

(卷末付属資料)

資料 1 要請書・対処方針

資料 2 Scope of Work (S/W)、Minutes of Meeting (M/M)

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(T/R)

APPLICATION FOR THE
TECHNICAL CO-OPERATION (DEVELOPMENT STUDY)
BY THE GOVERNMENT OF JAPAN

By the Government of the Sultanate of Oman for a Development Study
on Master Plan for Ravisut Port to the Government of Japan

NOTE: This form was devised for the general guidance of the Government agencies concerned (Japan) in order to facilitate the supply of relevant information and data necessary to afford an adequate appreciation of the nature of the technical co-operation required. The careful completion of an application in this form will avoid future delay and result in speedier action.

- I. Project Digest
 1. Project Title: A Development Study on Master Plan for Raysut Port.
 2. Location : (Please attach a location map)
See attached .
 3. Implementing Agency:
 - (a) Name of the Agency
Ministry of Communications - Directorate General of Ports & Maritime Affairs.
 - (b) Number of the Staff of the Agency (on a category basis)
 - (c) Budget allocated to the Agency
 - (d) Organization chart (please attach a organization map)
See attached.
 4. Justification of the Project
 - (a) Present condition of the sector
Large scale port developments in progress in i) Sohar, ii) Raysut and iii) Sur, among which, Raysut Port development is designed to be a regional container hub port.
 - (b) Sectorial development policy of the national/ local government
Historical and geographical advantages in the proximity in main world trade route, Oman wants to develop its potential by constructing modern ports.

(c) Problems to be solved in the sector

Among others, to establish integrated long term port development plans to follow-up present developments as most urgent.

(d) Outline of the Project

Raysut port is now developing the Container Terminal (4 berths, targeted TEU - 2.0 million) will be operational in autumn 1998. In order to fully realise the ports potential in international Container transshipment and develop it into a regional Container hub /logistics centre a full fledged port Master Plan study to be prepared as soon as possible. Master Plan shall have planning horizon of at least 30 years and approximately with 20-30 berths for Container mother ships. The targeted image of the port will be something like Singapore/Hong Kong in this region.

(e) Purpose (short-term objective) of the Project

Persuade and attract as many shipping lines to this port for setting the Container hub operations.

(f) Goal (long-term objective) of the Project

Develop this port and its mother city - Salalah, as a regional distribution/commercial centre.

(g) Prospective beneficiaries

Omani nationals, resident in Dhofar in particular, and other nationals in the region through a more commercial distribution of cargoes.

(h) The Project's priority in the national Development Plan/ Public Investment program

Ranked as the highest.

5. Desirable or scheduled time of commencement of the Project
As soon as possible. If the conceptual plan could be made public at the opening of the on-going terminal, the impact to the shipping world will be significant.
6. Prospective funding source and/or assistance (including external origin)
Omani Government and partly by the shipping line.
7. Other relevant Projects, if any
 - i) On-going Container Terminal Development
 - ii) JICA feasibility study for a direct reduction mini mill.
 - iii) Urgent port development plan within the existing port framework (by the Government).

II. Terms of Reference of the proposed Study

(1) Necessity/ Justification of the Study

To establish Raysut port as the regional Container hub/logistic centre, a full fledged Master port development plan after the on-going development scheme is considered a must.

(2) Necessity/ Justification of the Japanese Technical Co-operation

The on-going port development for Container Terminal has been promoted with close co-operation of Sea-Land. To have neutrality of the study and provide fair appeal to other major shipping lines, technical co-operation through Japan is highly desirable. Besides, experienced engineers/planners for the large scale port development are very much limited, among the developed countries.

- (3) Objectives of the Study
To draw up a full fledged port Master Plan and appeal it to the world-wide shipping line.
- (4) Area to be covered by the Study
See attached paper.
- (5) Scope of the Study
See attached paper.
- (6) Study schedule
Study will take approximately 24 months.
- (7) Expected major outputs of the Study
Master port development plan and supporting report and data.
Follow up port development/construction is the natural consequence of the study.
- (8) Request of the Study to other donor agencies, if any
No.
- (9) Other relevant information, if any
N/A.

