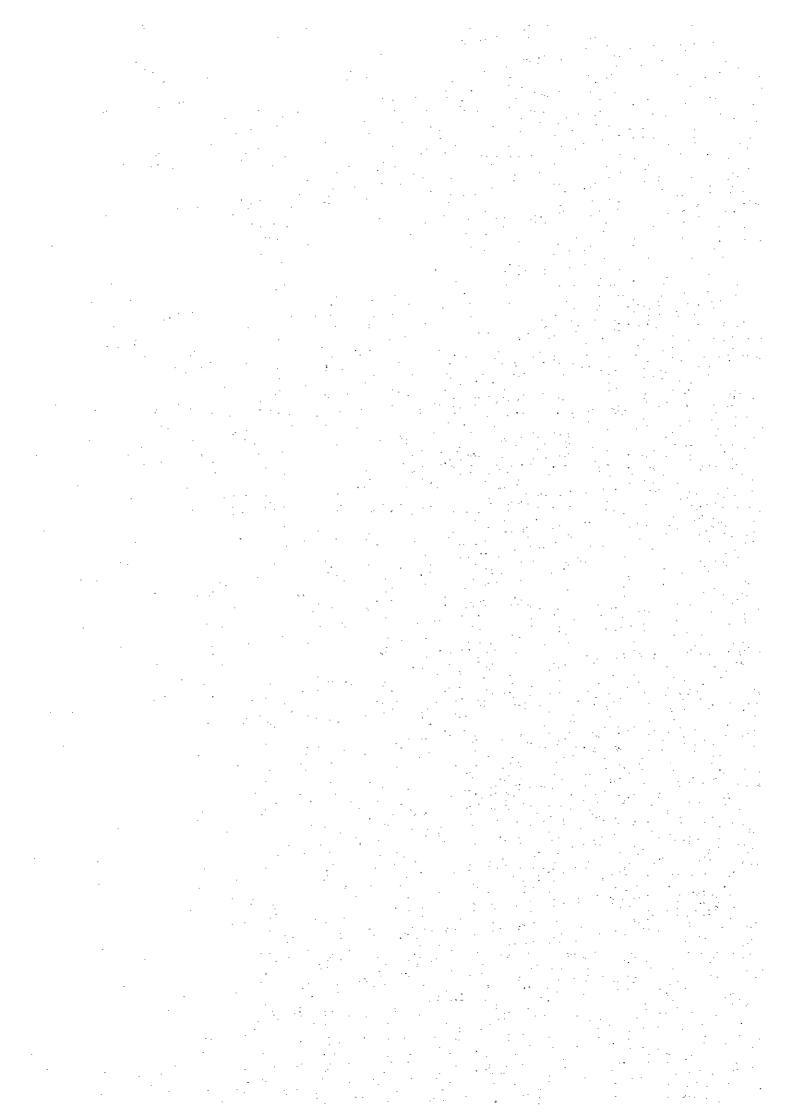
APPENDICES:

- 1. Member List of the Survey Team
 - 1-1. Member List (Field Survey)
 - 1-2. Member List (Consultation on Draft Report)
- 2. Survey Itinerary
 - 2-1. Survey Itinerary (Field Survey)
 - 2-2. Survey Itinerary (Consultation on Draft Report)
- 3. List of Persons Met
- 4. Minutes of Discussion
 - 4-1. Minutes of Discussion (Field Survey)
 - 4-2. Minutes of Discussion (Consultation on Draft Report)
- 5. Other relevant data
 - 5-1. Comparison table of Vessel's Contribution (1999)
 - 5-2. Operation Revenue Plan of the Plan Vessel



APPENDIX - 1 MEMBER LIST OF THE SURVEY TEAM

1-1 Member List (Field Survey)

FUNCTION	NAME	ORGANIZATION
Team Leader	Nobuhiko Hanazato	Second Project Study Division, Grant Aid Project Study Department, JICA.
Technical Advisor	Hideyuki Minamoto	International Affairs Office, Shipping Division, Maritime Technology & Safety Bureau, Ministry of Transport
Chief Consultant	Kuniaki Takahashi	Fisheries Engineering Co., Ltd.
Naval Architect	Toyonori Watanabe	Fisheries Engineering Co., Ltd.
Electric Mechanical Engineer	Akio Yamada	Fisheries Engineering Co., Ltd.
Procurement Planner	Kanji Yoshimi	Fisheries Engineering Co., Ltd.

1-2 Member List (Consultation on Draft Report)

FUNCTION	NAME	ORGANIZATION
Leader	Tetu Umenaga	Second Project Study Division, Grant Aid Project Study Department, JICA
Technical Advisor	Hiroyuki Irie	Grant Aid Division, Economic Cooperation Bureau, Ministry of Foreign Affairs
Chief Consultant	Kuniaki Takahashi	Fisheries Engineering Co., Ltd.
Naval Architect	Toyonori Watanabe	Fisheries Engineering Co., Ltd.
Procurement Planner	Kanji Yoshimi	Fisheries Engineering Co., Ltd.

APPENDIX - 2 Survey Itinerary

2-1 Survey Itinerary (Field Survey)

