

資 料

- 1 . レバノン国の概要
- 2 . Terms of Reference (T / R)
- 3 . 免税にかかるCDRからのレター
- 4 . Scope of Work (S / W)、Minutes of Meeting (M / M)
- 5 . Questionnaire回答
- 6 . 民間コンサルタントの状況
- 7 . 収集資料一覧

資料 1. レバノン国の概要

レバノンの基本データ

概況	国名・首都	レバノン共和国 (REPUBLIC OF LEBANON) ・ベイルート
	独立年月日	1943 年 11 月 22 日
	面積	10,452 km ² (日本の 1/33、岐阜県に相当、東西約 30～60 km、南北約 210 km)
	人口 (97 年中央統計局)	4,005,000 人 (日本の 1/32) (97 年) 人口密度 383 人/km ²
	主要都市	ベイルート (郊外も含む) : 130 万 2 千人、トリポリ : 22 万 8 千人、サイダ : 13 万 9 千人、ティール : 13 万人、ザハレ : 12 万人
	土地利用率	耕地 19.8%、牧草地 34.4%、森林 7.6%、その他 (含樹園地) 38.2%
	主な民族	フェニキア人の末裔といわれる (ヒクソス、エジプト、アッシリア、バビロニア、ローマ、トルコ他の支配を受け混血している)。
	主な言語	アラビア語 (公用語)、仏語、英語
	主な宗教	キリスト教 (マロン派、ギリシャ正教、ローマ・カトリック、アルメニア正教、ギリシャ・カトリック他)、イスラム教 (スンニー派、シーア派、ドルーズ派他) 等 18 宗教
	日本との時差	－7 時間 (夏時間－6 時間)
	通貨単位	レバノン・ポンド (LL) 1LL=0.08 円相当 (99 年 3 月現在)
	為替レート	1 米ドル=1,508LL (98 年 12 月現在)
	気候	臨海地域 : 地中海性の温暖気候、山岳地域 : 夏涼しく、冬かなりの積雪、ベッカー高原 : 大陸性気候 (乾燥、昼夜の寒暖差が大きい)、ベイルート : 春 (3－4 月) 快適、夏 (5－10 月) 30℃前後、秋 (11－12 月) 快適、冬 (1－2 月) 5～20℃
政治	主な記念日	新年 (1/1)、聖マロン祭 (2/9)、*ラマダン明祭、*聖金節、*復活祭、メーデー (5/1)、*慰霊祭、*犠牲祭、*イスラム新年、*アーシューラ祭、聖母被昇天 (8/15)、*預言者生誕、万聖節 (11/1)、独立記念日 (11/22)、クリスマス (12/25) *期日は年により変更
	政体	共和制
	元首	エミール・ラフード大統領 (1936 年生、キリスト教マロン派)、任期 (2004 年 11 月 23 日まで) 略歴 : 1983 年国防省軍事局長、1985 年海軍司令官、1989 年～98 年、国軍司令官、1998 年 11 月～大統領
	国会議長	ナビ・ベッリ (1938 年生、イスラム教シーア派) 略歴 : 弁護士、1980 年アマル・リーダー、1991 年～国会議員、1992 年～国会議長
治	首相	サリーム・ホッス (1929 年生、イスラム教スンニー派) 略歴 : 1955 年～69 年 AUB 経営学部教授、1976 年～80 年首相、1987 年～90 年首相、1992 年～国会議員、1998 年 12 月～首相

政 治	議会（一院制）	議席数 128（国民連立 25、解放 22、人民闘争 8 他—以上会派名） 任期：4 年
	主要政党	ファランジスト党（カタール派）：マロン派 40,000 人、国民自由党（NLP）：マロン派 7～8,000 人、レバノン共産党（LCP）：ギリシャ正教 7,000 人、シリア民族社会党（NSSP）：ギリシャ正教 5,000 人、進歩社会主義党（PSP）：ドルーズ派 2～30,000 人、ヒズボラ（1992.2 政党許可取得）：シーア派 4～5,000 人
	司法	大審院：民事、刑事訴訟を扱う最高裁判所に相当、全国に 4 カ所 控訴裁判所：同上、高等裁判所に相当、全国に 11 カ所（ベイルートに 5 カ所） 単独判事裁判所：同上、初級裁判所に相当、全国に 56 カ所（ベイルートに 17 カ所） 憲法裁判所：法律の合憲性及び公式選挙結果等に関する訴訟を扱う 各宗教裁判所：各宗教、規律に従い、婚姻、相続等に係る訴訟を扱う
	地方制度 （6 県、主都市）	ベイルート県（ベイルート）、南レバノン県（サイダ）、山岳レバノン県（バーブダ）、ナバティエ県（ナバティエ）、北レバノン県（トリポリ）、ベッカー県（ザハレ）県の下に郡、町、村の各行政区画地方 組織：県知事、郡長、市町村議会、町村登録局
外 交	外交政策	1. 公正かつ包括的中東和平支持 2. イスラエルとの和平交渉については、南レバノンからのイスラエル軍の完全撤退が前提、特に国連安保理決議 425 の早急な実施を要求 3. シリアとの外交・安全保障上の協調 4. アラブ諸国との連帯 5. 欧州諸国（特に仏）との友好関係の維持 6. 米国との関係強化 7. 日本との関係重視 8. レバノン復興・開発のため、外国国際機関からの援助・協力の確保
	日本との交流	日本：1954 年 9 月ベイルートに公使館を設置。59 年 4 月大使館に昇格。86 年 5 月ダマスカスに退避。95 年 2 月ベイルートに復帰。 レバノン：1957 年 11 月東京に公使館を設置。59 年 4 月大使館に昇格。1960 年代、両国は、特に経済面で緊密化、75 年内戦勃発前レバノンは日本企業の中東地域における一大根拠地であったが、内戦で在留邦人は激減、現在 70 数名。今後、政情、治安の安定、経済の再建が進み邦人数も増加傾向。1996 年 6 月ハリーリ首相日本発訪問（非公式） 1997 年 11 月 3－6 日ハリーリ首相 2 度目の日本訪問（公式実務訪問）