III. Facilities and Information for the Study team, etc.

- (1) Assignment of counterpart personnel of the implementing agency for the Study (Number, academic background etc.)

Following are the key counter parts among others:

Jamal T. Aziz

Director General of Ports & Maritime Affairs

Masters Degree in Civil Engineering (Transportation)

Georgia Institute of Technology (USA)

Khalid Moh'd Mirza

Degree in Civil Engineering

Salford University - Manchester (UK)

- (2) Available data, information, documents, maps etc. related to the Study
(Please attach the list)

- i) Danport Study
- ii) Definition Study by Han-Padron Associates LLP
- iii) Business Feasibility Report - KPMG Peat Marwick
- iv) Marine chart
- v) Existing port plan, statistics and area map - scale 1:100,000

- (3) Information on the security conditions in the Study area
Very good. No problems expected.

IV. Global issues (Environment, women in development, poverty, etc.)

- (1) Environmental components (such as pollution control, water supply, sewage environmental management, forestry, bio-diversity) of the Project, if any.

There is a small mangrove community which Government wants to preserve is located towards the end of the extreme end of the potential development area.

- (2) Anticipated environmental impacts (both natural and social) by the Project, if any
Because of the sandy coast, deformation in the normal degree can be expected.
- (3) Woman as main beneficiaries or not
N/A.
- (4) Project components which require special considerations for women (such as gender difference, women specific role, women's participation), if any
N/A.
- (5) Anticipated impacts on women caused by the Project, if any.
N/A.
- (6) Poverty reduction components of the project, if any.
This project will encourage and provide large job opportunities.
- (7) Any constraints against the low income people caused by the project
No.

V. Undertaking of the Government of the Sultanate of Oman

In order to facilitate the smooth and efficient conduct of the Study, the Government of the Sultanate of Oman shall take necessary measures:

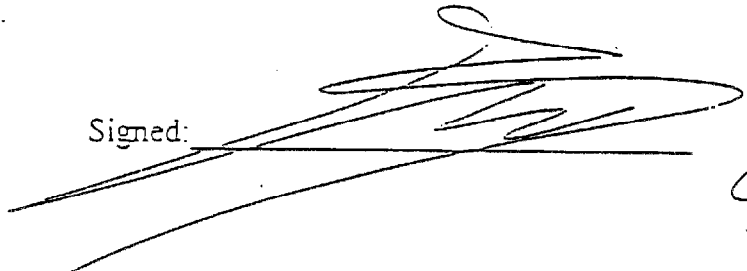
- (1) to secure the safety of the Study team.

- (2) to permit the members of the Study team to enter, leave and sojourn in the Sultanate of Oman in connection with their assignment therein, and exempt them from alien registration requirements and consular fees,
- (3) to exempt the Study team from taxes, duties and any other charges on equipment, machinery and other materials brought into and out of Sultanate of Oman for the conduct of the Study,
- (4) to exempt the Study team from income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Study team for their services in connection with the implementation of the Study,
- (5) to provide necessary facility to the Study team for remittance as well as utilisation of the funds introduction in the Sultanate of Oman from Japan in connection with the implementation of the Study,
- (6) to secure permission for entry into private properties or restricted areas for the conduct of the Study,
- (7) to secure permission for the Study team to take all data, documents and necessary materials related to the Study out of the Sultanate of Oman to Japan, and
- (8) to provide medical services as needed. Its expenses will be chargeable to members of the Study team.

V. The Government of the Sultanate of Oman shall bear claims if any arise against member(s) of the Japanese Study team resulting from, occurring in the course of or otherwise connected with the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or wilful misconduct on the part of the member of the Study team.

- VI. (The executing agency) shall act as a counter part agency to the Japanese Study team and also as a co-ordinating body in relation with other governmental and non-governmental organisations concerned for the smooth implementation of the Study.

The Government of the Sultanate of Oman assures that the matters referred to in this form will be ensured for the smooth conduct of the development Study by the Japanese Study Team.