		ACTIVITIES	
	Mr. Hanazato		Mr. Yamada
ļ	1		Mr. Yoshimi
Mar. 8(Sat)		<u> </u>	
Mar. 9(Sun)	ļ		
Mar 10(Mon)	Visit to Minister of Fin:	ance Ministry of Transport Meeting with	UCA office in Samo
11157: 15(1101)		mee, anniety of transporte breeing wan	near cure in banc
Mar. H(Tue)		asina and Workshop of WSSC	
	Discussion with WSSC. V	isit to Ministry of Foreign Affairs	
Mas. 12(Wed)	Survey on M/V Lady Sam	03. Round trip between Mulifanua and Salelole	oga.
ļ 	Survey about M/V Queen	Salamasina (Cargo and passenger landing conc	lition)
Mar. 13(Thu)	Discussion with WSSC.		
Mar. 14(Fri)	Drafting and signing of M		nsport and JICA office
Mar. 15(Sat)	Lv. Apia	Discussion within the study team	
Mar. 16(Sun)	Ar. Oakland	Information and data analysis, Discussion wit	hin the study team
Mar. 17(Mon)	Visit to embassy of Japan	<u> </u>	ly Samoa at Mulifanua
Mar 10/Turn	L. Oakland		
Mai. 10(10c)	,		/stanoha Mr. Yamada
Mac 19(Wed)	At. Nanta		atanabe. Mr. Tamada
112.17(110)		· -	
Mar. 20(Thu)			PagoPago Harbor
		Move from PagoPago to Apia by air	
Mar. 21(Fri)		Discussion with WSSC, Information and da	ta collection
Mar. 22(Sat)		Data analysis	
Mar. 23(Sun)		Discussion within the study team	
Mar. 24(Mon)		Discussion with WSSC	Lv. Apia
Mar. 25(Tue)		Discussion with WSSC,	Ar. Oakland
Mar. 26(Wed)			LV. Oakland
25(1160)			Ar. Narita
Mar. 27(Thu)		Discussion with WSSC,	
· · · · ·		Information and data collection	
Mar. 28(Fri)		Information and data collection	
Mar. 29(Sat)		Lv. Apia]
Mar. 30(Sun)		Ar. Oakland	
Mar. 31(Mon)		Report to Embassy of Japan (Mr. Takahashi)	
Aphi I(Tue)		Lv. Oakland Ar. Narita	1
	Mar. 8(Sat) Mar. 9(Sun) Mar. 10(Mon) Mar. 11(Tue) Mar. 12(Wed) Mar. 13(Thu) Mar. 15(Sat) Mar. 16(Sun) Mar. 17(Mon) Mar. 17(Mon) Mar. 19(Wed) Mar. 20(Thu) Mar. 21(Fri) Mar. 22(Sat) Mar. 23(Sun) Mar. 25(Tue) Mar. 26(Wed) Mar. 27(Thu) Mar. 28(Fri) Mar. 29(Sat) Mar. 30(Sun) Mar. 30(Sun)	Mr. Hanazato Mr. Minamioto Mar. 8(Sat) Mr. Hanazato (* * Ar. Api Mr. Yoshimi (* Lv. Narita Mar. 9(Sun) Discussion within the stud Mar. 10(Mon) Visit to Ministry of Fina Discussion with WSSC Mar. 11(Tue) Visit to M/V Queen salam Discussion with WSSC. V Mar. 12(Wed) Survey on M/V Lady Sam Survey about M/V Queen Mar. 13(Tbu) Discussion with WSSC. Mar. 14(Fri) Drafting and signing of M. Mar. 15(Sat) Lv. Apia Mar. 16(Sun) Ar. Oakland Mar. 17(Mon) Visit to embassy of Japan Mar. 18(Tue) Lv. Oakland Ar. Narita Mar. 19(Wed) Mar. 21(Fri) Mar. 22(Sat) Mar. 23(Sun) Mar. 25(Tue) Mar. 26(Wed) Mar. 27(Thu) Mar. 29(Sat) Mar. 30(Sun) Mar. 31(Mon)	DATE Mr. Hanazato Mr. Takahashi Mr. Watanabe Mr. Hanazato Mr. Hanazato Mr. Hanazato Mr. Apia Mr. Minamoto, Mr. Takahashi, Mr. Voshimi (Lv. Narita → Ar. Apia) Mr. Hanazato (* Ar. Apia) Mr. Minamoto, Mr. Takahashi, Mr. Voshimi (Lv. Narita → Ar. Apia) Mr. 10(Mon) Discussion within the study team Mar. 10(Mon) Visit to Ministry of Finance, Ministry of Transport, Meeting with Discussion with WSSC Mar. Hi(Tue) Visit to Ministry of Foreign Affairs Survey on MrV Lady Samoa, Round trip between Mulifanua and Salelole Survey about MrV Queen Salamasina (Cargo and passenger landing cond Mar. 13(Tbu) Discussion with WSSC. Mar. 14(Fri) Drafting and signing of Minutes of Discussion, Report to Minister of Tra Mar. 15(Sat) Lv. Apia Discussion within the study team Mar. 16(Sun) Ar. Oakland Information and data analysis, Discussion with Mar. 17(Mon) Visit to embassy of Japan Maintenance condition survey about MrV Latharbor Mar. 18(Tue) Lv. Oakland Visit to Marine Training Center Questionnarie from Apia to PagoPago (Mr. W Ar. Narita Questionnarie from Apia to PagoPago (Mr. W Ar. 19(Wed) Discussion with WSSC Information and data on Discussion with WSSC Information and data collection Discussion with WSSC Discussion with WSSC Discussion with WSSC Discussion with WSSC Discu

WSSC: Western Samoa Shipping Corporation Ltd.

USCG: :United States Coast Guard

2-2 Survey Itinerary (Consultation of Draft Report)

DAY	DATE	ACHVIHES
		Mr. Umenaga, Mr. Irie, Mr. Takahashi, Mr. Watanabe, Mr. Yoshimi
į	May 25(Sun)	Lv. Narita Ar. Apia
2	May 26(Mon)	Meeting with JICA office in Samoa, Visit to Ministry of Foreign Affairs, Ministry of Transport and Ministry of Finance, Discussion with WSSC
3	May 27(Tue)	Visit to Apia harbor, Visit to M/V Queen Salamasina and Workshop of WSSC Discussion with WSSC
4	May 28(Wed)	Discussion with WSSC Discussion on draft of Minutes of Discussion
5	May 29(Thu)	Drafting and signing of Minutes of Discussion Visit to Minister of Transport
6	May 30(Fri)	Report to JICA office in Samoa
7	May 31(Sat)	Lv. Apia
8	Jun. 1(Sun)	Ar. Oakland
9	Jun. 2(Mon)	Report to Embassy of Japan
10	Jun. 3(Tue)	Lv. Oakland → Ar. Narita

NAME	FUCTION
Ministry of Transport	
Hon. HANS JOACHIM KEIL	Minister of Transport
Mr. VA'AELUA NOFO VA'AELUA	Secretary for Transport
Mr. MASELINO SITAGATA TOMINIKO	Assistant Secretary, Marine Division, Ministry of
	Transport
Mr. EPA TUIOTI	Financial Secretary, The Treasury
Ministry of Foreign Affairs	
Mr. MOSE POUVI SUA	Secretary, Ministry of Foreign Affairs
Ms. NOUMEA SIMI	Head of Economic Aid Section, Ministry of Foreign Affairs
Ministry of Finance	
Mr. IULAI LAVEA	Acting Assistance Secretary, Treasury Department
Mr. MOSE ASANI	Chief Aid & Debt Management Officer, Treasury
	Department
Ministry of Posts and	
Telecommunication	
Mr. ASAMU E. AH SAM	Assistant Director, Telecommunications, Post &
	Telecommunication Department
Western Samoa Shipping Corporation Ltd.	
Mr. RAY BANCROFT	Chief Executive, WSSC
Mr. Capt.PETER BORCIC	Maritime Consultant, Ministry of Transport
Mr. OLOIALII KOKI TUALA	Assistant General Manager, WSSC
Mr. WILLIE NANSEN	Chief Accountant, WSSC
Mr. SAMOA GAGAEOLO TAFA	Maintenance Planner, WSSC
Mr. FALA ANAMANI	Operations Manager, WSSC
Mr. FAAFETAI FAAMATUAINU	Captain, M/V "Queen Salamasina" WSSC
Mr. TUPUAI SOFI	Captain, MVV "Lady Samoa II" WSSC
Mr. LAUFILI MAMOE	Workshop Manager, WSSC
Mr. FATU JOE LAFOAI	Acting Principal, Marine Training Center
United States Coast Guard	
Mr. LT JAMES B. PRUETT	Supervisor, USCG Marine Safety Detachment, American Samoa
Pago Pago Harbor branch office	
Mr. FAAAUAA RETUFEIU ELISAY	Port Administration, American Samoa
Shipyard, Agent etc.	
Mr. ARNOLD A.(SKIP) WALKER	General Manager, South West Marine Inc., American Samoa
Mr. BEN SOLAITA	Marketing Director, South West Marine Inc., American Samoa
Mr. DAVID T. AH SUE	General Manager, Polynesia Shipping Services Inc., American Samoa
Mr. RUDY ZIMMER	Honor Marine South Pacific, American Samoa

NAME	FUCTION
Mr. Tetsuya Endo	Ambassador, Embassy of Japan in NewZealand
Hon. TUPUA' FREDERICK WETZELL	Honorary Consul General of Japan
Mr. Masahiko Suneya	First Secretary, Embassy of Japan in NewZealand
Mr. Hiroyuki Imai	Third Secretary, Embassy of Japan in NewZealand
Mr. Hidetosi Takama	Resident Representative, Samoa Office Japan International Cooperation Agency (JICA)
Mr. Yutaka Fukase	Assistant Resident Representative, Samoa Office JICA
Mr. Yasumasa Gotou	HCA Expert, WSSC
Mr. Masao Koide	JICA Expert, Marine Training Center
Mr. Yukio Matsuda	JICA Expert, Marine Training Center
Mr. Mitsuo Kobayashi	JOCV (Electric Machinery) 、WSSC Workshop

