

付属資料

1. ミニッツ（写）
2. 路側交通量調査結果
3. コンパクト道路に係る土地権利許諾書
4. 「首都圏幹線道路改修計画」に係る土地仕様許諾書（案）
5. 調査日程表
6. 協議議事録
7. 収集資料リスト

付属資料1 ミニッツ（写）

**Minutes of Discussions
on the Preparatory Study
on the Project for the Improvement of Urban and Rural Roads
in Koror and Airai
in the Republic of Palau**

In response to a request from the Government of the Republic of Palau (hereinafter referred to as "Palau"), the Government of Japan decided to conduct a Preparatory Study on the Project for the Improvement of Urban and Rural Roads in Koror and Airai in Palau (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Palau the Preparatory Study Team (hereinafter referred to as "the Team"), headed by Mr. Yoshio NOTSU, Resident Representative of JICA Palau Office, and is scheduled to stay in the country from August 10 to August 26, 2005.

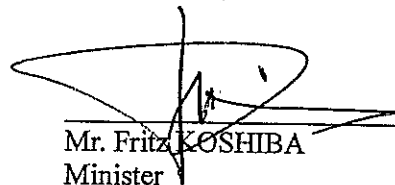
The Team held discussions with the officials concerned of the Government of Palau and conducted a field survey at the study area.

In the course of discussions and field survey, both sides confirmed the main items described in the attached sheets.

Koror, August 19, 2005



Mr. Yoshio NOTSU
Leader
Preparatory Study Team
Japan International Cooperation Agency



Mr. Fritz KOSHIBA
Minister
Ministry of Resources and Development
Republic of Palau

ATTACHMENT

1. Objective of the Project

The objective of the Project is to improve the Urban and Rural Roads in Koror, Ngerekebesang, and Airai, Babeldaob.

2. Project Site

The site of the Project is shown in Annex-1.

3. Responsible and Implementing Ministry

The responsible and implementing Ministry is the Ministry of Resources and Development (hereinafter referred to as "MRD").

The organization chart of the responsible and implementing Ministry is shown in Annex-2.

4. Items Requested by the Government of Palau

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

(1) To improve the existing roads;

The requested components for the improvement of each section are shown in Annex-3.

(2) To improve the drainage system at necessary sections,

(3) To repair the land slide at necessary sections,

(4) To install and/or repair the Guard Rail (Concrete Barrier) at necessary sections.

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 Palauan side understands the Japan's Grant Aid scheme explained by the Team, as described in ANNEX-4.

6. Schedule of the Study

The Team continues the study in Japan until September 2005. If the Project is deemed feasible as the results of the Preparatory Study, JICA will dispatch the Basic Design Study Team subject to the Instruction by the Ministry of Foreign Affairs of Japan.

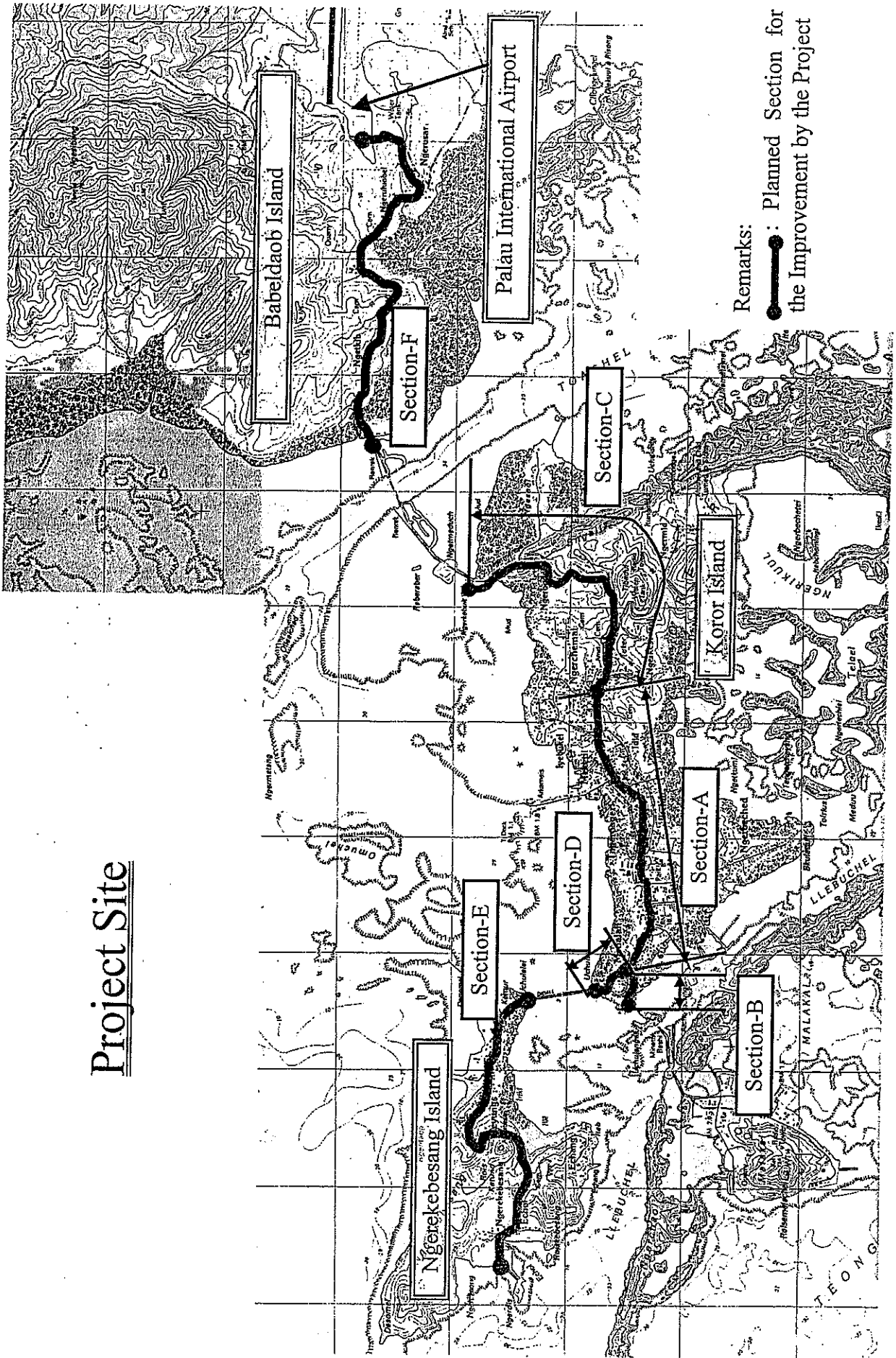
7. Other Relevant Issues

(1) Both sides confirmed that the expansion of the width with large land security was not included to the improvement of roads by the Project.

(2) Both sides confirmed that the "Procurement of Road Cleaning Equipment (Street Sweeper, Vacuum Pump Truck, Boom Mounted Mower)" was out of scope for the Project.

(3) The Team explained the contents of "Guidelines for Environmental and Social Considerations", and Palauan side understands its contents and accepted.