Signed: 

Title: SALIM BIN ABDULLAL AL GHAZALI
MINISTER OF COMMUNICATIONS

On behalf of the Government of: SULTANATE OF OMAN



Date: 24th September. 1997

ANNEXURES

Appendix A - Outline of the Study

Appendix B - Terms of Reference

I-2 Location Map

I-3(d) - Minister's Office

I-3(d) - Directorate General of Ports & Maritime Affairs

Appendix - A

(Appendix A)

OUTLINE OF THE STUDY

Since the port has to be developed as a world class container transshipment hub port, cargo throughput of the port depends mainly on the transfer of the containers between mother ships and feeder vessels.

The shipping companies' selection criteria of such ports are based on the purely commercial/economic consideration of their operating costs. It is imperative, therefore, to keep the construction costs of the port as low as possible and offer very competitive terminal costs for shipping lines.

For this reason, the study firstly needs to assess the port's competitiveness as a world class container hub port. This part of the study will include:

- i) Assessment of port development costs,
- ii) Analysis on the characteristics of container transshipment in the region and in the route between Europe and Asia,
- iii) Assessment on the potential competing ports such as Aden and Djibouti.

Secondly, the study need to draw up a full fledged Master Development Plan of the port where 20-30 container berths could be arranged. The plan shall be made flexible enough to meet the changes in the future development requirements. From the experience gained through the on-going development, sub-soil conditions (confirmation of hard layer) would be the single most important survey item for the construction cost estimates. For these reasons, rather extensive sonic surveys and confirmation borings will be the first items to be studied.

Thirdly, necessary infrastructure to support the port development - physical distribution, logistic functions - shall be studied and necessary course of actions recommended.

The conceptual city layout at around port area shall be drawn up and presented. Lastly, various functions which makes the port attractive to the shipping lines such as low cost bunkering, ship repair services etc. shall be studied and recommended.

The study shall also include analysis and recommendation on the adequate port management/operation scheme.

Appendix - B

(Appendix B)

TERMS OF REFERENCE

Assessment of transshipment demand

1. Analyse the characteristics of marine container operations in the region (including E.African coast and Indian sub-continent) and in the route between Europe and Asia. Particular emphasis shall be placed on the roles of Dubai including Jebel Ali and Port Rashid, as the present regional container hub port and the distribution centre.
2. Analyse and assess the conditions on which shipping lines will select Raysut port as their container hub port.
3. Based on the analysis of (1) and (2) above, estimate transshipment demand at Port Raysut for the years 2000, 2010 and 2020.
4. The estimated transshipment demand shall be adjusted by subtracting such demands that shall be attributed to the on-going port development plan.

Investigation of natural conditions

5. Review and assess all the previous studies and investigations relating to the port. Special attention shall be paid to the investigation relating to the on-going terminal development.
6. Hydrographic and topographic surveys shall be carried out. Present land use and land utilisation plans (including those under consideration) shall also be checked with concerned authorities.
7. Wave conditions at the proposed site shall be assessed adequately by utilising information obtained through the study on items (5) and (6).
8. In view of the experience gained through the present construction, including dredging works, the assessment of the underground soil strata is considered extremely sensitive to the port development cost. Therefore wide range of sonic wave proving of hard layer and confirmation borings shall be carried out in the early stage of the study.

Master Plan

9. Summarising the results of investigation and analysis drafted out the Master Plan of the port, which will satisfy, among others, the following:
 - i) Provide suitable space for 20-30 container berths with -15m draft alongside.
 - ii) Provisions shall be made to meet the space requirements not only for direct port operation but also physical distribution functions including Free Trade Zone.
 - iii) To satisfy environmental requirements i.e. preservation of mangrove communities.

In order to establish the port as a fully competitive port, the Master Plan shall be made on an extremely cost effective basis and it shall be flexible enough for phased development.

10. Approximate construction cost shall be estimated as total and also for the adequately phased development stages of this Master Plan. Then these figures shall be reflected or feeded back in the analysis of (2) and (3).
11. Master Plan shall include a conceptual urban/business district planning to support the above explained world class container hub port. Provisions shall be made for future requirements i.e. sea-air cargo transfer functions.
12. Various port functions which make the port attractive to the shipping lines such as low cost bunkering, ship repair services shall be studied and recommended.