APPENDIX - 4 Minutes of Discussion

4-1. Minutes of Discussion (Field Survey)

MINUTES OF DISCUSSIONS ON

THE BASIC DESIGN STUDY

ON

THE PROJECT FOR CONSTRUCTION OF THE INTER-ISLANDS NAVIGATION VESSEL

IN

WESTERN SAMOA

In response to a request from the Government of Western Samoa (hereinafter referred to as "GWS"), the Government of Japan decided to conduct a Basic Design Study on the Project for Construction of the Inter-Islands Navigation Vessel (hereinafter referred to as "the Project") in Western Samoa, and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Western Samoa the Basic Design Study Team (hereinafter referred to as "the Study Team") headed by Mr.Nobuhiko HANAZATO, Second Project Study Division, Grant Aid Project Study Department, JICA, which is scheduled to stay in the country from March 8 to April 1, 1997.

The Study Team held a series of discussions with the concerned officials of GWS.

As a result of discussions, both parties have confirmed the main items described on the attached sheets.

Apia, March 14, 1997

Nobuhiko HANAZATO

Leader

Study Team

JICA

Va'aelua Nofo Va'aelua

Secretary for Transport

Ministry of Transport

Government of Western Samoa

Ray Bancroft

Chief Executive

Western Samoa Shipping Corporation Ltd.

ATTACHMENT

1. OBJECTIVE

The objective of the Project is to construct an inter-islands vessel which will replace existing vessel, namely Queen Salamasina not able to cope with the current and future requirements due to her age and damage caused by the past usage and cyclone devastation, to operate the most important navigational route for Western Samoa connecting Apia with Mulifanua, Salelologa and Pagopago. By ensuring stable and efficient public transportation between the two countries, more lively interchange of people as same nation and active economic development and social welfare shall be enhanced.

2. PROJECT IMPLEMENTING AGENCY

Ministry of Transportation is responsible for administration of the Project. The Western Samoa Shipping Corporation (hereinafter referred to as "WSSC") is responsible for execution of the Project.

3. PORTS & ROUTES OF SERVICE

Ports and routes of service of the vessel are shown in Annex-1.

Annex-1 a: Port of Apia

Annex-1 b : Port of Mulifanua

Annex-1 c : Port of Salelologa

Annex-1 d : Port of Pagopago

Annex-1 e: Routes of Service

4. MAJOR ITEMS REQUESTED BY GWS SIDE

After a series of discussions, a vessel to suit the design criteria listed in Annex-2 is finally requested by GWS side. However, the specification of the vessel to be covered under the Project will be subject to the further studies.

5. JAPANESE GRANT AID PROGRAMME

The GWS side has understood the system of Japanese Grant Aid Programme explained in Annex-3.

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6. NECESSARY MEASURES TO BE TAKEN BY GWS SIDE

GWS will take necessary measures, described in Annex-4 for smooth implementation of the Project, on condition that the Grant Aid by the Government of Japan is extended to the Project.

7. FURTHER SCHEDULE OF THE STUDY

- 1) The Study Team will proceed to further studies in Western Samoa until March 29, 1997.
- 2) Based on the results of the analysis and discussions in Japan, JICA will prepare the Draft Basic Design Report and dispatch a team in the end of May 1997 in order to explain and confirm the contents of the Basic Design.
- 3) JICA will complete the Basic Design Report and forward it to GWS by August 1997.

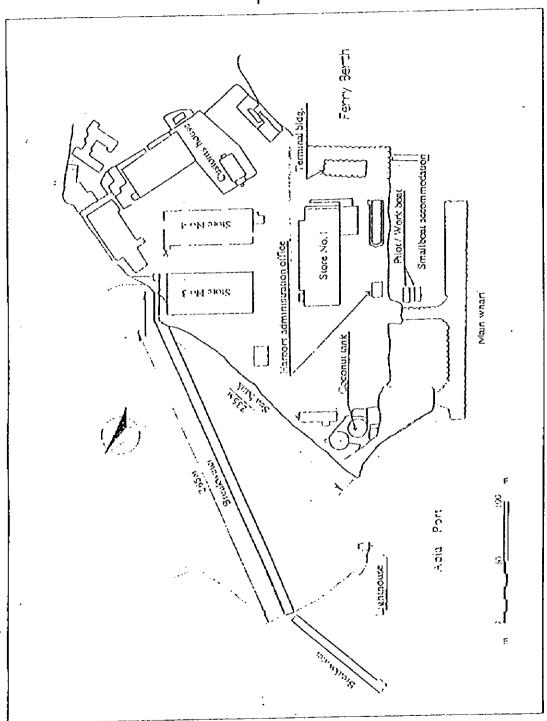
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PORTS & ROUTES OF SERVICE