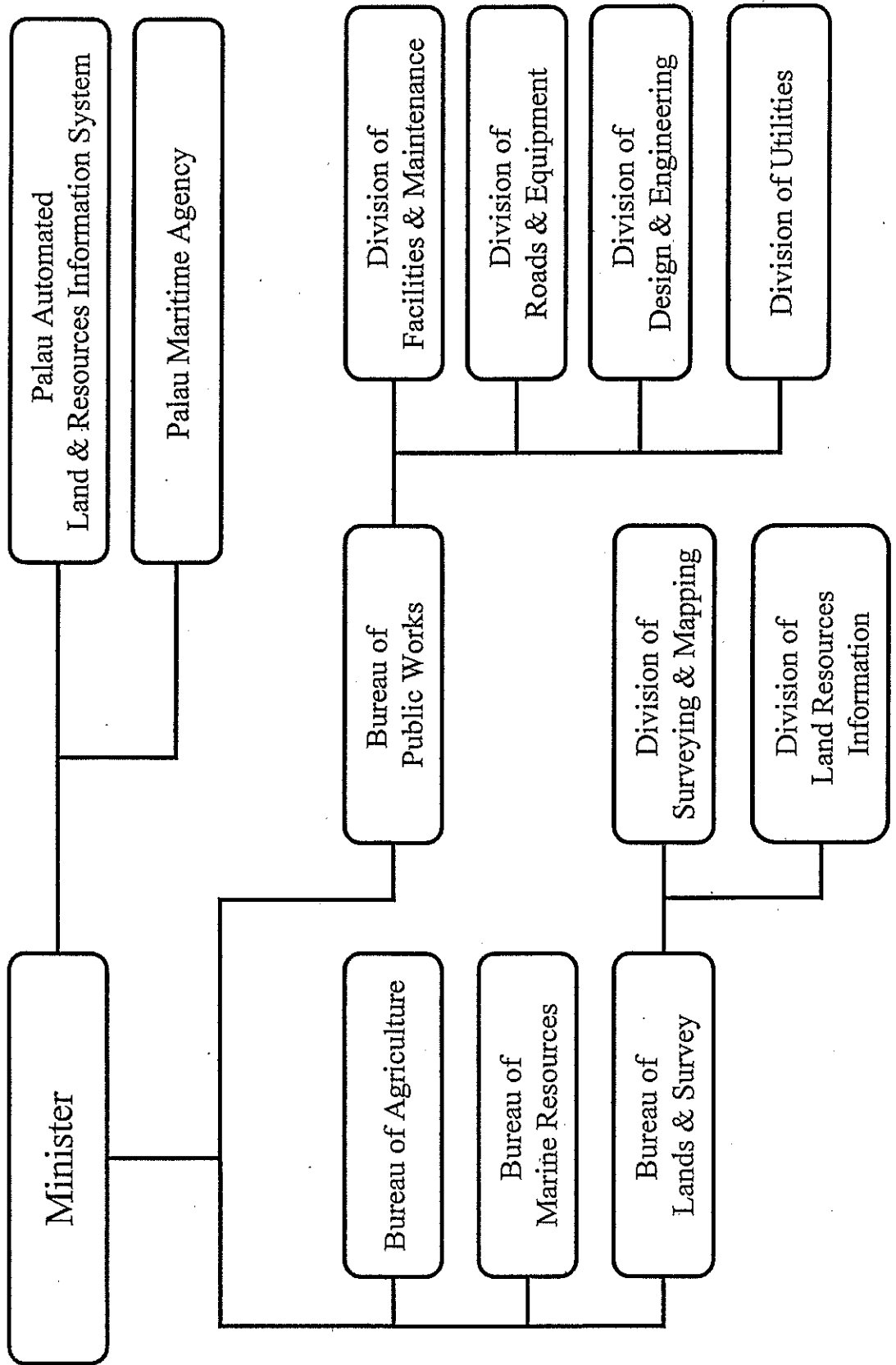
Project Site



2

2

Organization Char of the Ministry of Recourses and Development



aw

Requested Components for the Improvement of Each Section

No.	Components	Section						Remarks
		A	B,C	D,E	F			
(1)	No. of Lanes for design	3	2	2	2		2	
(2)	To replace the base of the existing road at necessary sections	○	○	-	-		-	
(3)	To overlay the pavement		○	-	-		-	
			-	-	○		○	
(4)	To improve the intersections	○	-	-	-		-	at 9 existing sites
(5)	To construct the sidewalks with lighting	○	-	-	-		-	
(6)	To repair the existing concrete pavement at necessary sections	-	-	-	-		○	
(7)	Lane Marking	○	○	○	○		○	

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:

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

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

However, the prime contractors, namely consulting, 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 Project,
- 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 Verified 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.

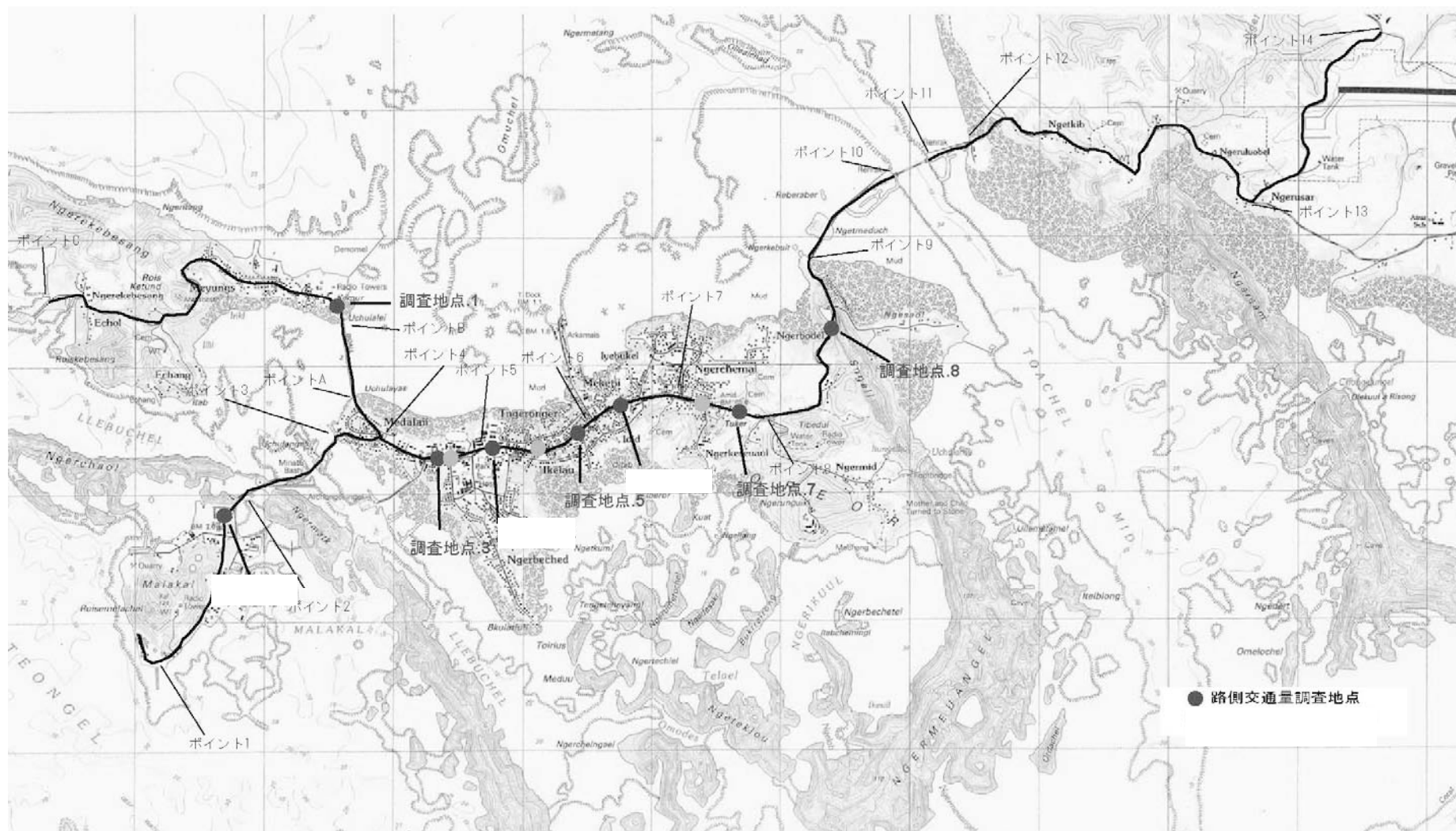
Major Undertaking to be taken by Each Government

NO	Items	To be covered by Grant Aid	To be covered by Recipient
1	To secure land		●
2	To bear the following commissions to a bank of Japan for the banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
3	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine(Air) transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and customs clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	●	
4	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contract such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●
5	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contract		●
6	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
7	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities as well as for the transportation and installation of the equipment		●

(B/A: Banking Arrangement, A/P: Authorization to Pay)