国際 関係	国連加盟年	1945 年 10 月 24 日
	主な加盟国際機関	IBRD, UNDP, UNRWA, WFP, FAO, WHO, ILO, ITU, UNESCO, ICAO, UPU, WMO, IMCO, UNICEF, ESCWA, インテルサット他
経 済	会計年度	1 月 1 日～同年 12 月 31 日
	総生産額 (GNP)	13,400 百万ドル 1 人あたり GNP 3,350 ドル (97 年世銀アトラス推計) GDP 14,842 百万ドル 1 人あたり GDP 3,800 ドル (97 年中銀)
	経済成長率 (97 年中銀)	GDP 成長率 4.0%、インフレ率 7.75%
	経済協力 (98 年 ODA 白書)	95 年 DAC2 国間 ODA 57.1 百万ドル
	エネルギー (97 年中銀)	国内消費高: 4,391 千トン、輸入依存度: 100%
	主な産業 (97 年中銀)	貿易 (GDP 比 30.5%)、サービス (同 31.2%)、工業 (水、エネルギーを含む) (同 17.5%)、農業 (同 12.6%)、建設 (同 9.4%)
	物価指数 (97 年中銀)	98 年平均 (93 年 1 月=100) 173.5
	国際収支 (97 年 IMF 推計)	経常収支 2,893 百万ドル 貿易収支 6,234 百万ドル 経常移転収支 2,450 百万ドル 資本収支 4,008 百万ドル
	貿易 (97 年通産白書)	輸出 642 百万ドル、対日輸出額: 3.5 百万ドル 主な輸出品: 紙製品、繊維製品、貴金属、宝石 主な相手国: アラブ首長国連邦、サウディ、シリア他 輸入 7,456 百万ドル、対日輸入額: 172.5 百万ドル 主な輸入品: 電化製品、自動車、鉱物資源、衣類 主な相手国: イタリア、ドイツ、アメリカ、フランス他

出典 レバノン概況、在レバノン大使館

Terms of Reference

Environmental Friendly Integrated Transportation Plan for Greater Tripoli

Prepared by

CDR

Study Title: Environmental friendly Integrated Transportation Plan for Greater Tripoli

Proposed source of Assistance : Japanese Technical Grant

1. Background and Justification for the Study

The Taef Accord upon which the war was ended, called for the decentralization of the government. Tripoli, ranking second after Beirut the capital of Lebanon, is expected to be the capital of the north. Therefore, the national policy is to develop various infrastructure projects in Tripoli to encourage private investments and its economical base in order for the city to assume its future role. The national emphasis at this time is on Tripoli's transportation network.

The Greater Tripoli Area (Tripoli & suburbs) is observing expansion in several infrastructure projects which will pose a greater demand on its roadway network. Also, several proposed roadways leading to the city are under study now and implementation is expected soon. In the city, the roadway network requires re-organization in order to meet the upcoming demand from the in-city expansions and the surrounding new roadways.

Thus, it is necessary to forecast future demand of public & private transportation not only in view of the development of the various infrastructure projects currently underway and anticipated in the coming years but also with the framework of urban plan based on urban structures and environmental issues. It is right time to formulate a transportation master plan and to carry out feasibility studies in the Greater Tripoli Area.

In addition, transportation projects are aimed to improve mobility, and then concentrated pollution due to congestion and delays should decrease. Forestry component is to be determined/evaluated by the study team after review of existing conditions and current projects. It is also expected that the study team should delineate the impact on environment (pollution, forestry and agriculture) and propose mitigation measures (if any). The intention of the national government is to stimulate growth in the Tripoli area, and then the city and its suburbs will benefit from increase in employment opportunities.

2. Details of the proposed study

2.1 The objectives and output of the proposed study

There are two steps of the study that are the master plan (10 months) and the transport components including feasibility studies (6 months).

The objective of the master plan (Phase I) is to mainly formulate the plan of alternative transport system and transport management at the Greater Tripoli Area in

response to demand forecast and clarification of urban transport problems. The other objective is to identify priority transport components including feasibility studies.

The objective of the transport components including feasibility studies identified by the master plan is to formulate project implementation plans with the consideration of cost estimation, project evaluation, institution and maintenance.

The ultimate output of the study is to formulate the master plan (Phase I) consisted of as follows :

- Urban and land use plan
- road plan
- public/private transport plan (including school transport plan)
- parking plan
- traffic management strategy
- institutional plan of a traffic management unit
- urban infrastructure projects mainly related to transport and environmental issues
- environmental impact
- priority transport feasibility studies (Phase II) identified by the master plan.

