the members of the Japanese study team resulting from, occurring in the course of or otherwise connected with the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or wilful misconduct on the part of the members of the Japanese study team.

3. The Traffic Commission shall act as counterpart agency to the Japanese study team and also as coordinating body in relation with other governmental and non-governmental organizations concerned for the smooth implementation of the Study.

4. The Traffic Commission shall, at its own expense, provide the Japanese study team with the followings, in cooperation with other relevant organizations:

- (1) available data and information related to the Study.
- (2) counterpart personnel.
- (3) credentials or identification cards.
- (4) suitable office space with necessary equipment and services for the Japanese study team.
- (5) appropriate number of vehicles with drivers.
- (6) necessary office instruments for the Study, such as typewriter, photo-copier, etc.

VII UNDERTAKING OF JICA

For the implementation of the Study, JICA will take necessary measures:

1. to dispatch, at its own expense, the Japanese study team to Ecuador.
2. to pursue technology transfer to the Ecuadorian counterpart personnel in the course of the Study.

VIII JICA and the Traffic Commission will consult with each other in respect of any matter that is not agreed upon in this document and may arise from or in connection with the Study.

APPENDIX

TENTATIVE SCHEDULE

| month | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|----------------------|---|---|---|---|---|---|---|---|---|----|----|----|
| Work in Ecuador | | | | | | | | | | | | |
| Work in Japan | | | | | | | | | | | | |
| Submission of Report | △ | ▲ | | | | ◇ | | | | ◆ | | ◎ |

Remarks : △...Inception report ▲...Progress report ◇...Interim report ◆...Draft final report ◎...Final report

Appendix A.4 RECORD OF DISCUSSIONS ON THE INCEPTION REPORT

RECORD OF DISCUSSIONS

ON THE INCEPTION REPORT

FOR THE FEASIBILITY STUDY ON GUAYAQUIL CITY URBAN

TRANSPORTATION PLAN IN REPUBLIC OF ECUADOR

Two joint meetings for the above-mentioned study were held on 7 th October, - 1985 at the governor's office of the Province of Guayas and on 8 th at the - Traffic Commission of the Province of Guayas to discuss the Inception Report prepared by the Japan International Cooperation Agency (J.I.C.A.).

Attendants from the Ecuadorian side and the Japanese Mission are listed in - Attachment - 1.

The meetings were co-chaired by Abogado (lawyer) Jaime Nebot Saadi, President of the Executive Committee for Mass Transport for Guayaquil city, and by Dr. professor Yoshiji Matsumoto, Leader of the Japanese Mission.

This Record of Discussions lists main items discussed in the meetings.

1. Before discussing the Inception Report, Ecuadorian side expressed that it would be very important to open the MRT as soon as possible, even though - only a part of the whole route, and strongly requested that the Japanese government would give every convenience to complete this MRT (Mass Rapid - Transit) project, while Japanese Mission replied that these matters were - out of charge of the Mission and agreed to convey the request to the Japanese government.

2. Inception Report has been agreed by both sides through the following discussions.

2-1 Ecuadorian side requested, on proceeding with the study, to work out the project so as to reduce the total project cost to the utmost and to make the MRT fare not very high in comparison with the present bus fare level, and Japanese Mission affirmed that these points would be indispensable factors to raising feasibility of the project.

2-2 As for the object route of the study, Ecuadorian side hoped that a - route from the center of the city to the west, the area of Febres Cordero, would be examined in addition to the north-south route, while - Japanese Mission explained that the object route of the study had -

been agreed in the scope of work and the route toward the west was concluded to be with the second priority next to the north-south in the Master Plan study. Then Ecuadorian side manifested expectation of the west route being studied in the future.

2-3 Of about 13 kilometers of the whole route, the Inception Report illustrates the route divisions starting from the Bus Terminal (the northern extremity of the route) for demand forecast in its page - 14, while Ecuadorian side demanded that the section adversely starting from Guasmo (the southern extremity of the route) should be also examined, and consequently both cases were adopted for analization.

2-4 Ecuadorian side hoped that the outline of the study would be reported - as soon as possible for preparing the next stage to realization of the project.

2-5 Undertakings by the Traffic Commission
Undertakings by the Traffic Commission were agreed as shown in Attachment - 2 by both sides.

3. The Traffic Commission earnestly hoped for the transfer of technology to Ecuadorian counterparts, especially training them in Japan.

4. Attachments

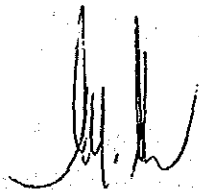
The followings are attached to this Record of Discussions.