Annex-La: Port of Apia

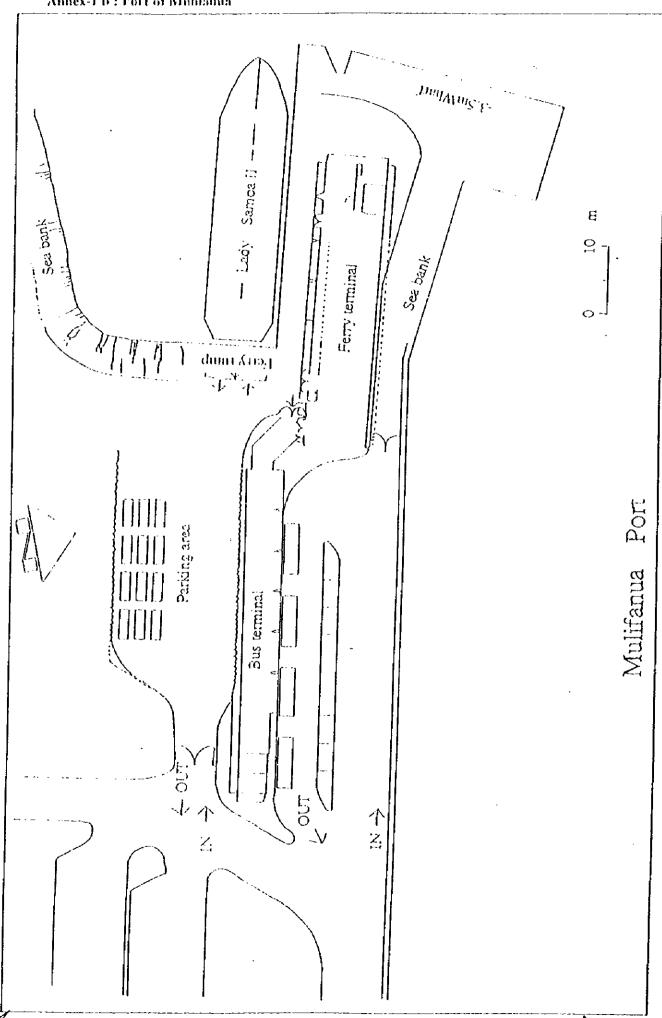


Apia Port

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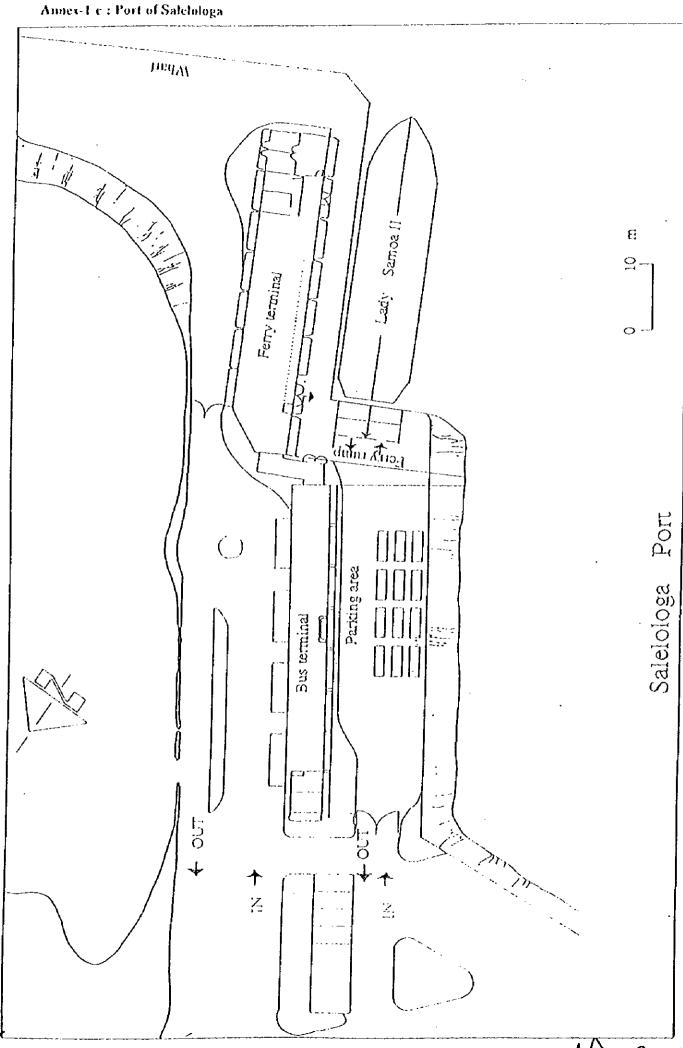
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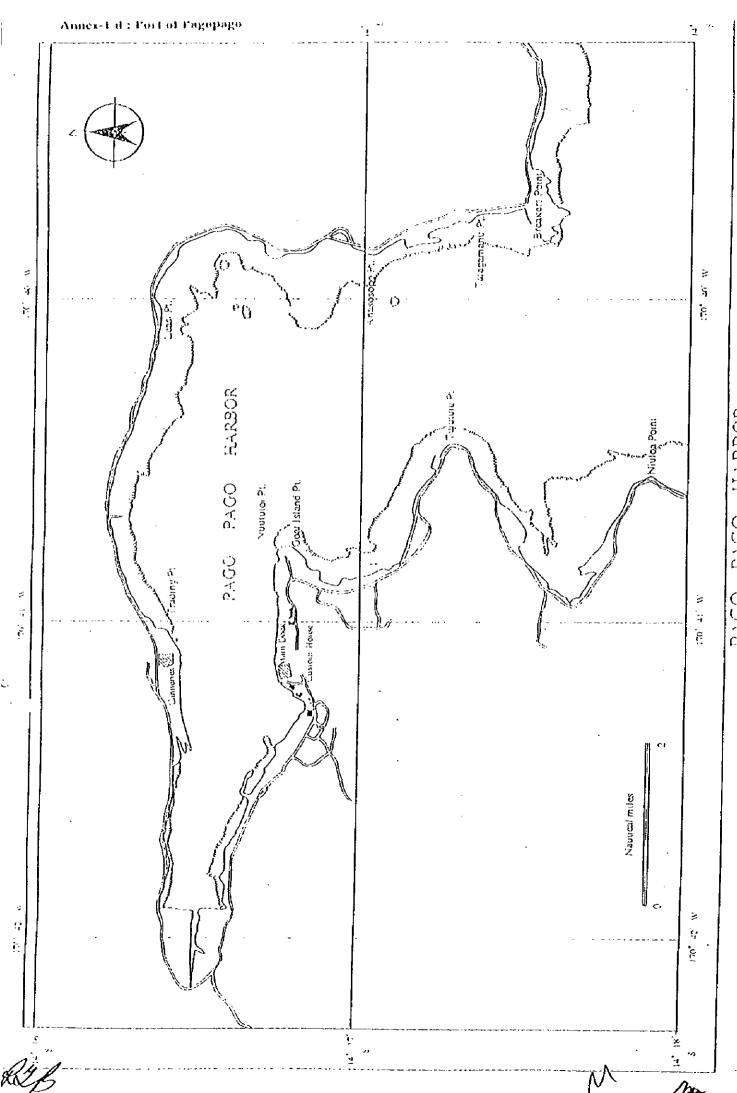
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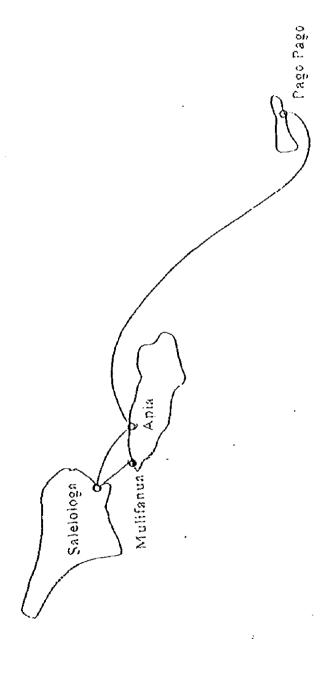
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ROUTES OF SERVICE



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ANNEX 2

Design Criteria of the Vessel requested by GWS side

1. PORTS OF SERVICE

Ports of service of the vessel are Port of Apia, Port of Mulifanua, Port of Salelologa and Port of Pagopago.

2. Vessel's Type

The vessel shall be a Ro/Ro type Passenger Ship engaging Short International Voyage.

 International Conventions, Rules, and Regulations to be complied with the vessel design of the Project.

The Vessel shall comply with the following international conventions, rules and regulations including their amendments.

International Conventions of Safety of Life at Sea, 1974 (SOLAS 1974)

International Conventions of Load Line, 1966 (ICLL)

International Conventions of Preventing Collision at Sea, 1972 (COLREG)

International Conventions of Tonnage Measurement of Ships, 1969 (TM69)

International Conventions of Preventing Pollution from Ships, 1973 (MARPOL)

Annex I, Annex 4 and Annex 5

Regulations by the United States Coast Guard for calling Pagopago Port

South Pacific Maritime Code

Western Samoa Shipping Act

4. Gross Tonnage

Gross Tonnage of the vessel shall be less than 1,000 GT.

5. Draft

Draft of the vessel shall be less than 2.4 m, based on the existing conditions of the posts of service.

6. Length overall

Length overall of the vessel shall be approx. 46 m. However, the length overall of the vessel shall be subject to the further study.

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ANNEX 3

Japan's Grant Aid Scheme

1. Grant Aid Procedures

1) Japan's Grant Aid Program is executed through the following procedures.