There are the short term (1-5 years) for immediate objectives and the long term for target year 2015 objectives, outlined as follows :

The short term (1 -5 years):

to evaluate the existing transportation network and isolate the elements that may inhibit future economic development of the region
to evaluate the transportation demands for existing conditions and current projects in the region

- determine if the current transportation projects will meet the demands of the region
- required actions to be taken in addition to the current transportation projects.

The long term (Target year 2015):

based on the short term objective, define and prioritize the required projects or actions in order to preserve and/or enhance the roadway network and possible expansions

2.2 Activities of the proposed study

Phase I (Master plan, 10 months)

Collection and review of exiting data, information, and policies regarding related projects, urban structure, urban plan, urban environment and etc.
transport field surveys (household survey, public transport survey, traffic count survey, etc.)

- analysis of collected data

- identification and analysis of the problems
- forecast of future quantity and quality of urban transportation
- formulation of the master plan
- Draft of summary of the master plan

Phase II (Feasibility studies, 6 months)

- Confirmation of the planning framework
- supplemental basic study
- recommendation and preliminary design
- planning of operation and maintenance
- institutional and organizational development
- project evaluation
- project implementation plan
- Summary of transport components

2.3 Anticipated expert team

Project Manager/Transportation planner
 Urban Planner(s)
 Urban environmental expert (s)
 Traffic/Modeling engineer(s)
 Parking Specialist
 Public Transportation Planner
 Institutional expert
 Economist/Financial expert (s)
 Archeologist/Socio-culture expert

2.4 The area of the proposed study

The master plan will cover the municipalities of El Mina, El-Beddaoui, Tripoli, Majdlaya and the town of Behsass. The transport components including feasibility studies will generally cover the municipalities of El Mina, El-Beddaoui and Tripoli.

2.5 The schedule of the proposed study

This study will require 16 months starting as soon as possible. The study team will also prepare and submit the following reports in English to the Lebanon counterpart team set by CDR.

1. Inception Report within one month from the commencement of the study (10 copies)
2. Progress Report within 4 months from the commencement of the study (10 copies)
3. Interim Report within 10 months from the commencement of the study (20 copies)
4. Draft Final Report within 15 months from the commencement of the study (20 copies)
5. Final Report within one month after receipt of comments from CDR (50 copies)
6. Summary of Master plan and transport components with final reports (200 copies)

2.6 Facilities and information for the study team

Facilities

CDR will assign counterpart personnel as required by the study team. In the event that coordination is required with other ministerial and municipal authorities, CDR will arrange to formulate a steering committee for coordination with other ministries and agencies.

Information

- Tripoli ring roads (completed & under construction)
- re-zoning & subdivision (under construction)
- Tripoli Arab expressway (construction starting soon)
- Tripoli - sir Ed Danniye road rehabilitation (proposed)
- Free zone (proposed)
- seaport (proposed)
- The signals and lighting project (in tender)
- Waste water treatment plant (proposed)
- Land fill (proposed)
- Two flyover bridges (in tender)
- Evaluation report for Public transport prepared by Medi-Pyrenne

Security

- security is very well established in the study area.

2.7 Global Issues (Environment, employment, etc)

This project is aimed to improve mobility, thus concentrated pollution due to congestion and delays should decrease. Forestry component is to be determined/evaluated by the study team after review of existing conditions and current projects.

Based on the review of current projects and the proposed future actions, the study team should delineate the impact on environment (pollution, forestry and agriculture) and propose mitigation measures (if any).

As mentioned above, the intention of the national government is to stimulate growth in the Tripoli area, therefore, the city will benefit from rise in employment opportunities. In addition, providing the ease of access to the city, will help the surrounding areas in obtaining work in the city.

資料 3. 免税にかかるCDRからのレター

REPUBLIQUE LIBANAISE
MINISTÈRE DES AFFAIRES ÉTRANGÈRES

NO: 1472/8

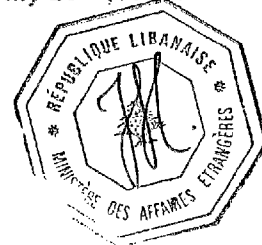
The Ministry of Foreign Affairs presents its compliments to the Embassy of Japan and has the honor to enclose herewith the letter No 3206/1 dated 19th May 1999, addressed to H.E. Ambassador Mr. Matsuhiro Horiguchi from the president of the Council for Development and Reconstruction Mr. Mahmoud Osman, concerning the assurances, to the Government of Japan, of the CDR's commitment to pay charges, duties, and taxes on behalf of the consultants.

Further details of these charges and of the mechanism which will be applied to settle them are stated in the enclosed letter.

The Ministry of Foreign Affairs avails itself of this opportunity to renew to the Embassy of Japan the assurances of its highest consideration.

Beirut July 20th, 1999.

Embassy of Japan
Beirut



COUNCIL FOR DEVELOPMENT & RECONSTRUCTION
BEIRUT - LEBANON

No. : 3206/1

Beirut, 19th of July 1999

H.E. Mr. Matsuhiro HORIGUCHI
Ambassador
Embassy of Japan
Ba'abda - Lebanon

Your Excellency,

Further to CDR's letter dated 29/5/1999 regarding the tax issues related to the Development Study subtitled "Environmental Friendly Integrated Transportation Plan for Greater Tripoli (M/P)", and after recent discussions with the staff of your Embassy regarding the content of the aforementioned letter, it was agreed that another letter would be sent in order to assure the Government of Japan of the payment by CDR of taxes and duties on behalf of the consultants.