付属資料 2 路側交通量調査結果

付属資料 2 : 路側交通量調査結果



TRAFFIC COUNT FORMAT OF PLAU PROJECT

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 1 (Meyuns to Koror)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	30	1	0	0	31
	30~	44	4	0	0	48
7	00~	110	23	2	0	135
	30~	208	22	2	0	232
8	00~	150	24	0	0	174
	30~	96	23	4	2	125
9	00~	107	22	2	0	131
	30~	115	23	1	1	140
10	00~	90	22	2	1	115
	30~	106	30	4	0	140
11	00~	106	27	3	1	137
	30~	103	25	0	0	128
12	00~	88	18	4	0	110
	30~	115	12	0	0	127
13	00~	114	16	0	0	130
	30~	112	23	0	0	135
14	00~	114	18	2	0	134
	30~	127	21	0	2	150
15	00~	123	10	4	2	139
	30~	101	23	0	0	124
16	00~	126	20	3	0	149
	30~	152	21	2	0	175
17	00~	137	17	4	0	158
	30~	141	16	5	0	162
Total		2715	461	44	9	3229

DATE: 23th Aug. 2005

SUPERVISOR:

STATION: Station 1 (Meyuns to Arakebesang)

WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	0	0	0	0	0
	30~	39	5	0	0	44
7	00~	132	17	6	0	155
	30~	184	21	1	0	206
8	00~	209	22	1	1	233
	30~	149	30	2	0	181
9	00~	111	17	3	0	131
	30~	104	24	6	0	134
10	00~	93	23	0	0	116
	30~	101	23	1	0	125
11	00~	28	21	2	0	51
	30~	50	22	2	1	75
12	00~	39	14	2	0	55
	30~	66	14	0	0	80
13	00~	62	13	0	0	75
	30~	67	23	1	1	92
14	00~	77	15	0	0	92
	30~	121	24	2	1	148
15	00~	80	15	2	0	97
	30~	58	20	1	0	79
16	00~	63	22	1	0	86
	30~	81	24	3	0	108
17	00~	73	13	2	0	88
	30~	83	16	5	0	104
Total		2070	438	43	4	2555

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 3 (PHS Gym - towards Airport)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	54	8	1	0	63
	30~	68	11	5	0	84
7	00~	153	37	22	2	214
	30~	283	25	10	4	322
8	00~	330	67	17	5	419
	30~	232	34	23	4	293
9	00~	246	51	22	4	323
	30~	257	32	21	1	311
10	00~	229	46	18	3	296
	30~	269	49	26	1	345
11	00~	254	46	21	0	321
	30~	289	43	11	2	345
12	00~	255	33	16	0	304
	30~	271	36	12	0	319
13	00~	230	41	18	1	290
	30~	275	38	28	1	342
14	00~	277	31	17	0	325
	30~	282	39	23	0	344
15	00~	297	46	16	2	361
	30~	253	26	16	0	295
16	00~	304	36	17	0	357
	30~	386	52	17	0	455
17	00~	335	36	20	1	392
	30~	346	25	14	1	386
Total		6175	888	411	32	7506

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 3 (PHS Gym - towards Malakal)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	38	9	1	0	48
	30~	47	12	3	0	62
7	00~	210	49	36	4	299
	30~	386	49	51	5	491
8	00~	338	68	22	5	433
	30~	239	49	16	2	306
9	00~	238	20	18	4	280
	30~	226	19	20	1	266
10	00~	256	32	29	0	317
	30~	237	47	21	0	305
11	00~	364	38	19	0	421
	30~	265	42	8	2	317
12	00~	284	38	5	1	328
	30~	280	55	18	0	353
13	00~	247	30	16	0	293
	30~	221	38	25	1	285
14	00~	288	29	22	1	340
	30~	260	31	15	0	306
15	00~	305	26	15	1	347
	30~	225	22	18	0	265
16	00~	279	30	15	1	325
	30~	312	32	18	0	362
17	00~	298	29	11	1	339
	30~	240	31	12	1	284
Total		6083	825	434	30	7372

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 5 (Mokko - towards Airport)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	68	17	6	0	91
	30~	101	32	4	2	139
7	00~	175	40	8	0	223
	30~	299	57	11	0	367
8	00~	227	66	11	0	304
	30~	177	62	11	1	251
9	00~	175	68	16	1	260
	30~	210	63	13	2	288
10	00~	245	71	2	1	319
	30~	235	84	5	0	324
11	00~	240	55	13	0	308
	30~	331	76	8	1	416
12	00~	222	44	10	0	276
	30~	199	60	4	0	263
13	00~	213	74	8	0	295
	30~	227	84	7	0	318
14	00~	290	76	6	0	372
	30~	335	71	7	0	413
15	00~	290	101	5	0	396
	30~	270	27	10	0	307
16	00~	285	60	11	0	356
	30~	420	74	4	0	498
17	00~	400	65	11	0	476
	30~	345	51	6	0	402
Total		5979	1478	197	8	7662

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 5 (Mokko - towards Malakal)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	72	17	3	0	92
	30~	150	39	7	1	197
7	00~	644	99	10	0	753
	30~	324	51	5	0	380
8	00~	317	42	13	2	374
	30~	304	61	7	1	373
9	00~	225	40	16	1	282
	30~	253	35	9	2	299
10	00~	238	58	7	0	303
	30~	226	43	11	0	280
11	00~	244	48	9	0	301
	30~	229	44	7	1	281
12	00~	249	33	4	0	286
	30~	246	43	3	1	293
13	00~	204	45	5	3	257
	30~	253	52	1	0	306
14	00~	303	56	3	0	362
	30~	354	55	18	0	427
15	00~	243	41	9	0	293
	30~	248	50	23	0	321
16	00~	221	45	4	0	270
	30~	283	36	4	0	323
17	00~	280	39	1	0	320
	30~	254	38	4	0	296
Total		6364	1110	183	12	7669

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 7 (Mobil Topside - towards Airport)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	117	17	6	1	141
	30~	85	17	4	0	106
7	00~	190	38	8	0	236
	30~	178	47	4	1	230
8	00~	125	47	7	1	180
	30~	136	49	7	0	192
9	00~	160	43	6	0	209
	30~	152	42	5	0	199
10	00~	155	35	3	1	194
	30~	180	35	0	0	215
11	00~	228	28	5	0	261
	30~	305	35	4	0	344
12	00~	247	30	3	0	280
	30~	225	35	3	0	263
13	00~	125	35	6	0	166
	30~	195	37	6	0	238
14	00~	190	45	2	0	237
	30~	295	32	13	1	341
15	00~	265	32	12	1	310
	30~	260	25	8	1	294
16	00~	360	22	9	0	391
	30~	490	25	0	0	515
17	00~	720	29	2	0	751
	30~	370	30	5	1	406
Total		5753	810	128	8	6699

DATE: 23th Aug. 2005

SUPERVISOR:

STATION: Station 7 (Mobil Topside - towards Malakal)

WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	61	10	0	0	71
	30~	150	105	7	1	263
7	00~	410	205	10	1	626
	30~	350	74	8	1	433
8	00~	229	50	9	1	289
	30~	193	66	8	0	267
9	00~	180	31	17	1	229
	30~	154	36	5	3	198
10	00~	145	26	3	1	175
	30~	121	35	9	0	165
11	00~	195	49	16	0	260
	30~	209	37	8	0	254
12	00~	155	68	22	12	257
	30~	248	70	25	0	343
13	00~	145	35	6	0	186
	30~	78	38	1	0	117
14	00~	136	41	1	0	178
	30~	112	63	10	0	185
15	00~	214	83	15	0	312
	30~	213	102	15	3	333
16	00~	295	152	3	2	452
	30~	240	141	7	0	388
17	00~	218	78	2	0	298
	30~	198	80	2	0	280
Total		4649	1675	209	26	6559