- 1) Attachment - 1: Attendants of the discussions
- 2) Attachment - 2: Undertakings by the Traffic Commission.

Guayaquil, Ecuador

October 10, 1985

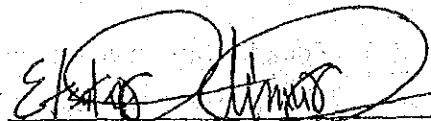
Signed by:



(ARTURO CABRERA SOTOMAYOR)

Director of Technical Department,
Traffic Commission of the Province of
Guayas.

Signed by:



(ETSUTARO IIMURO)

Project Manager of Study Team

Signed by:



(YOSHIJI MATSUMOTO)

Leader
of the Japanese Mission
Witness

Attachment - 1

Attendants of the discussions

A. Ecuadorian side

A.1 Executive Committee for Mass Transport for Guayaquil City
(Unidad Ejecutora del Transporte Masivo de la ciudad de Guayaquil)

- 1) Ab. Jaime Nebot Saadi - Presidente - Gob. de la Provincia
- 2) Ing. Raúl Estrada - Vice-Presidente
- 3) Ing. Leopoldo Benítes - Director Ejecutivo
- 4) César Durán Ballén - Miembro de la Unidad
- 5) Ab. Esteban Amador - Miembro de la Unidad
- 6) Ab. Gerardo Wong Monroy - Secretario.

A.2 Traffic Commission of the Province of Guayas

(Comisión de Tránsito del Guayas C.T.G.)

- 7) Ab. Jaime Vernaza Trujillo
Director Ejecutivo de la C.T.G.
- 8) Ing. Arturo Cabrera Sotomayor
Director del Dpto. de Ingeniería de C.T.G.
- 9) Sr. Henry Aulestia Canales
Departamento de Ingeniería de C.T.G.
- 10) Econ. Evaristo Villón Mateo
Departamento de Ingeniería de C.T.G.
- 11) Sr. Jorge Vera Burgos
Departamento de Ingeniería de C.T.G.



B. Japanese Committee

B-1 Advisory Committee

- 1) Dr. Yoshiji Matsumoto Leader of the Mission
- 2) Mr. Kazuo Notake Member

B-2 J.I.C.A. Study Team

- 3) Mr. Etsutaro Iimuro Projec Manager
- 4) Mr. Kotaro Yamada Member
- 5) Mr. Takeski Isaji "
- 6) Mr. Hiroshi Oguchi "

- 7) Mr. Seichiro Yamazaki Member
- 8) Mr. Yoshinao Sawahata "
- 9) Mr. Tsuneyoshi Jitsuhara "
- 10) Mr. Junichi Ishihara "
- 11) Mr. Ryosuke Itoh "
- 12) Mr. Takeo Okuno "
- 13) Mr. Masashi Suzuki "

B-3 Coordinator

- 14) Mr. Takaaki Oiwa Japan International
Cooperation Agency

B-4 Interpreter

- 15) Mr. Yasuo Torii

Jw

Y

Yasuo

Attachment - 2

Undertakings by the Traffic Commission are presented bellow.

1) Counterpart personnel for the Study

4 or 5 persons in all shall be assigned to cover the following fields and work together with the Japanese Study Team.

Economy

Land use

Traffic survey

Road planning

Bus transport

Legal advice and public relation to relevant authorities

2) Office space, equipment, etc.

a. To provide rooms enough for needs of the Study Team and Counterpart, and for surveyors, with necessary office furniture such as desks and chairs, desks for drawing, book cases, lockers, etc.

b. To provide a large hall temporarily for interviews, explanations and training for surveyors.

c. To provide about 25 folding type chairs for suveyors on the survey - sites.

3) Office instruments

Office instruments which are necessary for the Study Team shall be provided.

Typewriter

Others

Telephone

Photo-copier

Refrigerator

Water supply service



4) Vehicles with drivers

2 cars (1 station wagon type and 1 small truck type) with drivers shall be provided.

5) Other office staff

A typist who can understand English for exclusive needs of the Study -

Team are provided.

- 6) To help the Study Team hire laborers necessary for the study who are paid by expense of the Study Team

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Appendix A.5 RECORD OF DISCUSSIONS ON THE PROGRESS REPORT

RECORD OF DISCUSSIONS

ON THE PROGRESS REPORT

FOR THE FEASIBILITY STUDY ON GUAYAQUIL CITY URBAN

TRANSPORTATION PLAN IN REPUBLIC OF ECUADOR

The joint meeting for the above-mentioned study was held on the 22 nd. November, 1985 at the Traffic Commission of the Province of Guayas (C.T.G.) to discuss the Progress Report prepared by the Japan International Cooperation Agency (JICA).