In view of the above, please be informed that the following taxes, duties and charges imposed on the Study team shall be paid immediately by the Council for Development and Reconstruction (hereinafter referred to as "the CDR"), until the Government of the Republic of Lebanon takes proper legal measures:

- alien registration requirements and consular fees;
- taxes, duties and other charges on equipment, machinery and other materials brought into Republic of Lebanon for the conduct of the Study;
- income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Japanese study team for their services in connection with the implementation of the study;
- taxes, duties and other charges on remittances, as well as, utilization of the funds introduced into Republic of Lebanon in connection with the implementation of the Study.

The study team does not bear, even temporarily, any payment.

2. The CDR shall take the necessary measures for the above mentioned payments immediately in order to make the Study proceed smoothly.

Furthermore, we would like to reiterate what we have indicated in our above mentioned letter, namely, that in order to allow CDR to undertake the smooth and prompt implementation of the obligations stated above, sufficient details should be provided to CDR on the income generated from the consultant's work in Lebanon to enable CDR to pay on his behalf due income taxes to the Lebanese Ministry of Finance.

NM

W

Moreover, a list of equipment, machinery and other materials needed by the consultants for the study should also be provided to the CDR for customs clearance.

In the case of consular fees, and in order to allow CDR to undertake the smooth and prompt implementation of its obligations, a list of consultants working on the development study, with their passport details, should be sent to CDR in a timely manner.

We would appreciate it if you would pass the above mentioned information to the concerned Japanese Authorities.

We avail ourselves of this opportunity to renew to Your Excellency the assurance of our highest consideration.

Best Regards,

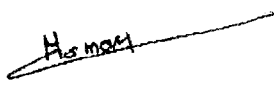
Council for Development
And Reconstruction

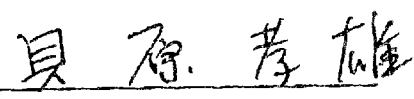
Handwritten signature: Hs may
President
Mahmoud Osman
NCL



Scope of Work
on
the Study
of
Environmental Friendly
Integrated Transportation Plan
for Greater Tripoli
in
the Republic of Lebanon
Agreed Upon Between
Council for Development and Reconstruction
and
Japan International Cooperation Agency

Beirut, 3 August 1999


Mr. Mahmoud OSMAN
President,
Council for Development
and Reconstruction


Mr. Takao KAIBARA
Leader,
Preparatory Study Team,
Japan International Cooperation Agency

I. INTRODUCTION

In response to the request of the Government of the Republic of Lebanon, the Government of Japan has decided to conduct the Study of Environmental Friendly Integrated Transportation Plan for Greater Tripoli in the Republic of Lebanon (hereinafter referred to as "the Study"), in accordance with the relevant laws and regulations in force in Japan.

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

The present document sets forth the Scope of Work with regard to the Study.

II. OBJECTIVES OF THE STUDY

The objectives of the Study are:

1. To formulate an Urban Transportation Master Plan(M/P) for the Greater Tripoli Area to the year 2020, in order to alleviate present traffic congestion and to ensure safe mobility;
2. To formulate a 5-year plan composed of priority projects identified under the M/P; and
3. To pursue technology transfer to the Lebanese counterpart personnel in the course of the Study.

III. STUDY AREA

The M/P shall cover the Municipalities of Tripoli, El Mina, El Beddaoui, Mejdlaya, and Behsass, while the 5-year plan shall cover the Municipalities of Tripoli, El Mina, and El Beddaoui.

 3.7.2.

IV. SCOPE OF THE STUDY

In order to achieve the objectives mentioned above, the Study shall cover the following items.

1. Review and analysis of the present situation

- 1-1 Review of existing plans for urban development and transportation improvement
- 1-2 Collection and review of socioeconomic data, including population growth, economic activities and land use patterns
- 1-3 Collection and review of physical conditions including topography, geography and soil
- 1-4 Review of existing transportation and traffic conditions including passenger and freight volume, transportation facilities, public transportation systems and vehicles registration
- 1-5 Conduct of traffic survey and public transportation survey
- 1-6 Assess organizational structure and function, administrative capability, budgetary systems, and laws and regulations related of transportation management
- 1-7 Review of environmental management, legal framework and institutional responsibilities; and assessment of current environmental conditions
- 1-8 Identification of problems and potential for urban transportation improvement

2. Formulation of the Master Plan (M/P)

- 2-1 Establishment of future socioeconomic framework
- 2-2 Projection of future traffic demand and traffic flows
- 2-3 Formulation of the M/P which shall be composed of
 - (1) Policies and strategies for transportation planning and improvements;
 - (2) A road network plan, inner-city transportation plan, parking plan, school transport plan, and public transportation plan (privately and publicly owned);
 - (3) Initial environmental examination (IEE);
 - (4) Preliminary cost estimates; and

 3. K.

- (5) Plans for operation and maintenance
- 2-4 Recommendations for institutional strengthening including organizational responsibilities, funding sources and regulatory framework
- 2-5 Preparation of a staged implementation plan
- 2-6 Identification of priority projects for the 5-year plan
- 3. Formulation of the 5-year plan
 - 3-1 Supplementary survey for traffic volume and natural conditions
 - 3-2 Construction plans for transportation facilities including
 - (1) Preliminary design,
 - (2) Environmental impact assessment (EIA),
 - (3) Cost estimates,
 - (4) Economic and financial analysis, and
 - (5) Implementation schedule
 - 3-3 Proposals for implementation arrangements including organizational set-up, human resource development, and preliminary funding plan
- 4. Conclusion and recommendation

 3. K.

V. SCHEDULE OF THE STUDY

The Study will be carried out in accordance with the attached tentative schedule. (Appendix)

VI. REPORTS

JICA will prepare and submit the following reports in English to the Government of Lebanon.

