No. 1

Study Report on The Project for Increase The Carrying Capacity of The Road in Islamic Republic of Mauritania

February 1996

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in
Islamic Republic of Mauritania

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PREFACE

In response to a request from the Government of the Islamic Republic of Mauritania, the Government of Japan decided to conduct a basic design study on the Project for Increase the Carrying Capacity of the Road and entrusted the Japan International Cooperation Agency (JICA) to conduct the study with the assistance of the Japan International Cooperation System (JICS).

JICA sent to Mauritania a study team from November 7 to December 1, 1995.

I hope that this report will contribute to the promotion of the project and to the enhancement of friendly relations between our two countries.

I wish to express my sincere appreciation to the officials concerned of the Government of the Islamic Republic of Mauritania for their close cooperation extended to the team.

February 1996

Kimio Fujita
President
Japan International Cooperation Agency

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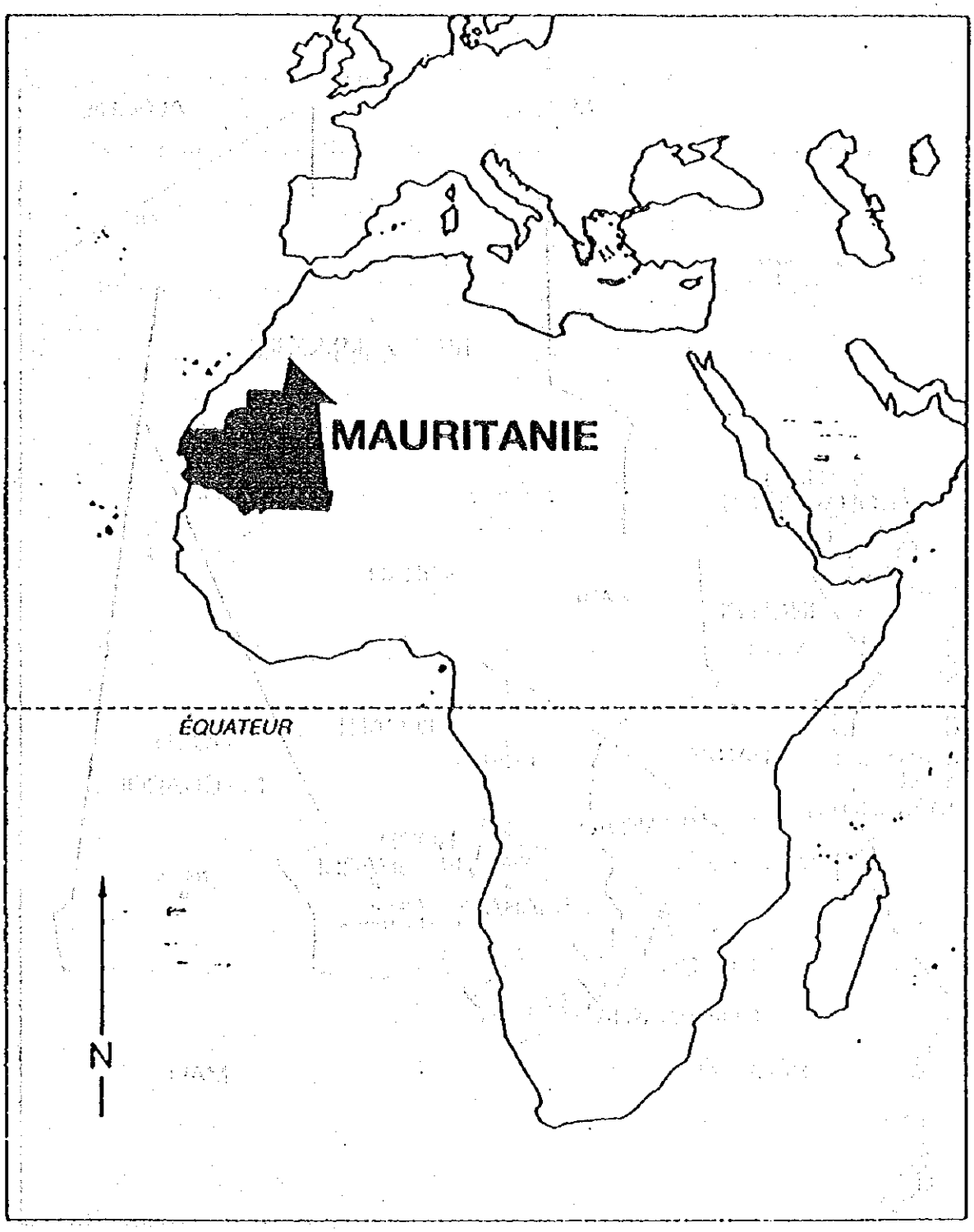
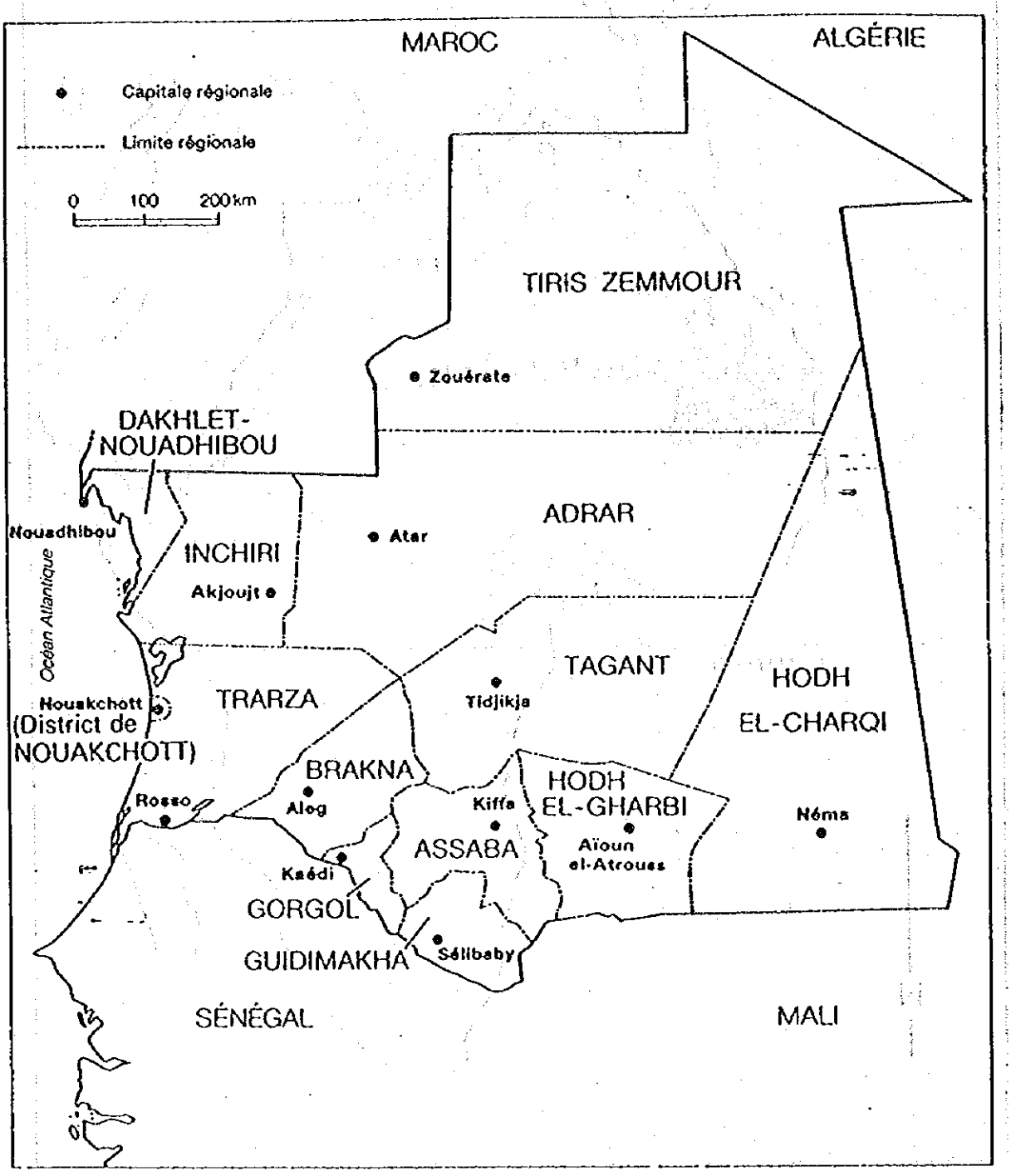