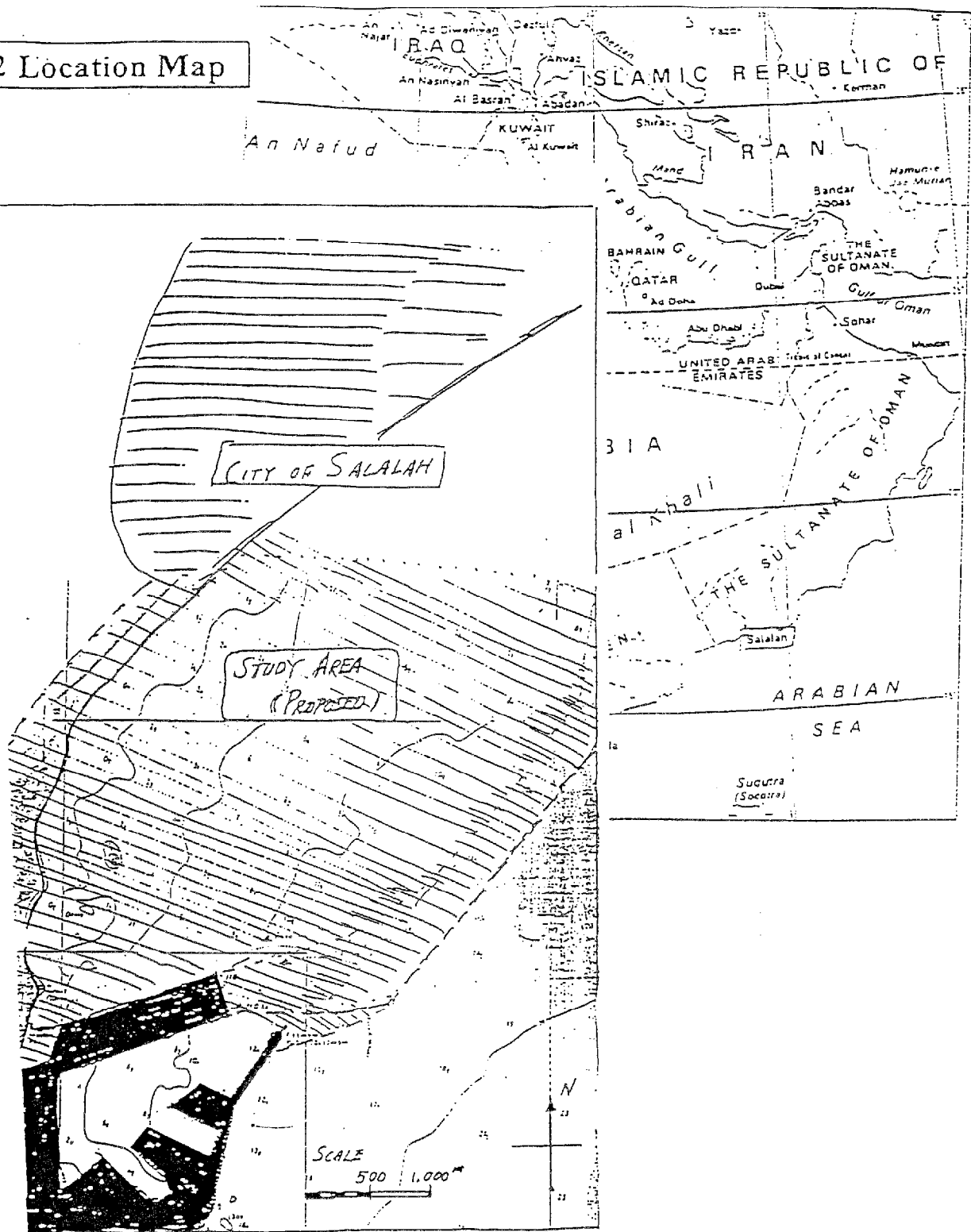
Management Arrangement

13. In order to develop this port/city as a regional distribution centre, an adequate operation/management scheme of the port shall be studied and recommended. Participation of Ministry of Communications and the Governorate of Dhofar shall be carefully examined in this relation.