1. Inception Report (IC/R)

Thirty (30) copies within one month after the beginning of the Study

2. Interim Report (IT/R)

Thirty (30) copies within five months after the beginning of the Study

3. Draft Final Report (DF/R)

Thirty (30) copies within eight months after the beginning of the Study

The Government of Lebanon will present its comments to JICA within one month after the receipt of the Draft Final Report.

4. Final Report (F/R)

Fifty (50) copies of main reports together with CD-ROM and two hundred (200) copies of summary report, within one month after JICA's receipt of comments on the Draft Final Report from the Government of Lebanon



VII. UNDERTAKING OF THE GOVERNMENT OF LEBANON

1. In order to facilitate the smooth conduct of the Study, the Government of Lebanon shall take necessary.
 - (1) To secure the safety of the Japanese study team;
 - (2) To permit the members of the Japanese study team to enter, leave and sojourn in Lebanon in connection with their assignment therein, and take the necessary measures to exempt them from or pay on their behalf alien registration requirements and consular fees;
 - (3) To take necessary measures to exempt the members of the Japanese study team from or pay on their behalf taxes, duties, and other charges on equipment, machinery and other materials brought into and out of Lebanon for the conduct of the Study;
 - (4) To take necessary measures to exempt the members of the Japanese study team from or pay on their behalf income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Japanese study team for their services in connection with the implementation of the Study;
 - (5) To provide necessary facilities to the Japanese study team for remittances as well as utilization of the funds introduced into Lebanon 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 Japanese study team to take all data and documents to Japan, as necessary for analysis during the implementation of the Study; and
 - (8) To provide medical services as needed. Its expenses will be chargeable to members of the Japanese study team.
2. The Government of Lebanon shall bear claims, if any arise against members of the Japanese study team resulting from, occurring in the course of, or otherwise connected with the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Japanese study team.




3. Council for Development and Reconstruction (hereinafter referred to as "CDR") shall act as a counterpart agency to the Japanese study team and also as a coordinating body in relation with other governmental and non-governmental organizations concerned for the smooth implementation of the Study such as Ministry of Transport, Ministry of Public Works and Municipalities or town concerned.
4. CDR shall, at its own expense, provide the Japanese study team with the following, in cooperation with other organizations concerned;
 - (1) Available data and information related to the Study,
 - (2) Counterpart personnel,
 - (3) Suitable office space with necessary equipment mainly in Beirut and Tripoli as required, and
 - (4) Credentials or identification cards.

VIII. UNDERTAKING OF JICA

1. For the implementation of the Study, JICA shall take the following measures:
 - (1) To dispatch, at its own expense and on a grant basis, the Japanese study team to Lebanon; and
 - (2) To pursue technology transfer to the Lebanese counterpart personnel in the course of the Study.

IX. OTHER

1. JICA and the CDR shall consult with each other in respect of any matter that may arise from or in connection with the Study.

 3.22.

Appendix

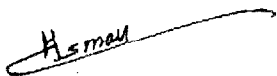
TENTATIVE STUDY SCHEDULE

	1	2	3	4	5	6	7	8	9	10
Work in Lebanon										
Work in Japan										
Report	△ IC/R				△ IT/R			△ DF/R		△ FR


H. Z. K.

Minutes of Meeting
for
the Scope of Work
on
the Study
of
Environmental Friendly
Integrated Transportation Plan
for Greater Tripoli
in
the Republic of Lebanon
Agreed Upon Between
Council for Development and Reconstruction
and
Japan International Cooperation Agency

Beirut, 3 August 1999



Mr. Mahmoud OSMAN
President,
Council for Development
and Reconstruction



Mr. Takao KAIBARA
Leader,
Preparatory Study Team,
Japan International Cooperation Agency

The Japanese Preparatory Study Team organized by Japan International Cooperation Agency (JICA) and headed by Mr. Takao KAIBARA, visited the Republic of Lebanon from 25 July 1999 to 14 August 1999 to conduct a field survey and discuss the Scope of Work for the Study of Environmental Friendly Integrated Transportation Plan for Greater Tripoli in the Republic of Lebanon (the Study).

During the stay of the Team in Lebanon, a series of meeting were held between the Team and the Lebanese authorities on the Study and both sides agreed and signed the Scope of Work of the Study.

The list of attendants is attached.

The main items discussed regarding the Scope of Work are as follows:

1. Target year

Both sides agreed target year of the Masterplan study would be extended to the year 2020 under request of the Lebanese side.

2. Steering Committee

Both sides agreed that the Lebanese side would establish a Steering Committee consisting of following organizations chaired by Council for Development and Reconstruction (CDR).