Location Map of Islamic Republic of Mauritania



Perspective

Abbreviations

CSA : Commissariat á la Sécurité Alimentaire

IMF : International Monetary Fund

ESAF : Enhansed Structural Adjustment Facility

SDR : Special Drawing Rights

SNIM : Société Nationale Industrielle et Minière

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Chapter 1 Background of the Project

The economy of Islamic Republic of Mauritania (hereinafter "Mauritania") is heavily impoverished due to the drought occurring every year since 1973 and the growth of the desert followed by. In addition, the decrease on the export of iron ore, which is the major industry of the country, and the drop on the turnout of fishing industry(refer to Table-2&3)cause the accumulation of the deficit on both the public finance and the balance of international payments (refer to Table-4&5). Under such circumstances the supply of foodstuff is constantly in short, as shown in Table-1, and the shortage of foodstuff is compensated by the commercial import and the aid from the overseas. However, it is not sufficient to meet the full demand for domestic consumption.

Table-1:Annual Statistics of Demand and Supply of Foodstuff(Cereals)

unit:thousand ton

	1989	1990	1991	1992	1993
1.Availability (A+B)	215.52	116.41	154.45	143.01	186.33
A.Initial Stocks	73.90	33.65	76.38	70.26	63.39
B.Gross production	141.62	82.76	78.07	72.75	122.94
2.Consumption	378.95	430.72	452.10	464.80	444.84
3.Surplus/Deficit (1-2)	▲163.43	▲314.31	▲297.65	▲321.79	▲258.51
4.Importation (A+B)	158.65	292.83	282.68	249.98	192.79
A.Commercial Import	95.34	208.26	235.74	213.03	151.31
B.Aid	63.31	84.57	46.94	36.95	41.48
5.Gross Surplus/Deficit (3+4)	▲4.78	▲21.48	▲14.97	▲71.81	▲65.72

Source:IMF
(The figures show the volume from October of the year through September next year)

Table-2:Production and Export of Iron Ore

unit:thousand ton

Year	1990	1991	1992
Production	11,545	10,246	8,262
Export	11,355	10,469	8,094

Source:Data from SNIM

Table-3:Turnout of Fishing Industry

unit:ton

year	1989	1990	1991
Turnout	343,437	288,127	274,101

Source: Ministry of Fisheries and Marine Economy

Table-4: Public Finance

unit:Millions of Mairitanian ouguiyas

	1990	1991	1992
Revenue	20,231	20,562	20,145
Expenditure	22,523	23,048	22,395
Balance	▲2,292	▲2,486	▲2,250

Source:IMF

Table-5: Balance of international Payments

unit:Millions of U.S.Dollars

	1990	1991	1992
Trade Balance	18	18	▲42
Capital Account Balance	▲132	▲83	▲104
Overall Balance of Payments	▲121	▲137	▲86

Source:EIU

Commissariat à la Sécurité Alimentaire (hereinafter "CSA"), which is the implementing agency of the Project, has the official duties of the distribution of the aided foodstuff throughout the country. For the distribution of the aided foodstuff, CSA is in charge of the following works of transportation.

a) Transportation of foodstuff to the inland areas whose access is gained by passing through the tough road in the desert.
b) Secondary transportation of foodstuff from the principal local town to the neighboring villages and camps.
c) Transportation of a small amount of tools and building materials, except the foodstuff.

d) Transportation of foodstuff from the port of Nouakchott to the central storage and/or the various distribution centers in the city.
e) Transportation of cereals purchased in the local area.
f) Transportation of foodstuff aided for Mali refugees.

Although there are some private carriers in Mauritania which have an adequate number of cargo trucks, they comply not only with a long-distance haul on the road in good condition but also with the transportation leaving from Nouakchott and that backhauling cargo is guaranteed to. Therefore, CSA must undertake the transportation to the inland areas by itself. However, the cargo trucks currently owned by CSA, only 12 out of which are available for the work, have become aged and it seems that they are unable to bear the transportation of foodstuff to the inland areas both in quality and in quantity.

There is a carriageway of the total length of approximately 8,000Km in Mauritania, but the paved roads have the total length of only around 2,000km; the east-west highway of around 1,200km between Nouakchott and Nema, the north-south highway between Nouakchott and Rosso, etc. The development of the roads is insufficient. The condition of the roads off these highways is extremely bad. The roads are totally unpaved on the sand or the rocks of the desert and it seems that the ordinary vehicles are unable to drive through. By Japan's grant aid in 1985, 11number of all-wheel-drive (6x6) type of cargo trucks were procured for the transportation of foodstuff to the inland areas. Only 5 out of 11 trucks are currently available for the work, but they have become aged. As CSA does not have any other all-wheel-drive (6x6) type of cargo trucks, it is an urgent matter for CSA to procure the similar type of trucks as a means of transportation of foodstuff to the inland areas and to increase the carrying capacity of the road.

Incidentally, CSA has enough number of food storages in both Nouakchott and the local areas, and the total volume of storages amounts to 73,600 tons. In order to utilize the facility, it is very much important to establish the adequate carring capacity of the road immediately.

From these points of view, the request on the procurement of the equipment was made as follows;

1) Cargo truck (6x6, Max.payload 12tons) 18 units with Spare Parts
2) Trailer truck (Max.payload 30tons) 4 units with Spare Parts
3) Spare parts for the trucks procured by Japan's grant aid in 1985
4) Wireless set (for mobile and for base use, Output 100W over) 8 units

Chapter 2 Contents of the Project

2-1 Objectives of the Project

The schedule of transportation of foodstuff by CSA varies every year depending on the domestic production of cereals and the import of the aided food. The annual schedule of transportation of foodstuff by CSA is shown hereinafter.

Table-6: Annual Schedule of Transportation of Foodstuff by CSA

unit:tons

Year	1992	1993	1994	1995
Transportation Volume	48,700	44,600	48,100	41,800

Note:Above figures show the sum of the volume of 1-a.and 1-b.in Table-7, excluding the volume of the supplemental food equivalent to 10% in weight of cereals.

From table-6 above, the schedule of transportation of foodstuff by CSA in the year of 1993 seems to be the average volume handled in a year. Therefor, the detail of the schedule in 1993 is shown hereinafter.

