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資料 1 調査団員・氏名

- 1 総括 : 横倉 順治 (現地調査:平成14年11月16日 ~ 平成14年11月20日)
国際協力事業団セネガル事務所 無償資金協力調査員
- 2 計画管理 : 田中 顕士郎 (現地調査:平成14年11月9日 ~ 平成14年11月23日)
国際協力事業団 無償資金協力部業務第3課
- 3 船舶機械調査 : 菅野 毅 (現地調査:平成14年11月9日 ~ 平成14年12月23日)
オーバーシーズアグロフィッシャリーズコンサルタンツ株式会社
- 4 船舶運行管理 : 森下 文彦 (現地調査:平成14年11月9日 ~ 平成14年12月23日)
オーバーシーズアグロフィッシャリーズコンサルタンツ株式会社
- 5 交通事情調査 : 荒川 浩一 (現地調査:平成14年11月9日 ~ 平成14年12月13日)
日本工営株式会社
- 6 通訳 : 安土 和夫 (現地調査:平成14年11月12日 ~ 平成14年12月7日)
財団法人日本国際協力センター

資料 2 調査行程

日順	月日	曜日	団員移動内容	宿泊地	調査内容
1	11/9	土	田中、菅野、森下、荒川団員日本発	パリ	
2	11/10	日	田中、菅野、森下、荒川団員ダカール着	ダカール	
3	11/11	月	田中、菅野、森下、荒川団員バンジュール着	バンジュール	JICAセネガル事務所打合せ
4	11/12	火	安土団員日本発	バンジュール	ガンビア外務省、公共土木通信省、ガンビア港湾局に質問票提出
5	11/13	水	安土団員ダカール着	バンジュール/ダカール	ガンビア港湾局と質問票協議、バンジュール市内造船所調査
6	11/14	木	田中、菅野、森下、荒川団員ダカールへ移動(陸路)	ダカール	現地踏査(バンジュールートランスガンビアーダカール)
7	11/15	金		ダカール	セネガル設備交通省表敬、ダカール造船所と協議
8	11/16	土	横倉団長バンジュールへ移動(空路) 田中、菅野、森下、荒川団員バンジュールへ移動(陸路)	バンジュール	現地踏査(ダカールーパラバンジュール)
9	11/17	日	森下、荒川、安土団員ダカールへ移動(空路)	バンジュール/ダカール	現地踏査、団内打合せ
10	11/18	月		バンジュール/ダカール	サイト調査、公共土木通信省、ガンビア港湾局と協議、現地調査、関連部局にて資料収集
11	11/19	火	横倉団長、田中団員ダカールへ移動(空路)	バンジュール/ダカール	協議議事録調印式、団内打合せ、現地調査、関連部局にて資料収集
12	11/20	水		バンジュール/ダカール/機中	日本大使館報告、JICAセネガル事務所報告、現地調査、関連部局にて資料収集
13	11/21	木	田中団員ダカール発	バンジュール/ダカール/機中	現地調査、関連部局にて資料収集
14	11/22	金	田中団員パリ経由	バンジュール/ダカール	造船所調査、関連部局にて資料収集
15	11/23	土	田中団員日本着 森下、荒川、安土団員バンジュールへ移動(空路)	バンジュール	
16	11/24	日		バンジュール	資料整理、団内打合せ
17	11/25	月		バンジュール	パラジャリー号機関部調査、資料収集
18	11/26	火	荒川、安土団員トランスガンビアへ移動	バンジュール/トランスガンビア	パラジャリー号電気部調査、資料収集
19	11/27	水		バンジュール/トランスガンビア	報告資料作成、資料収集、交通調査
20	11/28	木		バンジュール/トランスガンビア	報告資料作成、資料収集、交通調査
21	11/29	金	荒川、安土団員バンジュールへ移動	バンジュール	ガンビア港湾局と中間協議、現地調査、資料収集、資料分析
22	11/30	土		バンジュール	現地調査、資料分析
23	12/1	日	菅野、安土団員ダカールへ移動(空路)	ダカール/バンジュール	資料分析、団内打合せ
24	12/2	月		ダカール/バンジュール	ダカール造船所、TTS造船所にて協議、現地調査、ガンビア港湾局、公共土木通信省と協議
25	12/3	火	菅野、荒川、安土団員ダカールよりカオラックへ移動(陸路) 荒川団員バンジュールよりカオラックへ移動(陸路)	カオラック/バンジュール	資機材納入業者との協議、現地調査
26	12/4	水	菅野団員バンジュールへ移動	カオラック/バンジュール	現地調査、タンバクンダ現地踏査、設備交通省地方局にて協議
27	12/5	木	荒川団員バンジュールへ移動 安土団員ダカール発	バンジュール/機中	現地調査
28	12/6	金	安土団員パリ経由	トランスガンビア/バンジュール	現地調査、資料収集
29	12/7	土	菅野、森下団員トランスガンビアへ移動 安土団員日本着	トランスガンビア/バンジュール	トランスガンビア現地調査、資料分析、報告資料作成
30	12/8	日		トランスガンビア/バンジュール	トランスガンビア現地調査、資料分析、報告資料作成
31	12/9	月		トランスガンビア/バンジュール	トランスガンビア現地調査、公共土木通信省、ガンビア港湾局報告
32	12/10	火	荒川団員バンジュール発	トランスガンビア/ダカール	トランスガンビア現地調査、報告資料作成
33	12/11	水	荒川団員ダカール発	トランスガンビア/機中	トランスガンビア現地調査、JICAセネガル事務所報告

