CHAPTER 3

PROJECT EVALUATION AND

RECOMMENDATIONS

CHAPTER 3 PROJECT EVALUATION AND RECOMMENDATIONS

3-1 PROJECT EFFECTS

According to the result of the socio-economic, traffic and field surveys and the basic design under the study, the project implementation would generate the following impacts and effects:

(1) Direct Impacts and Effects

Present Status and Issues	Countermeasures Taken by the Project	Direct Impacts and Effects	
The center span of the Mannar Bridge was blasted in 1990. The substructure was also damaged seriously by the blast. It was temporarily restored with a bailey bridge with a narrow width of 4.0m and the traffic on it is limited to 10-ton vehicles. The existing bridge is not safe for pedestrians and vehicles passing on the bridge, and affecting the lifeline of people in the Mannar Island	A new bridge with 2 carriage- ways will be constructed in parallel with the existing bridge.	The Project will provide a vital lifeline road and bridge contributing to the growth of traffic, and accelerate regional economic activities by reducing traffic operation costs as a result of the accessibility of large-sized vehicles and higher vehicle running speed.	
No reliable routes are provided on the existing causeway because it has a narrow width of 6.3m and a single carriageway, and its retaining walls are often damaged due to the wheel load of heavy vehicles waiting oncoming traffic from the opposite side.	The causeway will be widened to a total width of 11.0m with two carriageways and the retaining walls will be reinforced or newly constructed with concrete considering the use of large-sized vehicles.	Wide and safety causeway will restore confidence of road users to the increasing frequency of transport on the causeway and then accelerate regional economic growth.	
Annual maintenance cost is increasing because the pavement of causeway is deteriorated due to overflow of sea water and retaining walls are often damaged by heavy vehicles.	The level of the causeway will be raised to 30cm. The retaining walls will be reinforced with concrete or newly constructed.	A strong and stable causeway will reduce the maintenance cost.	
The absence of sidewalks on the existing bridge causes a danger for the pedestrians using the bridge.	Sidewalks of 1.5m wide will be provided on both sides.	Traffic safety is ensured for pedestrians.	

(2) Indirect Impacts and Effects

The following indirect impacts and effects would be generated by the project implementation.

- The regional industries such as those in the agriculture and fisheries sectors will be activated by the construction of the new Mannar Bridge and causeway which are a bottleneck for the transport of products from the said sectors.
- The Project will improve transportation in the Mannar Province to enhance agriculture and fisheries production and provide opportunities for resettlement of displaced persons into their original industries.

- After completion of the Project, the Mannar Island will be connected to Sri Lanka's road networks by the new bridge and causeway, activating the development of Mannar City which is evaluated as an economic growth center based on the agriculture and fisheries sectors in the Northern Province.

3-2 RCOMMENDATIONS

The Project will provide a national class road with two carriageways by the reconstruction of the Mannar Bridge and Causeway to rehabilitate the infrastructure for administrative and economic activities in the Mannar area. GOS has announced a concept to decentralize development activities to the areas outside Colombo and selected the Mannar area as an economic growth center in the Road Sector Master Plan (RSMP), 2005. In RSMP, the Puttalam-Tallady Road is proposed and listed up in the Road Development Programme. Tallady is the beginning point of the Project and will be connected to the Puttalam-Tallady Road in future. It is recommended that the improvement of the Puttalam-Tallady Road, which connects the Mannar Island to Colombo in the shortest distance, should be implemented to obtain more effective results in the road network promptly after completion of the Project.

The bridge and causeway have been designed with a view of minimizing the maintenance cost and enabling the RDA Mannar Office to be able to conduct the maintenance of both the bridge and causeway in accordance with the RDA Manual. However, RDA should understand the foreseen technical problems related to the bridge and causeway so as to maintain them effectively. It is therefore recommended that RDA request JICA to provide training for its counterpart personnel so that they get knowledge on maintenance of the project bridge and causeway through lectures and site surveys in Japan.

It is sure that the Project will contribute to the Peace and Reconstruction in the northern area of Sri Lanka. To execute the Project smoothly in line with the guideline of Japan Grant Aid, reconciliation between GOS and LTTE is a precondition and peace shall be maintained during the construction. It is strongly recommended that GOS provide the security areas for the construction and ensure the safety of the people involved in the Project.