Attendants from the Ecuadorean side and the Japanese Mission are listed in Attachment -1.

The meeting was chairmaned by Mr. Coronel Lcdo. Flavio Maridueña, Sub-executive director of the Traffic Commission.

This Record of Discussions lists main items discussed in the meeting .

1. Before discussing the Progress Report, the Ecuadorean side expressed their sincere gratitude to the Japanese Mission for the works of the Feasibility Study in Guayaquil, and in return the Japanese Mission also expressed their thanks for all the convenience and cooperation rendered to the Study Team.

2. The Progress Report has been agreed upon by both sides through the following discussions.

2-1 Alternatives of the MRT (Mass Rapid Transportation) route

(1) The northern part of the route.

For the three alternatives (A), (B) and (C) presented in the Report which were shown in Attachment -2, the Ecuadorean side stated that alternative (A) should be undesirable due to many big structures of the present and on-going elevated intersections. However, it was decided that all of them would be examined to make clear the difference in the construction cost and the demand, etc., among them.

(2) The southern part of the route ahead of Guasmo

For the two alternatives; one is the straight line and the other is the curved to avoid the big intersection under planning of the ring road and Av. 25 de Julio, the Ecuadorean side explained that the straight line would be very possible because the dimensions of the interchange should be altered to a small ones.

2-2 Occupancy of the public land by the route

(1) The Ecuadorian side approved the location of the MRT terminal station in front of the Terminal Terrestre (the bus terminal) and the route passage along the Terminal Terrestre within the land of the C.T.G.

(2) The Ecuador side also approved the route occupancy in the airport along Av. de las Américas up to Círculo de las Banderas on condition that the MRT should not hinder the airport master plan, and requested to consider the adoption of the elevated type as far as circumstances would allow.

2-3 Expropriation of private lands, houses, etc.

The Ecuadorian side stated that it would be very possible to expropriate private lands including houses for this project by giving their owners its substitution lots or compensation.

2-4 Alternative of the MRT system

The Japanese side explained that although some of the systems which had been examined in the Master Plan study would be tested further, the urban railway (including the light rail transit) seemed to be very promising, while the Ecuadorian side manifested that they did not have a different view from the conclusion of the Master Plan since the urban railway has been accepted widely among persons concerned.

3. The Traffic Commission earnestly hoped for the transfer of technology to Ecuadorian counterparts, especially training them in Japan.

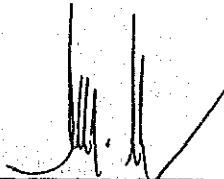
4. Attachments

The followings are attached to this Record of Discussions.

- 1) Attachment -1: Attendants of the discussions
- 2) Attachment -2: Alternatives of the route

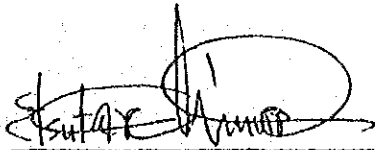
Guayaquil, Ecuador
November 25, 1985

Signed by:



ARTURO CABRERA SOTOMAYOR
Director of Technical Department
Traffic Commission of the Province of
Guayas

Signed by:



ETSUTARO IIMURO
Project Manager of Study Team

Attachment -1

Attendants of the discussions

Ecuadorian Side

1. Comisión de Tránsito del Guayas (C.T.G.)

- . Sr. Tnte. Crnel. Lcdo. FLAVIO MARIDUEÑA
Sub-Director Ejecutivo de la C.T.G.
- . Sr. Tnte. Crnel. Ab. WALTER OROZCO
Jefe Provincial de Tránsito del Guayas
- . Dr. MIGUEL MONTALVO MALO
Sub-Jefe Provincial de Tránsito del Guayas
- . Sr. Ing. ARTURO CABRERA SOTOMAYOR
Director del Departamento de Ingeniería de la C.T.G.

2. Unidad Ejecutora de Transporte Masivo de la Ciudad de Guayaquil

- . Sr. Ing. LEOPOLDO BENITEZ
Director Ejecutivo

3. Ministerio de Obras Públicas y Comunicaciones (M.O.P.)

- . Sr. Ing. EDUARDO MONCAYO MARMOL
Subsecretario del M.O.P.