日順	月日	曜日	団員移動内容	宿泊地	調査内容
34	12/12	木	菅野、森下団員バンジュールへ移動 荒川団員パリ経由	バンジュール/機中	
35	12/13	金	荒川団員日本着	バンジュール	関連部署との協議、工事仕様書作成、資料整理
36	12/14	土		バンジュール	工事仕様書作成、資料整理
37	12/15	日		バンジュール	工事仕様書作成、資料整理
38	12/16	月		バンジュール	工事仕様書作成、現地調査
39	12/17	火		バンジュール	ガンビア港湾局報告、各造船所に見積り依頼
40	12/18	水		バンジュール	報告資料作成、資料整理
41	12/19	木		バンジュール	ガンビア港湾局報告
42	12/20	金	菅野、森下団員バンジュール	ダカール	
43	12/21	土	菅野、森下団員ダカール発	機中	JICAセネガル事務所報告
44	12/22	日	菅野、森下団員パリ経由	機中	
45	12/23	月	菅野、森下団員日本着		

資料 3 関係者（面談者）リスト及び先方との協議結果

(1) 関係者（面談者）リスト

1) JICAセネガル事務所

所 長	小 西 淳 文
次 長	天 野 真由美
無償資金協力調査員	横 倉 順 治
所員	小 森 正 勝
所員	Mr . Mamadou Aliou Barry

2) ガンビア共和国

JICA 水産専門家	船 橋 信 踐
O.A.F.I.C.	厚 地 宏 一
外 務 省 外務事務次官代理	Ms. Amie Nyan Alaboson
公共土木通信省 計 画 局 長	Mr. A.O.Camara
国 家 環 境 庁 環 境 情 報 シ ス テ ム 補 佐	Mr. Bakary Sonko

3) ガンビア共和国・ガンビア港湾局 (Gambia Port Authority)

Chairman of Board of Directors(港湾総局長)	Mr. Pierre Njie
Managing Director (港湾局長)	Mr. Adama M. Deen
Deputy Managing Director (港湾局次長)	Mr. Captain A. R. Bah
Director of Operation Ferries (運航担当役員)	Mr. Halifa Babacarr Bah
Director of Technical Services Ferries (技術担当役員)	Mr. Gumbo Touray
Director of Revenue Generation & Marketing (財務・営業担当役員)	Mr. Hali Abdoulie Gai
Director of Revenue Generation & Marketing (主席士官)	Mr. Monar Mergan
General Manager of Trans Gambia Station (トランス・ガンビア航路総責任者)	Mr. Gabisi
SNR Manager-Maritime Technical Service (技師長)	Mr. Abdullahi S. Camara
Marine Engineer・Superintendent / Banjul (技師)	Mr. Malamin F. Cassama
Marine Engineer・Superintendent Banbatenda (技師)	Mr. Alha Abdovue Gay
Slip Way Superintendent / Banjul Shipyard (船台担当技師)	Mr. Beran Sosseh
G.P.A. 関連会社 George & Suns Co. Ltd (社長) / Banjul	Mr. James George

4) セネガル共和国

設備交通省 総合管理局長	Mr. Oumar Kandji
設備交通省 公共事業局長	Mr. Kalidou Diagne
設備交通省 内航フェリー総括担当	Mr. Tidjiane
設備交通省 陸上交通局長	Mr .Babacar Seck

設備交通省 陸上交通局技術顧問	Mr .Malick Ndiaye
設備交通省 ダンバクンダ地方局・局長	Mr .Mahmoutte Ndiaye
設備交通省 海上交通局長	Mr. Abdoul Hamid Diop
経済財務省 経済協力局長	Mr. Daouda Diob
経済財務省 経済協力局(日本担当)	Ms. Dioff Awinoto
道路工事事業団 総裁	Mr. Kebou Ddiaye
道路工事事業団 技術部長	Mr. Dieuf Ndiaye
道路工事事業団 ダンバクンダ地方局・局長	Mr .Joseph Cisse
ダカール造船所 社 長	Mr. Carlos Augsto D. Pimpao
ダカール造船所 工 場 長(役員)	Mr. Ousmane Wane
ダカール造船所 営 業 部 長	Mr. Fernando Dias Anjos
T.T.S.造船所 社 長	Mr. Donna Drabo
陸上輸送運転手組合 委 員 長	Mr. Alassane Ndaye
陸上輸送運転手組合 管 理 部 長	Mr. Gora Khouma
クジ・ティン社 (民間乗用車運送会社・社長)	Mr. Consg Tine
ル・ソレイユ新聞社 文書管理課長	Mr. Ibrahim Diouf
マパテ社 (建設資材運搬業者)	Mr. Dieug Babacar

5) ガンビア川流域開発機構 (OMVG: Organisation pour la Mise en Valeur du Fleuve Gambie)

調査・計画・インフラ部長	Mr.Vieira Justino
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(2) 先方との協議結果