APPENDICES

1. Member List of the Study Team

1. Member List of the Study Team

Name	Position	Organization	
Hiroshi FUJISAWA	Chief Consultant/Road Planner	Nippon Koei Co., Ltd.	
Toshio ICHIKAWA	Bridge Designer	Nippon Koei. Co., Ltd.	
Kazuhisa IWAMI	Road/Revetment Designer	Nippon Koei. Co., Ltd.	
Shinichiro WATANABE	Construction & Procurement Planner/Cost Estimate	Nippon Koei. Co., Ltd.	
B. L. JAYARATNE Natural Condition Expert (Hydrologicall)		Oriental Consultants Co., Ltd.	

Preliminary Study Phase-1 From June 14, 2006 to June 20, 2006

Preliminary Study Phase-2

From July 27, 2006 to August 18, 2006

Name	Position	Organization	
Hideki SAKATA	Leader	Japan International Cooperation Agency	
Yoshimoto KOYANAGI	Project Coordinator	Japan International Cooperation Agency	
Hiroshi FUJISAWA	Chief Consultant/Road Planner	Nippon Koei. Co., Ltd.	
Toshio ICHIKAWA	Bridge Designer	Nippon Koei. Co., Ltd.	
Kazuhisa IWAMI	Road/Revetment Designer	Nippon Koei. Co., Ltd.	
Shinichiro WATANABE	Construction & Procurement Planner/Cost Estimate	Nippon Koei. Co., Ltd.	
B. L. JAYARATNE	Natural Condition Expert (Hydrological)	Oriental Consultants Co., Ltd.	
Hiroaki KOBAYASHI	Natural Condition Surveyor (Topographical/Geological)	Oriental Consultants Co., Ltd.	

 Draft Report Explanation From November 12, 2006 to November 18, 2006

Position Organization

Name	Position	Organization	
Hideki SAKATA	Leader	Japan International Cooperation Agency	
Hiroshi FUJISAWA	Chief Consultant/Road Planner	Nippon Koei. Co., Ltd.	
Toshio ICHIKAWA	Bridge Designer	Nippon Koei. Co., Ltd.	

2. Study Schedule

2. Study Schedule

Preliminary Study Phase-1

			Team Leader	Coordinator	Chief Consultant/Road Planner	Bridge Designer	Construction & Procurement Planner/Cost Estimate	Road/Revetment Designer	Natural Condition Surveyor (Hydrological)	
No.	Date	Day	Mr. SAKATA	Mr. KOYANAGI	Mr. FUJISAWA	Mr. ICHIKAWA	Mr. WATANABE	Mr. IWAMI	Mr. JAYARATNE	
			(JICA)	(JICA)	(NK)	(NK)	(NK)	(NK)	(OC)	
1	6/14	Wed			Narita-Singapore-Colombo					
2	15	Thu			Discussion with JICA, Courtesy call on ERD, MOH, RDA, MNBD, CCD, Discussion with					
3	16	Fri			Survey Company					
4	17	Sat			Data Callection and Analysia					
5	18	Sun			Data Collection and Analysis					
6	19	Mon			Data Oallastian Dissuration with Oversey and Overlity Task					
7	20	Tue			Data Collection, Discussion with Survey and Quality Test					
8	21	Wed			Colo	mbo-Singapore-N	larita			