Public Relation of the Study

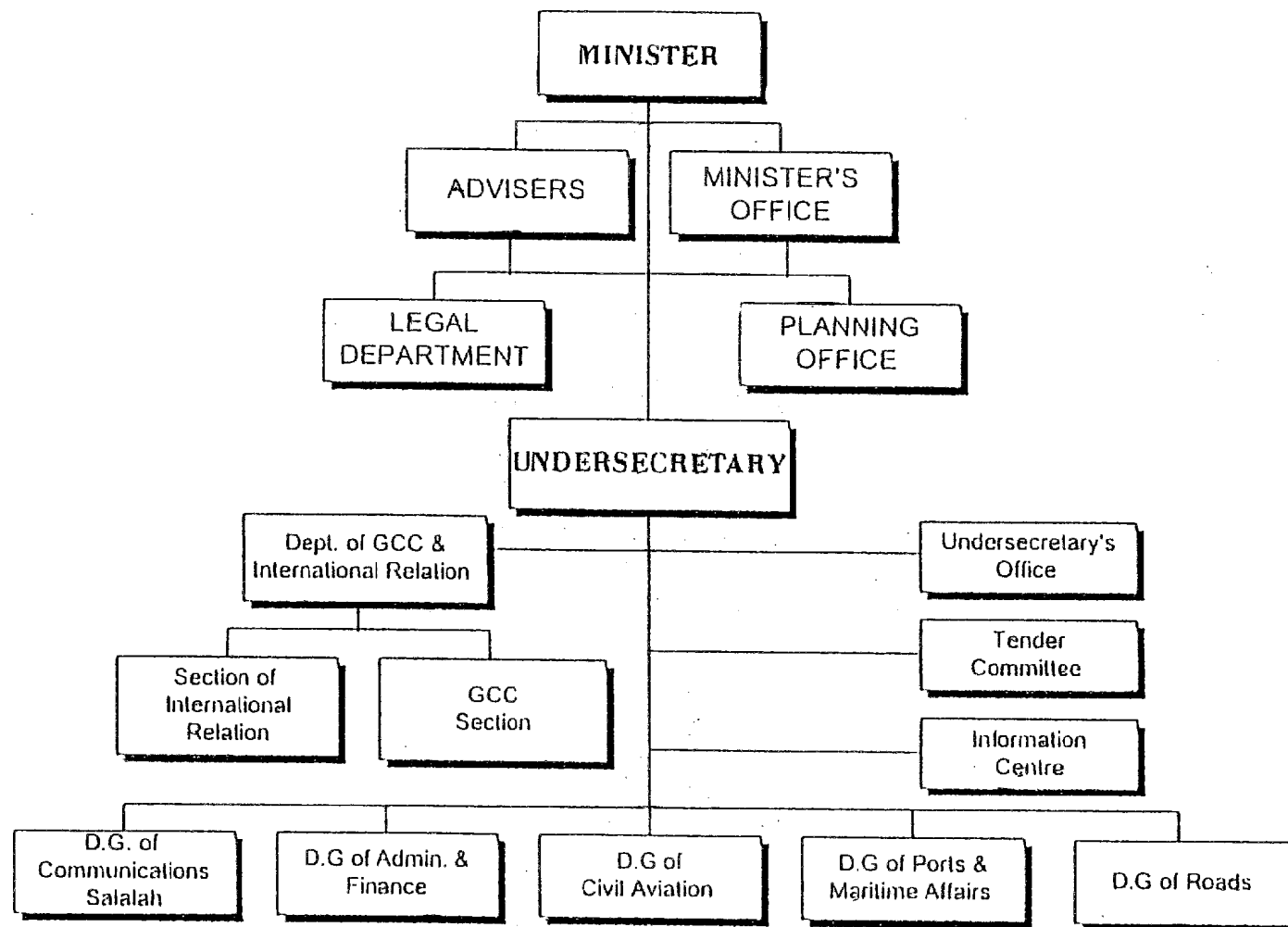
14. Study period will be approximately two years. Seminars and other schemes appealing this Master Plan to the world business society, shipping and other cargo distribution companies, in particular, shall be planned and included as a part of this study.