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 8 (Ngesaol - towards Airport)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	23	4	2	0	29
	30~	29	12	1	0	42
7	00~	38	24	7	0	69
	30~	70	17	7	0	94
8	00~	59	31	10	0	100
	30~	65	41	19	0	125
9	00~	51	18	13	0	82
	30~	60	18	9	1	88
10	00~	45	23	3	1	72
	30~	40	12	3	0	55
11	00~	63	27	6	0	96
	30~	62	12	5	0	79
12	00~	62	13	10	1	86
	30~	54	25	6	0	85
13	00~	74	20	11	0	105
	30~	65	18	10	0	93
14	00~	51	20	8	0	79
	30~	73	15	12	0	100
15	00~	69	30	10	0	109
	30~	64	15	10	0	89
16	00~	71	34	9	0	114
	30~	91	29	7	0	127
17	00~	136	21	2	0	159
	30~	108	21	7	0	136
Total		1523	500	187	3	2213

DATE: 23th Aug. 2005
 SUPERVISOR:
 STATION: Station 8 (Ngesaol - towards Malakal)
 WEATHER: cloudy with intermittent rain

Time		Cars/ Sedans	P-ups/ L. Trucks	Trucks/ Buses	Motorcycles	Total
6	00~	26	4	0	0	30
	30~	83	30	9	1	123
7	00~	249	32	5	0	286
	30~	107	12	5	0	124
8	00~	71	23	12	0	106
	30~	70	22	11	0	103
9	00~	75	14	14	0	103
	30~	52	27	4	1	84
10	00~	62	20	8	0	90
	30~	56	18	7	0	81
11	00~	49	21	3	0	73
	30~	55	16	2	1	74
12	00~	56	12	1	0	69
	30~	64	14	3	0	81
13	00~	55	23	5	0	83
	30~	70	16	1	0	87
14	00~	80	16	5	0	101
	30~	75	30	10	0	115
15	00~	61	20	15	0	96
	30~	687	21	18	0	726
16	00~	67	19	3	0	89
	30~	73	19	6	0	98
17	00~	90	23	2	0	115
	30~	72	15	3	0	90
Total		2405	467	152	3	3027

付属資料3 コンパクト道路に係る土地権利許諾書

Republic of Palau
Office of the President

*Grant, Deed, and Conveyance in Fee Simple Absolute of Right of Way and
Easement from Private Land Owner to the Republic of Palau for the Construction
and Maintenance of the Babeldaob Compact Road.*

I. GRANT OF EASEMENT/RIGHT OF WAY

I, Max Alik, hereafter Grantor¹, residing in Ngetkib hamlet, in the State of _____, do hereby deed, grant, convey and release to the National Government of the Republic of Palau, hereafter Grantee, and to Grantee's heirs and assigns forever, an easement and right of way in fee simple absolute for the construction, maintenance, and repair of the Babeldaob Compact Road. The size and location of this easement and the real property over which it is located is described more particularly below, with such easement below, over and across real property owned by myself and situated in Ngetkib, _____ hamlet, in the State of Airai and more particularly described as follows:

II. LOCATION OF PROPERTY

The real property over, under, and across which this easement and right of way

is granted, called the premises, is known as Part Ochelochel/Tebudel, as shown on the Palau National Government Bureau of Lands and Surveys Map No. 166, as

Lot No. 11166 N RD 02 (part of 11166 N), with an area of

1,507 Sq. Meter which is located in Ngetkib Hamlet, in the State

of Airai in the Republic of Palau. This easement and right of way over the above described lot is more particularly described and set forth in the attached part of the aforementioned map, marked Exhibit A, which map and exhibit are incorporated by reference herein and shall be considered a part of this instrument. This easement and right of way shall be located as indicated on this referenced map and exhibit. The width of this right of way shall be what is reasonably necessary and convenient for the reasonable use of this right of way for the purposes set forth herein; provided, such width shall be a minimum of 80 (eighty) feet unless the location of permanent buildings or structures on the premises practically require a narrower width.

¹ Grantor-current Landowner/claimant as listed in the Index List provided.

*Grant, Deed, and Conveyance in Fee Simple Absolute of Right of Way and
Easement from Private Land Owner to the Republic of Palau for the Construction
and Maintenance of the Babeldaob Compact Road.*

III. PURPOSE AND SCOPE OF EASEMENT

The purpose and scope of this right of way deeded by this instrument is to grade, level, fill, drain, pave, build, survey, maintain, repair and rebuild a public road or highway, called the Babeldaob Compact Road, together with such bridges, culverts, ramps, drainage ditches and systems, and cuts as may be necessary, on, over and across the premises, with such road to be generally used by the public for any reasonable purposes; and, to allow the Republic of Palau, or any of its agents or assigns, to construct, install, maintain, and repair any utilities along, next to, over, or under said road, including water, sewer, cable television, telephone, and power lines, and any poles or other necessary equipment related thereto.

IV. GRANTOR'S RELEASE OF CLAIMS FOR DAMAGES

Grantor hereby expressly releases Grantee from any and all claims for damages arising in any way or incident to the construction, maintenance, and repair of the right of way for the herein described purposes.

**V. GRANTEE'S RIGHT OF INGRESS/EGRESS FOR
MAINTENANCE/REPAIRS**

This grant and deed of right of way from Grantor to Grantee expressly includes that Grantee, or Grantee's agents or assigns, has the right of ingress and egress for the purpose of maintaining, repairing, and keeping the right of way in usable condition at all reasonable times for all of the purposes for which this right of way is granted. Accordingly, Grantee may, from time to time, and at all times after the effective date of this instrument, at Grantee's own cost and expense, repair and maintain, in a proper, substantial, and workable manner, the described right of way. Grantee may allow other parties to conduct such maintenance and repairs and/or hire other parties to do the same.

Grantee shall further have the right from time to time to trim and cut down and clear away any and all trees and brush now or hereafter on or adjacent to the right of way, which are situated within the right of way or on any real property owned by the Grantor and adjacent to the right of way, that in the opinion of the Grantee may be a hazard to any of the purposes for which this right of way is granted. Provided, that all trees that Grantee is hereby authorized to cut and remove, if valuable for timber, wood, or other purposes shall continue to be the property of the Grantor, but all tops, lops, brush, and refuse wood shall be burned or removed by the Grantee, at Grantee's sole expense.

Grant, Deed, and Conveyance in Fee Simple Absolute of Right of Way and Easement from Private Land Owner to the Republic of Palau for the Construction and Maintenance of the Babeldaob Compact Road.

VI. CONCURRENCE OF STATE GOVERNMENT

The signature below of the State Governor, of the state in which this easement is located, shows the witnessing, concurrence and support of such state government in the granting of this easement. Such signature also indicates that such state and the government thereof hereby releases forever the Grantee from any and all claims for damages arising in any way or incident to the construction, maintenance, and repair of the right of way for the herein described purposes. Further, the Grantor and Grantee wish to recognize that it was the state government and the state traditional leaders who arranged for this conveyance from the Grantor to the Grantee.

VII. ACCEPTING FOR GRANTEE

The signature below indicates the acceptance of this deed and conveyance of right of way and easement on behalf of the Grantee.

VIII. CONSIDERATION

This deed and conveyance of an easement and right of way in fee simple absolute is made for no particular consideration other than the acknowledged benefits to be derived by the Grantor by reason of the locating, construction, maintenance and repair of the compact road and such other permitted purposes of this right away upon, under, and over the Grantor's real property; and, the Grantee's desire to assist in the development of Babeldaob with the construction of the Babeldaob Compact Road that will not only provide better access to Babeldaob but to also facilitate and encourage the economic development of Babeldaob, such as the real property of the Grantor in Babeldaob.

IX. EFFECTIVE DATE OF THIS GRANT/CONVEYANCE/DEED

The effective date of this conveyance shall be the date of the Grantor's signature, as indicated next to his/her signature below.

MAX ALIK

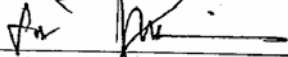
Max Alik

Grantor

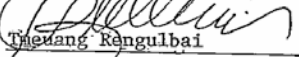
Date: 6/02/98

Grant, Deed, and Conveyance in Fee Simple Absolute of Right of Way and Easement from Private Land Owner to the Republic of Palau for the Construction and Maintenance of the Babeldaob Compact Road.