Preliminary Study Phase-2

			Team Leader	Coordinator	Chief Consultant /Road Planner	Bridge Designer	Construction & Procurement Planner/Cost Estimate	Road/Revetment Designer	Natural Condition Surveyor (Topo/Geo)	Natural Condition Surveyor (Hydrological)
No.	Date	Day	Mr. SAKATA	Mr. KOYANAGI	Mr. FUJISAWA	Mr. ICHIKAWA	Mr. WATANABE	Mr. IWAMI	Mr. KOBAYASHI	Mr. JAYARATNE
			(JICA)	(JICA)	(NK)	(NK)	(NK)	(NK)	(OC)	(OC)
1	7/26	Wed				Narita-Bang	kok-Colombo		NRT-BKK-Colombo	
2	27	Thu			Discuss Meeting wit	ion with JICA, RD h RDA Research	A, RDA Research Division and Surve	Division and Cont y Company, Soil	ract with Survey C Fest Company Dat	company a Collection
3	28	Fri			Mo	ve to Vavuniya (Ad	ccompanied by Dr. Discussion with	. Takano(JICA) an Army in Vavuniya	d Mr. Camillus(JIC	CA))
4	29	Sat			Move to Mann Discussion Site S	ar (Accompanied with Army in Man urvey, Preparation	d by Dr. Takano(JI mar, Courtesy Call n of Security Pass,	CA), Mr. Camillus(to Mannar GA, Di Discussion with C	(JICA) and Mr. Nis scussion with RD/ Geotechnical Tean	himaru (JICA)) A in Mannar n, RDA
5	30	Sun			Discussion with Waste	RDA in Mannar, Disposal, Prepara	Geotechnical Inve ation of Security P	stigation Team, RI ass, Causeway Si	DA, Visit Construc urvey, Tidal Wave	tion Camp Yard, Survey
6	31	Mon			Discussion with F Department of Fi	RDA, Topo Survey sheries & Aquatic Certificate	 Team, National W Resources, Meteo es for Survey Tean 	/ater Supply and I prological Center, ' n, Receive the Sec	Drainage Board, S Visit Fisheries' Po curity Pass	ri Lanka Telecom, rts, Preparation of
7	8/1	Tue			Traffic Count Sur Police Office, Vis	vey, Meeting in R sit Church, Meetin est Pit Survey for I	DA for Material an g with GA, Collect Revetments, Prep	d Maintenance, Ge ion of Water and S aration of Certifica	eotechnical Surve Seabed soil, Invest tes for Survey Tea	y, Discussion with igation of Bridge, am
8	2	Wed					Meeting with RDA	, Move to Colombo	c	
9	3	Thu								
10	4	Fri								
11	5	Sat								
12	6	Sun						Data Collection		Data Collection
13	7	Mon			Data Callestia	n and Analysia		und / maryolo	Data Collection	and Analysis
14	8	Tue			Data Collectio	n and Analysis				
15	9	Wed								
16	10	Thu						Colombo-BKK-NRT		
17	11	Fri					Data Collection			
18	12	Sat		NRT-SIN-Colombo			and Analysis		Colombo-BKK-NRT	
19	13	Sun		Mo	ve to Anuradahap	ura	1			
20	14	Mon		Move to Mannar, RDA	Courtesy call and A Mannar, Stakeho	Meeting with GA, older				
				Vavuniya,	Site Survey, M	ove to Colombo				
21	15	Tue	Discussion with MOH & RDA			-				
22	16	Wed	Discussion for M/D with MOH & RDA			ļ				
23	17	Thu	Discussion with EOJ, Signing on M/D with Sri Lankan side			ļ				
24	18	Fri	Report to EOJ, JICA							
25	19	Sat		LOIOMDO-BKK-	Col	ombo-Bangkok-N	arita			

Draft Report Explanation

			Team Leader	Chief Consultant/Road Planner	Bridge Designer		
No.	Date	Day	Mr. SAKATA	Mr. FUJISAWA	Mr. ICHIKAWA		
			(JICA)	(NK)	(N)		
1	11/12	Sun		Narita-Singar	oore-Colombo		
2	13	Mon	Discussion with JICA Discussion with MOH, RDA, ERD, M Departure to Anuradhapura	Discussion with JICA Discussion with MOH, RDA, ERD, MNBD and CCD for DBD Report Departure to Anuradhapura			
3	14	Tue	Discussion with Addt. GA, Mannar and RDA, Mannar at Anuradhapura Move from Anuradhapura to Colombo				
4	15	Wed	Meeting at JICA Explanation for M/D with MOH, RDA, ERD and MNBD				
5	16	Thu	Report at ODA Task Force Meeting at EOJ Discussion for M/D with MOH & RDA				
6	17	Fri	Signing of M/D Report to JICA				
7	18	Sun	Colombo-Narita				