- (1) CDR
- (2) Ministry of Transport
- (3) Ministry of Public Works
- (4) the Municipalities of Tripoli, El Mina, El Beddaoui, Mejdlaya, and Behsass

CDR will send a member's list of Steering Committee to the Embassy of Japan within one month.



3. Counterpart Team

Both sides agreed the Lebanese side would assign counterpart personnel at full time basis for the Japanese study team.

4. Providing of maps and reports

- (1) Both sides agreed CDR would provide latest maps or aerial photos on a scale of 1:5,000.
- (2) Both sides agreed CDR would provide existing reports and/or drawings about (i) Eastern and Western ring road projects, (ii) Arab highway project, bridges at Khannak and Mallouli financed by Saudi Fund, and (iii) Traffic light improvement projects.

5. Reports

- (1) Both sides agreed final reports would be opened to the public.
- (2) Both sides agreed progress reports would be prepared every two months in the course of the Study.

6. Commencement of the Study

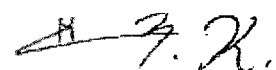
Both sides agreed JICA would commence the Study after exchanging of Notes Verbal between the Government of Japan and the Government of Lebanon.

7. Socioeconomic Framework

Both sides agreed the Lebanese side would provide existing data such as population, Gross Domestic Product (GDP), number of vehicles on road, traffic accident.

8. Necessary equipment

Both sides agreed the Lebanese side would provide copy machines, facsimile machines, and telephone lines for the working space.

A handwritten signature in dark ink, appearing to be 'H. Z. K.' with a stylized flourish.

Attendant list

Lebanese Side

Council for Development and Reconstruction

Mr. Mahmoud OSMAN	President
Dr. Boutros A. LABAKI	Vice President
Ms. Nada MUFARRIJ	Funding Coordinator, Japan
Mr. Elie HELOU	Transport Engineer/Projects Division
Dr. Youssef KARAM	Senior Water Engineer/Projects Division
Dr. Alain CORDAHI	Senior Transport & Infrastructure Engineer/Programs Division
Dr. Wafa SHARAFEDDINE	Senior Planner/Programs Division
Mr. Ghassan KHAIRALLAH	Transport Engineer/Projects Division
Mr. Jaoudat ABOU-JAOUDE	Architect-Urban Planner/Programs Division
Dr. Mazen SULEIMAN	Senior Statistician/Programs Division
Mr. Milad DIRANI	Senior Engineer/CDR Tripoli Office

Ministry of Transport

Mr. Najib MIKATI	Minister of Transport
Dr. M. Hadi BAAJ	Advisor to the Minister

Municipality of Tripoli

Gl. Samir CHAARANI	Mayor
Mr. Sudad RAAD	Advisor to the Mayor

Japanese Side

Mr. Takao KAIBARA	Team Leader of the Team
Mr. Yoshihiro KIMURA	Member of the Team
Mr. Yukihiro KOIZUMI	Member of the Team
Mr. Osamu AOKI	Member of the Team
Mr. Akihiro OBATA	Member of the Team
Mr. Kunio OHASHI	Member of the Team

Mr. Yukinobu MIYAKODA Embassy of Japan in Lebanon



Questionnaire
for
Environmental Friendly Integrated Transportation Plan for Greater Tripoli
in
Tripoli

Japan International Cooperation Agency
(JICA)

- Note:
1. Mark (O) shows the necessary data/information which is desirable to be provided, if possible.
 2. Please mark "O" for the data/item in the "availability" which is available.
 3. Please mark "X" for the data/item in the "availability" which is not available.

I. Organization Concerning the Implementation of the Study

ITEM	DESCRIPTION	AVAILABILITY		NAME OF MATERIALS
		AVAIL- ABILITY	PLACE OF DATA AVAILABLE	
1. Agencies which are responsible for the followings: (A) Transport policy	(1) Transport system and network (2) Traffic control and management (3) Promotion of public transport utilization (4) Improvement of urban environment (5) Privatization	HOT & HPW HOT HOT	(Ministry of transport & Public works)	
(B) Planning and construction/ implementation	(1) Transport system and network (2) Traffic control and management (bus lane, area pricing, parking control, etc.) (3) Road (4) Public transport (5) Transfer facilities (6) Urban development (7) Urban environment (air pollution, noise, transportation safety, etc.) (8) Organization chart	CDR CDR - Municipalities HPW - CDR HOT HOT HPW		
2. Agencies in charge of and/or concerned with the followings: (A) Permission of aerial phot taking (B) Custody of topographic maps and aerial photos (C) Area conservation (D) Geological data/information	(1) Name of Agencies and Department (2) Name and position of the responsible persons in charge for the Japanese Study Team to contact		Lebanese army. for aerial photos. CDR	
3. Organization to supervise and steer the management of the Study	(1) Necessity of the Steering Committee and proposed member institutions	CDR		