4. Municipio de Guayaquil

- . Arq. LUIS MOREIRA
Jefe de Planificación del Departamento Urbano de la ciudad de Guayaquil.
- . Srta. LOURDES BECERRA
Sub-Directora Departamento de Urbanización y Planificación

5. Fondo de Desarrollo Urbano de Guayaquil

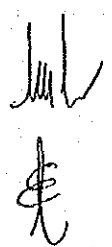
- . Sr. Ing. DAVID FLORES
Director Encargado

6. Fuerza Aérea Ecuatoriana F.A.E.

- . Sr. Ing. ALIRIO ZAMBRANO
Jefe del Departamento de Infraestructura del Aeropuerto

7. Aviación Civil

- . Sr. COLON GONZALES
Jefe de la Unidad Ejecutora del Nuevo Aeropuerto



8. Ecuadorian Counterparts

Departamento de Ingeniería de la C.T.G.

Sr. Econ. Evaristo Villón Mateo

Sr. Arq. Tobías Narea Muñoz

Sr. Henry Aulestia Canales

Japanese Side

1. Advisory Committee

Mr. Hisayuki Tanaka ----- Leader of the Mission

2. Study Team

Mr. Etsutaro Iimuro ----- Project Manager

Mr. Kotaro Yamada ----- Member

Mr. Hiroshi Oguchi ----- "

Mr. Hiroyuki Takami ----- "

Mr. Seiichiro Yamazaki ----- "

Mr. Takeshi Isaji ----- "

Mr. Kenji Araki ----- "

Mr. Hirotoshi Yamakawa ----- "

Mr. Yoshinao Sawahata ----- "

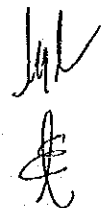
Mr. Mitsunori Shibuya ----- "

3. JICA Coordinator

Mr. Ryuuzo Nakajima ----- Japan International Cooperation Agency

4. Interpreter

Mr. Albert Kimura



Attachment -2
 Alternatives of the route

LEGEND

- Alt. 1
- Alt. 2-1
- Alt. 2-2
- Alt. 2-3
- Alt. 3-1
- Alt. 3-2
- Alt. 3-3
- Alt. 3-4
- Alt. 3-5
- Alt. 3-5
- Station
- Station (in future)

ALTERNATIVAS PREDOMINANTES

- Caso A (Alt 1 + Alt 1)
- Caso B (Alt 1 + Alt 2-1)
- Caso C (Alt 1 + Alt 2-1 + Alt 2-3)