Table-7: Schedule of Transportation of Foodstuff by CSA in 1993

	Contents	Volume
1)	Transportation of 52,375tons of free-delivery food (cereals) and supplemental food(powder milk, oil, date, etc.), equivalent to 10 % in weight of cereals; total weight of 57,612tons.	
	Breakdown:	
	a.Transportation to the inland areas, such as Tagant Adrar, Guidimaka, Inchiri, Dakhlet Nouadhibou, and Tiris-Zemmour.	14,736tons
	b.Secondary transportation of average distance of 100 Km from principal local town to neighboring villages and camp.	36,919tons
	c.Transportation of average distance of 30 km for free delivery inside Nouakchott.	11,393tons
2)	Transportation of foodstuff and building materials for mini development project.	2,275tons
3)	Transportation of average distance of 250 km between local purchase center and threshing plant.	6,000tons
4)	Transportation of average distance of 1,200 km from Nouakchott to Mali refugee camp.	6,570tons

Among the above, 1)-a. is the transportation to the inland area where the road condition is extremely bad in most part of the area, and all-wheel-drive (6x6) type of cargo trucks are essential. The others are the transportations of relatively short distance or to the area where the road condition is not bad, and the ordinary type (rear-wheel-drive type) of cargo trucks are available for the work.

The objectives of the project are, therefore, for CSA to have a means of transportation of foodstuff to the inland areas, as listed in 1)-a. of the above table, whose access is gained by passing through the tough road in the desert, and to increase the carring capacity of the road.

2-2 Basic Concept of the Project

The objentives of the project are for CSA to have a means of transportation of foodstuff to the inland areas passing through the tough road in the desert, and to increase the carring capacity of the road. As mentioned before, the condition of the transportation road is extremely bad and CSA is unable to entrust the private carrier with the transportation of foodstuff to the inland areas. therefore, they must undertake the work by themselves. For the purposes, all-wheel-drive (6x6) type of cargo trucks are essential. By Japan's grand eid in 1985, 11number of all-wheel-drive(6x6) type of cargo trucks were procured and have been utilised till now, but only 5 trucks are currently available for the work and, in fact, they have become aged. It is a realistic problem for CSA to procure the substitutional vehicles to perform its duties. For the utilization of the procured equipment, it is confirmed that CSA will take such measures on the equipment as the assignment of the drivers, preparation of the fuel oil cost, budget allocation for the various expenditures, etc.

As the effectiveness of the project has been thus studied from the various points of view, the further study on the contents of the project shall be developed and the basic design be conducted hereinafter in conformity with Japan's grant aid program.

2-3 Basic Design

2-3-1 Design Concept

This project is planned to procure the neccessary equipment for CSA to have an effective means of transportation of foodstuff to the inland areas passing through the tough road in the desert, and to increase the carring capacity of the road. The current fleet of trucks is not suffcient for CSA to carry the foodstuff to the inland areas, and, therefore, it shall be planned to procure the necessary number of equipment by which CSA can carry its annually scheduled volume of foodstuff(7,345,000Km・ton, in 1993) to the inland areas.

In Mauritania, more than two third of the land is occupied by the desert area which is a waste and uninhabited land except some

areas around the oases. There is such a place that has an annual precipitation of zero in the northern part of the Sahara, and the hot weather continues for more than 6 months in a year. Under such circumstances of the nature, the situation of the road is far from satisfactory and the total length of the paved road throughout the country, whose land area is 2.7 times as wide as Japan, is only around 2,000km. The roads off the paved highways are totally unpaved on the sand or the rocks of the desert, and it seems impossible for the ordinary vehicles to drive through. Therefore, all-wheel-drive(6x6) type of cargo trucks are essential. Furthermore, the condition of the road to the inland area is extremely bad and, in case of the cargo-trucks (6x6) procured by Japan's grant aid in 1985, almost all the damages occurred on the chassis and the wheels of the trucks. Therefore, as for the spare parts, it is advisable to procure with the first priority those for the chassis and the wheels, such as suspensions, steering gears, axles, etc., on which frequent damaged are expected.

In the inland areas of Maulitania, the infrastructure such as telecommunication, electricity, etc. is not developed enough and the local offices of CSA are equipped with radio-communication system generated by solar battery. Therefore, it should be considered to mount the wireless set to the trucks procured in this project. On the tough road in the desert of the inland area, it often happens to meet a trouble or an incident but it is quite difficult to expect a rescue from others due to little traffic there. To solve such problms, the wireless set will work as a communication means in an emergency to ask a rescue from somebody else. Moreover, it works not only in an emergency but also in ordinary times to managed the daily operation. therefore, it will help CSA increase some part of the carring capacity of the road by using the supplemental equipment effectively.

Among the original requests on the procurement of the equipment, shown in Chapter 1, the request of spare parts for the trucks procured by Japan's grant aid in 1985 was deleted as the trucks have become aged and a long life cannot be expected even if they are repaired. the trailer trucks (max. payload 30tons) were also deleted, as it is possible for the private carrier to cover the area where the foodstuff can be carried by trailer trucks and it is feared that the business of the private carriers may be taken away in case such trailer trucks are procured by CSA.

2-3-2 Basic Design

The objectives of the peoject are to procure the necessary equipment for CSA to have an effective means of transportation of foodstuff to the inland areas passing through the tough road in the desert, and to increase the carrying capacity of the road. To study the contents of the equipment for the project, shown in the following is the transportation volume, scheduled and actual, of

free-delivery food to the inland area, especially to the area the road condition is deemed extremely bad, in 1993 by CSA.

Table-8: Transportation Volume of Free-Delivery Food

Country	Distancefrom Nouakchott	Scheduled(S)		Actual(A)		(A) - (S)
		Tonnage	Km×Ton	Tonnage	Km×Ton	Tonnage
	km	ton	km・ton	ton	km・ton	ton
Adrar	500	1,750	875,000	2,100	1,050,000	350
Nouadhibou	550	2,600	1,430,000	1,500	825,000	▲1,100
Tagant	700	2,250	1,575,000	850	595,000	▲1,400
Guidimaka	700	4,950	3,465,000	1,400	980,000	▲3,550
Total		11,550	7,345,000	5,850	3,450,000	▲5,700

As shown clearly in the above table, CSA has been unable to execute the proper transportation of foodstuff to the inland area and, therefore, it is an urgent matter for CSA to increase the carring capacity of the road. Thereupon, the number of the trucks needed will be figured out hereinafter.

To determine the transportation capacity of a cargo truck, the working condition is assumed from CSA's past experience as follows;

- A truck works for 220 days a year. For the remaining 145 days it is off duty due to holidays, out of order, repairing, maintenance, etc.
- Working of 10 hours a day and an average speed of 55 km/hour, on the assumption that the truck run at the average speed of 80 km/h on the paved road and on the road in relatively good condition, which occupy the rate of 70 % of the route, and at the average speed of 30 km/h on the tough road in the desert, which occupies the rate of 30 % of the route. Furthemore, 30 % of the loss of time due to frequent stops on the route and empty backhauling are supposed to occur.
  Average load of 10 tons per truck.

Based on the above, the annual transportation volume of a truck becomes;

220 days x 7 hours x 55 km/h x 10 ton / 2 = 423,500 km·ton
For the execution of the transportation of scheduled volume,
7,345,000 km·ton / 423,500 km·ton = 17.34units
Around 18 number of 10-ton capacity cargo trucks are neccessary.