Application (Request made by a recipient country)

Study (Basic Design Study conducted by JICA)

Appraisal & Approval (Appraisal by the Government of Japan and Approval by Cabinet)

Determination of (The Notes exchanged between the Governments of Japan and the

Implementation recipient country)

2) Firstly, the application or request for a Grant Aid project submitted by a recipient country is examined by the Government of Japan (the Ministry of Foreign Affairs) to determine whether or not it is eligible for Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA (Japan International Cooperation Agency) to conduct a study on the request.

Secondly, JICA conducts the study (Basic Design Study), using (a) Japanese consulting firm(s).

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Program, based on the Basic Design Study report prepared by JICA, and the results are then submitted to the Cabinet for approval.

Fourthly, the project, once approved by the Cabinet, becomes official with the Exchange of Notes signed by the Governments of Japan and the recipient country.

Finally, for the implementation of the project, JICA assists the recipient country in such matters as preparing tenders, contracts and so on.

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2. Basic Design Study

1) Contents of the Study

The aim of the Basic Design Study (hereafter referred to as "the Study"), conducted by JICA on a requested project (hereafter referred to as "the Project") is to provide a basic document necessary for the appraisal of the Project by the Japanese Government. The contents of the Study are as follows:

- a) Confirmation of the background, objectives, and benefits of the requested Project and also institutional capacity of agencies concerned of the recipient country necessary for the Project's implementation.
- b) Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, social and economic point of view.
- c) Confirmation of items agreed on by both parties concerning the basic concept of the Project.
- d) Preparation of a basic design of the Project

e) Estimation of costs of the Project

The contents of the original request are not necessarily approved in their initial form as the contents of the Grant Aid project. The Basic Design of the Project is confirmed considering the guidelines of Japan's Grant Aid Scheme.

The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure 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 organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

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2) Selection of Consultants

For smooth implementation of the Study, JICA uses (a) registered consultant firm(s). JICA select (a) firms(s) based on proposals submitted by interested firms. The firm(s) selected carry(ies) out a Basic Design Study and write(s) a report, based upon terms of reference set by JICA. The consulting firm(s) used for the Study is(are) recommended by JICA to the recipient country to also work on the Project's implementation after the Exchange of Notes, in order to maintain technical consistency and also to avoid any undue delay in implementation should the selection process be repeated.

3. Japan's Grant Aid Scheme

1) What is Grant Aid?

The Grant Aid Program provides a recipient country with non-reimbursable funds to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for economic and social development of the country under principles in accordance with the relevant laws and regulations of Japan. donation of materials as such.

2) Exchange of Notes (E/N)

Japan's Grant Aid is extended in accordance with the Notes exchanged by the two Governments concerned, in which the objectives of the Project, period of execution, conditions and amount of the Grant Aid, etc., are confirmed.

3) "The period of the Grant Aid" means the one fiscal year which the Cabinet approves the Project for. Within the fiscal year, all procedures such as exchanging of the Notes, concluding contracts with (a) consultant firm(s) and (a) contractor(s) and final payment to them must be completed. However in case of delays in delivery, installation or construction due to unforeseen factors such as weather, the period of the Grant Aid can be further extended for a maximum of one fiscal year at most by mutual agreement between the two Governments.

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4) Under the Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased.

When the two Governments deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country.

However the prime contractors, namely, consulting, constructing and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

5) Necessity of "Verification"

The Government of recipient country or its designated authority will conclude contracts denominated in Japanese yen with Japanese nationals, whose contracts shall be verified by the Government of Japan. This "Verification" is deemed necessary to secure accountability to Japanese taxpayers.

6) Undertakings required of the Government of the Recipient Country

In the implementation of the Grant Aid project, the recipient country is required to undertake such necessary measures as the following.

- (1) To secure land necessary for the sites of the Project and to clear, .level and reclaim the land prior to commencement of the construction.
- (2) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites.
- (3) To secure buildings prior to the procurement in case the installation of the equipment.
- (4) To ensure all the expenses and prompt execution for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid.
- (5) To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which will be imposed in the recipient country with respect to the supply of the products and services under the Verified Contracts.

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(6) To accord Japanese nationals whose services may be required in connection with the supply of the products and services under the Verified contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

(7) "Proper Use"

The recipient country is required to maintain and use the facilities constructed and equipment purchased under the Grant Aid properly and effectively and to assign staff necessary for this operation and maintenance as well as to bear all the expenses other than those covered by the Grant Aid.

(8)"Re-export"

The products purchased under the Grant Aid should not be re-exported from the recipient country.

(9) Banking Arrangements (B/A)

- a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in an authorized foreign exchange bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the Verified Contracts.
- b) The payments will be made when payment requests are presented by the Bank to the Government of Japan under an authorization to pay issued by the Government of the recipient country or its designated authority.

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ANNEX 4

Necessary Measures to be taken by GWS side

Following necessary measures should be taken by GWS side on condition that the Grant Aid by the Government of Japan is executed to the Project:

- 1. To provide data and information necessary for the Project.
- To provide facilities necessary for the operation and maintenance of the vessel provided under the Project.
- 3. To secure the budget and manpower necessary for the operation and maintenance of the vessel provided under the Project.
- 4. To bear commissions to the Japanese foreign exchange bank for its banking services based upon the Banking Arrangement, namely, the advising commission of the "Authorization to Pay" and payment commission.
- 5. To ensure prompt unloading, tax exemption, customs clearance at the port of disembarkation in Western Samoa and prompt internal transportation therein of the materials and equipment for the Project purchased under the Grant Aid.
- 6. To exempt Japanese juridical and physical nationals engaged in the Project from customs duties, internal taxes and other fiscal levies which may be imposed in Western Samoa with respect to the supply of the products and services under the verified contracts.
- 7. To accord Japanese nationals whose services may be required in connection with the supply of products and the services under the verified contract such facilities as may be necessary for their entry into Western Samoa and stay therein for the performance of their work.
- 8. To provide necessary permissions, licenses and other authorizations for implementing the Project, if necessary.

REB.

MINUTES OF DISCUSSIONS

ON

THE BASIC DESIGN STUDY

ON

THE PROJECT FOR CONSTRUCTION OF THE INTER-ISLANDS NAVIGATION VESSEL

FN

WESTERN SAMOA

(Consultation on Draft Report)

In March 1997, the Japan International Cooperation Agency (hereinafter referred to as "JICA" dispatched the Basic Design Study on the Project for Construction of the Inter-Islands Navigation Vessel (hereinafter referred to as "the Project") to Western Samoa. Through discussions, field survey, and technical examination of the results in Japan, JICA has prepared the Draft Report of the study.

In order to explain and to consult the Government of Western Samoa (hereinafter referred to as "GWS") on the components of the Draft Report, JICA sent to Western Samoa a study team headed by Mr. Satoshi UMENAGA, Second Project Study Division, Grant Aid Project Study Department, JICA, which is scheduled to stay in the country from May 25 to 31, 1997.

As a result of discussions, both parties have confirmed the main items described on the attached sheets.

Apia, May 29, 1997

Satoshi UMENAGA

Leader

Study Team

JICA

Va'aelua Nofo Va'aelua

Secretary for Transport

Ministry of Transport

Government of Western Samoa

Ray Bancroft

Chief Executive

Western Samoa Shipping Corporation Ltd.

ATTACHMENT

1. Components of the Draft Report

The GWS has agreed and accepted in principle the components of the Draft Report proposed by the team.

2. Japan's Grant Aid System

- (1) The GWS had understood the system of Japanese Grant Aid described in Annex I.
- (2) The GWS will take the necessary measures described in Annex II, for smooth implementation of the Project on condition that the Grant Aid assistance by the Government of Japan is extended to the Project.