ACCEPTING FOR GRANTEE:

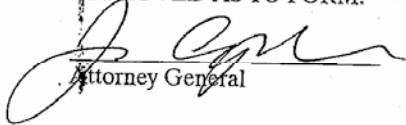

Kuniwo Nakamura
President, Republic of Palau

Date: 12.09.98


Thewang Rengulbai
Governor, of the
State of Airai

Date: 11/5/98

APPROVED AS TO FORM:

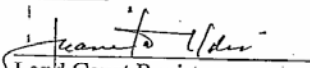

Attorney General

12/9/98

Registered this day of JUNE 15, 1999, in Book No. CRE/ at Page 42 at the
Office of the Clerk of Courts, Republic of Palau.


Clerk of Courts, Republic of Palau

Recorded as Document No. E-1243 at the Land Court on this 20 day of Dec
19 99.


Land Court Registrar

付属資料4 「首都圏幹線道路改修計画」に係る土地使⽤権許諾書(案)

Grant and Conveyance of Right of Way and Easement to the Republic of Palau for the Improvement, Construction, Maintenance and Repair of the Koror State Road Project

I. Right to Grant and Convey Easement/Right of Way

I, _____ ("Grantor"), am the owner or trustee of land fronting the Main Road in Koror more particularly described as: Lot No. _____, also known as _____ in _____ Hamlet, Koror ("the Premises").

I (Grantor) have the legal right to grant an easement/right of way over the Premises because (choose one): I individually own the Premises in fee (Certificate of Title attached).

I am the Trustee of the Premises (Certificate of Title attached) and have obtained the consent from members of the clan/lineage/family whose consent is required, and whose names and signatures appear on page 2.

Other (explain): _____

II. Conveyance of Easement/Right of Way

Grantor hereby grants, conveys and releases to the National Government of the Republic of Palau ("Grantee") and to Grantee's heirs and assigns forever, an easement and right of way for the improvement, construction, maintenance, and repair of the Main Road and Koror State Road Project ("Project").

III. Location of Easement/Right of Way

The construction, maintenance, and repair easement/right of way shall be located on the portion of the Premises that fronts the Main Road and shall measure up to a width of 10 feet as measured from the edge of the existing Main Road ("Easement Area"). A public easement, i.e. one in which permanent improvements shall be built for the use of the public at large shall be located on the portion of the Premises that fronts the Main Road and shall measure up to a width of _____ feet as measured from the edge of the existing Main Road ("Public Easement Area").

IV. Purpose and Scope of Easement

The Project is aimed at beautifying, improving and expanding the Main Road to include turn lanes, sidewalks, signage, etc. In addition to any permanent improvements and expansions to the Main Road, Grantee shall be entitled to enter upon, move about, and place vehicles, equipment and materials in, the Easement Area whenever necessary to construct, maintain, or repair the Main Road or Project, access public utilities, carry out public safety and related duties, and remove or maintain trees, brush, signage, or similar items.

V. Consideration

This easement/right of way is made in consideration of the benefit the Koror State Road Project is expected to bring to Grantor's Premises and to the Republic of Palau generally.

FOR THE GRANTOR

Print Name: _____ Date _____

FOR THE GRANTEE

Print Name: _____ Date _____

If Grantor is a Trustee, please include the names and signatures of the members of the clan/lineage/family whose consent is required.

Print Name: _____ Date _____

Print Name: _____ Date _____

Print Name: _____ Date _____

Print Name: _____ Date _____

Print Name: _____ Date _____

Print Name: _____ Date _____

Print Name: _____ Date _____

Registered this _____ day of _____, 2005, in Book No. _____ at Page _____ at the office of the Clerk of Courts, Republic of Palau.

Recorded as Document No. _____ at the Land Court on this _____ day of _____, 2005.

Land Registrar

添付資料 5 調査日程表

NO	月日	曜	行 動	面会者	協議内容	
1	8月9日	火	移動			
2	8月10日	水	09:00 EQPB表敬	Ms. Portia K Franz, Executive Officer Mr. Donald Dengokl, Assistant Executive Officer	表敬の目的と調査概要説明	
			09:30 資源開発省表敬	Mr. Fritz Koshiha, Minister	表敬	
				Mr. Gilbert Demei, Director, Bureau of Lands and Surveys Mr. Gail Manacastas, Project manager, Civil Engineer of CIP Ms. Della Mobel, Secretary of Minister		
				11:00 CIP協議	Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	要請内容の確認、改修交差点の位置確認、交通量調査の依頼（8月23日実施予定）
15:00 大統領府協議	Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, President Office (PO)	要請内容の確認、車線数、左折車線付加、一方通行導入、維持管理機材、土地収用、情報公開、住民説明				
3	8月11日	木	09:30 資源開発省土地測量局協議	Mr. Gilbert Demei, Director, Bureau of Lands and Surveys Mr. Balkuu Kumangai, Division of Land Resources Mr. Alejandro Caraig, National Surveyor	土地収用問題、借地権、土地使用権、MRDの方針 コンパクト道路の事例、本件への対応	
			13:00 EQPB協議	Ms. Portia K Franz, Executive Officer	ES及びEIS報告書入手、EIAガイドライン入手、EAの手続き業務協議、本件事業概要説明	
4	8月12日	金	09:00 アラカベサン島現地踏査			
			11:00 マラカル島現地踏査			
			13:30 CIP	Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP		
			14:00 拡幅交差点現地確認踏査	Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	道路幅員測量	
5	8月13日	土	資料整理			
6	8月14日	日	10:00 現地調査		全線踏査	
			15:00 団内会議		今後の調査方針及びスケジュール	
7	8月15日	月	09:00 日本大使館	山下尚武臨時代理大使 Mr. Fritz Koshiha, Minister	表敬	
			10:00 資源開発省	Mr. Gilbert Demei, Director, Bureau of Lands and Surveys Mr. Masasinge Arurang, Director of Public Works Mr. Richard Mangham, Manager of CIP	表敬	
				13:30 パラオ国際珊瑚礁センター	行平英基専門家	雨水排水が珊瑚に与える影響について協議

8	8月16日	火	09:00 -11:00 資源開発省	Mr. Fritz Koshiba, Minister Mr. John C. Gibons, Governor of Koror State Mr. Gilbert Demei, Director, Bureau of Lands and Surveys Mr. Balkuu Kumangai, Division of Land Resources Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP Mr Daijiro Nakamura, Director of Pubic Land Authority, Ms. Viviana Ucherbela, Director, Koror State Public Land Ms. Vera Kanai, Koror State Public Land Authority Ms. Pasquana Blesam, Koror State Public Land Authority Mr. Auyero Udui, Public Work	要請内容の確認 1. 交差点改良及び舗装については現状に応じて 2. 排水路：必要な箇所のみT=2.5マイル 3. 歩道：郵便局～マリス・ステラ 1.5x2=3マイル 4. 斜面崩壊：2箇所 旧米国大使館と？ 5. 路面表示：全線 6. 照明：歩道建設区間で現在照明のない所1.2マイル 7. ガードレール：KB橋～0.5マイル 協力対象外 8. 機材供与：協力対象外 9. 交差点改良に交差点周辺の道路標識を含める
			14:00-17:00 資源開発省（大統領府）	Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, PO Mr. D. Haruo, Adviser for Economy, PO Mr Daijiro Nakamura, Director of Pubic Land Authority, Koror State Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	
9	8月17日	水	06:45-11:00 現地調査	Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, PO Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	1.Travel Time and Delay 2. Traffic Conflict 3. Drainage 4. Landslide 5. Guardrail 6.Sidewalk 7. Length of Project Road
			14:00-17:00 大統領府	Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, PO Mr. Jeff R. Ngirarsaol, Grant Coodinater, Grant Office, PO Mr. D. Haruo, Adviser for Economy, PO Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	M/D 協議(車線数、排水路、ガードレール、斜面崩壊、 歩道、照明、路面表示、機材)
10	8月18日	木	08:40-08:55 EQPB	Ms. Portia K Franz, Executive Officer Mr. Donald Dengokl, Assistant Executive Officer	島間道路EAレポート入手 住民説明会記録協議
			09:00-09:15 法務省公衆安全局	Mr. Hazime Telei, Director, Bureau of Public Safety	自動車登録台数、事故統計要請
			10:00- 11:30 資源開発省	Mr. Fritz Koshiba, Minister Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, PO Mr. Jeff R. Ngirarsaol, Grant Coodinater, Grant Office, PO Mr. D. Haruo, Adviser for Economy, PO Mr. Tmewang Rengulbai, Governor of Airai State Mr Daijiro Nakamura, Director of Pubic Land Authority, Koror State	M/D協議（大臣：歩道をShe11からPVAまで延伸希望）