3. List of Parties Concerned in the Recipient Country

3. List of Parties Concerned in the Recipient Country

- ➤ Ministry of Highway : MOH
 - Mr. Sirisena Amarasekara, Secretary
 - Mr. S. Seuavenkl, Director
- Road Development Authority : RDA
 - Mr. M.B.S. Fernando, Chairman
 - Dr. Asoka Desilva, Director Engineering Services
 - Mr. George Perera, Director Highway
 - Mr. M. Thuraisamy, Director Japanese Aid Projects
 - Mr. H. M. K. G. G. Bandar, Deputy Director, Planning
 - Mr. D. K. Rohitha Swarna, Deputy Director, Bridge Design
 - Mr. P Ediriweera, Director, AGM Office, RDA
 - Mr. RPKTR Perera, Chief Engineer
 - Ms. Manori Manatunga, Engineer Planning Division
 - Mr. Jayamanna, Director, Research & Development Division (R&D)
 - Mr. W.R.A.N. Prematilake, Senior Engineer (Inves.)
 - Mr. T. Sivananthan, Senior Research Assistant (R&D)
 - Mr. K.W.Silva, Senior Research Assistant (R&D)
- Ministry of Finance Department of External Resources : ERD
 - Mr. MPDUK Mapa Pathirana, Director
- Ministry of National Building and Development : NBD
 - Ms, M.S. Jayasimghe, Secretary
 - Mr. M. I. S. Ahamad, Addt. Secretary
- Ministry of Fisheries and Ocean (Aquatic) Resources : Coast Conservation Department : CCD
 - Dr. R. A. D. B, Samaranayake, Director
- Department of Fisheries and Aquatic Resources
 - Mr. G. Piyasena, Director
- Government Agents, Mannar District
 - Mr. V. Vis uvalin gain, Government Agents, District Secretary, Mannar
 - Mr. A. Nicholaspilla Kachcheri, Addt. Government Agents, Mannar

- Road Development Authority, Mannar
 - Mr. Moses Mariyathasan, Provincial Director, NE-North, RDA
 - Mr. G.J.D. Croos, Chief Engineer, Vavuniya, RDA
 - Mr. V.G.R. Jeffery, Executive Engineer, Mannar, RDA
 - Mr. S. Thangaruban, Technical Officer, Mannar, RDA
 - Mr. K. Rajgiry, Technical Officer, Vavuniya, RDA
 - Ms. B. Prasanthy, Engineer, Vavuniya, RDA
- Concerned to Government Agents, Mannar
 - Mr. A. Pathinathan, Project Director, DRRS, Mannar
 - Mr. S.S. Ramakrishnan, Project Engineer, DRRS, Mannar
 - Ms. A. Stanley De Mel, Divisional Secretary, Mannar
 - Ms. S. Krishnathasan, Secretary, Urban Council, Mannar
 - Mr. M.A. Thuram, Regional Asst. Commissioner of Local Government
 - Mr. A. Sebamalai, Department of Co-op. Development, Mannar
 - Ms. P.C. Chandrika, Develop. Assistant, DRRS
 - Mr. A. Stanley De Mel, District Secretariat, D.S. Office, Mannar
 - Mr. S. Sivasubramanium, C0-poerative Department, Mannar
- ARMY, Vavuni y a
 - Mr. Upali Edirisingha, Major General, Army Head Quarters, Vavuni y a
- Army Head Quarters, Mannar
 - Mr. D.U. Munesinghe, Major General, Army Head Quarters, Mannar
 - Mr. Prasanna, Carnal, Army Head Quarters, Mannar
- Police in Mannar
 - Mr. Sudath Asmadale, Head Quarters Inspector, Mannar Police
- Department of Fisheries & Aquatic Resources : FAR
 - Mr. S. Pavanithy, District Fisheries Inspector, Mannar
- > National Water Supply and Drainage Board, Mannar
 - Mr. S. Nitiyanandam, Area Officer, Mannar
- Sri Lanka Telecom, Mannar
 - Mr. P. Sanjeevan, Manager, Sri Lanka Telecom, Mannar

- Meorology Department, Mannar
 - Mr. S. Sivathas, Senior Metrological Observer
 - Mr. C.E. Perins, Metrological Observer
- Traffic Branch Mannar Police
 - Mr. Sudath Asmadale, Inspector, HQ, Mannar Police
 - Mr. Maniyangama, I.P. Office in Charge, Traffic Branch Mannar Police
 - Mr. R.D.M.Cyril, I.P., Mannar Police
- Embassy of Japan in Sri Lanka
 - Mr. Kiyoshi ARAKI, Ambassador
 - Mr. Akira ITO, Counselor
 - Mr. Hideyuki ONISHI, Economic Section Leader
 - Mr. Yasuhiro WATANABE, Second Secretary
- HOAD
- JICA Expert
 - Mr. Tatsuo TAKANO, Adviser, RDA
- JICA Sri Lanka Office
 - Mr. Takumi UESHIMA, Resident Representative
 - Mr. Hideki SAKATA, Deputy Director
 - Mr. Kosuke ODAWARA, Assistant Resident Representative
 - Mr. G.W. Kaveendraraja, Senior Advisor
 - Mr. CaiinHus R. Abeygoonewardena, Security Consultant
- ➢ JICA, Vavuniya Office
 - Shu NISHIMARU, Programme Coordinator, North and East Rehabilitation Project