II. Socio-economic data/information

ITEM	DESCRIPTION	AVAILABILITY		NAME OF MATERIALS
		AVAILABILITY	PLACE OF DATA AVAILABLE	
1. Latest socio-economic indices	(1) GNP and GDP (2) Population, number of households, labor force and products by industrial sector (3) Administrative boundary maps (4) Past and future population growth rate (5) Yearly budget for transport	4.2 mill 97 1.7% - 1.45% (unofficial)	38 (unofficial)	GNP (estimated) 1998 = $LDP25 \times 10^{12}$ estimated
2. Existing development plans and reports	(1) Economic development plans (2) Transportation development plans (3) Industrial development plans (4) Housing development plans (5) Forecast of socio-economic indicators			
3. Urban development plan	(1) Existing land use (2) Future land use plan (3) Urban development plan/project	30	CDR	
4. Current economic situations including structural reforms toward a market economy and progress of privatization		GOL	is considering privatization of certain sectors.	
5. Current situations of the transport sector including structural reforms toward a market economy and progress of privatization		HOT is	responsible & program is being made	
6. Institutional and financial framework of urban transport services especially in terms of relationship between central and local government		X		
7. Financial Standings of urban transport services by mode including fare revenue, subsidies, expenditure and resultant profit/loss		HOT	and office of railroad & Public Transport	

III. Public bus

ITEM	DESCRIPTION	AVAILABILITY		NAME OF MATERIALS
		AVAIL- ABILITY	PLACE OF DATA AVAILABLE	
1. Organization and operation	(1) Organization and operation chart	X		
2. Inventory of facilities	(1) Number of buses (2) Capacity of bus (3) Station	X	see printout	from Central Administration of Statistics
3. Budget	(1) Construction cost, operation and maintenance cost (2) Financial source	X		
4. Passenger traffic	(1) Number of passengers by station (2) Number of bus operation (3) Hourly and daily fluctuation of passengers	X	// //	// // //
5. Financial situation	(1) Revenue and expenditure	X		
6. Tramway transport policy	(1) Current situation (2) Development plan	X		
7. Traffic control and management		X		
8. Laws and regulations		0		

IV. Technical data/information

ITEM	DESCRIPTION	AVAILABILITY		NAME OF MATERIALS
		AVAIL- ABILITY	PLACE OF DATA AVAILABLE	
1. Transport network in Tripoli	(1) Network maps of each transport system showing the classification of system components (tramways, trolley-bus, bus, subways and road) mini-bus, (2) Capacity of each transport system	X X		
2. Traffic survey system	(1) Type of traffic survey by transport mode (2) Survey period (3) Number of survey sites and size of survey	X X X		
3. Traffic data	(1) Passengers and freight volume transported by each transport mode (tramways, trolley bus, bus, subways and road) mini-bus (2) OD matrix data by transport mode (person trip, vehicle trip) (3) Maps showing points of traffic congestion/traffic bottleneck (4) Number of registered vehicles (5) Motorized vehicle ownership in recent year coupled with taxes and charge imposed on the ownership (6) Records of traffic accident (7) Forecasts of number of passengers/cargo by transport mode	X		
4. Conditions of roads	(1) Road inventories(class, length, surface type, lane width, etc.)	X		
5. Road development plan	(1) Existing and on-going road development (2) Proposed/committed road development plan (3) Future road development plan	X		
6. Road construction cost	(1) Construction cost by type of road (2) Operation and maintenance cost by type of road (3) Construction, operation and maintenance budget	0	Ministry of Public works	
7. Car parking	(1) Location and area (2) Policy for car parking	X		

V. Other information

ITEM	DESCRIPTION	AVAILABILITY		NAME OF MATERIALS
		AVAIL- ABILITY	PLACE OF DATA AVAILABLE	
1. List of consultants and brochures	(1) Capability (2) Facility and equipment (3) Number of staff	0		
2. Law and regulations related to the contract with consultant		0	CDR	
3. Cost of investigation and survey	(1) Standard price list and/or typical example of cost proposal for person trip survey, public transport survey, environmental survey, etc. (2) Fee for consultants and other stuff		EIA (180,000) \$ Economic. Analy (150,000) \$	
4. Technical assistance reports in the transport sector, urban transport in particular, in 1990s		0		
5. Presence of the researcher of the university regarding urban transport planning (Beirut - Tripoli)		0	AUB (American University of Beirut) LAU (Lebanese American University)	
6. Possibility of the coordination with the researcher of a university		0		

VII. SOCIAL ISSUES AND RESETTLEMENT

ITEM	DESCRIPTION	AVAILABILITY		NAME OF MATERIALS
		AVAIL- ABILITY	PLACE OF DATA AVAILABLE	
1. Policy on WID (Women in development), poverty alleviation, community participation and resettlement	(1) Central government policy (Law, Guidelines, etc.) (2) Others	0		National Comm. for Women
2. Organizations	(1) Government agencies responsible for WID, poverty alleviation, community participation and resettlement, and their responsibilities (Institutional capacity of the agencies) (2) Others	0		
3. Present situation of target population in the project areas	(1) Target population - Number of people to be benefited - Number of people to be resettled - Geographical distribution of target population - Social structure of target population (ethnicity, caste, kinship, system, gender, income differential, power relation of community etc.) - Main forms of livelihood (farming trade, services, etc.) - Pattern of resource distribution amongst the target population (land, water, livestock,	(300000 - 400000) ? ? (Moslems, Christians) trade, Services, Ag., Ind.		