1) ガンビア共和国・ガンビア港湾局（Gambia Port Authority）との協議結果

- ・ 要請内容とその背景について協議すると共に、フェリー運行状況、維持管理状況、修理状況、ドック状況のヒアリングを行い、現況を確認した。
- ・ 改修工事はバンジュール造船所で可能であり、改修工事後の「ガ」国側による本船の適正な維持管理によって今後 10 年間の就航が可能であることで両者の意見が一致した。
- ・ 現在の輸送量から見ても現存大小 3 隻のうち、バラジャリー号およびジェームスアイランド号の 2 隻で対応が可能であり、この内 1 隻の休航の場合も小型フェリーと 2 隻による就航時間の延長で対処できる。なお 3 隻同時の運航は短い航路およびフェリーターミナル事情から船の安全性に問題があり、新造船を導入した場合、大型フェリー 1 隻はまったくの予備となる可能性が大である。このような背景から新造船の協議は行われていない。
- ・ 本船の維持管理の改善について先方はその必要性を認め、これら管理の改善のため日本人専門家の派遣について強い要望があった。
- ・ フェリーターミナルおよびアプローチ航路の整備の緊急、かつ必要性について協議し、先方は危機感を持って早急な対策を講ずることになった。当面はバンバテンダターミナルのスリップウエーの損傷部の補修とエリテンダターミナルのアプローチ航路の浚渫である。また、フェリーボート船底部の損傷を避けるため、操船面では離岸時の推進器の使い方および接岸時の船の保針方法について助言した。
- ・ 1996 年に無償資金協力にて調達し、1988 年に就航した 2 隻のフェリーボートより、バラジャリー号がバンジュールの GPA 直営ドックにて改修作業中であることが判明した。
- ・ GPA 自らの予算措置によって破損した主機関 1 基と各種パーツを調達、改修にあたり、ダカールの民間造船所と契約し、必要とする機材はダカールから持ち込み、技能工はダカールの造船所から派遣していることが判明した。
- ・ トランスガンビアフェリーを含むフェリー運営は 2002 年初めにガンビア公共交通公社（GPTC）から GPA に所管が変更となり、運営管理・維持管理の改善に努めていることが明らかになった。
- ・ ジェームスアイランド号はトランスガンビア航路にて就航中であり、バラジャリー号の改修終了後にバンジュールにてドックインする予定であることが確認された。

2) セネガル共和国・関連機関との協議結果

- ・ トランスガンビアフェリーはセネガル物流の交通の要所であり、重要な役割を果たしており、以前からフェリーボートではなく、橋梁建設の計画をガンビアと協議していたが、長期に渡り、実現に至っていないことが判明した。
- ・ ガンビア川流域開発機構により、1992 年から橋梁の調査を行っていることが判明した。
- ・ セネガル国の道路状況では、トランスガンビアの迂回ルートであるカオラックータンバクンダ間の道路改良は実施中であり、現在コムペントム(Kompentom)まで完了しており、南北輸送強化政策の一貫として、実施していることが明らかになった。
- ・ 2002 年 9 月に海難事故（死者約 1,500 名）のあった南北間外洋航路の運航実態について

ヒアリングを試みたものの、セネガル国にて事故の整理がなされていないため、有力な情報は得られていなかった。

3) ガンビア川流域開発機構との協議結果

- セネガル、ガンビア、ギニア、ギニアビザウにて構成されるガンビア川流域開発機構（本部：ダカール）にて、ガンビア川架橋計画の進捗について確認した結果、1994年まで AfDB のファイナンスにより仏・チュニジアのコンサルタントにより F/S が実施されたものの、1997年にセネガル・ガンビア間の思惑の違いにより計画の実施は当面先送りとなったことが明らかになった。（想定事業費 3,000 万ドル、ファイナンス AfDB）

Minutes of Discussions
on the Preparatory Study
on the Project for Reinforcement of Ferry at Trans Gambia
in the Republic of the Gambia

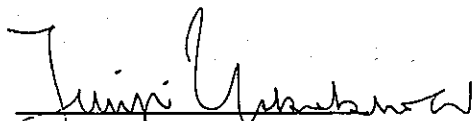
In response to a request from the Government of the Republic of the Gambia (hereinafter referred to as "the Gambia"), the Government of Japan decided to conduct a Preparatory Study on the Project for Reinforcement of Ferry at Trans Gambia in the Republic of the Gambia (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

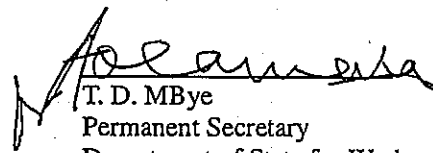
JICA sent to the Gambia the Preparatory Study Team (hereinafter referred to as "the Team"), which was headed by Mr. Junji Yokokura, the Assistant Resident Representative of the JICA Senegal Office, and is scheduled to stay in the country from November 9 to December 23, 2002.

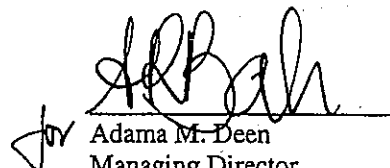
The Team held discussions with the officials concerned of the Government of the Gambia and conducted a field survey at the study area.