4. Minutes of Discussions

Preliminary Study Phase-2 (August 17, 2006)

Minutes of Discussions

Preliminary Study Phase-2 (August 17, 2006)

Minutes of Discussions on the Basic Design Study on the Project for Reconstruction of Mannar Bridge and Causeway in the Democratic Socialist Republic of Sri Lanka

Based on the results of the Preliminary Study, the Government of Japan decided to conduct a Basic Design Study on the Project for Reconstruction of Mannar Bridge and Causeway (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 Democratic Socialist Republic of Sri Lanka (hereinafter referred to as "the Sri Lanka") the Basic Design Study Team (hereinafter referred to as "the Team"), which is headed by Mr. Hideki Sakata, Deputy Resident Representative, JICA Sri Lanka Office, and is scheduled to stay in the country from July 23 to August 19, 2006.

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

As a result of discussions and field survey, both sides have confirmed the main items described in the attached sheets. The Team will proceed to further works and prepare the Basic Design Study Report.

Hideki Sakata Leader Basic Design Study Team Japan International Cooperation Agency

Colombo, August 17, 2006

M.B.S. Fernando Chairman Road Development Authority (RDA)

M.S. Jayasinghe Secretary Ministry of Nation Building and Development

Sirisena Amarasekara Secretary Ministry of Highways (MOH)

(Witnesses)

Duanary

M P DUK Mapa Pathirana Director-Japan Division Department of External Resources Ministry of Finance and Planning

ATTACHMENT

1. Objective of the Project

The objective of the Project is to reconstruct Mannar Bridge and to rehabilitate Causeway on Medawachchiya – Mannar – Thalaimannar Road.

2. Project Site

The Project site is shown in Annex-1.

3. Responsible and Implementing Organizations

- (1) The responsible ministry is the Ministry of Highways (MOH).
- (2) The implementing agency is the Road Development Authority (RDA). The organization charts of MOH and RDA are shown in Annex-2.
- 4. Items requested by the Government of Sri Lanka

After discussions with the Team, the items described below were finally requested by the Sri Lankan side.

- Reconstruction of Mannar Bridge (approximately 160m length)
- Rehabilitation of Causeway (approximately 3.5km length)

Regarding the cross section of the new bridge and causeway, the Sri Lankan side strongly requested that the footwalk on the both sides shall be provided based on the road standard of Sri Lanka.

The Sri Lankan side also requested the road lighting facilities to be included in the Project components. The Team explained that the appropriateness of the lighting facilities for the bridge section shall be examined in a forward-looking manner in consideration of the navigational safety. However, for the causeway section, the Team explained that it shall be done by the Sri Lankan side using the foundation prepared by the Japanese side for lighting pole.

5. Japan's Grant Aid Scheme

(1) The Sri Lankan side understands the Japan's Grant Aid scheme and the necessary measures to be taken by the Government of Sri Lanka explained by the Team as described in Annex-3.

(2) The Sri Lankan side agreed to take necessary measures, as described in Annex-4, for smooth implementation of the Project as a condition for the Japan's Grant Aid to be implemented.

6. Schedule of the study

(1) JICA will prepare the draft report and dispatch a mission to Sri Lanka in order to explain its contents around the beginning of November 2006.

(2) When the contents of the report are accepted in principle by the Government of Sri Lanka, JICA will complete the final report and send it to the Government of Sri Lanka by January 2007.

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7. Environmental and Social Considerations

(1) The Sri Lankan side explained to the Team that the persons who will be affected due to the relocation of petrol station and abandoned houses totally understand and agree with the Project. The Team confirmed its contents appropriate and acceptable through the discussion with the Sri Lankan side.

(2) The Sri Lankan side agreed that the relocation of buildings/facilities affected by the Project shall be completed by the end of August 2007.

(3) The Sri Lankan side agreed to conduct the water quality monitoring study to minimize the environmental adverse effect during the construction work.