On the occasion of driving on the tough road in the dessert, the ordinary truck of rear-wheel-drive type often gets stuck and idle on rear wheels because of sand,and, when escaping from the situation of being stuck, the truck suffers an excessive stress on driving system and is likely to get damaged on it. As all-wheel-drive type of truck has a system of driving both front and rear wheels simultaneously, even if one wheel gets idle, the others transmit the driving force to the ground, and, therefore, it is expected to be able to run constantly even on the tough road. Moreover, due to short wheelbase, the truck has less chances to get damaged from the protrusions on the ground. The running capability of all-wheel-drive type of truck is, thus, much higher than the rear-wheel-drive type of truck. The inland area of Mauritania is mostly occupied by the dessert, and, in order to carry the foodstuff constantly there, the most suitable vehicle is the all-wheel-drive type of cargo truck taking into account the aspect of safety, running capability, transportation efficiency, toughness of the equipment, etc. Incidentally, the cargo truck is a truck which is equipped with a loading platform to carry foodstuff or cargoes (refer to Figure - 1).

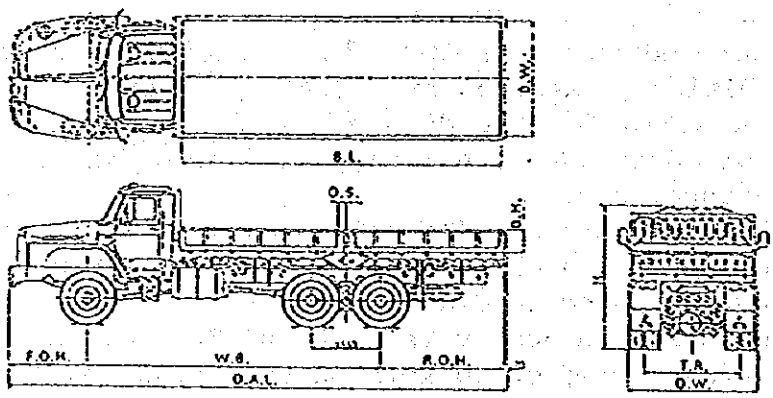


Figure - 1: All-Wheel-Drive Type Cargo Truck

Therefore, this project is planning for CSA to procure the necessary equipment of 18 number of all-wheel-drive type of cargo trucks of 10-ton capacity as an effective means of transportation of foodstuff to the inland areas passing through the tough road in the desert, and to increase the carrying capacity of the road.

In addition to the above, it is planned to procure a total of 8 units of wireless sets; 7 sets mounted on the cargo trucks procured through this project, and 1 set for CSA head office use. In

mauritania the infrastructure for telecommunication system is not developed enough except in a few major cities and no telecommunication system is expected in the local area. Therefore, CSA adopts the radio-communication system generated by solar battery for the communication among the offices. The trucks, being procured through this project, shall be in charge of the transportation to the inland area through the tough road of the desert area. In such area it is quite difficult, in an emergency of an incident or a trouble, to expect a rescue from others due to little traffic there, and it may happen not only that the truck gets stuck and unable to move for a long time but also that the driver exposes himself to danger. Therefore, it is essential to mount the wireless set on the vehicle as a communication means for emergencies, especially for the trucks running into the area where the road condition is coarse. Moreover, to install the wireless set will help CSA manage the daily operation and be able to execute an effective transportation.

Having studied the circumstances mentioned avove, the contents of the equipment being procured in this project shall be as follows;

1)	6 x 6 cargo truck of 10-ton capacity (Max.payload 12 tons)	18 units
2)	Wireless set (Output over 100W) (7 sets mounted on the cargo trucks and 1 set for head office use)	8 units

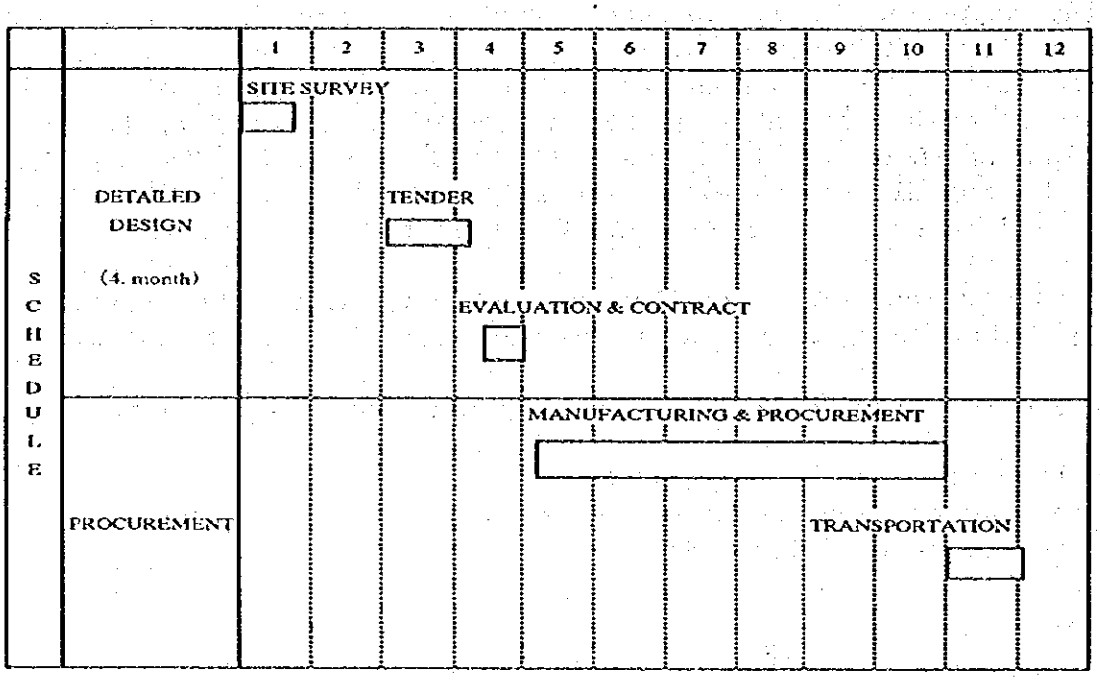
Chapter 3 Implementation Plan

3-1 Implementation Plan

3-1-1 Implementation Schedule

The project will be implemented in a period of 12 months as detailed in table-9

Table-9:Porject implementation schedule



3-1-2 Obligations of recipient country

A) To bear the following commissions to the Japanese foreigh excchange bank for the banking services based upon the B/A.
   1) Advising commission of A/P
   2) Payment commission

B) To ensure unloading and customs clearance at port of disembarkation in recipient country.
   1) Tax exemption and custom clearance of the products at the port of disembarkation.
   2) Internal transportation from the port of disembarkation to the project site.

c) To accord japanese nationals whose services may be required in connection with the supply of the products and the services under the verifiede contact such facilities as may be neccessary for their entry into the recipient country and stay therein for the performance of their work.

D) To exempt Japanese nationals from customs duties,internal taxes and other fiscal levies which may be imporsed in the recipient

country with respect to the supply of the products and services under the verified contracts.

E) To maintain and use properly and effectively the facilities constructed and equipment provided under the grant.

F) To bear all the expenses, other than those to be borne by the Grant, necessary for construction of the facilities as well as for the transportation and installation of the equipment.

3-2 Operation and Maintenance Plan

The equipment procured through this project shall be deployed in CSA garage, which has a land area of approximately 5,000 sq.m and is enough to park more than 50 trucks. As the garage is enclosed by wall and a watchman stations there full-time, all the vehicles including those newly procured shall be secured safely.

The assignment of the drivers for the newly procured vehicles shall be conducted with ease, as CSA now employs the driver of 60 persons against all the vehicles of 50 numbers currently owned by CSA, including those out of order. Further to say, when include the number of the drivers suspending from the job at present, it reached to 70.