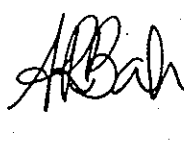

In the course of discussions and field survey, both parties confirmed the main items described on the attached sheets

Banjul, November 19, 2002


Junji YOKOKURA
Leader
Preparatory Study Team
Japan International Cooperation Agency


T. D. MBye
Permanent Secretary
Department of State for Works,
Construction and Infrastructure,
Republic of the Gambia


Adama M. Deen
Managing Director
Gambia Ports Authority

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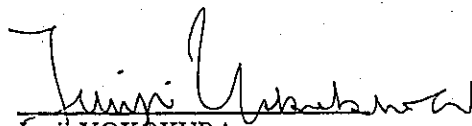
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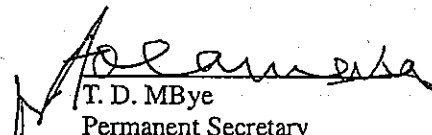
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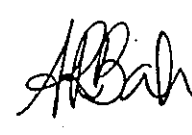

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Junji YOKOKURA
Leader
Preparatory Study Team
Japan International Cooperation Agency


T. D. MBye
Permanent Secretary
Department of State for Works,
Construction and Infrastructure,
Republic of the Gambia


Adama M. Deen
Managing Director
Gambia Ports Authority

ATTACHMENT

1. Objective of the Project

The objective of the Project is to reinforce the traffic at Trans Gambia Ferry Service.

2. Project Sites

The Project site is located at Trans Gambia Ferry Service.

3. Responsible Ministry and Implementing Agency

The responsible ministry is the Department of State for Works, Construction and Infrastructure of the Gambia (hereinafter referred to as "DoSWCI").

The implementing agency is the Gambia Ports Authority (hereinafter referred to as "GPA").

The organization chart of the implementing agency is shown in Annex-1.

4. Items Requested by the Government of the Gambia

After discussions with the Team, the items as described below were requested by the Gambian side.

- Construction of a new ferryboat
- Provision of the equipments and parts for rehabilitation of the existing ferryboats

JICA will assess the appropriateness of the request and will report the findings to the Government of Japan.

5. Japan's Grant Aid Scheme

The Gambian side understands the Japan's Grant Aid scheme explained by the Team, as described in ANNEX-2.

6. Schedule of the Study

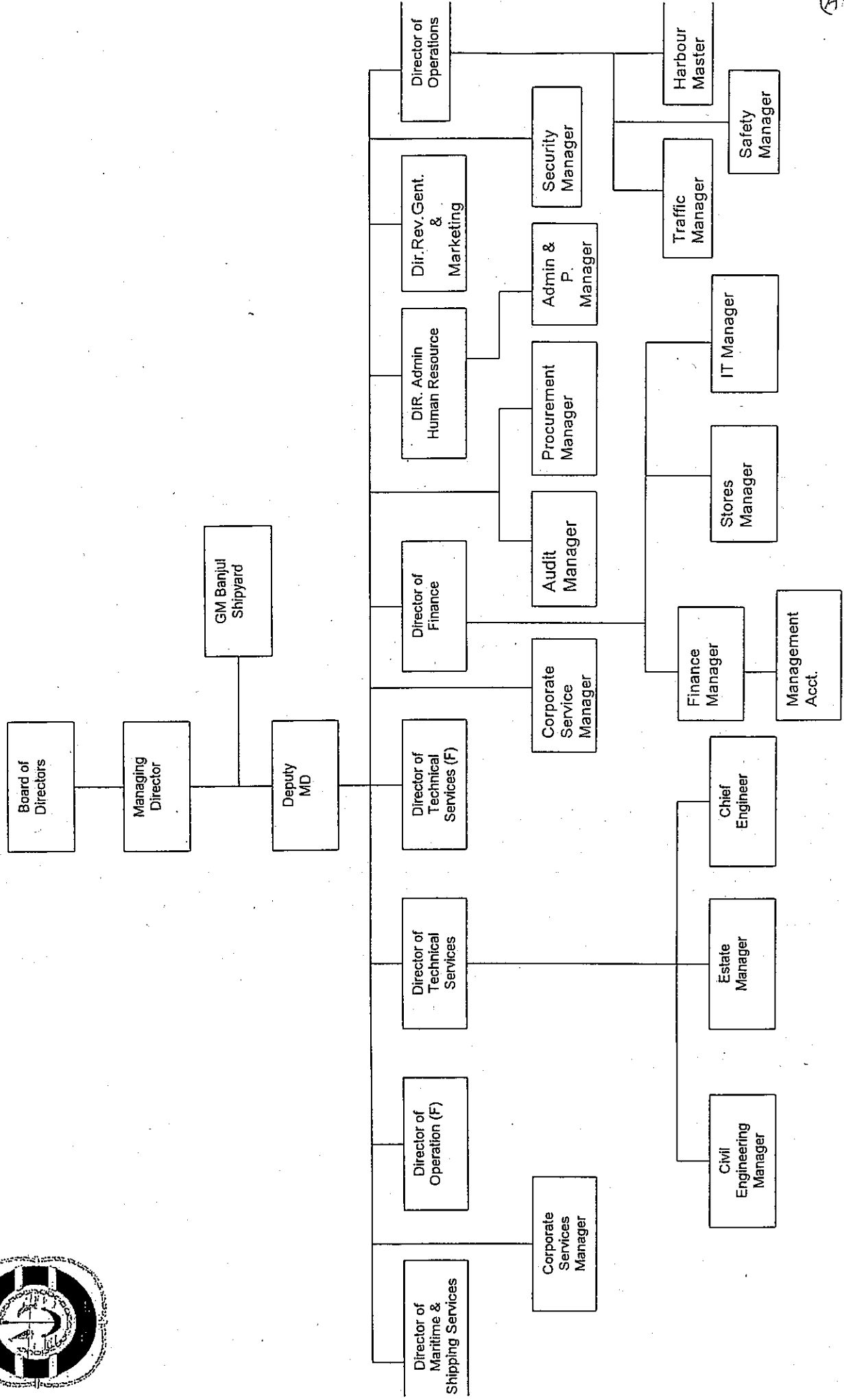
The Team will continue the Study in Japan until February 2003.