8. Other relevant issues

(1) Based on the result of the discussion with the Department of Fisheries and Aquatic Resources, the Sri Lankan side agreed that the required height at the centre of the Mannar Bridge shall be 4m above the high water level. The Sri Lankan side shall get the approval letter from Coastal Conservation Department (CCD) to change the required navigational clearance from 6m, which is listed on the preliminary clearance by CCD, to 4m.

(2) The Sri Lankan side shall conduct the necessary procedures to commence the construction work required on the preliminary clearance by CCD, and shall get the formal approval from CCD by the end of March 2007.

(3) The Sri Lankan side shall secure the appropriate construction yards near the Mannar Bridge by commencement of the construction work.

(4) The Sri Lankan side shall conduct the necessary coordination with the related organizations for relocation of military check point required for road alignment improvement on the main-island side, and shall complete the relocation of the check point by the end of August 2007.

(5) The Sri Lankan side shall remove the collapsed steel truss materials under the existing Mannar Bridge on a timely manner during the construction period using the temporary jetty installed by the Japanese side, and the Sri Lankan side shall demolish the existing bridge after completion of the new bridge.

(6) After completion of the new Mannar Bridge, the Sri Lankan side shall relocate the water pipes, which are attached to the existing Mannar Bridge, to the new bridge.

(7) The Sri Lankan side shall facilitate to ensure the persons concerned of the Project in safety during the construction period.

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Annex-2

ORGANIZATION CHART

MINISTRY OF HIGHWAYS AND RDA

Ministry of Highways

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Hon. Minister
Deputy Minister of Highways
Secretary Highways
Additional Secretary
Senior Assistant Secretary
Chief Accountant Accounts and Stores Division Director Programming
Programming Division (Technical Unit)
Residual Division (Work of Highway Dept.)
Administration and Establishment Division
Land Acquisition and Miscellaneous Work Division
Road Development Authority

Road Development Authority
Chairman & Board Directors
General Manager
Additional General Manager-Projects
Internal Audit
Maintenance Management & Construction
Engineering Service Division (Bridge Design)
Highway Designs Division
Research & Development Division
Mechanical Division
Training Division
Planning Division
Finance Division
Administration Division
Land Acquisition & Resettlement Division
Legal Division
Works Division
Colombo-Katunayake Expressway Project Unit
PMU of Asian Development Bank
PMU of Japan Aided Project Management
PMU of Miscellancous Foreign Aided
PMU of Southern Transport Development
PMU of Outer Circular Highway
PMU of Colombo-Kandy Alternate Highway
PMU of Road Project Preparatory Facility
PMU of Perform Implementation Unit
PMU of World Bank
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Annex-1



JAPAN'S GRANT AID

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 the recipient country)
Study	(Basic Design Study conducted by JICA)
Appraisal & Approval	(Appraisal by the Government of Japan and Approval by the Cabinet)
Determination of	(The Note exchanged between the Governments of Japan and recipient
Implementation	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 (a) Japanese consulting firm(s).

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid 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 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 (hereafter referred to as "the Study") conducted by JICA on a requested project (hereafter referred to as "the Project") is to provide a basic document necessary for the appraisal of the Project by the Government of Japan. The contents of the Study are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also institutional

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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 on by both parties concerning the basic concept of the Project.
- Preparation of a basic design of the Project.
- Estimation of costs of the Project.

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

The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

(2) Selection of Consultants

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

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 procedures such as exchanging of the Notes, concluding contracts with (a) consultant firm(s) and (a) contractor(s) and final payment to them must be completed. However, in case of delays in delivery, installation or construction due to unforeseen factors such as national 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, constructing and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

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(4) Necessity of "Verification"

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

(5) Undertakings required of the Government of the Recipient Country

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

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 expenses and prompt excursion 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 the supply of the products and services under the Verified contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

(6) "Proper Use"

The recipient country is required to maintain and use the facilities constructed and the 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 Arrangements (B/A)

a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in 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 the 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.