As for the fuel cost and the maintenance cost, CSA appropriated for them 35 million UM and 25 million UM respectively in the budget of 1995. The addition on the fuel cost is expected when the new vehicles are procued through the aid of Japan. On the occasion of such case, CSA can allocate the necessary budget on its account as it has an independent account system. They can manage the budget allocation by themselves. They have enough budget and can afford such expense as an addition on the fuel cost without any problem.

The maintenance cost seems to be sufficient as far as the current amount is maintained, as, even if the newly procured vehicles are added, those aged shall be disposed gradually.

Regarding the wireless communication, CSA currently adopts a shortwave radio communication system among the offices and, therefore, they have a lot of experiences in operation of the wireless. As CSA has an allotment of its own frequency and radio specialists handle the equipment, the wireless sets mounted on the trucks shall be satisfactorily operated and maintained.

Thus, CSA is highly capable of operation and maintenance of the equipment procured through this project.

Chapter 4 Project Evaluation and Recommendation

4-1 Project Effect

The objectives of the project are, among the various schedules of transportation, for CSA to achieve the transportation of foodstuff to the inland areas, whose access is gained by passing through the tough road in the desert, by getting an effective means

of transportation, and to increase the carring capacity of the road. It is impossible to execute the proper transportation of foodstuff to the inland areas by means of CSA's current fleet of trucks. In Mauritania, more than 75% of the land is a dessert and, in the inland area, it is likely, compared to the coastal area, that people meet a shortage of foodstuff and suffer from influence of drought or famine, and an emergency transportation of foodstuff is often requested. Out of CSA's current food supply plans, the preparation of the warehouses for preservation and stock of foodstuff is satisfactory both in Nouakchott and in local areas, but, as for the means of transportation of foodstuff, it has never been satisfactory. In 1993, the actual transportation volume of foodstuff to the inland area was 3,450,000 km·ton against the scheduled volume of 7,345,000 km.ton. The procurement of the transportation equipment through this project will make CSA establish a consistent system of transportation and stock of foodstuff, and be able to supply the foodstuff constantly to the inhabitant of the inland area. The number of the direct beneficiaries of this project is valued to 330,000 people, equivalent to approximately 15% of the population of the country. Consequently, the project will help not only prevent the local inhabitants to flow into the capital city as displaced persons but also encourage them to settle in the area, and, as it coincides with a fundamental plan of the national policy, it is indirectly beneficial to all the nationals of Mauritania.

4-2 Recommendation

Since a great deal of effect shall be expected through this project as mentiond in the preceding article and, at the same time the project shall make a great contribution to the improvement of the BHN of he inhabitants, confirmed is the appropriatenss to execute the project as a grant aid cooperation. Furthermore, it appears that the organization of the recipient country is well prepared both on the personnel and on the budget for the operation and maintenance of the project. However, the project shall be executed more smoothly and effectively if the following issues are taken into consideration.

1) Out of CSA's food supply systems, the preparation of the warehouses for preservation and stock of foodstuff has been satisfactorily established, and, through this project, the transportation system shall be established as well. Guaranteed by CSA are the assignment of the drivers, budget allocation for the fuel oil cost, etc., but it appears that the maintenance and repairing system for the vehicles is not satisfactorily prepared. It shall be the neccessary measures from now on for CSA to prepare the working system of maintenance and repairing through the employment of the proper number of mechanics, the preparation of tools and machines sufficient for the work, the construction of workshop and garage, etc.

2) the establishment of the working schedule of the vehicles and

the operation system to observe the schedule is also neccessary in order to utilize the equipment effectively. As the target areas of transportation are scattered in wide range and the contents of the transportation services are various, it may cause a loss of time and fuel unless the proper operation of vehicles be taken. Therefore, it is highly important to manage the effectively use of the trucks; those currently owned, newly procured through this project, and scheduled to be repaired by Italian aid; and the services to entrust to the private carrier, taking into account the overall schedule of the distribution of foodstuff.

1. Member List of the Survey Team

1. Toru KUBO
   Leader/Equipment Procurement and planning 1
   Technical Cooperation Management Department
   Japan international cooperation system

2. Hideaki KANAYAMA
   Equipment Procurement and planning 2
   Grant Aid Management Department
   Japan international cooperation system

3. Masahiro TANAKA
   Equipment Procurement and planning 3
   Grant Aid Management Department
   Japan international cooperation system

4. Shigehisa MIYAKE
   Interpreter
   Japan international cooperation center

2. Survey Schedule

No.	DATE	ITINERARY	STAY
1	Nov. 7(Tue)	12:15 Tokyo (JL405) - 16:55 Paris	Paris
2	Nov. 8(Wed)	16:45 Paris (AF400) - 21:35 Dakar	Dakar
3	Nov. 9(Thu)	Courtesy visit to Embassy and JICA/Survey on Local Distributors	Dakar
4	Nov.10(Fri)	Survey on Local Distributors	Dakar
5	Nov.11(Sat)	10:00 Dakar (RK364) - 10:55 Nouakchott,	Nouakchott
6	Nov.12(Sun)	Courtesy visit to CSA/MDP/ Discussion with CSA	Nouakchott
7	Nov.13(Mon)	Visit work shops/Discussion with CSA	Nouakchott
8	Nov.14(Tue)	Survey on Local Manufactures/Distributors	Nouakchott
9	Nov.15(Wed)	Survey on Local Manufactures/Distributors	Nouakchott
10	Nov.16(Thu)	Discussion with CSA/MDP	Nouakchott
11	Nov.17(Fri)	Date collection/ Site Survey (route of transportation)	Magutaruhaja
12	Nov.18(Sat)	Site Survey (route of transportation)	Tidjikja
13	Nov.19(Sun)	Site Survey (route of transportation)	Tidjikja
14	Nov.20(Mon)	Site Survey (route of transportation)	Tidjikja
15	Nov.21(Tue)	MA007/ Discussion with CSA	Nouakchott
16	Nov.22(Wen)	Discussion with CSA	Nouakchott
17	Nov.23(Thu)	Signing of Minutes of Discussion/Site Survey	Nouakchott
18	Nov.24(Fri)	Site Survey /19:40 Nouakchott (RK651) - 20:30 Dakar	Dakar
19	Nov.25(Sat)	Date collection	Dakar
20	Nov.26(Sun)	Date collection	Dakar
21	Nov.27(Mon)	Survey on Local Manufactures/Distributors	Dakar
22	Nov.28(Tue)	Report to Embassy and JICA, 23:40 Dakar (AF419) ---	-
23	Nov.29(Wed)	---06:20 Paris	paris
24	Nov.30(Thu)	19:25 Paris (JL406) ---	-
25	Dec. 1(Fri)	---15:15 Tokyo	

3. List of Party Concerned in the Recipient Country

Ministère du Plan

Mr.Mohamed El-Hassen Ould BOUKREISS Directeur Adjoint et Financement

Mr.Ahmed Ould Mohamedou LIMAM Responsable du Sujvi l'Aide Extérieure

Commissariat à la Sécurité Alimentaire

Mr.Boidiel Ould HOUMEID	Commissaire
Mr.Sidaty Ould TAR	Cimmissaire Adjoint
Mr.Mohamed Ahmed Ould DIDI	Directeur Administratif
Mr.Boheye CHEIKH	
Mr.Diop IDRISSA	
Mr.Diop SAIDOU	
Mr.Mohamed KAMARA	
Mr.Brahim Ould SALEH	
Mr.Ould AHMEDI	
Mr.Ould Cheikh Sid Ahmed ZEINI	
Mr.Haroune O.El HANEFI	
Mr.Mohamed Mahmoud Ould JEDOU	
Mr.Ahme Ould ZEIH	
Mr.Cheikh Ould MEDAH	
Mr.Ehel	