7. Other Relevant Issues

- The Team confirmed one ferryboat named "Barajelly" is in the dock in Banjul and another ferryboat "James Island" is in operation at Trans Gambia Ferry Service.
- It seems the ferryboats will be under satisfactory condition if they are maintained appropriately. The maintenance works being done for "Barajelly" look almost appropriate. Further study will be necessary to understand the details.
- The facilities and skill of the dockyard look appropriate to rehabilitate existing ferryboats. Further study will be necessary to understand the details.
- The operation and management of Trans Gambia Ferry service look to have been improved after the transfer of the administration of the service from GPTC to GPA. Further study will be necessary to understand the details.

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JAPAN'S GRANT AID SCHEME

The Grant Aid scheme 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. The Grant Aid is not supplied through the donation of materials as such.

1. Grant Aid Procedures

Japan's Grant Aid Scheme 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 Implementation	(The Notes exchanged between the Governments of Japan and the recipient country)

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 Japanese consulting firms.

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Scheme, 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 (E/N) signed by the Governments of Japan and the recipient country.

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

2. Basic Design Study

1) Contents of the Study

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

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

2) Selection of Consultants

For smooth implementation of the Study, JICA uses registered consulting firms. JICA selects firms based on proposals submitted by interested firms. The firms selected carry out a Basic Design Study and write a report, based upon terms of reference set by JICA.

The consulting firms used for the Study 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.

3. Japan's Grant Aid Scheme

1) 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.

2) "The period of the Grant Aid" means the one fiscal year which the Cabinet approves the project for. Within the fiscal year, all procedure such as exchanging of the Notes, concluding contracts with consulting firms and contractors and final payment to them must be completed.

However, in case of delays in delivery, installation or construction due to unforeseen factors

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such as natural disaster, 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.

- 3) Under the Grant, 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, contracting 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.)

- 4) Necessity of "Verification"

The Government of the 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 of Japanese taxpayers.

- 5) Undertakings required to 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:

- a) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction,
- b) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites,
- c) To secure buildings prior to the procurement in case the installation of the equipment,
- d) To ensure all the expense and prompt execution for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid,
- e) 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,
- f) To accord Japanese nationals, whose services may be required in connection with supply of the products and services under the Verification contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

- 6) "Proper Use"

The recipient country is required to operate and maintain 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.

7) "Re-export"

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

8) Banking Arrangement (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 a 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 (A/P) issued by the Government of recipient country or its designated authority.

9) Authorization to pay (A/P)

The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commissions to the Bank.

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資料 5 要請書

The Application Form for Japan's Grant Aid General

1. Date of entry: March, 2000
2. Applicant: The Government of the Republic of The Gambia
3. Project Title: The Project for Reinforcement of Ferries at Trans-Gambia
4. Sector: Transport Development

5. Project Type

- 1) Equipment supply

6. Target site:

(Province/country name): Yellitenda/Bambatenda Crossing

(From the metropolis): about 6 hours ride from Banjul

(Attached is a map indicating the site location to be reached from the metropolis and a site map covering the intended project site area)

: Please refer to attached map.

7. Requested amount: Japanese Yen 6000,000,000.
8. Desired fiscal year of implementation:
Survey: FY 2000
Implementation: FY 2001
9. Implementing Agency: Gambia Ports Authority (GPA)

Persons in charge: (Full Name): Ibrahima D.K. Jangana
(Designation): Managing Director, GPA

Mr Halifa Baboucarr Bah
Director of Ferry Services, GPA

Address : Kanifing Industrial Estate, P.O. Box 801, Banjul, The Gambia
Telephone No. : 220-392230

10. Outline of the implementing agency

Describe in detail the position in the government, authorities, data on principal projects, annual budget, staff members, etc. and attach its organizational chart in a separate sheet.

The Gambia Public Transport Corporation (hereinafter called "GPTC"), supervised by the Department of State for Works, Communications and Information (hereinafter called "DSWCI") is the executing agency for this project. GPTC has been given the status of like autonomy to manage its own business in the public transportation field. GPTC is responsible for the provision of public transportation facilities such as buses and ferries and currently operates 87 buses countrywide and 12 ferries, which provide services at ten crossing points along the Gambia River and its tributaries.