3. Further Schedule

The Team will make the Final Report in accordance with the confirmed items and send it to the GWS by the end of September, 1997.

4. Other Relevant Issues

The GWS will establish the ship replacement fund by means of the accumulation of the vessel's profit accruing from the operation of the vessel under the Project.

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ANNEX I

Japan's Grant Aid Scheme

1. Grant Aid Procedures

1) Japan's Grant Aid Program is executed through the following procedures.

(Request made by a recipient country) Application (Basic Design Study conducted by JICA) Study (Appraisal by the Government of Japan and Approval by Cabinet) Appraisal & Approval (The Notes exchanged between the Governments of Japan and the Determination of recipient country)

Implementation

2) Firstly, the application or request for a Grant Aid project submitted by a recipient country is examined by the Government of Japan (the Ministry of Foreign Affairs) to determine whether or not it is eligible for Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA (Japan International Cooperation Agency) to conduct a study on the request.

Secondly, JICA conducts the study (Basic Design Study), using (a) Japanese consulting firm(s).

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Program, based on the Basic Design Study report prepared by JICA, and the results are then submitted to the Cabinet for approval.

Fourthly, the project, once approved by the Cabinet, becomes official with the Exchange of Notes signed by the Governments of Japan and the recipient country.

Finally, for the implementation of the project, JICA assists the recipient country in such matters as preparing tenders, contracts and so on.

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2. Basic Design Study

1) Contents of the Study

The aim of the Basic Design Study (hereafter referred to as "the Study"), conducted by JICA on a requested project (hereafter referred to as "the Project") is to provide a basic document necessary for the appraisal of the Project by the Japanese Government. The contents of the Study are as follows:

- a) Confirmation of the background, objectives, and benefits of the requested Project and also institutional capacity of agencies concerned of the recipient country necessary for the Project's implementation.
- b) Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, social and economic point of view.
- c) Confirmation of items agreed on by both parties concerning the basic concept of the Project.
- d) Preparation of a basic design of the Project

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The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure 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 organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

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2) Selection of Consultants

For smooth implementation of the Study, JICA uses (a) registered consultant firm(s). JICA select (a) firms(s) based on proposals submitted by interested firms. The firm(s) selected carry(ies) out a Basic Design Study and write(s) a report, based upon terms of reference set by JICA. The consulting firm(s) used for the Study is(are) recommended by JICA to the recipient country to also work on the Project's implementation after the Exchange of Notes, in order to maintain technical consistency and also to avoid any undue delay in implementation should the selection process be repeated.

3. Japan's Grant Aid Scheme

1) What is Grant Aid?

The Grant Aid Program provides a recipient country with non-reimbursable funds to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for economic and social development of the country under principles in accordance with the relevant laws and regulations of Japan. Grant Aid is not supplied through the donation of materials as such.

2) Exchange of Notes (E/N)

Japan's Grant Aid is extended in accordance with the Notes exchanged by the two Governments concerned, in which the objectives of the Project, period of execution, conditions and amount of the Grant Aid, etc., are confirmed.

3) "The period of the Grant Aid" means the one fiscal year which the Cabinet approves the Project for. Within the fiscal year, all procedures such as exchanging of the Notes, concluding contracts with (a) consultant firm(s) and (a) contractor(s) and final payment to them must be completed. However in case of delays in delivery, installation or construction due to unforeseen factors such as weather, the period of the Grant Aid can be further extended for a maximum of one fiscal year at most by mutual agreement between the two Governments.

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KLB Dan 4) Under the Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased.

When the two Governments deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country.

However the prime contractors, namely, consulting, constructing and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

5) Necessity of "Verification"

The Government of recipient country or its designated authority will conclude contracts denominated in Japanese yen with Japanese nationals, those contracts shall be verified by the Government of Japan. This "Verification" is deemed necessary to secure accountability to Japanese taxpayers.

6) Undertakings required of the Government of the Recipient Country

In the implementation of the Grant Aid project, the recipient country is required to undertake such necessary measures as the following.

- (1) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction.
- (2) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites.
- (3) To secure buildings prior to the procurement in case the installation of the equipment.
- (4) To ensure all the expenses and prompt execution for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid.
- (5) To exempt Japanese nationals from customs duties, internal taxes and their fiscal levies which will be imposed in the recipient country with respect to the supply of the products and services under the Verified Contracts.

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(6) To accord Japanese nationals whose services may be required in connection with the supply of the products and services under the Verified contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

(7)"Proper Use"

The recipient country is required to maintain and use the facilities constructed and equipment purchased under the Grant Aid properly and effectively and to assign staff necessary for this operation and maintenance as well as to bear all the expenses other than those covered by the Grant Aid.

(8)"Re-export"

The products purchased under the Grant Aid should not be re-exported from the recipient country.

(9) Banking Arrangements (B/A)

- a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in an authorized foreign exchange bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the Verified Contracts.
- b) The payments will be made when payment requests are presented by the Bank to the Government of Japan under an authorization to pay issued by the Government of the recipient country or its designated authority.



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ANNEX II

Necessary Measures to be taken by GWS side

Following necessary measures should be taken by GWS side on condition that the Grant Aid by the Government of Japan is executed to the Project:

- 1. To provide data and information necessary for the Project.
- 2. To provide facilities necessary for the operation and maintenance of the vessel provided under the Project.
- 3. To secure the budget and manpower necessary for the operation and maintenance of the vessel provided under the Project.
- 4. To bear commissions to the Japanese foreign exchange bank for its banking services based upon the Banking Arrangement, namely, the advising commission of the "Authorization to Pay" and payment commission.
- 5. To ensure prompt unloading, tax exemption, customs clearance at the port of disembarkation in Western Samoa and prompt internal transportation therein of the materials and equipment for the Project purchased under the Grant Aid.
- 6. To exempt Japanese juridical and physical nationals engaged in the Project from customs duties, internal taxes and other fiscal levies which may be imposed in Western Samoa with respect to the supply of the products and services under the verified contracts.
- 7. To accord Japanese nationals whose services may be required in connection with the supply of products and the services under the verified contract such facilities as may be necessary for their entry into Western Samoa and stay therein for the performance of their work.
- 8. To provide necessary permissions, licenses and other authorizations for implementing the Project, if necessary.

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APPENDIX - 5 Other relevant data

5-1 Comparison table of Vessel's Contribution (1999)

- (A) In case of higher fare for Bunk(B) In case of a flat fare for Bunk & Seat

(Unit: S\$)

		(Out - 22)
	(A)	(B)
Revenues		
Pago Pago Service		
Passenger Fares	963,066	778 ,986
Freight	2,205,008	2,205,008
Total Pago Pago Service Revenue	3,168,074	2,983,994
Feny Service		
Passenger Fares	409,864	409,864
Vehicle	261,753	261,753
Freight	27,694	27,694
Total Ferry Service Revenue	699,311	699,311
Total Revenue	3,867,385	3,683,305
Traffic Expenses		
Pago Pago Service	310,489	310,489
Ferry Service	13,494	13,494
Total Operation Cost	323,983	(B) 778,986 2,205,008 2,983,994 409,864 261,753 27,694 699,311 3,683,305
Net Operating Revenues	3,543,402	3,359,322
Operation Cost	2,526,767	2,526,767
Other Expenses	369,175	369,175
Income	647,460	463,380
Head Office Costs	465,037	465,037
Vessel Replacement Fund	182,424	-1,656