World Food Programme

Mr.Bienvenu DJOSSA	Diecteur Adjoint
Mr.Yahya OAhmed El WAGHF	Charge de programme
Mr.Ahmed OAbdel FETTAH	Charge de Programme

CODIMEX S.A.(TOYOTA)

Mr.Mohamed Tehbib O.Tid ETOMINE	Directeur Général

Mercedes Benz

Mr.Salikou DIALLO	Directeur Général Adjoint

SO.DI.A(MITSUBISHI)

Mr.Mohamed Ould FOULY	Directeur Général

Renault

Mr.Mohmoud SALEM	Directeur Général

4. Minutes of Discussion

Procès-verbal de la Discussion

Etude du Projet pour

Le Renforcement des Moyens de Transport

en République Islamique de Mauritanie

En réponse à la requête du Gouvernement de la République Islamique de Mauritanie, le Gouvernement du Japon a décidé d'exécuter par l'entremise de l'Agence Japonaise de Coopération Internationale (JICA) une étude du concept de base du Projet pour le Renforçement des Moyens de Transport (ci-après dénommé "le Projet").

La JICA a envoyé une mission en République Islamique de Mauritanie du 11 au 24 novembre 1995.

Après un échange de vues avec les autorités concernées du Gouvernement de la République Islamique de Mauritanie, la mission a effectué des études sur les lieux.

Sur la base de ces discussions et d'étude sur les lieux, les deux parties ont convenu de recommander les items principaux décrits en annexe ci-joints aux Gouvernements respectifs.

Fait à Nouakchott, le 23 novembre 1995.

Mr. Toru KUBO
Chef de Mission
Agence Japonaise de
Coopération Internationale

Mr. Mohamed Ahmed ould DIDI
Directeur Administratif
Commissariat à la Sécurité
Alimentaire

C.S.A. Administratif
Le Directeur

Pièce-jointe :

1 Objectif

L'objectif du Projet est la contribution au renforcement des capacités de transport de l'aide alimentaire en République Islamique Mauritanie par la fourniture de camions au Commissariat à la Sécurité Alimentaire (CSA).

2 Autorité compétente et organisation d'exécution pour le Projet.

-Commissariat à la Sécurité Alimentaire (C.S.A.)

3 Site du Projet

Le site proposé du Projet est mentionné à l'annexe-1.

4 Les items principaux requis par la partie Mauritanienne.

Suite aux diverses discussions, les items mentionnés à l'annexe-2 sont requis par la partie Mauritanienne.

Cependant les élements définitifs du Projet seront décidés après l'étude future.

5 Programme d'aide financière non-remboursable du Japon.

La partie Mauritanienne a compris le système d'aide financière non-remboursable du Gouvernement du Japon expliqué en annexe-3.

6 Programme d'étude future.

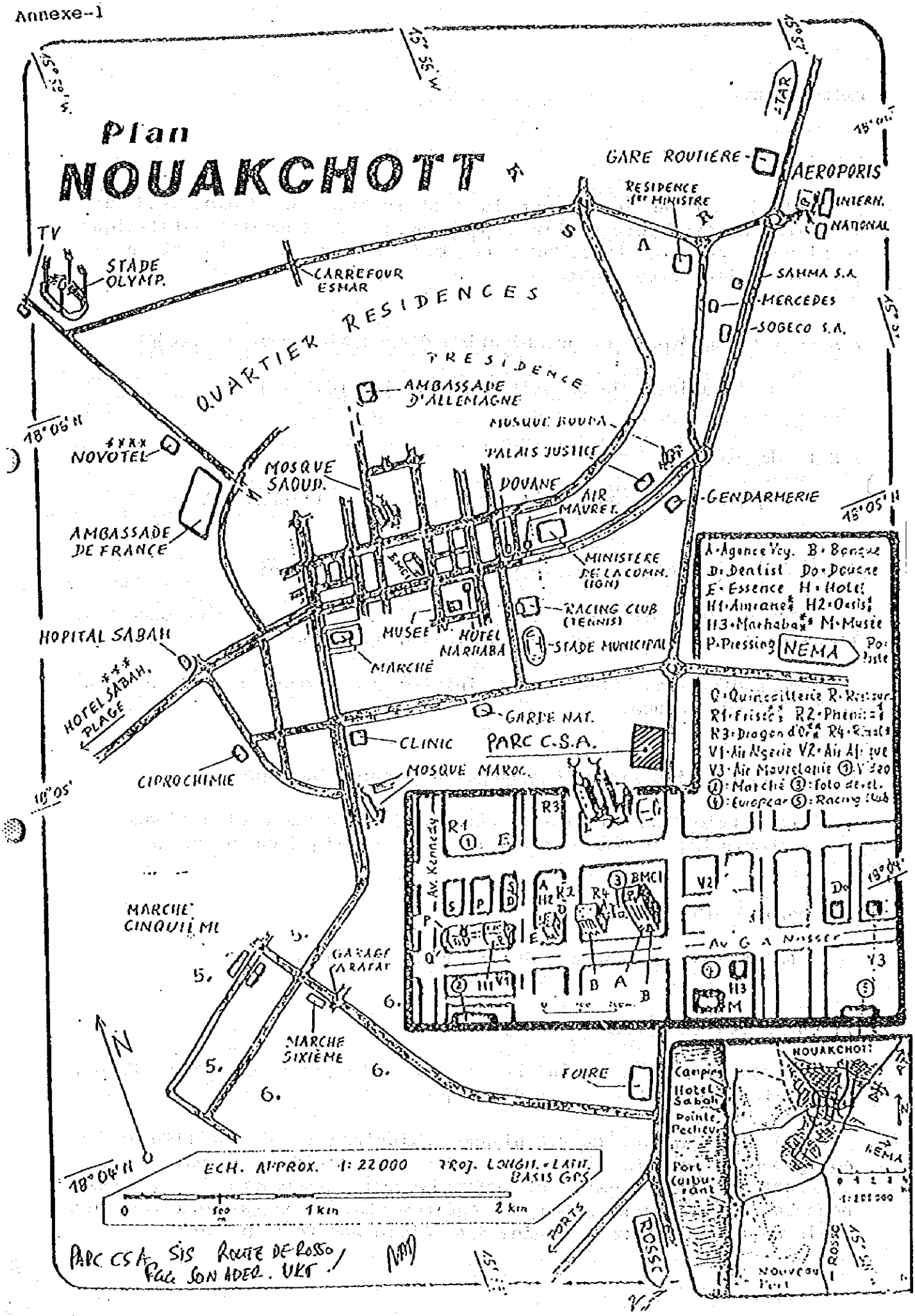
La mission procédera l'étude future au Japon.

7) Autre items relatifs au Projet.

1) La partie Mauritanienne allouera le personnel et le budget nécessaire pour l'exécution du Projet.

2) La partie Mauritanienne maintiendra et utilisera les équipements fournis dans le cadre de l'aide financière non-remboursable correctement et effectivement, assignera le personnel nécessaire pour l'entretien des équipements, et supportera tous les frais autres que ceux de l'aide financière non remboursable.