11	8月19日	金	09:00 M/D署名 (資源開発省)	Mr. Fritz Koshiba, Minister	M/D署名
				Mr. John C. Gibons, Governor of Koror State	
				Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, PO	
				Mr. Jeff R. Ngirarsaol, Grant Coordinator, Grant Office, PO	
			10:00 大統領府報告	Mr. Tommy Remengesau Jr., President	
			11:30 JICA報告	野津所長	
12	8月20日	土	09:00 現地調査		
13	8月21日	日	資料整理/報告書作成		
14	8月22日	月	09:00 EQPB	Ms. Portia K Franz, Executive Officer	規制基準/住民意見聴取記録入手
			13:00 CIP	Mr. Jack Ngirmsesang, Engineer	現況道路のas-built図面確認
			15:00 MRD	Mr. Alejandro Caraig, National Surveyor	事業対象区間の地形図入手
			16:00 CIP	Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	交通量調査最終協議
			16:30 JICA	野津所長	交通量調査最終協議
15	8月23日	火	06:00-19:00 終日交通量観測	Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	
			10:00 資源開発省用地測量局	Mr. Gilbert Demei, Director, Bureau of Lands and Surveys	各種協議アレンジ依頼
			13:30 EQPB	Ms. Portia K Franz, Executive Officer	規制基準入手
			14:00 Koror州 保護行政指導局	Mr. Adalbert Eledui, Director, Dept. of Conservation and Law Enforcement	現況道路の路面排水流末確認、灌漑用水、マングローブ林内の淡水路、海域の選定
			15:00 公共事業局	Mr. Masasingen Arurang, Director, Bureau of Public Works	道路事業費/維持管理費予算
16	8月24日	水	08:30 海洋資源局	Mr. Theo Isamu, Director, Bureau of Marine Resources	路面排水時の留意点ヒアリング
			09:30 EQPB	Ms. Elaine Fielding, Administrative Assistant	資料収集
			10:00 PCS (NGO)	Ms. Bernie Tosie Keldermans, Palau Conservation Society	NGOの意見聴取
17	8月25日	木	10:00 資源開発省用地測量局	Mr. Alejandro Caraig, National Surveyor	地形図のファイル入手
			14:20 CIP	Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP	交通量調査結果入手/EA or IEEの結果協議
			16:30 JICA	野津所長	資源開発省とのスケジュール調整
18	8月26日	金	10:00 JICA報告	野津所長	経過報告
19	8月27日	土	移動		

付属資料 6 協議議事録

付属資料 6 : 協議議事録

・ 8月16日午前

・ 出席者：(主として、Mr. Gail of CIP との協議)

Mr. Fritz Koshiha, Minister

Mr. John C. Gibons, Governor of Koror State

Mr. Gilbert Demei, Director, Bureau of Lands and Surveys

Mr. Balkuu Kumangai, Division of Land Resources Information

Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP

Mr. Daijiro Nakamura, Director of Public Land Authority, Koror State

Ms. Viviana Ucherbela, Director, Koror State Public Land Authority

Ms. Vera Kanai, Koror State Public Land Authority

Ms. Pasquana Blesam, Koror State Public Land Authority

Mr. Auyero Udui, Public Work

・ 協議内容：

先方の要請内容は、以下のとおりである。

1. 交差点改良については、用地の幅が発生しない範囲で行う。箇所数は9とする。
2. 車線数は原則的に2車線とするが、PVA (Palau Visitor Authority) 交差点から、Top Site の Mobil ガソリンスタンドまでは3車線としたい。土地収用については、資源省の大臣とコロール州知事が協力して、地主との交渉を進めており解決できる。
3. 舗装の改良については、区間ごとの現状が異なるので、後日、現地を見て改めて検討する。
4. 道路側溝については、設置目的が「路肩の保護」であり、側溝がないために路肩が掘削されている部分に設置したいので、その延長は、要請書にあるとおりU字溝=約1.5マイル、V字溝=約1.0マイルである。
5. 歩道の設置区間は、郵便局からマリス・ステラ間の約1.5マイルであり、道路両側で3マイルである。(8月18日のM/D協議において資源省大臣の強い要望があり、PVA から Top Site Mobil GS までと変更になった。)
6. 斜面崩壊の改修箇所は、旧米国大使館近傍とアラカベサン島山上の2箇所である。
7. 路面表示については、事業対象区間全線を希望する。
8. 照明の設置区間は、歩道設置区間とするが、現在、既に照明が設置されている区間もあるので約1.2マイルとなる。設置方法は、道路の幅及び照明器具の形式によって変わるが、原則的には片側とするが、ちどりに設置する方法もある。
9. ガードレールは、車が衝突事故を起こして壊れている部分 (KB 橋の手前のコーズウェイからコロールのダウンタウンに向った区間) を要請したい。延長は約0.5マイルである。これについては、本来、通常の維持管理業務に近いので、優先度は低い。場合によっては、協力対象から外される場合もあると了解している。
10. 維持管理用機材については、前回の要請でも協力対象外となっており、今回もやむを得ない。
11. 道路標識については、改良交差点周辺で必要が生じた場合のみ検討するものとする。

協議議事録

・ 8月16日午後

・ 出席者：(主として Mr. Kione of President Office との協議)

Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer,
PO

Mr. D. Haruo, Adviser for Economy, PO

Mr Daijiro Nakamura, Director of Pubic Land Authority, Koror State

Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP

・ 協議内容：

先方の要請内容は以下のとおりである。

1. 迂回路の有効性を科学的に分析するために専門家を要請したい。交差点を改良する場合でも、そのような解析は不可欠である。(開発調査ではないので、本格的な交通解析は実施するのは困難である旨、伝える。)
2. プロジェクトサイトの区間は以下のとおり。
 - i) 空港のゲートより約100m奥～New KB 橋
 - ii) コーズウェイ～PVA
 - iii) PVA～みなと橋取付け部
 - iv) PVA～コースウェイ
 - v) コーズウェイ～PPR ホテル
3. プロジェクト対象区間は全線2車線でよい。
4. 側溝設置区間は、PVA からコースウェイ区間及びダウンタウン区間である。
5. 明日早朝6時45分からスタートして、現状を視察し、それぞれの要請内容を現場で確認する方がよい。

協議議事録

・ 8月17日午前/午後

・ 出席者：別添資料参照（主として Mr. Kione of President Office との協議）

Mr. Kione J. Isechal, Adviser on Infrastructure Matter National Highway Engineer, PO