The other governmental institutions as same institutional framework as are Gambia Civil Aviation Authority (GCAA) and Gambia Port Authority (GPA). Beside the GPTC, Highway Authority under the DSWCI is responsible for the development and maintenance of the road network in Gambia.

The organization chart of the GPTC is shown on the next page.

Annual budget and staff members of responsible department or section for the past three years and future prospects.

Name of the department/section :

Year	:1995	1996	1997	1998	1999
Annual budget(D1000)	:62,152	69,801	64,758	59,649	96,405

Number of staff members : 761 persons as of 1999

11. Background of the request

Provide detailed information on the importance, necessity and urgency of the requested project in terms of the current situations of and problems found in the target sector, the current situations of and problems found in intended sites of the requested project, etc. by referring to related statistics and data.

(1) current situation of the sector

The Republic of the Gambia, which extends in the catchment of the Gambia River running from east to west. The land is divided into two parts (south and north) by this river. Furthermore, the Gambia is surrounded by the republic of Senegal on the south, north and east. (Please refer attached Map)

There are three main trunk roads connecting northern and southern Senegal, and two of them run through the Gambia. The traffic is blocked by the Gambia River. Because of the absence of bridges, the river crossing ferry services perform a particularly important role in the movement of goods and passengers by connecting north-south road network. The difficult situation in the Trans-Gambia area is having an adverse impact on the industries not only for the Gambia but also Senegal and peripheral countries since most of the vehicles running on the three trunk roads pass through the Trans-Gambia area. Since the situation is critical and must be improved, the government of Gambia had made a request to the Japanese government in 1985 to provide grant aid for replacing two of the ferries with new ones. Thanks to the Japanese government, eventually the new ferries were delivered at site in 1988 and ever since have been operating in full swing to fulfill the transport needs.

The Table-1 shows the ferry services on the Gambia River operated by the GPTC within the Gambia.

The ferry services in the Gambia are grouped into two major lines (Banjul-Barra and Trans-Gambia) and other provincial lines.

Table-1 The Ferries Operated by the GPTC; 1998

FERRY	TERMINAL	CAPACITY		REMARKS
		GT	Vehicles	
1. Banjul	Banjul/Barra	317	2	
2. Barra	Ditto	250	16	
3. Nuimi	Ditto	317	21	
4. James Island	Trans-Gambia	152	16	J/G ODA
5. Barajally	Ditto	152	16	Ditto
6. Tesito II	Bansang	8	1	
7. Badibu	Kerewan	66	6	
8. Fulladu	Sankulay Kunda	13.5	3	
9. Niani	Barajally, Kudang, Kuntaur	22	4	
10. Niamina	Jerrenge/Kaur	22	4	
11. Sandugu Bolong	Basse	125	6	
12. Janjangburay	Janjangburay	22	4	
13. Kantora	Fatoto/Sareh Makam	12	1	

Records of passengers and vehicles carried by these groups in the last decade are shown on the Table-2

Year	Line	Banjul-Barra	Trans-Gambia	Provincial	Total
1989	Passenger				
	Vehicle				
1990	Passenger				
	Vehicle				
1991	Passenger				
	Vehicle				
1992	Passenger				
	Vehicle				
1993	Passenger				
	Vehicle				
1994	Passenger	1,243,289	501,312	123,893	1,868,494
	Vehicle	42,408	575,085	66,297	641,378
1995	Passenger	1,373,545	430,857	293,497	2,097,837
	Vehicle	37,063	411,063	66,422	514,548
1996	Passenger	1,326,525	351,406	442,697	2,120,628
	Vehicle	38,212	546,153	67,438	651,803
1997	Passenger	1,472,924	304,888	379,795	2,157,607
	Vehicle	47,764	594,354	67,881	709,999
1998	Passenger	1,709,117	354,558	404,468	2,468,143
	Vehicle	51,915	622,303	68,332	742,540
1999	Passenger	1,570,752	276,363	418,054	2,265,169
	Vehicle	64,881	739,015	69,058	872,954

The numbers of passengers and vehicles tend to increase steadily year by year except the

1995 after its decline in response to the military's takeover in July 1994.

A variety of vehicle types, including large tank lorries, large trucks, buses, passenger cars, etc. are carried by the ferries.

Now a days, operation of the two ferries of which were donated by Japan in Trans-Gambia is in full swing ,with its operating hours starting from 8:00 in the morning till 9:00 at night. One operation cycle takes about 30 minutes, (Loading 15 minutes, Sailing 10 minutes, Unloading 5 minutes) thus a round trip takes one hour.

Normally vehicles are forced to wait for 3 to 4 trips to get on board the ferry due to the heavy concentration of traffic at Trans-Gambia. This means 1.5 to 2 hours waiting time, or even longer sometimes.

After the commencement of service, these ferries namely "James Island" and "Barajally" have been offering continuous services day after day through the last decade. Under such severe operational conditions, some parts of their hull and machines have deteriorated, worn out, or broken down. In these days Barajally stops operating due to frequent maintenance required on her main engines.

(2) Problem to be solved in the sector

GPTC was tasked to perform the following mission.

"Total commitment to customer satisfaction by being the leading provider of safe and reliable road and river transport services at reasonable prices adequate to guarantee a going-concern and to effectively contribute to the socio-economic development of The Gambia."