-2 Location Map

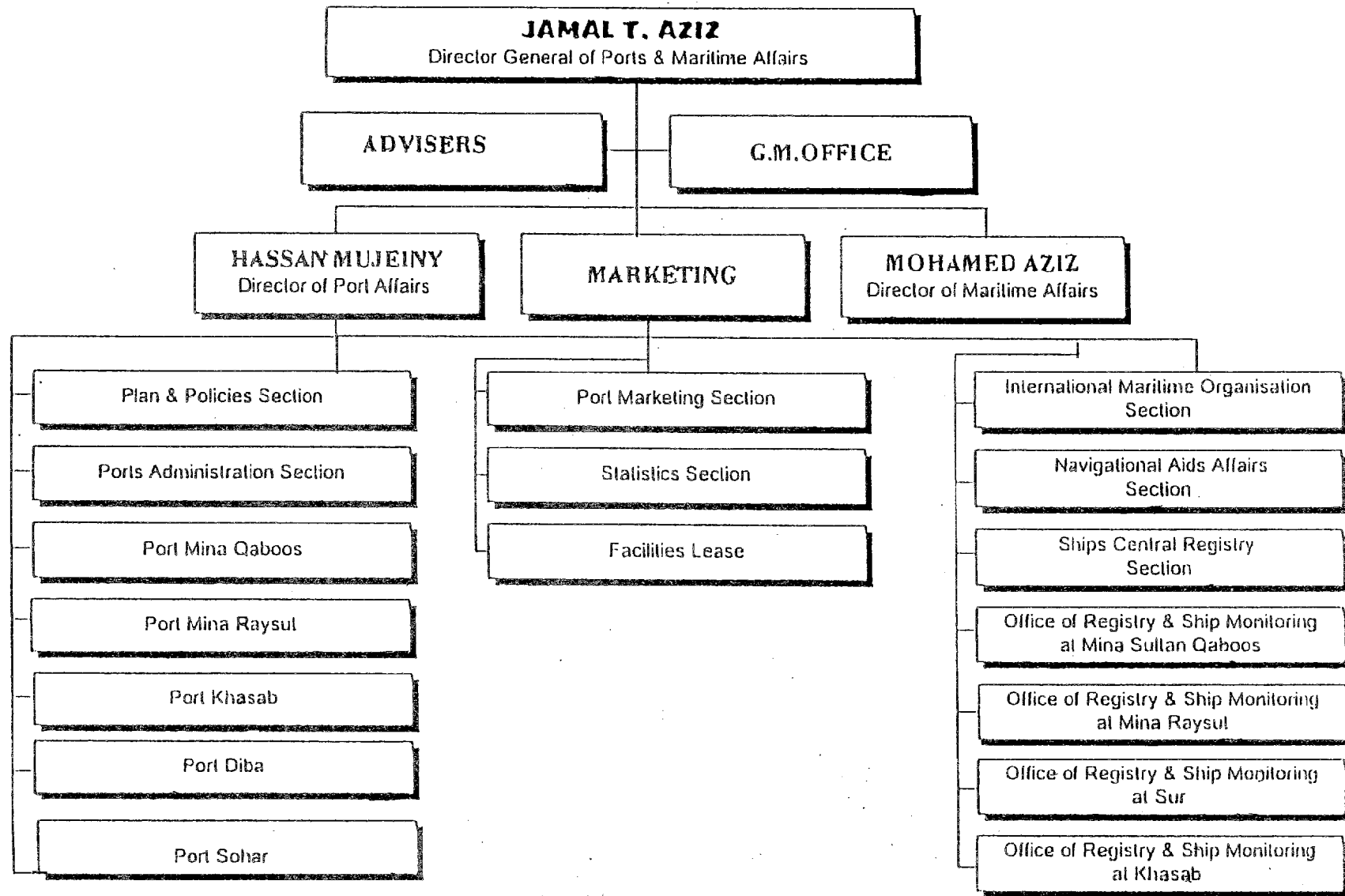


I-3(d) Organisation Chart

ORGANISATION CHART - MINISTRY OF COMMUNICATIONS



**DIRECTOR. GENERAL OF PORTS & MARITIME AFFAIRS -
MINISTRY OF COMMUNICATIONS**



オマーン国ライースト港並びに周辺地域開発計画調査
(事前調査・S/W協議) 対処方針案

項目	対処方針	備考
1. 事前調査の目的	<p>次のとおり整理し、説明する。</p> <ol style="list-style-type: none"> 1) 先方政府の要請内容及び意向の確認 2) Q/Nによる資料及び情報の収集 3) 現地踏査 4) 本格調査実施方針及びS/Wの協議 5) 受入体制の確認 <ul style="list-style-type: none"> ・カウンターパート ・ステアリングコミティー 6) S/W、M/M署名 	
2. 調査団構成及び調査行程	(別紙参照)	
3. 協議機関	オマーン国運輸省及び商工省等関係機関	
4. 具体的作業内容		
(1) 要請内容及び意向確認	<ol style="list-style-type: none"> 1) 調査の要請に至るまでの経緯、及び要請提出後の情勢の変化の有無の確認。 2) 調査方針及び調査内容の確認 3) 本調査後の実施計画、資金調達目処の確認 4) 技術移転の必要性の確認。 	
(2) 本格調査実施方針及び内容協議	S/W案を基に協議を行ない、その結果をS/W、およびM/Mにて確認する。	
a) 目的	<ol style="list-style-type: none"> 1) ライースト港開発マスタープラン(M/P)を策定する。 2) サラーラを含むライースト港後背地における、地域開発計画を策定する。 	
b) 目標年次	2020年を目標年次とする。	
c) 対象地域	ライースト港の港湾区域、及びサラーラを含む港湾背後圏	具体的な地名等については、M/M上で確認の上明記する。

項目	対処方針	備考