5-2 Operation Revenue Plan of the Plan Vessel

5-2-1 In case of two rounds trip per week

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Passenger Pares Freight	963066 10 2205008 2	1008225,476 2228471,49	1053619,615 2252184,655	1101057,571	1150631,364	1202437,15K	1256575,445 2349587,627	1313151,243	1372274,299 2399857,597	1434059.299	1498626.094 2451203.105	1,566,099,932	1636611.698	1710298,172	92.5057871 2557213,27
Total Pagopago Service Revenue	٠.				3451002.03	3527286.06K			3772131.896	3859453.781	OOL DEXUNAL	_		4240586.642	4344515.56
Passenger Pares	400864 41	410246.0K77	427734.9325	435483,819	442612,1036	3449211,8643	455356,0946 4 395202,0315 7	461103.6383 4	466502.6253	471592.9259	476407.9372 2005 00005	480975.9136	485320.9712	489463,8584	493422,5553
	-		•	27604	20,400	10.75		27694	27604	22694	27694	PERSONAL PROPERTY.		2007	72007
					787 ISTS 18	X427X7 2211			92255 Odra	71X0 02X2V	07411	905X0	CLOSE	PASA CEPTOD	F4117
		966216.611			4266363,816	-				4807924.763				103 HARRY 201	5341952.116
Port Charges 109212,2576 112979,8513 114227,6318	9212.2576 11	12979,8513		115488,6899	116763.1669	118051.2057	119352.9504	120668,5471	121998,143	123341,8871	124699.93	126072,4239	123459,5224	128861.3813	130278.1569
Traffic Office Expenses	(2401	10%			10709	62401	62401	10529	62401	62401	10779				62401
Pago Agency Cost	110250.4	111423,5745 112609,2328		113807,5076	115018,5333	116242,4455	117479,3814	118729,4795	119992.×799	121269.7241	122560 1552	123864,3178	3	126514 4235	127860,6635
	2×625				28625	28625			2×625	28625	SOVE	28625	2X025	28625	22082
					322807,7002	325319,6512			333017.0228	335637.6112	338286 0853	1401	A43067 NS05	MORE SOME	349164.8204
Port Charges	3723.2	3723.2	3723.2	3723.2	3723.2	3723.2	3723.2	3723,2	3723.2	3723.2				1723,2	2,527.2
Traffic Office Expenses	4771.05	4771.05	4771.05	4771.05	4771.05	4	4771.05	4771.05	4771.05	4771.05	4	7	4	4771.05	1771.05
Sundry	2000	2000	\$000	2000	\$000		2000	2000	2000	2000	900			2000	2000
		13494.25		13494.25	13494.25	13494.25			13494.25	13494,25	3494.25			13494.25	17494.25
Total Traffic Expenses 32	323982,9076,32	328923,6758 331357,1145		333816.4475	336301,9502	338813,9012	341352,5818	343918,2766	346511.272R	349131.X612	351780,3353	354456,0017	357162,1305	359896,0546	362659.0704
38	3540402.075 3637292.935 3733280.421	637292.935		3830799.102	3930061,866	4031259,388	4134567.617	4240152.901	4348175.63	4458792,901	4572100.532	4673919.211	7.1542774	4874168,446	4979293,045
Salaries	254200	350319	350319	350319	330319	350319	350319	350319	350319	350319	350314	350319	(15031)	350319	350319
Depreciation	10000	10000	10000	10000	10000		10000	10000	10000	10000					10000
Drydocking provision	00057	115000	115000	115000	115000	115000	115000	115000	115000	11.5000	115000		_		1:5000
Fuel	417281.956	575019.956	525019.956	875019,956	575019.956	575019.956	575019.956	575019,956	575019,956	575019.956	575019.956	575019,956	575019.956	575019,056	575019.956
Lube oil (#365.0x296		30184.08296 87184.08296		X31X4,08296	83184.08296	83184,08296	X3184.08296	X3184.0X296	83184.08296	83184,08296	83184,08296	83184.08296	, 83184 08296	A3184.08296	A31XL.OX296
Insurance H&M	000006	89(400)	O(X)C(X	76800	70,4000	OO000HS	57(4X)O	\$12000	448000	3840XX	320000	CONTRACT	142000	DSONO	(A)(A)(A)
Insurance P&1	LKCKKK	1,800,000	000081	130000	IXOUGO	000081	1 40000	180000	1800001	180000	1 SCHICK)	SISKNO	180000	INCOOK	CXXXXI
Lease Cost	4(5000	465000	465000	465000	465000	465000	465000	465000	46,5000	465000	44,5000	465000	145000	4650(X)	465000
License fee	5000	900.	2000	2000	8008		3000	2000	. 5 005	SIXXO		CKKK	5000	SOLK	2000
Repuirs & maintenance	2000	197000	197000	309800	425000	۳.	000659	777%00	X9.1000	1010000	=	22	<u></u>	3	1605800
Stores & Provisions	20120	29120	29120	02162	20120	30.50	20150	27120	24120	29120	• 1		۲1	(1	29120
Sundry	OCOL	0000	2003	600	88	9000	0000	0000	9000	0000					6000
Norvey fees	000x	2008	200	000x	000x	000x	0008	000X	000%						000x
Chiform	00X\$	4800		4800	4800				00X 1						4,00
23	2526767,019 2924441,019 2860441,039	924443.039		2909243,039	29(1044).030	30134			3172443,039	3225443.039	32784	3333243,039	33XXXX3339	3444643.039	3501243.039
	16250	0530	16250	16250	16250		16250	16250	16250		05591	16250	16250	16250	16250
	288000	288000	288000	288000	288000	(4	288000	000XXC	288000		"	2880883	000885 (288000	CHAROTA
	17125	17125	17125	17125	17125	17125	17125	17125	17125	17125	17125	17125	17125	17125	17125
	47800	47800	47800	47800	47800		47K(K)	47800	47800	47800	(X)X(7)	47X(X)	47800		47.8UX)
	369175	369175		369175	369175	349175	369175	349175	369175	369175	300175	369175	360175	360175	369175
į				\$\$23×1.063\$	600443,8269	Q48641.3492	8225,050869	749734.8616	x04557.590x	X64174,8625	5	971501.172	1015213 661	1060350,407	1100875,006
	397436.5	397436.5	397436.5	397436.5	397436.5	8	307476.5	307436.5	107436.5	397436,5					3474765
	0,7640	67600	67600	67600	0,7600		67600	67600	676(X)	00,974	17.14.7A			CANCA	67600
		465036.5	465036.5	465036.5					465036.5			465030.5			465036.5
*	182423.5364	-121361.603	38625.88209	87344.56346	135407.3269	183604,8492	233913.0778	284698.3616	341521.0908	399138,3625	459505.0926	S00404,672	1. \$50177,1611	595313,59072	643838.5063