After the decade of full operation under these severe conditions, both ferries have deteriorated in their hull, main and auxiliary machines, parts are worn out, and broken down. The performance of the both main engines is in low efficiency. Especially "Barajally" which has serious problems on her Propeller system with less-alignment shaft and one of the diesel driven Generator is totally broken. She is forced to stop her operation frequently because of the ongoing maintenance and repair works.

The GPTC therefore, is now on the verge of not being able to offer the minimum required service to the public of Gambia at Trans-Gambia crossing point.

Nevertheless, the actual demand of transportation at Trans-Gambia has been increasing year by year in number of passengers and vehicles, and volume of cargoes.

By the demand forecast of the domestic economy, more or less 3.8 % of annual growth rate on GDP is expected toward beginning of new millennium. Proactively, the transport demand is expected to be increasing steadily.

Taking the above present situation into consideration, the following actions must be taken immediately so that the GPTC can sustain its tasks for the public of the Gambia.

- 1) Maintain the nominal transport capability at Trans-Gambia by refurbishing/rehabilitating the transport system.
- 2) To cope with the increasing future transport demands by augmentation of its transport capability.

(3) Necessity and Importance of Improvement in the sector which leads to the formulation of the Project.

Needless to say, the connection between north and south bank is being maintained only through ferry services. The maintenance of the ferry services must have the first priority in every aspect of infrastructure development in the Gambia.

The National Transport Policy is defined in terms of a mission, policy objectives and strategies, and includes actions for the realization of these objectives in all sub-sectors. The transport sector mission statement is that:

The transport sector will support in the long-run expansion of the productive capacity of the economy and will assist in the improvement of the living standards of the Gambian population.

Under the background fore-mentioned, it is necessary to rehabilitate/refurbish the present ferries "James Island" and "Barajally" at Trans-Gambia at least to the state they were in. Since, the existing ferries have no substitutes or replacements they should be on duty almost 365 days a year without having proper maintenance work.

The other new ones will enable the existing ferries to have good maintenance and reduce their working load, which is definitely required. Further, the new one can fulfill the future transport demands.

The new ferry should have proper equipment and facilities to carry both passengers and vehicles effectively and efficiently.

12. Relation with the government's development plan and other factors.

(1) Relation with the government's national development plan.

Name of the plan: National Transport Policy

Period : from 1998 to 2006

The position occupied by the requested project/sector in the above-mentioned plan.

THE TRANSPORT POLICY FRAMEWORK

Transport has been playing a significant role in the social economic development in The Gambia. Transport infrastructure and facilities that are accessed at an affordable price are to facilitate and support social interaction and sustained economic development. The National Transport Plan, prepared in 1997, focused on the maintenance and development of transport infrastructure. The National Transport Policy is defined in terms of a mission, policy objectives and strategies, and includes actions for the realization of the objectives in all sub-sectors. The transport sector mission statement is that:

The transport sector will support the long-run expansion of the productive capacity of the economy and will assist in the improvement of the living standards of the Gambian population.

MARITIME AND RIVER TRANSPORT POLICY

River Transport

Because of absence of bridges, the river ferry services perform a particularly important role in the movement of goods and passengers in the Gambia. The social and economic function of the ferry services are beyond any doubt. The strategy concerning the ferry services is to:

- *maintain the existing ferry services as vital components of the road transport network.*
- *regularly review and improve the performance of the ferry services.*

(2) Relation with the sector comprehensive/overall program.

Name of the program: National Transport Policy 1998-2006

Period : from 1998 to 2006

The position occupied by the requested project in the program.

The Transport Policy emphasizes that the socio-economic development of the country depends critically on an efficient transport system.

In line with this policy, river and road transport network is expected further to be well maintained and develop its quality and capacity, so that the transport sector can play a more significant role in the social and economic development.

Future importance of the river crossing ferry services is set force in the National Transport Policy as follows.

Because of absence of bridges, the river ferry services perform a particularly important role in the movement of goods and passengers in the Gambia. The social and economic functions of the ferry services are beyond any doubt very important. The strategy concerning the ferry services is to:

- *maintain the existing ferry services as vital components of the road transport network.*
- *regularly review and improve the performance of the ferry services.*

13. Objectives (Itemize as concretely as possible)

(1) Objectives/purpose of the project

To provide minimal facility to correspond with the transport demand at Trans-Gambia, which will obviously be increasing as the economic situation of the Gambia and neighboring countries are being improved by providing;

- Refurbishment/rehabilitation of existing two ferries.
- Acquisition of one new ferry

(2) overall goal/medium and long-term objectives.

- To improve the transport capability at Trans-Gambia through providing the appropriate ferries.
- To contribute to the sustainable development of socio-economic in the Gambia through the establishment of effective transport network.

14. outline of the project and request (Itemize as concretely as possible)

(1) a. In the case of facilities construction project.

Outlines of requested facilities (such as the name and address of the project site, site-selecting criteria, supporting photographs, design drawings with dimensions and area, number of requested facilities and desired materials to be used.)

N.A

b. In the case of equipment supply project

List of requested equipment (such as the name and address of the site to install the equipment, equipment-selecting criteria, name, specifications, quantity, unit price, total amount etc. of the equipment)

- Construction of New Ferry Boat 1 set
- Rehabilitation of existing Two Ferries

Specifications of the new ferry boat is attached hereto as Annex-1.

a. Methods to operate, manage and maintain the facilities

or equipment, expected number of persons to be secured, together with their technical levels and prospect to secure necessary budget.