d) 内容と項目	<p>別添S/W(案)の通り (調査方針)</p> <p>1) 同国はマスカット首都圏の発展が他の地域に比して突出しており、地域間格差が深刻な課題の一つとなっている。本件は、こうした国内地域間格差を是正する観点から、ライスート港の開発を核とする同国南部ドハール州地域の開発に関するマスタープランを策定する。</p> <p>2) 「ライスート港の開発」と「周辺地域の開発」は相互に深く関わることは言うまでもないが、双方ともに開発ポテンシャルの実質的な見極めが、本格調査の工程で行われることになる。そのため本件調査においては、「ライスート港の開発」と「周辺地域の開発」の関連性を保ちながらも、各々の検討を行うことを提案し、先方の意向を十分に確認した上で最終的なスコープを確定する。</p>	<p>当初は、「ライスート港の開発」を主眼とした要請であったが、その後の先方政府意向では、「周辺地域の開発」を視野に入れた総合的な地域開発計画を望んでいる模様。</p>
e) 調査期間	別添S/W(案)の通り、14ヶ月を提示する。(協議の結果として最終的には12ヶ月以内の調査工程に調整する。)	報告書の取扱いについては前例通り「公開」を原則とし、M/Mに記載する。
e) 報告書	報告書は英文とする。部数は30部、最終報告書のみ50部とする。	
(3) 相手側受入体制確認	<p>1) 運輸省を主たるC/Pとし、関係省庁の代表者から構成されるステアリングコミッティーの設置を提案する。</p> <p>2) 便宜供与事項の確認</p>	M/Mに明記する。
(3) S/W、M/Mの署名	<p>署名者</p> <p>・日本側：事前調査団団長</p> <p>・オマーン側：運輸大臣(或いは港湾海事局長)</p> <p>及びコ・サイナー1名</p> <p>(コ・サイナーは、先方との協議結果を踏まえ適当な機関を検討する)</p>	
(4) 本格調査に必要な確認事項	<p>1) ステアリングコミッティーのメンバー決定後、日本側に知らせるようM/Mで確認する。</p> <p>2) 本格調査実施時期(開始、現地調査、報告書提出時)及び制約要因</p> <p>3) 環境影響調査、社会影響評価、地形測量等の必要性、範囲及び制約要因の確認、及び実施体制</p>	
5. 請訓必要事項	<p>1) 調査内容について大幅な変更を求められたときは請訓する。</p> <p>2) S/Wの変更については、変更マニュアルにより対応する。</p>	

