

付属資料

- | | |
|-------|----------------|
| 資料 1. | 調査団員・氏名 |
| 資料 2. | 調査行程 |
| 資料 3. | 関係者（面会者）リスト |
| 資料 4. | 討議議事録 |
| 資料 5. | 事業事前計画表（基本設計時） |
| 資料 6. | 入手資料リスト |

資料 1 調査団員指名、所属

1-1 基本設計調査

	<u>担 当</u>	<u>氏 名</u>	<u>所 属</u>
総括		武下 悌治	独立行政法人国際協力機構(JICA) 大洋州地域支援事務所長
計画管理		坂部 英孝	独立行政法人国際協力機構無償資金協力 部業務第一グループ運輸交通・電力チ - ム
業務主任/海上交通/運営・維持管理計画		渡辺 豊徳	水産エンジニアリング株式会社
船体/機関設計		山田 昭男	水産エンジニアリング株式会社
艀装/電気設計		山根 聡	水産エンジニアリング株式会社
機材計画/調達計画/積算		山本 旭	水産エンジニアリング株式会社

1-2 基本設計概要説明調査

	<u>担 当</u>	<u>氏 名</u>	<u>所 属</u>
総括		武下 悌治	独立行政法人国際協力機構(JICA) 大洋州地域支援事務所長
業務主任/海上交通/運営・維持管理計画		渡辺 豊徳	水産エンジニアリング株式会社
船体/機関設計		山田 昭男	水産エンジニアリング株式会社

資料 2 調査日程

2-1 基本設計調査

No.	月日	曜日	工程	
1	2月24日	土	成田(19:00)	
2	25日	日	(6:45) ナデ`イ、ナデ`イ泊	
3	26日	月	ナデ`イ(7:00) (11:05) ヌア`ア 交通省(MOT)、ホ`リネア船舶公社(SCP)、JICA事務所にてセ`ショルボ`ト説明、協議	
			JICA 団員	コンサルタント
4	27日	火	MOT、SCP と協議	和ハ`ハ号乗船： ヌア`ア(13:00) (22:30)ハ`ア`ハ(23:00)
5	28日	水	空路ネア`アに移動 岸壁を視察 空路でヌア`アに移動	(01:30)ハ`ンガ`イ(04:00) (13:45)ネア`ア下船 空路でヌア`アに移動
6	3月1日	木	MOT と議事録案協議	SCP で情報/資料収集と協議
7	2日	金	議事録署名	和ハ`ハ号調査 MOT 海運局と協議
8	3日	土	団内協議	
9	4日	日	資料整理	
			JICA 団員、コンサルタント	コンサルタント
10	5日	月	外務省表敬、団長(ヌア`ア `ア`ア)	ヌア`ア港における荷役作業状況調査
			JICA 団員、コンサルタント、	コンサルタント、
11	6日	火	JICA 団員、コンサルタント： オ`ストリア、ユ`ー`ジ`ラ`ンド` Aid 事務所表敬 コンサルタント：ワークショップ調査	空路：ヌア`ア `ネア`ア 和ハ`ハ号乗船：ネア`ア `コ`ア`ス諸島へ
12	7日	水	JICA 事務所訪問 JICA 団員帰国(ヌア`ア `ア`ア) コンサルタント：SCP で協議	和ハ`ハ号乗船
			コンサルタント、	コンサルタント、
13	8日	木	午前：MOT 次官と協議、 午後：SCP と協議	和ハ`ハ号乗船
14	9日	金	MOT 次官、海運局検査官と協議 計画船規模、艀装に関する打合せ	ネア`ア着和ハ`ハ号下船 空路移動：ネア`ア `ヌア`ア
15	10日	土	団内協議	
16	11日	日	資料整理	
			コンサルタント、	コンサルタント、
17	12日	月	午前：JICA 事務所訪問 午後：SCP と計画船の仕様案の説明と協議	JICA 事務所訪問 ヌア`ア `ア`ア、 `ア`アで機材調達事情調査後、帰国
18	13日	火	午前：MOT 次官と協議 午後：SCP との計画船について協議	
19	14日	水	午前：MOT 大臣、次官、SCP、コンサルタントの合同協議 午後：計画船の仕様案について説明。	

No.	月日	曜日	工程
20	15日	木	午前：MOT大臣と協議 午後：フォークリフトについての調査と情報収集
21	16日	金	午前：SCPで計画船の仕様について協議 午後：MOT大臣、次官、SCP、コンサルタントの合同協議
22	17日	土	打合せ、資料整理
23	18日	日	資料整理
24	19日	月	MOT、SCP、JICA事務所に帰国挨拶 ｽｸﾞｱ (11:50) (12:45)ｽｸﾞｱ JICAｽｸﾞｱ事務所に報告
25	20日	火	ｽｸﾞｱ在日本大使館に報告
26	21日	水	ﾅﾝﾃﾞｲに移動
27	22日	木	ﾅﾝﾃﾞｲ (10:30) (17:00)成田