GPTC is well organized as shown before with highly qualified maritime officers and engineers, and is fully capable of managing and operating the ferries successfully without any problems.

Required number of operating staff and crew can be arranged by GPTC.

Before acquisition of the ferry, selected staff will be dispatched to appropriate organization in Japan, where the staff can have a training on familiarization of the ferry.

d. Financial sources for management and maintenance after completion of the requested project.

Fully borne by the government : Yes

~~Partially borne by the beneficiaries +~~

~~Fully borne by beneficiaries (estimated amount and number of persons)+~~

(2) Breakdown of total amount of the facilities and equipment and supporting data.

- | | | |
|---------------------------------------|----------|----------------|
| 1) Construction of a Ferry Boat | : 1set | ¥300,000,000.- |
| 2) Rehabilitation of existing ferries | : 2 sets | ¥200,000,000.- |
| 3) Consulting services | | ¥100,000,000.- |

The amount is CIF base, delivery at Trans-Gambia, and inclusive of necessary consulting services.

The Consulting fee includes engineering services for rehabilitation in Gambia and technical transfer scheme to the shipyard.

(3) Additional information.

a. Existing facilities.

No

Yes : Two ferries.

LOA: 46.0m, Lpp: 35.0m, B: 10.0m, D: 2.2m

Gross Ton : 137 ton

Passenger : 100pax
 Max. Load :45t truck x 4
 Speed : 8.0 knots

- b. List of existing equipment covering the name, quantity, year purchased, country of origin of the equipment, together with the manufacturer's name and operating conditions (A=operable, B=partially operable and C=not operable and the reason(s) for such inoperability)
 Also attach photographs of the equipment so that the current conditions can be grasped.

Name of Ferry	Specifications	Delivery	Operating Condition
James Island	LOA: 46.0m,Lpp: 35.0m B: 10.0m,D: 2.2m Gross Ton : 137 ton Passenger : 100pax Max. Load :45t truck x 4 Speed : 8.0 knots	1988	a
Barajally		1988	b

- c. Project site preparation (including expropriation)

Land:

Already secured

Name of the landowner: Government of Gambia

Area: Trans-Gambia

~~Not yet secured~~

~~Name of the landowner:~~

~~Area:~~

In this case, specify the prospect to secure it, procedures and time needed for expropriating it.

Current situation of the project site, such as leveling, drainage, availability of power, water supply, telephone, etc.

The ferry will be operated at the Trans-Gambia, Gambia River. Fuels, Lubricating Oil, Water, Air and other required consumables will be well arranged by GPTC.

Date on natural conditions.

Concretely specify the names, years prepared and agencies published of such data.

Natural conditions of Gambia are shown on Annex-2.

Security situation.

Give concrete information related to each project site, if more than one site is involved.

No security problem is foreseen.

d. Related grant aid cooperation in the past.

FY : 1987

Title : The Project for Replacing of Ferries at Trans-Gambia
(Yellitenda/Bambatenda Crossing) in The Republic of The
Gambia

Amount Yen : 530 Mil. Yen

Target area : (specify the names of provinces, cities, etc.)
Trans-Gambia

Assessment on level of utilization of the project:

A (Good)

B (Passable)

C (Bad)

D (Not utilized)

15. Benefit and effects of the project.

- (1) Area that will benefit from the project
(Specify the total area, if possible):

All area in The Gambia will benefit through proper transportation services at Trans-Gambia. Further as the matter of fact, Republic of the Senegal will also directly benefit from the Project, since many Senegalese vehicles have been crossing the Trans-Gambia

- (2) Population that will benefit (directly and indirectly):

Population that will benefit directly from the project will be more about one (1) million persons per year that will crossing the Gambia river at Trans-Gambia.

Besides, more than 500,000 vehicles will benefit.

- (3) Expected social and economical effects (itemize concretely):

- Improve transport efficiency.
- Preserve goods and other properties carried by vehicles and passengers.
- Consequently, it can contribute to the development of GDP in the Gambia and Senegal also.

16. Relation with technical cooperation, etc.

- (1) Feasibility study: n.a.

Already effected/being effected.

From month year to month year

Conducted by :

other agency (specify):

Not yet effected.

- (2) Technical cooperation.

Which of the following forms of assistance do you require?

1) Project-type technical cooperation

2) Long term experts: persons

3) Short-term experts: persons

4) JOCV : persons

5) Acceptance of trainees: persons

6) Not need

When the technical cooperation is underway

Title : N.A
Period: from month year to month year

1) Project-type technical cooperation

2) Long term experts : persons

3) Short-term experts : persons

4) JOCV : persons

5) Acceptance of trainees : persons

17. Request to other donors for same project.

If yes, please specify donors.

No

18. Aid by third countries or international organizations in the same related fields.

Name of Donor	Period	Type	Amount	outline	Relation (concretely) with
---------------	--------	------	--------	---------	----------------------------

the present

request

19. Other information with specific remark (whether or not privatization policy is effected. IF yes, indicate the relationship with the requested project)