Mr. Jeff R. Ngirarsaol, Grant Coodinater, Grant Office, PO

Mr. D. Haruo, Adviser for Economy, PO

Mr. Gail Manacastas, Project Manager, Civil Engineer of CIP

・ 協議内容：

現地を確認し、さらに室内にて協議し最終的な要請内容を確認した。

1. New KB 橋手前のコースウェイから PVA まで往復の走行テストを実施し遅れ時間を測定した。結論的には、空港から PVA までの区間でマリス・ステラ周辺の混雑を除いては、それほど渋滞状況は発生していない。反対車線では、中心市街地の学校周辺で生徒が道路横断をして交通がストップする現象はあるが、それ以外にほとんど混雑がない。（渋滞しない理由として、先方は、15日に学校は再開されているが、すべての学校が開校するのは来週であると言っている。）
2. 始点—終点間を通過する車輛は少なく、途中で右左折する車が多く、迂回路の設定効果は少ないように見受けられる。
3. アラカベサン島内道路のv字側溝には蓋をして歩行者道としたい。（十分な車線幅があるので、センターラインから3mの地点に白線を引けば歩行者用の空間が確保できる。現況の側溝に合わせてコンクリートの蓋を特注すれば費用が嵩む。概ね了解。）
4. 降雨があると洪水が発生しているので大統領府周辺からコースウェイ区間には側溝を設けたい。
5. 改良対象区間は日本大使館前のゲートから、コースウェイ手前のガソリンスタンド店頭までである。
6. みなと橋手前には、ガードレール又はコンクリート・バリアを設けて、車が道路外へ転落するのを防止したい。先方の考えでは、スチール製のガードレールは区間が短いと高価なので、小型のコンクリート・バリアで費用を安くした方がよいと言っている。
7. 中心市街地（ダウタウン）の雨水排水のために、道路両側に側溝を整備したい。流末が整備されていないため、洪水が起こる可能性が高いが仕方がない。
8. PVA から Top Site の Mobil GS までは、3車線としたい。T-Dock 交差点周辺及びマリス・ステラ周辺がボトルネックになっており、土地収用問題が発生するが、マリス・ステラの場合は、中心市街地から空港へ向って左側は路肩から法面が急激に下がっており拡幅は困難であるが、右側に十分な用地があり、既にマリア・ステラ側の了解は得ている。また、T-Dock 周辺をはじめ拡幅に必要な用地幅 $W=14m$ は確保すると資源省大臣が保障しており、実際にその手続きに着手しているので問題はない。（JICA 調査団の環境社会配慮担当団員は、来週、第一回目の地主との交渉会議に出席できることになっているので、後日報告ができる。）
9. 斜面崩壊箇所が合計4箇所ある。空港に近いコンクリート舗装については、切り取っ

て置換する必要がある。 New KB 橋に近い箇所は、地下に水道管や電話線が入っており、既に漏水している可能性がある。旧米国大使館の箇所は、下流側にある3軒の民家が現在も動いており危険である。(いずれにしても非常に難しい問題であり、聞き置くのみとした。帰国後、関係者との協議が必要である。)

協議議事録

・ 8月23日(水) 10:00－11:30

・ 面会者：資源開発省用地測量局長：Mr. Gilbert Demei, Director, Bureau of Lands and Surveys

・ 協議内容：

次ページに示す項目に従って協議した。

1. 地主との協議日程は未定である。8月24日8:30より資源開発省の大臣とコロール州の公用地局（Koror State Public Land Authority）が対策会議を開く。
2. Koror州の行政指導局との協議は8月23日14:00とする。
3. 水産試験場の所長（海洋資源局長）との協議は8月24日8:30とする。
4. 環境コンサルタントとの連絡はとれない（留守電で連絡依頼）。
5. パラオカレッジ前のマンホールから海域までの排水路については CIP に依頼する。（結局、調査団で追跡）
6. 土工事及び廃棄物管理に係る国の法令は8月23日13:00にEQPBがコピーを準備する。
7. 文化財関連の許可証は用地総量局が写しを所持しており、その場で提供さる。
8. JICA ガイドラインをパラオの EA 手続きと比較しながら説明した。特に、情報公開の時期については、JICA の方が有効である旨同意を得た。
9. スコーピングを説明した。
10. NGO との協議は8月24日10:00とする。
11. 本件に関する情報公開を早い時期に行うよう養成した。局長は大臣に直接話して欲しいと考えており、その場をセットするため秘書と協議。その後連絡なし。
12. 地形図のファイルコピーは担当者病欠のため延期。
13. 統計資料は財務省計画局に問い合わせたが、インターネット www.pakaugov.net/stats で調べるようにという回答あり。
14. 首都移転は2006年2月は延期された。現在事業を推進する予算がゼロで中断している。今後資金調達が出来た場合でも、そのあと12ヶ月は要するため、最短でも2006年10月以降になる。これも大臣に直接問いただすようアドバイスを受けた。

Shinya KAWADA
JICA Preparatory Study Team
for Road Improvement
Project

Agenda for the meeting

1. The schedule of the meeting with land owners
2. To arrange the meeting with Mr. Adalbert Eledui, Director of Department of Conservation and Law Enforcement, Koror Sate, to get the State Regulations for rain water discharge into the sea
3. To arrange the meeting with Mr. Teo Isamu, Director of Palau Marineculture Demonstration Center, to give the information of the Project and get some advices.
4. To arrange the meeting with Ms. Ann Kitalong of The Environment, Inc.488-2410/587-2476
5. To arrange tracing a storm water drainage from the man-hole in front of Palau College to the sea in order to investigate the environmental situation near the outlet.
6. To get Palau National Code, Title 24, Chapter1 and Earthmoving Regulations Chapter 2401-01, and Solid Waste Management Regulations Chapter 2401-31
7. To get Historical Clearance No. 1538 dated May 6, 2004, issued by the Bureau of Arts and Culture
8. Explanation of JICA's Guidelines for Environmental and Social Considerations
9. To conduct Scoping and IEE(Initial Environmental Examination) for this Road Improvement Project
10. To arrange the meeting with NGOs, The Nature Conservancy(TNC) and Palau Conservation Society(PCS)
11. To conduct public information and public hearing by Palauan side for this Road Improvement Project by the end of October and report it to JICA Office.
12. To make a copy of the file of topography including whole project area
13. To collect latest statistics of socio-economic data
14. Detail of removal of Capital in February 2006

協議議事録

・ 8月25日(水) 08:30-9:30

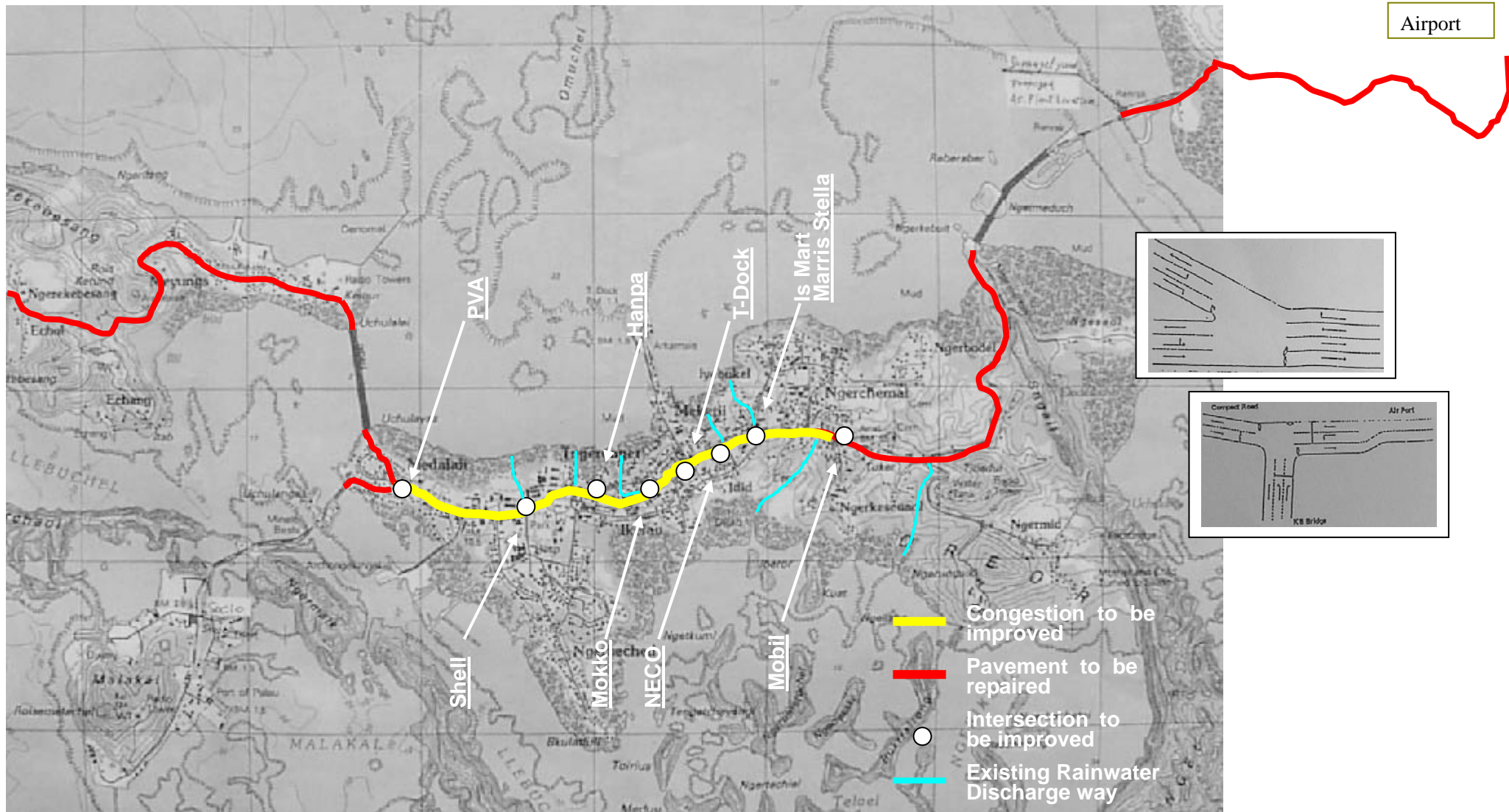
・ 面会者：コロール州政府

保護行政指導局長：Mr. Adalbert Eledui, Director, Dept. of Conservation and Law
Enforcement