Annexe-1


Plan
NOUAKCHOTT
GARE ROUTIERE
AEROPORTS
INTERN.
NATIONAL
RESIDENCE 1er MINISTRE
TV
STADE OLYMP.
CARREFOUR ESMAR
QUARTIER RESIDENCES
RESIDENCE
SAHMA S.A.
MERCEDES
SOGECO S.A.
AMBASSADE D'ALLEMAGNE
MOSQUE ROUPA
PALAIS JUSTICE
NOVOTEL
MOSQUE SAOUD.
DOUANE
AIR MAURET.
GENDARMERIE
AMBASSADE DE FRANCE
MINISTERE DE LA COMM. (ION)
RACING CLUB (TENNIS)
HOPITAL SABAH
MUSEE
HOTEL MARHABA
STADE MUNICIPAL
MARCHE
HOTEL SABAH PLAGE
GARDE NAT.
CLINIC
PARC C.S.A.
MOSQUE MAROC.
CIPROCHIMIE
MARCHE CINQUIEME
GARAGE ARAFAT
MARCHE SIXIEME
FOIRE
NEMA
BMCI
Av. Kennedy
Av. G. A. Nasser
NOUAKCHOTT
Campus
Hotel Sabah
Pointe Pedieu
Port Carburant
Nouveau Port
ROSSO
PORTS
ECH. APPROX. 1:22000
PROJ. LONGIT.-LATIT. BASIS GPS
0 500 1 km 2 km
A-Agence Voy. B-Banque
D-Dentist Do-Douane
E-Essence H-Hotel
H1-Amrane H2-Oasis
H3-Marhaba M-Musée
P-Pressing
Q-Quincaillerie R-Restaurant
R1-Frisée R2-Phénicie
R3-Dragon d'Or R4-Rimal
V1-Air Algérie V2-Air Afrique
V3-Air Mauritanie
①-Marché ③-foto de el.
④-Europcar ⑤-Racing Club
PARC CSA SIS Route de Rosso Face SONADER. UKT

nnexe-2

Liste des items requis

) Première priorité

13 camions de 12 tonnes (6 x 6)

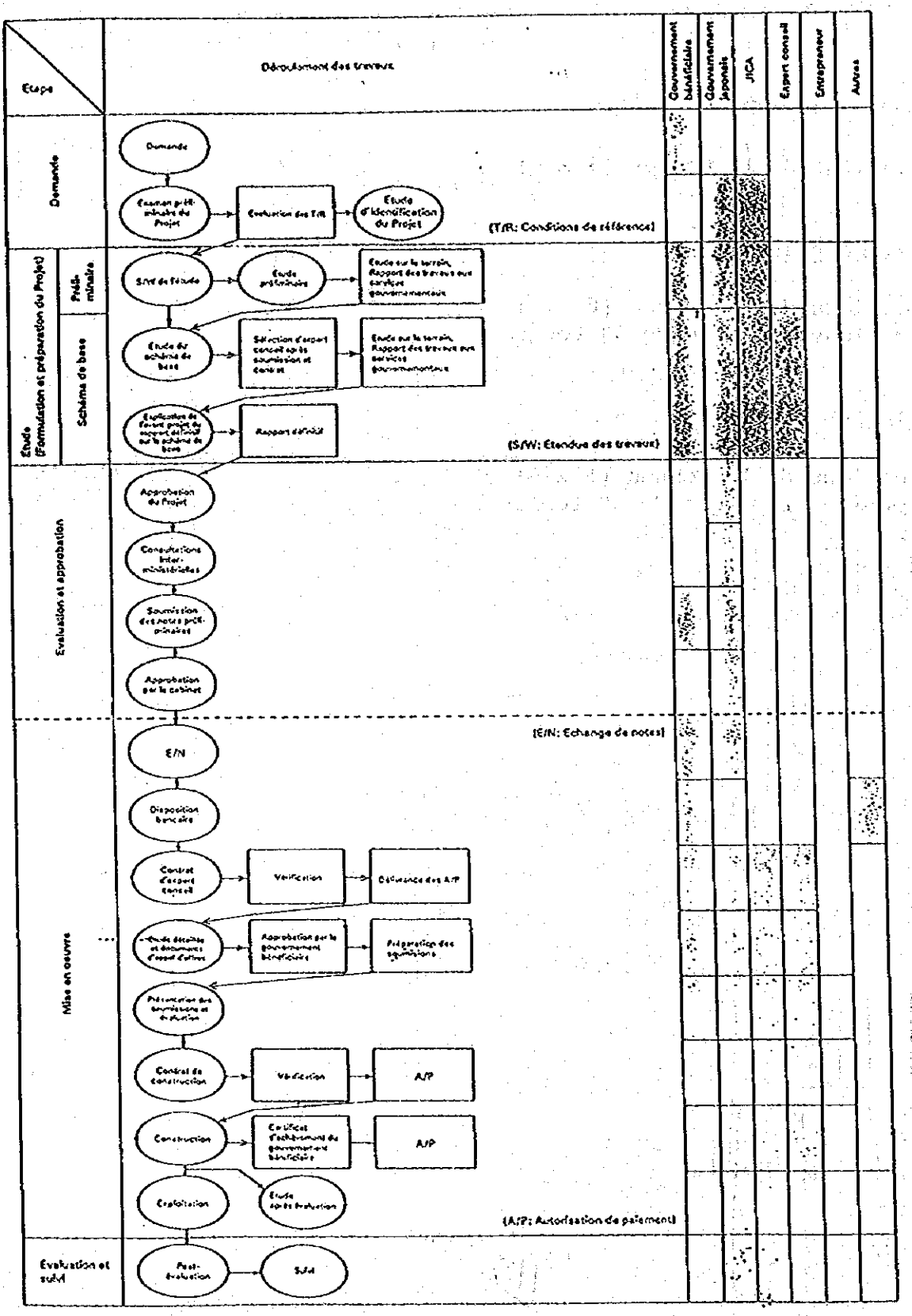
) Deuxième priorité

13 camions de 12 tonnes (6 x 6)
4 camions remorque de 30 tonnes

) Troisième priorité

18 camions de 12 tonnes (6 x 6)
4 camions remorque de 30 tonnes

ANNEXE 3 : Organigramme de la procédure de coopération financière non-remboursable du Japon



PROGRAMME D'AIDE FINANCIERE NON-REMBOURSABLE DU JAPON

1. Procédure de l'aide financière non-remboursable

Le programme d'aide financière non-remboursable est exécuté selon la procédure suivante.

1) Demande (requête effectuée par le pays bénéficiaire)
   Etudes (étude préliminaire/étude du concept de base effectuées par la JICA)
   Estimation et approbation (estimation par le gouvernement du Japon et approbation par le Conseil des ministres du Japon)
   Détermination de l'exécution (Echange de Notes entre les deux gouvernements)
   Exécution (Mise en oeuvre du Projet)

2) Lors de la première étape, la requête présentée par le pays bénéficiaire, est examinée par le gouvernement du Japon (Ministère des Affaires étrangères) afin de déterminer si elle est pertinente dans le cadre de l'aide financière non-remboursable. Au cas où il serait confirmé que la requête est prioritaire en tant que projet d'aide financière non-remboursable, le gouvernement du Japon demande à la JICA de procéder à une étude.

   Lors de la seconde étape, l'étude (étude du concept de base) est effectuée par la JICA ayant conclu un contrat avec une société de consultation japonaise chargée de l'exécution.

   Lors de la troisième étape (estimation et approbation), le gouvernement du Japon décide, sur la base du rapport d'étude du concept de base élaboré par la JICA, si le Projet convient au cadre de l'aide financière non-remboursable. Il est ensuite soumis pour approbation au Conseil des ministres.