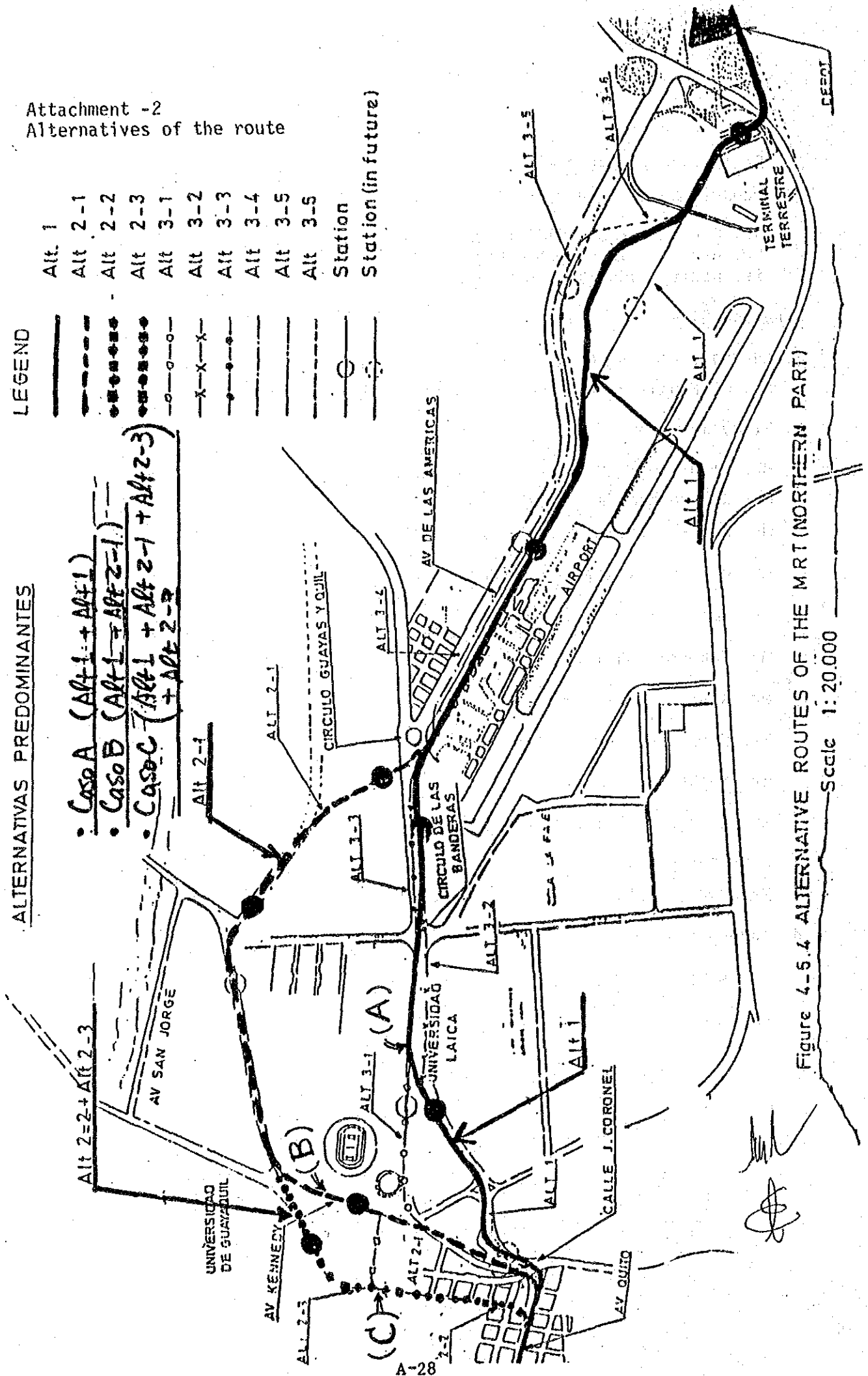


Figure 4-5.4 ALTERNATIVE ROUTES OF THE MRT (NORTHERN PART)

Scale 1:20,000

Appendix A.6 RECORD OF DISCUSSIONS ON THE INTERIM REPORT

RECORD OF DISCUSSIONS

ON THE INTERIM REPORT

FOR THE FEASIBILITY STUDY ON GUAYAQUIL CITY URBAN

TRANSPORTATION PLAN IN REPUBLIC OF ECUADOR

The joint meeting for the above-mentioned study was held on the 17th March, 1986 at the Traffic Commission of the Province of Guayas (C.T.G) to discuss the Interim Report prepared by the Japan International Cooperation Agency (JICA).

Attendants from the Ecuadorian side and the Japanese Mission are listed in Attachment -1.

The meeting was chaired by Mr. Coronel Lcdo. Flavio Maridueña, Sub-executive director of the Traffic Commission.

This Record of Discussions lists main items discussed in the meeting.

1. The Interim Report has been agreed upon by both sides through the following discussions.

(1) The MRT route selection

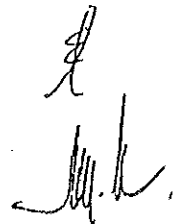
Of the several alternatives of the MRT route, the one recommended in the Interim Report was accepted unanimously by Ecuadorian side (see Attachment -2).

(2) The MRT system

Of the three system alternatives, the Light Urban Railway was also accepted by the Ecuadorian side to be the best one for this project.

(3) Occupancy of the public land by the MRT and its acquisition cost

The Ecuadorian side approved the occupancy of the public land by the MRT route finally selected, and explained that no cost was needed to pay for the use of the public land such as over the roads, inside the Terminal Terrestre and the airport, etc.



- (4) The opening section of the route at the first stage
The Ecuadorian side hoped that the whole route of about 15 kilometers from the Terminal Terrestre to Guasmo should be commenced to operate at the same time for convenience of - the both extremities of the route in the Terminal Terrestre and Guasmo, and manifested that at least the section - between the Terminal Terrestre and Centro Cívico (9.1 Km) should be opened if the whole route would be difficult. While the Japanese side explained that the opening section, its year and the extension would be proposed later in the Draft Final Report from the viewpoints of the economic evaluations and the financial analysis, and so on.
- (5) Prospects of the MRT fare necessary for the project
The Japanese side explained that the fare necessary for the project would be 20 - 25 Sucres in price of 1985 for a ride, depending on the annual interest of the finance applied to - the initial investment cost, while the Ecuadorian side manifested that it would be reasonable in comparison with the - present level of the bus fare.
- (6) The organization of the MRT system
The Ecuadorian side stated that as there might be many organs relating to the organization of the MRT system to be established newly, they would study this problem further basing on the Japanese recommendation.
2. The Traffic Commission earnestly hoped for the transfer of technology to Ecuadorian counterparts, especially training them in Japan.
3. Attachments
The followings are attached to this Record of Discussions.
- 1) Attachment -1: Attendants of the discussions
 - 2) Attachment -2: The route finally selected