(war)	1999	20XX)	2002	2002	2003	2002	2005	200%	2007	20038	2000	2016	1102	2012	(\$5) 2013
Paramete Pares Paramete Pares Foreign Toral Pagendage Scewing Rewende	963066 2205008 3168074	1008225.476 2228471.49 3236696,966	1053619.615 2252184.655 3305804.271	1101057.571 2276150,152 3577207.724	1132704.033 2300370.666 3433074.699	2324848.91 2324848.91 3490624.249	1190030,572 2349587,627 3539618,199	1190030,572 2374589,589 3564620,161	1190030,572 2390857,597 3589888,169	1190030.572 2425394.4K2 3615425,054	1190030,572 245 (203,105 364 (233,676	1190030,572 2477286,357 3667316,929	130030,572 2503647,161 3693677,733	1190030,572 2530288,47 3720319,042	1190030,572 2557213.27 3747243,842
Ferry Nervice Passenger Fares Vehicle	409864	419246.9X77 2X2578,6578	427734,9325	4354K3,819 324230,0073	442612,1036 345055,682	449211.8643 365881.3568	455356.0946 386707.0315	-	466502.6253 428358.3x1	471592.9259 449184.0558	476407.9372 47(XXX).7305	480975-9136	485320.9712	-	493422,5553 476320
Freight Tolai Ferty Service Revenue Total Rovenue Traffic Edg. Prof. Pro	27694 6993 10.983 3867 384,983	27/094 729519,6455 3966216,611	27694 758833.2651 4064637.536	27694 787407.8263 4164615.55	27694 K15361,7857 4248438,485	27694 842787.2211 4333411.47	27694 x69757.1261 4409375.325	27694 896330,3444 4460950,506	27694 922555.0064 4512443.175	27094 948470.9817 4563896.035	22694 974111.6677 4615345,344	27694 984989;9 (36 465230m, 842	27694 989334.9712 4683612.704	27694 993477.8584 4713796.901	27694 997436,5553 4744680,397
Port Charges Traffic Office Expenses Page Agency Cast Sundry Total Page Serves Tailte Expenses	109212 62401 110230,4 28625 340488,4	111093.2913 62401 111423.3245 28625 313542.8658	112341.0718 62401 112609.2328 28625 315976.3045	113602,1299 62403 113807,3076 28625 318435,6375	114876,6069 62401 115018,5333 28625 320921,1402	116164.6457 62401 116242 4455 28625 323433.0912	117466,3904 42401 117479,3814 28625 325971,7718	118781.9871 62401 118729.4795 28625 328537.4666	120111.583 62401 119992.8799 28625 331130.4628	121455.3271 62401 121269.7241 28625 333751.0512	122813.37 62401 122560 1552 28625 336390.5253	(24185,8639 62401 123864,3178 28625 339076,[817	125572.9624 62401 125182.388 28625 541781.3205	126974,8211 62401 126814 4235 28625 344815,2446	12X391,5969 03401 127X60,6635 2X625 2X625
Forty Servace Port Churgen Thallic Office Expenses Youl Furty Servace Trallic Expenses Total Putific Expenses	3723.2 4771.05 5000 13494.25 323982.65	3723.2 4771.05 5000 13494.23 327037.1158	3723.2 4771.05 5000 13494.23 329470.5545	3723.2 4771.05 5000 13494,25 331929.8875	3723.2 4771.05 5000 13494.25 334415.3902	3723.2 4771.05 5000 13494.25 336927.3412	3723.2 4771.05 5000 13494.25 339466.0218	3723.2 4771.05 5000 13494.25 342031.7166	3723.2 4771.05 5000 13494.25 344624.7128	3723.2 4771.05 5000 13494.25 347245.3012	3723.2 4771.08 5880 13494.25 349893.7753	3723.2 4771.05 5000 13494.23 382570,4317	3723.2 4771.05 5000 13494.25 355275.8708	3723.2 4771.05 8000 13494.25 358009.4946	3723.2 4771.05 5000 13494.25 36072.5104
Net Operating Revenues Vessel Operation Cost	3543402,333	3639179,495	3735166.981	3432685.662	3914021.095	3996484.129	4060909.304	4118918,789	4167818,463	4216650.734	4265451,369	4299736,41	4327737.133	4355787,406	43X3907.KK7
Salaries Salaries Depresentuto Depresentuto Facil Insurance H&M Insurance H&M Insurance P&I Loue Cove Kerponin & insurance fee Kerponin & insurance fee	2,54200 10000 11,5000 41,7281,956 60,365,00296 9,60000 180000 5000 5000 5000 5000 5000 500	254200 100000 1100000 417281,956 60705,008706 1000000 4650001 50000 197000 197000	254200 10000 115000 417281.956 60365.08296 832000 180000 190000 5080 5080 5080 5080 5080	254200 10000 115000 417281,956 66306.08296 66306.08296 5000 5000 30000 20000	254200 10000 110000 110000 1172k1.956 60365.08296 70000 605000 70000 405000 70000 405000	254200 10000 115000 417281.956 (4376.08296 (8000) 5000 5000 50000	254200 10000 115000 117281,956 60365,08296 180000 8000 669000 9000	254200 100001 115000 417211.956 60345.08296 130000 130000 464000 5000 5000 5000	254200 10000 110000 417281.950 60365.06296 60365.06200 1800000 5000 5000 8030000	254200 10000 115000 41728.1.956 60365.08296 300000 500000 5000000	10002 10000 110001	254200 10000 417281 15600 417281 15600 60365 10360 156000 50000 50000 50000 50000 50000	25.42(0) 1100(0) 1150(0) 1150(0) 1150(0) 1050(0) 1050(0) 1050(0)	254200 10000 115000 417281,956 60365,08296 126000 50000 50000 5000	254200 10000 115000 417281.956 64000 180000 465000 1505800 1505800
Survey feer Uniform Total Vessel Operation Cost	8000 4800 2526767.039	4800 4800 2647767.039	8000 4800 2583767.039	8000 4800 2632567,039	KON) KON) 4800 2683767.039	8000 8000 4800 2736767.030	XXXX XXXX 4XXX 27x9767.039	4000 4800 2844567,039	X000 X000 4X00 2X95767,039	4K00 2948767,031	3001767.038	3056567,039	(808) 8080 4800 3111367.039	68300 84000 43001 3167967.030	A000 X(XX) 4X(X) 4X(X)
Other Operating Expenses Crew Training Engineering Workshop MTC Countbutton Indirect Opening Expenses	16250 288000 17125 47800	16250 288000 17125 47800	16250 288000 17125 47800	16250 2NKOCO 1712S 47NIO	16250 28X000 17125 47X00	16250 2XXX000 17125 47X00	16250 2XX0X0 17125 17125	16250 288000 17125 47800	16250 288000 17125 47800	16250 288000 17125 47800	16250 288000 17125 478000	16250 288000 17125 47890	16250 288000 17125 47800	16250 17250 17125 17804	16250 28800 17125 47800
John Oberating Surplus Operating Surplus Overheads(New Vessel's Contribution) Head Office Costs Interest Cost Overheads(New Vessel's Contribution) Vessel Replacement Fund		397436.5 397436.5 67600 465036.5 157200.9565	397436.5 397436.5 67600 465036.5 317188.4421	797436.5 397436.5 67600 465036.5 365907.1235	309173 861079,0577 397436,5 67600 465036,5	890542,0901 397436.5 67600 465036.5	309 (2) 910967,2645 397434,5 67600 465036,5 445930,7645	307175 305176.75 307436.5 67600 465036.5 440140.25	00275 002876.4236 07600 465036.5 437839,0236	302175 898708.6952 397436.5 67600 465036.5 453672.1952	671078 8945815290 67600 465036 54524624	STIONE ALTONOMINE ALTONOMINE CONTRACTOR STORY TRONOMINE STORY TRONOMINE	369175 847195,0945 397436,5 67603 465036,5	318045.307 818045.30 82045.5 62000 468136.5 583648.8665	300105 77485.8477 507406 60000 465030,5 7746.05185

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