同衛星部長：Mr. Scott F. Yano, Chief, Sanitation Division

・ 協議内容：

1. コロール島の南の海域は閉鎖水域でありラグーンである。潮流は非常に遅く大量の雨水を放流すれば海底の底質への影響は大きい。
2. コロール島の北側の海域は海流の速度も速く拡散しやすいので、北側へ放流する方が影響は少ない。
3. しかし、現在の表流水は、タロイモ畑に必要な水を供給し、マングローブ林内には細かい水路を形成し必要な淡水を供給している。従って、これらの水の供給が止まらないようなく工夫が必要である。(次ページの図参照)
4. 州には、排水に係る規制基準はない。全て国の基準を適用することになる。船舶から排出される廃棄物に係る州条例はある。



現況の路面排水路位置図

協議議事録

- ・ 8月25日(水) 08:30-9:30
- ・ 面会者：海洋資源局長 Mr. Theo Isamu, Director, Bureau of Marine Resources
- ・ 協議内容：
 1. 道路を整備し側溝を設置するのは、土壌浸食防止には必要であるが、大量の雨水を一箇所に集めることになる。その場合、放流先が問題である。何の工夫もしなければ、放流先の砂が洗掘され、大きな穴が開く。特に干潮の時期には影響が深刻である。場合によってはその穴が長くなり、海底に大きく長い溝が出来ることになる。ぜひとも、流速を弱める抑止設備を考えてもらいたい。
 2. 現在、日本の援助で実施しているコーズウェイの雨水排水も同じ問題を持っている(相談は受けていないという)。
 3. ペレリウ州で道路を改良したときは、この流速を抑止する装置を設置した。

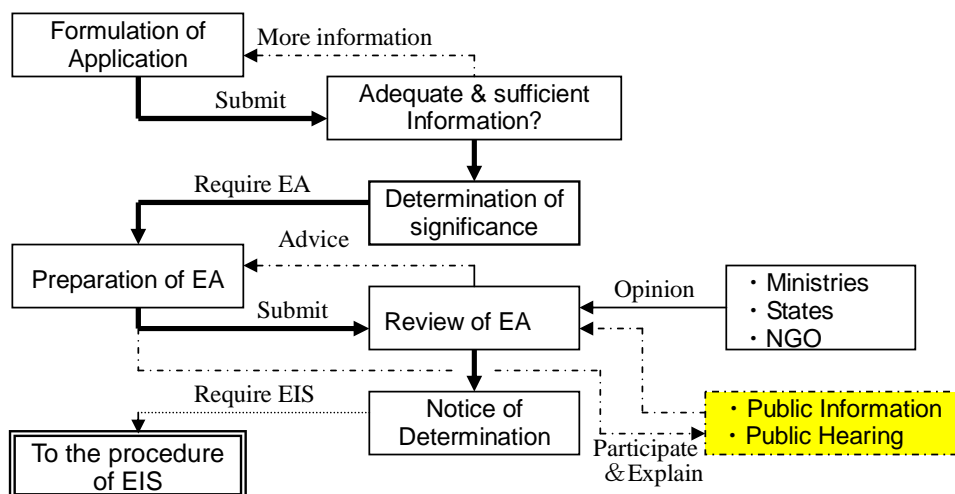
協議議事録

・ 8月25日(水) 10:00-11:00

・ 面会者：NGO, Ms. Bernie Tosie Keldermans, Palau Conservation Society

・ 協議内容：

1. 路面排水については、沿岸のマングローブ林へ行けばわかるが、車やガソリンスタンドから漏れたオイルが海域へ流れ込んでいる。パラオの雨は、激しく降るのですべてのものを海へ流してしまう。
2. 道路に側溝を設けるのは良いことである。未だに日本統治時代の「どぶ」がそのまま残っている箇所もある。
3. 島の高所に降った雨水は長年月に亘って土砂を海へ流出させており、途中でタロイモ畑もあり、数年前にコロール島北側のマングローブ林の実態調査を実施したが、海域が年々に浅くなっている。陸地の土壌浸食が進んでいると思う。
4. 道路改良工事は、一般車輛の交通に障害をもたらすが、南北に裏道があるので問題はないと思う。ただし、緊急車輛の通行だけはきちんと確保して欲しい。
5. パラオの土地収用問題であるが、政府が土地の使用権を行使して公共事業を行うのは、優れた慣習でありやめるべきではない。本来、地方政府にも中央政府にも予算がない。収益を目的とした個人企業が施設を作る場合には、お金を支払うべきかも知れないが、国民全体の利益のために土地の使用権を提供するのは大切な考え方であり、この伝統を失いたくはない。日本統治時代の「勤労奉仕」に通じるもので、その頃は道路清掃も皆で無償でやっていたが、米国統治に変わってからはすべてにお金を払うようになり、今日ようになった。必ずしも良いこととは言えない。
6. (JICA ガイドラインの説明を受けて) 情報公開については JICA の手順の方が優れている。パラオでは住民がいつでもいう決まり文句は「どうしてもっと早く知らせてくれなかったのか」ということである。従って、EA の段階でも住民に情報を公開し意見を聴取した方が良い。



付属資料7 収集資料リスト

NO	資料名	入手先
1	Environmental Assessment for Improvement of the Inter-Island Access Road Project April 2004	EQPB
2	Environmental Impact Assessment for the proposed Peleliu Sate Road Project August 1999	EQPB
3	Earthmoving permit of the project for the Improvement of Inter-Island Access Road	JICA Palau Office
4	Historic Claerance Review Finding & Concurrence	JICA Palau Office
5	Grant, Deed, and Conveyance in Fee Simple Absolute of Right of Way and Easement From Private Land Owner to the Republic of Palau for the Construction and Maintenance of the Babelidaob Compact Road	Bureau of Lands and Surveys, MRD
6	Grant and Conveyance of Right of Way and Easement to the Republic of Palau for the Improvement, Construction, Maintenance and Repair of the Koror Sate Road Project	Bureau of Lands and Surveys, MRD
7	List of Permit Requirements for Hotel/Resort Project	EQPB
8	EQPB Environmental Assessment Significance Criteria Checklist	EQPB
9	Permit Conditions, PEQPB Pollutant Discharge Permit NO. PEA-291-00, Palau Public Utilities Corporation-Malakal Power Plant	EQPB
10	Aimeliik Landfill Public Hearing, PCC Cafeteria, August 19, 2003	EQPB
11	Landfill Public Hearing, Mongami Center, Aimeliik, August 20, 2003	EQPB
12	Guide to Environmental Impact Assessment	EQPB
13	Chapter 2401-1 Earthmoving Regulations	EQPB
14	Chapter 2401-11 Marine and Fresh Water Quality Regulations	EQPB
15	Chapter 2401-13 Toilet Facilities and Wastewater Disposal Systems Regulations	EQPB
16	Chapter 2401-31 Solid Waste Management Regulations	EQPB
17	Chapter 2401-61 Environmental Impact Statement Regulations	EQPB
18	Chapter 2401-71 Air Pollution Control Regulations	EQPB