Guayaquil, Ecuador

March 17, 1986

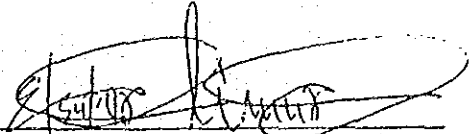
Signed by:



ARTURO CABRERA SOTOMAYOR

Director of Technical Department
Traffic Commission of the Province of
Guayas

Signed by:



ETSUTARO IIMURO

Project Manager of the Study
Team

Attachment -1

Attendants of the discussions

Ecuadorian Side

1. Comisión de Tránsito del Guayas (C.T.G.)

- . Sr. Tnte. Crnel. Lcdo. FLAVIO MARIDUEÑA
Sub-Director Ejecutivo de la C.T.G.
- . Dr. MIGUEL MONTALVO MALO
Sub-Jefe Provincial de Tránsito del Guayas
- . Sr. Ing. ARTURO CABRERA SOTOMAYOR
Director del Departamento de Ingeniería de la C.T.G.

2. Unidad Ejecutora de Transporte Masivo de la ciudad de Guayaquil

- . Sr. Ing. LEOPOLDO BENITEZ
Director Ejecutivo

3. Ministerio de Obras Públicas y Comunicaciones (M.O.P.)

- . Sr. Ing. EDUARDO MONCAYO MARMOL
Sub-secretario del M.O.P.

4. Municipio de Guayaquil

- . Arq. LUIS MOREIRA
Jefe de Planificación del Departamento Urbano de la ciudad de Guayaquil.
- . Srta. LOURDES BECERRA
Sub-Directora Departamento de Urbanización y Planificación

5. Fondo de Desarrollo Urbano de Guayaquil

- . Sr. Ing. DAVID FLORES
Director Encargado

6. Ecuadorian Counterparts

Departamento de Ingeniería de la C.T.G.

- Sr. Econ. Evaristo Villón Mateo
- Sr. Arq. Tobías Narea Muñoz
- Sr. Ing. Jorge Vera Burgos
- Sr. Arq. Washington Zambrano Campoverde
- Sr. Henry Aulestia Canales

Japanese Side

1. Advisory Committee

Mr. Kazumi Sugihara ----- Leader of the Mission

2. Study Team

Mr. Etsutaro Iimuro ----- Project Manager

Mr. Kotaro Yamada ----- Member

Mr. Hiroshi Oguchi ----- "

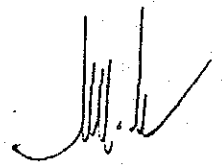

Mr. Hiroyuki Takami ----- "