項目	対処方針	備考
6. 団員の担当事項		
1) 総括／港湾行政	<ul style="list-style-type: none"> ・調査業務全体の総括 ・先方政府の意向確認 ・要請の背景及び内容の確認 ・現地踏査 ・S／W協議、締結 ・事前調査報告書の作成 ・S／W案、対処方針、Q／Nの検討 ・本格調査内容検討 	
2) 調査企画	<ul style="list-style-type: none"> ・調査実施にあたっての全体計画の作成及び総合的調整 ・関連機関、在外公館等との調整 ・JICA本部との連絡 ・業務調整 ・S／W協議への参加 ・事前調査報告書の取りまとめ ・S／W案、対処方針案の作成 	
3) 地域計画	<ul style="list-style-type: none"> ・ライースト港及びその後背圏となるドハール州の地域開発にかか る現状分析／問題点検討 ・既存の地域開発計画のレビュー ・現地踏査 ・S／W協議 ・事前調査報告書の作成 ・S／W案、対処方針、Q／Nの検討 ・本格調査内容（地域開発計画関連）検討 	
4) 港湾計画	<ul style="list-style-type: none"> ・ライースト港の現状分析／問題点検討 ・ライースト港開発計画関連情報収集 ・現地踏査 ・S／W協議 ・事前調査報告書の作成 ・S／W案、対処方針、Q／Nの検討 ・本格調査内容（港湾計画関連）検討 	
5) 需要予測・管理運営	<ul style="list-style-type: none"> ・ライースト港におけるコンテナ貨物の現状分析／問題点検討 ・ライースト港の管理運営体制にかかる現状分析／問題点検討 ・現地踏査 ・S／W協議 ・事前調査報告書の作成 ・S／W案、対処方針、Q／Nの検討 ・本格調査内容（需要予測・管理運営関連）検討 	

項目	対処方針	備考
6) 海運・物流	<ul style="list-style-type: none"> ・調査対象地域における海運・物流関連資料、関連情報、関連データの収集、確認、分析 ・現地踏査 ・ローカルコンサルタント（市場調査、等）実態情報収集 ・S/W協議への参加 ・事前調査報告書の作成及び取りまとめ協力 ・S/W案、対処方針の作成の協力 ・Q/N作成 ・現地協議議事録作成協力 ・本格調査内容検討 	
7) 産業振興・関連インフラ	<ul style="list-style-type: none"> ・調査対象地域における産業振興・関連インフラにかかる資料、関連情報、の収集、確認、分析 ・現地踏査 ・ローカルコンサルタント（自然条件調査、等）実態情報収集 ・S/W協議への参加 ・事前調査報告書の作成及び取りまとめ協力 ・S/W案、対処方針の作成の協力 ・Q/N作成 ・現地協議議事録作成協力 ・本格調査内容検討 	
6. 大使館、事務所への報告。	<ul style="list-style-type: none"> ・本格調査内容検討協議内容についてはJICA本部へ随時報告し、協議の最終結果については大使館、JICA本部へ概要報告するとともに公電発出を依頼する。 	
7. 議事録等	<ul style="list-style-type: none"> 1) あらかじめ作成したS/W案を基に説明協議し、合意の上、署名する。 2) 協議内容をM/Mとして取りまとめ、双方の代表者が署名、確認する。 	
8. 報告書		
1) 帰国報告書	帰国報告会資料として、各担当分野について各自2～3頁程度にまとめる。	
2) 事前調査報告書	目次（案）に従って、各担当者により作成する。	