	<p>farm equipment, etc.)</p> <p>-Target population's access to resources (private ownership, clan or village membership; gender, disparity in terms of access to and ownership of resources, etc.)</p> <p>-Common property resources and assets, and its management</p> <p>-Pattern of settlement (housing proximity by kinship or caste, etc.; social ties, residential patterns, etc.)</p> <p>1) Who are the Stakeholders?</p> <p>2) Are the objectives of the project consistent with their needs, interest and capacities?</p> <p>3) What is social and cultural factors affect the ability of stakeholders to participate or benefit from the operation proposes.</p> <p>4) What is the impact of the project or programme on the various stakeholders, particularly on women and vulnerable group?</p> <p>5) What are the social risks(Lack of commitment or capacity and incompatibility with existing condition) That affect the success of the project or programme?</p> <p>6) What institutional arrangement are for participation and project delivery?</p>		<p>Municipality residents of the area</p> <p>yes.</p>	
--	--	--	---	--

<p>4. Rehabilitation and compensation programme</p>	<p>7) Are there adequate plans for building the capacity required for each?</p> <p>(2) Public services</p> <ul style="list-style-type: none"> -Existing public services (electricity, health care, schools, water supply, etc.) -Staff of public service (do they come from inside or outside the area?) <p>(3) Others</p> <p>(1) Rehabilitation and compensation programme</p> <ul style="list-style-type: none"> -Does the resettlement agency provide employment opportunity for the displaced people, especially for the very poor? -Does the resettlement agency provide an initial resettlement package (subsidies on basic food, etc.) for the displaced people, especially for the vulnerable group? -Does the resettlement agency respond to the particular needs of women, ethnic minorities and other vulnerable people? -Does the resettlement agency provide target population, if it is necessary, with necessary technical assistance? -Others 	<p>no</p> <p>yes.</p>		<p>Monetary recompensation</p>
---	--	-----------------------	--	--------------------------------

REQUIRED DATA AND QUESTIONNAIRE

ITEM	DESCRIPTION
1. Conditions of roads	(1) Road network maps (aerial photos) (2) Road inventories(class, length, surface type, lane width, etc.) (study output) (3) Proposed/committed road development plan (CDR furnished).
2. Road traffic survey system	(1) Location of periodic traffic count stations in the study area (study output 30 loc. ±) (2) Period (once a year seasonal, etc.) (once a year & seasonal on locations ±)
3. Traffic data on the related roads	(1) Traffic volume by vehicle types (study output) (2) Number of registered vehicles (not available now) (3) Record of traffic accidents (location, type, causes, etc.) (CDR furnished) (4) Number of passengers/cargo by each mode (study output) (5) Forecasts of number of passengers/cargo by each mode (study output)
4. Public transportation Network	(1) Network map of public bus (study output) (2) Traffic flow data and forecasts by transport mode (study output)
5. Development /improvement plan	(1) Future road and public transportation network plan (CDR furnished)
6. Traffic management	(1) On-going traffic management(one-way regulation, etc.) {study output} (2) Present problems of traffic management
7. Construction cost	(1) Construction cost by type of road, public transportation and traffic management (CDR & HPW)
8. Local consultants	(1) List of consultants and brochures(capability, number of staff, etc.) (CDR furnished) (2) Laws and regulations related to the contract (CDR has) (3) Standard price list and/or typical example of cost proposal for person trip survey (CDR will check) (4) Availability of university's assistance for person trip survey (AUB, LAU)

資料 6 . 民間コンサルタントの状況

現地コンサルタント能力

カウンターパート機関に対し、CDR登録コンサルタントの中から当該プロジェクトの現地調査（PT、交通調査、環境調査）を実施するための現地コンサルタントの推薦を依頼してところ、次に示す 4 社が十分な類似業務経験を有する現地コンサルタントとしてショート・リストされた。

従って、下記 4 社に対し、想定される現地調査費の見積りを依頼した。

- 1 . Team International Tamam Nakkash, Ph.D. tnakkash@cyberia.net.lb
Tel (01)840414 Fax (01)826593

- ・ ベイルート大都市圏交通計画を実施したコンサルタントで、ホームインタビュー調査等交通調査に関しては、当該プロジェクトにおいても単独で実施できる十分な能力を持っている。
- ・ Coastal Motorwayのトリポリからシリア国境までのF/Sを実施しており、当該調査地域の交通量調査等基礎データを持っている。

- 2 . Dar Al-Handasah Marwan Kabbani mkabbani@dah.com.lb
Tel 790002/3/4/5 Fax869026/11 dar@inco.com.lb

- ・ 中東では最大の総合コンサルタントでベイルート及びカイロに 2 つの本社を持ち社員は、250 人で中東地域をはじめ多くの都市計画類似業務経験をもつ。
- ・ 類似コンサルタント業務としては、1995年のベイルートマスタープランがある。
- ・ また、ベクテルとレバノン戦後復旧プランを策定している。

- 3 . Khatib & Alami Bassam K. Boustany, Ph.D.
Tel & Fax (9611) 853218

- ・ ベイルートに本社そして中東各地に多くの支店を持つ総合コンサルタント。
- ・ GISを売り物にしている

- 4 . Associated Consulting Engineers S.A.L Zouheir Badran
Tel 353430/1/2 Fax 354234

- ・ レバノン第 2 の国際コンサルタントでアフリカ、中東における多くの都市計画を実地した経験を持っている

その他地形図は1969年の1：50,000が最新であり、航空写真に関してはドイツに本社を持つMAPSが独占している。現在1994年に撮影された1：10000航空写真があるが、MAPSは1999年7月撮影の対象地域の航空写真を持っており既にデジタル化されている。

MAPS Geosystem	Hisham Zantout	hzantout@maps.com.lb
Tel +961 602301	Fax +961 1 602256	

[illegible]