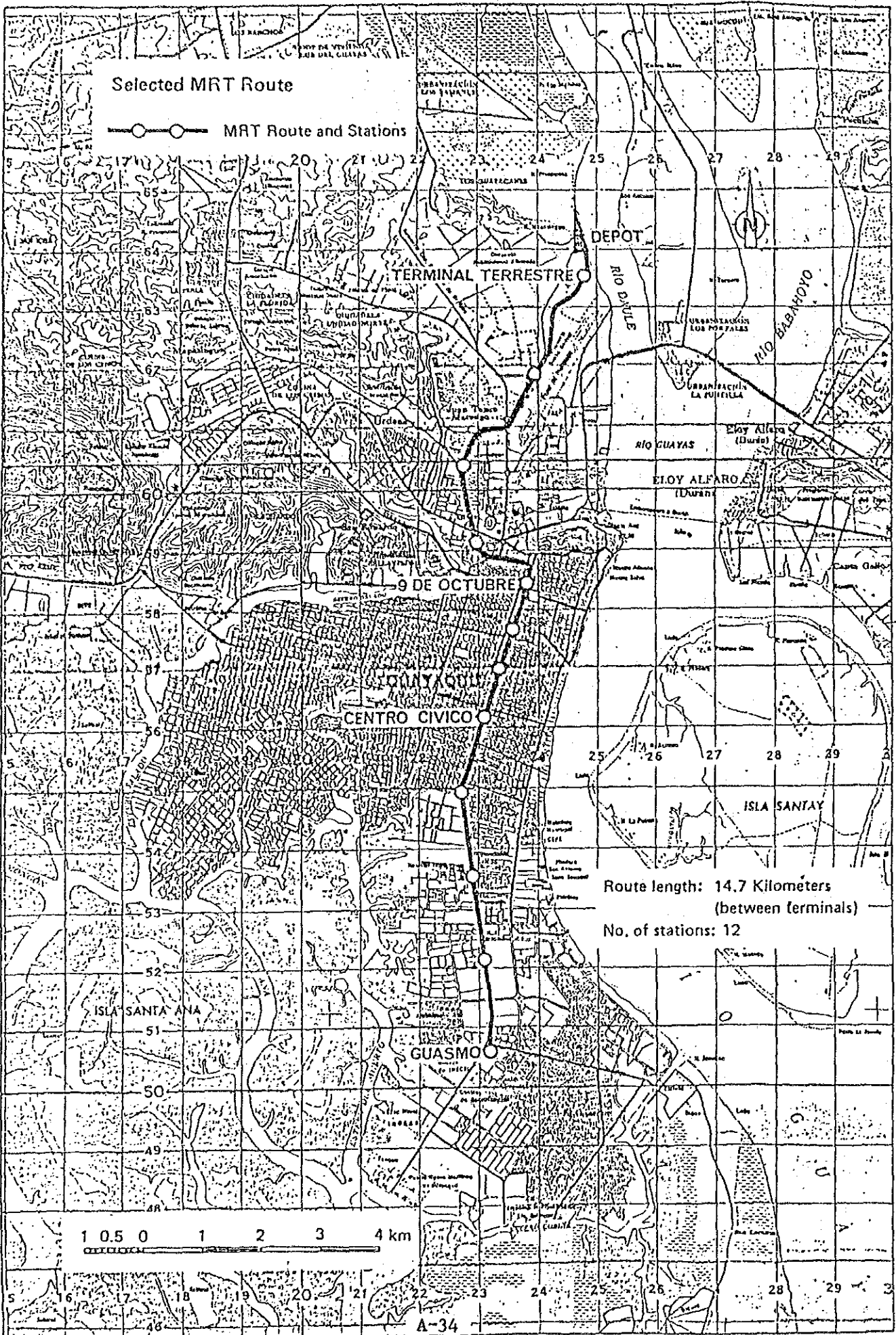
3. JICA Coordinator

Mr. Mitsuo Inagaki ----- Japan International Cooperation
Agency

4. Interpreter

Mr. Yasuo Torii



Appendix A.7 RECORD OF DISCUSSIONS ON THE DRAFT FINAL REPORT

RECORD OF DISCUSSIONS

ON THE DRAFT FINAL REPORT

FOR THE FEASIBILITY STUDY ON GUAYAQUIL CITY URBAN

TRANSPORTATION PLAN, IN REPUBLIC OF ECUADOR

The joint meeting for the above-mentioned study was held on the 29th September, 1986 at the Traffic Commission of the Province of Guayas (C.T.G.) to discuss the Draft Final Report prepared by the Japan International Cooperation Agency (JICA).

Attendants from the Ecuadorian side and the Japanese Mission are listed in Attachment -1.

The meeting was chaired by Mr. Humberto Plaza Lavezzari, the Acting President of the Traffic Commission.

This Record of Discussions lists main items discussed in the meeting.

1. The Draft Final Report has been agreed upon by both sides through the following discussions.

(1) On MRT route

The MRT route proposed in the Report was accepted by the Ecuadorian side. Future plan of the road flyover by the Guayaquil Municipality and underroad facilities like water mains have been all taken into the design of MRT structures, the Japanese side explained.

(2) On construction process

From the viewpoint of finance and profitability of the project, as proposed in the case B-1 of the Report, the best process of construction is to open the section from Terminal Terrestre to Centro Cívico first and then in the second stage from Centro Cívico to Guesmo.

(3) On management body

The management body of MRT system will be a new one to combine the features of a private enterprise in an efficient management and of a public corporation in obtaining governmental subsidy, if necessary.

(4) On MRT tariff

For estimating the traffic demand and for the economic analysis the average fare of 25 sucres per ride was used. However, the average of 20 sucres was found applicable.

2. The Japanese side explained that comments on the Draft Final Report would be considered if they would reach the Japanese Embassy to Quito exactly within a month from the date of this meeting and then the Final Report would be sent to the Ecuadorian government within two months after receiving the comments, and the Engineering Department of the C.T.G. was supposed to arrange the comments within the above term if any.
3. As for the technology transfer to the Ecuadorian counterpart in Japan, the Ecuadorian side stated to have canceled Dr. Miguel Montalvo who had been nominated to the Japanese Embassy because of his resignation in August, 1986 and strongly hoped that the JICA would accept a new counterpart instead, while the Japanese side answered that it might be possible on condition that the application form would reach the Japanese Embassy officially before the 28th, October (within a month from the date of the meeting).
4. On closing the meeting, the Ecuadorian side strongly hoped that the Japanese government would give any convenience to be able to start the project as early as possible, and finally expressed their sincere gratitude to the Japanese mission and the JICA for the works of the feasibility study in Guayaquil. The Japanese side also expressed their thanks for all the undertaking and cooperation rendered to the Study Team.