   Lors de la quatrième étape (détermination de l'exécution), l'exécution du Projet approuvé par le Conseil des ministres

est officiellement déterminée par la signature de l'Echange de Notes entre les deux gouvernements.

Au fur et à mesure de l'exécution du Projet, la JICA accélèrera le processus d'exécution en apportant son soutien au pays bénéficiaire pour la procédure d'appel d'offres, les signatures des contrats et les autres opérations nécessaires.

2.Contenu de l'étude

1) Contenu de l'étude

Le but de l'étude (étude du concept de base) effectuée par la JICA est de fournir un document de base permettant de déterminer si un projet est exécutable ou non dans le cadre du Programme d'aide financière non-remboursable du Japon. Le contenu de l'étude est le suivant:

a) confirmer l'arrière-plan de la requête, les objectifs et les effets du Projet ainsi que les capacités de maintenance du pays bénéficiaire nécessaires à l'exécution du Projet

b) évaluer la pertinence de l'aide financière non-remboursable du point de vue technologique et socio-économique

c) confirmer le concept de base du plan convenu après discussions entre les deux parties

d) préparer un plan de base du Projet

e) estimer les coûts du Projet

Le contenu de la requête n'est pas obligatoirement approuvé en tant que contenu de l'aide financière non-remboursable. Le concept de base du Projet doit être confirmé par rapport au cadre d'aide financière non-remboursable du Japon.

Le gouvernement du Japon demande au gouvernement du pays bénéficiaire de prendre toutes les mesures qui pourraient s'avérer pour assurer son indépendence lors de l'exécution du Projet. Ces mesures doivent être garanties même si elles n'entrent pas dans la juridiction de l'organisme du pays bénéficiaire en charge de l'exécution du Projet. Par conséquent, l'exécution du Projet doit être confirmée par

toutes les organisations concernées du pays bénéficiaire par la signature des minutes des discussions.

2) Sélection des consultants

En vue de la bonne exécution du Projet, la JICA effectue une sélection parmi les consultants enregistrés auprès de la JICA après avoir procédé à un examen des propositions soumises par ces derniers. Le consultant sélectionné procède à l'étude du plan de base et élabore le rapport sur la base des références fournies par la JICA.

A l'étape de conclusion du contrat entre le consultant et le pays bénéficiaire après l'Echange de Notes, la JICA recommande le même consultant que celui qui a participé à l'étude du concept de base afin d'assurer une cohérence technique entre l'étude du concept de base et le plan détaillé et d'éviter tout délai indu provoqué par la sélection d'un autre consultant.

3. Plan de l'aide financière non-remboursable du Japon

1) Qu'est qu'une aide financière non-remboursable?

Le Programme d'aide financière non-remboursable accorde au pays bénéficiaire des fonds non-remboursables qui permettront de fournir les installations, les équipements et les services (main d'oeuvre ou transport, etc.) pour le développement socio-économique du pays, selon les principes suivants et conformément aux lois et réglementations afférentes du Japon. L'aide financière non-remboursable n'est pas effectuée sous forme de don en nature au pays bénéficiaire.

2) Echange de Notes(E/N)

L'aide financière non-remboursable du Japon est accordée conformément aux Notes échangées entre les deux gouvernements et dans lesquelles sont confirmés, entre autres, les objectifs, la durée, les conditions et le montant de l'aide.

3) La "durée de l'aide" s'inscrit dans l'année fiscale dans

laquelle le Conseil des ministres a approuvé le Projet. Toutes les procédures d'aide, Echange de Notes, conclusion des contrats avec le consultat et le contractant et paiement final à ceux-ci, doivent être achevées durant cette année fiscale.

Toutefois, en cas de retard lors de la livraison, de l'installation ou de la construction due à des éléments incontrôlables tels que les conditions météorologiques, la durée de l'aide financière non-remboursable pourra être prolongée d'une année fiscale supplémentaire après accord entre les deux gouvernements.

4) L'aide doit être en principe réservée exclusivement à l'achat de produits provenant du Japon ou du pays bénéficiaire, et aux services des ressortissants japonais ou du pays bénéficiaire. Le terme "ressortissant japonais" signifie les personnes physiques japonaises ou les personnes morales japonaises dirigées par des personnes physiques japonaises.

Lorsque les deux gouvernements le jugent nécessaire, l'aide financière non-remboursable peut être utilisée pour les produits ou les services tel que le transport d'un pays tiers (autre que le Japon ou le pays bénéficiaire).

Toutefois, dans le cadre de l'aide financière non-remboursable, les principaux contractants, à savoir le consultant, l'entrepreneur et la société de commerce nécessaires à l'exécution de l'aide doivent en principe être exclusivement des ressortissants japonais.

5) Nécessité de la vérification

Le gouvernement du pays bénéficiaire ou son représentant autorisé concluera les contrats en Yen japonais avec les ressortissants japonais. Ces contrats seront vérifiés par le gouvernement du Japon. Cette vérification est nécessaire car les fonds de l'aide financière non-remboursable proviennent des taxes des citoyens japonais.

6) Dispositions à prendre par le gouvernement du pays bénéficiaire

Lors de l'exécution de l'aide financière non-remboursable, le pays bénéficiaire devra prendre les dispositions suivantes:

(1) Acquérir, dégager et niveler le terrain nécessaire pour les sites du Projet, avant le commencement des travaux de construction,

(2) Assurer les installations de distribution d'électricité, d'approvisionnement et d'évacuation des eaux ainsi que les autres utilités nécessaires à l'intérieur et aux alentours du site,

(3) Prévoir les bâtiments nécessaires avant les travaux d'installation dans le cas où le Projet consiste à fournir des équipements,

(4) Prendre en charge la totalité des dépenses et l'exécution rapide du déchargement, du dédouannement dans le port de débarquement et le transport terrestre des produits achetés dans le cadre de l'aide financière non-remboursable,

(5) Exonérer les ressortissants japonais de droits de douane, taxes intérieures et ou autres levées fiscales imposées dans le pays bénéficiaire eu égard à la fourniture des produits et des services spécifiés dans les contrats vérifiés,

(6) Accorder aux ressortissants japonais dont les services pourraient être requis en relation avec la fourniture des produits et des services spécifiés dans les contrats vérifiés, toutes les facilités nécessaires pour leur entrée et leur séjour dans le pays bénéficiaire pour l'exécution des travaux.

(7) "Usage adéquat"

Le pays bénéficiaire est requis d'entretenir et d'utiliser les installations construites et les équipements achetés dans le cadre de l'aide financière non-remboursable de manière adéquate et efficace et de désigner le personnel nécessaire pour le functionnement et la maintenance ainsi que de prendre

en charge toutes les dépenses autres que celles couvertes par l'aide financière non-remboursable,

(8) "Réexportation"

Les produits achetés dans le cadre de l'aide financière non-remboursable ne doivent pas être réexportés à partir du pays bénéficiaire.

(9) Arrangement bancaire(A/B)

a) Le gouvernement du pays bénéficiaire ou son représentant autorisé devra ouvrir un compte à son nom dans une banque de change agréée au Japon (ci-après dénommée la "Banque"). Le gouvernement du Japon exécutera l'aide financière non-remboursable en procédant aux paiements en Yen japonais pour couvrir les obligations du gouvernement du pays bénéficiaire ou de son représentant outorisé conformément aux contrats vérifiés.

b) Les paiements seront effectués lorsque les demandes de paiement seront présentées par la Banque au gouvernement du Japon conformément à l'Autorisation de Paiement émise par le gouvernement du pays bénéficiaire ou de son représentant autorisé.

JICA