(End)

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Major Undertakings to be	taken by Each Government
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No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	To secure land		•
2	To clear, level and reclaim the site when needed		¢
3	To construct gates and fences in and around the site		0
4	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		0
5	To ensure 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	٠	
	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		
6	To accord Japanese nationals whose service may be required in connection with the supply of the products and the services under the verified contact, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.		•
7	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 contracts		•
8	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		٠
9	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		٠

(B/A: Banking Arrangement, A/P: Authorization to pay, N/A: Not Applicable)

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Draft Report Explanation (November 17, 2006)

Draft Report Explanation (November 17, 2006)

Minutes of Discussions on the Basic Design Study on the Project for Construction of New Mannar Bridge and Improvement of Causeway in the Democratic Socialist Republic of Sri Lanka (Explanation on the Draft Report)

In August 2006, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on the Project for Construction of New Mannar Bridge and Improvement of Causeway (hereinafter referred to as "the Project") to the Democratic Socialist Republic of Sri Lanka (hereinafter referred to as "Sri Lanka"), and through discussions, field survey and technical examination of the results in Japan, JICA prepared a draft report of the study.

In order to explain and to consult with the officials concerned of the Government of Sri Lanka on the components of the draft report, JICA sent to Sri Lanka the Basic Design Explanation Team (hereinafter referred to as "the Team"), headed by Mr. Hideki Sakata, Deputy Resident Representative of the JICA Sri Lanka Office, from November 12 to 18, 2006.

As a result of discussions, both sides confirmed the main items described in the attached sheets.

Colombo, November 17, 2006

Hidéki Sakata Leader Basic Design Study Team Japan International Cooperation Agency

M.B.S. Fernando
 Chairman
 Road Development Authority (RDA)

M.S. Jayasinghe Secretary Ministry of Nation Building and Estate Infrastructure Development

Sirisena Amarasekara Secretary Ministry of Highways (MOH)

(Witnesses)

M.P.D.C.K. Mapa Pathirana Director-Japan Division Department of External Resources

Ministry of Finance and Planning

ATTACHMENT

1. Contents of the Draft Report

The Sri Lankan side agreed and accepted in principle the contents of the Draft Report explained by the Team.

2. Japan's Grant Aid Scheme

The Sri Lankan side reconfirmed the Japan's Grant Aid scheme and the necessary measures to be taken by the Government of Sri Lanka explained by the Team as described in Annex-3 and Annex-4 of the Minutes of Discussions (M/D) signed by both sides on August 17, 2006.

3. Schedule of the Study

JICA will complete the Final Report in accordance with the confirmed items and send it to the Sri Lankan side by January 2007.

4. Other Relevant Issues

(1) The Sri Lankan side agreed to change the Project title to "the Project for Construction of New Mannar Bridge and Improvement of Causeway", which was "the Project for Reconstruction of Mannar Bridge and Causeway" on the M/D signed by both sides on August 17, 2006.

(2) The Sri Lankan side reconfirmed the undertakings to be conducted by the Sri Lankan side described in the "8. Other relevant issues:(1),(2),(3),(4),(6),(7)" of the M/D signed by both sides on August 17, 2006. The issue (5) is revised as follows;

"The Sri Lankan side shall remove the existing Mannar Bridge and the collapsed steel truss materials under the bridge soon after completion of the construction of new Mannar Bridge."

(3) The Sri Lankan side shall relocate the existing utilities and public facilities, such as water pipes, telephone lines and road signboards, on a timely manner if needed.

(4) The Sri Lankan side shall provide the borrow pit and waste disposal area in the government owned land free of charge during the construction period.

(5) The Sri Lankan side shall monitor the water quality around the construction area periodically during the construction period.

(6) The Sri Lankan side shall assign the necessary number of policemen at camp and construction yards for security management during the construction period.

(7) The Sri Lankan side confirmed that the security situations in the area is strong enough to carry out the Project activities smoothly, and to ensure the safety of the people involved in the construction of the Bridge and Causeway during its construction period.

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5. Basic Design Drawings







Ground Level Center of Ex.Causeway Center of Planned Causeway Left Side of Ex.Causeway Bottom Right Side of Ex.Causeway Bottom	Legend
Center of Ex.Causeway Center of Planned Causeway Left Side of Ex.Causeway Bottom Right Side of Ex.Causeway Bottom	Ground Level
	Center of Ex.Causeway Center of Planned Causeway Left Side of Ex.Causeway Bottom Right Side of Ex.Causeway Bottom

- 1.565 -	- 1.565 -	- 1.565 -	- 1.565 -
- 1.186 -	. 1.132 -	1.202 -	. 1.177 -
1900.000	1920.000	1940.000-	1960.000
-20.000-	-20.000-	-20.000-	-20.000-
-1k +900-	- +920-	- +940	+ 960+