5. Attachment

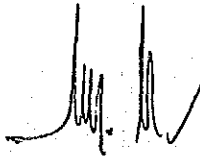
The following is attached to this Record of Discussions.

Attachment -1 : Attendants of the discussions.

Guayaquil, Ecuador

September 29, 1986

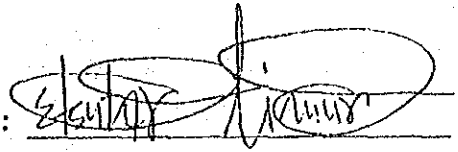
Signed by:



ARTURO CABRERA SOTOMAYOR

Director of Technical Department
Traffic Commission of the Province
of Guayas

Signed by:



ETSUTARO IIMURO

Project Manager of the Study
Team

Attachment -1

Attendants of the discussions

Ecuadorian side

1. Comisión de Tránsito del Guayas (C.T.G.)

- . Sr. HUMBERTO PLAZA LAVEZZARI
Presidente Alternativo de la C.T.G.
- . Sr. Pref. Ab. JORGE PALACIOS C.
Sub-Director Ejecutivo de la C.T.G.
- . Sr. Ing. ARTURO CABRERA SOTOMAYOR
Director del Departamento de Ingeniería de la C.T.G.
- . Sr. ARISTIDES CASTRO RODRIGUEZ
Director del Relaciones Públicas de la C.T.G.

2. Unidad Ejecutora de Transporte Masivo de la ciudad de Guayaquil

- . Sr. Ing. LEOPOLDO BENITEZ
Director Técnico de la Unidad Ejecutora
- . Sr. Ing. HANDEL ADOUM
Delegado por el M.O.P.

3. Ministro de Obras Públicas y Comunicaciones (M.O.P.)

- . Sr. Ing. CARLOS VALVERDE
Sub-Secretario del M.O.P.

4. Municipio de Guayaquil

- . Sra. Arq. AVIS DE MALDONADO
Jefe de Diseño de Vías de Planeamiento Urbano
- . Srta. Arq. LOURDES BECERRA
Sub-Directora Departamento de Urbanización y Planificación

5. Fuerza Aérea Ecuatoriana (F.A.E.)

- . Sr. Gral. MARCELO SALVADOR J.
Jefe de la II Zona Aérea
- . Sr. Crnel. ALFREDO CHACON
Comandante del Escuadrón de Rescate de la F.A.E.

6. Aviación Civil

- . Sr. Mayor MARCELO MOSCO
Sub-Director de Aviación Civil

. Sr. Ing. ALIRIO ZAMBRANO
Jefe del Departamento de Infraestructura del Aeropuerto

7. Ecuadorian Counterparts

Departamento de Ingeniería de la C.T.G.

Sr. Arq. Tobías Narea
Sr. Henry Aulestia Canales
Sr. Jaime Ibañez Castillo

Japanese Side

1. Advisory Committee

Mr. Yoshiji Matsumoto ----- Leader of the Mission
Mr. Hisayuki Tanaka ----- Member

2. Study Team

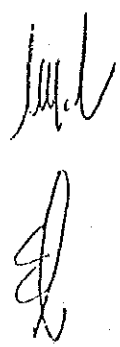
Mr. Etsutaro Iimuro ----- Project Manager
Mr. Kotaro Yamada ----- Member
Mr. Hiroyuki Takami ----- Member

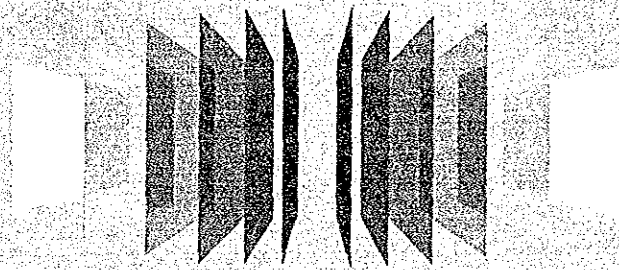
3. JICA Coordinator

Mr. Norioki Honda ----- Japan International
Cooperation Agency

4. Interpreter

Mr. Yasuo Torii





JICA