コンサルタント団員

業務主任 / 海上交通計画 / 運営・維持管理計画

船体 / 機関設計

艀装 / 電気設計

機材計画 / 調達計画 / 積算

2-2 基本設計概要説明調査

No.	月日	曜日	工程
1	10月1日	月	成田(19:00)
2	2日	火	(6:45)ﾅﾝﾃﾞｲ、ｽｸﾞｱに移動 JICAﾌﾞｲｼﾞ-事務所に基本設計概要書説明、協議 ﾌﾞｲｼﾞ-在日本大使館に基本設計概要書説明、協議
3	3日	水	ｽｸﾞｱ (9:15) (11:50)ｽｸﾞｱ 交通省(MOT)大臣、ｽｸﾞﾘﾈｼﾞ船舶公社(SCP)、海運局検査官、JICAﾄﾞﾝｶﾞ事務所所長に基本設計概要書説明、協議
4	4日	木	SCP、海運局と計画船詳細について協議
5	5日	金	JICAﾄﾞﾝｶﾞ事務所で団内協議 全体会議 - 交通省(MOT)大臣、ｽｸﾞﾘﾈｼﾞ船舶公社(SCP)、海運局検査官、JICAﾄﾞﾝｶﾞ事務所所長、調査団
6	6日	土	ｽｸﾞｱ港岸壁を視察
7	7日	日	団内協議
8	8日	月	議事録案協議： 交通省(MOT)大臣、ｽｸﾞﾘﾈｼﾞ船舶公社(SCP)、海運局検査官、JICAﾄﾞﾝｶﾞ事務所所長、調査団
9	9日	火	議事録署名
10	10日	水	ｽｸﾞｱ (14:50) (15:45)ｽｸﾞｱ
11	11日	木	JICAﾌﾞｲｼﾞ-事務所、ﾌﾞｲｼﾞ-在日本大使館に報告 ﾅﾝﾃﾞｲに移動
12	12日	金	ﾅﾝﾃﾞｲ (9:55) (17:40)ｼﾞﾙ (18:40) (20:55)成田

資料 3 相手国関係者リスト

3-1 基本設計調査

<u>氏名</u>	<u>職位・所属</u>
Hon. Paul Karalus	Minister, Ministry of Transport
Mr. Sione 'Akau'iola	Ministry of Transport
Mr. Aisaki Eke	Secretary for , Ministry of Finance & Planning
Mr. Mosese Fatukala	Budget Project division, Ministry of Finance & Planning
Mr. Heney Cocker	Budget Project division, Ministry of Finance & Planning
Capt. William Johnson	Ministry of Transport
Capt. H.Motu Fakapelea	Ministry of Transport
Mr. Robert Hight	Shipping Corporation of Polynesia Limited
Capt. Viliami Vi	Shipping Corporation of Polynesia Limited
Mr. Tony Procter	Shipping Corporation of Polynesia Limited
Mr. Nikola Tau	Shipping Corporation of Polynesia Limited
Mele'ofa Mafi	Australian Agency for International Development
Moape Batgai	Fiji Ships & Heavy Industries Ltd.
渡邊 弘	在フィジー日本国大使館
池 哲広	JICAフィジー事務所 次長
若杉 聡	JICAフィジー事務所
岡 トウウモトオア裕子	JICAトンガ事務所
竹前 雅子	JICAトンガ事務所

3-2 基本設計概要説明調査

<u>氏名</u>	<u>職位・所属</u>
Hon. Paul Karalus	Minister, Ministry of Transport
Mr. Aisaki Eke	Secretary for , Ministry of Finance & Planning
Capt. William Johnson	Ministry of Transport
Capt. H.Motu Fakapelea	Ministry of Transport
Mr. John Jonesse	Shipping Corporation of Polynesia Limited, CEO
Capt. Viliami Vi	Shipping Corporation of Polynesia Limited
Mr. Tony Procter	Shipping Corporation of Polynesia Limited
Mr. Nikola Tau	Shipping Corporation of Polynesia Limited
松尾 龍志	在フィジー日本国大使館
渡邊 弘	在フィジー日本国大使館
鴻巣 玲子	在フィジー日本国大使館

三国 成晃	JICAフィジー事務所 次長
若杉 聡	JICAフィジー事務所
松井 信晃	JICAトンガ事務所所長
中村 範之	JICAトンガ事務所
岡 トウモトオア裕子	JICAトンガ事務所

資料 4 討議議事録

4-1 基本設計調査

Minutes of Discussions on the Basic Design Study on the Upgrading Project of Inter-island Sea Transportation in the Kingdom of Tonga

In response to a request from the Government of the Kingdom of Tonga (hereinafter referred to as "the Tonga"), the Government of Japan decided to conduct a Basic Design Study on the Upgrading Project of Inter-island Sea Transportation (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent the Basic Design Study Team (hereinafter referred to as "the Team"), which is headed by Teiji Takeshita, Resident Representative of Regional Support Office for Oceania, JICA, and is scheduled to stay in the country from February 26, 2007 to March 19, 2007.


The Team held discussions with the officials concerned of the Government of Tonga 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. The Team will proceed to further works and prepare the Basic Design Study Report.


Nuku'alofa, March 2, 2007



Teiji Takeshita
Leader
Basic Design Study Team
Japan International Cooperation Agency



Hon. Paul Karalus
Minister for Transport
Ministry of Transport
Kingdom of Tonga



Aisake Eke
Secretary for Finance and Planning
Ministry of Finance and Planning
Kingdom of Tonga

ATTACHMENT

1. Objective of the Project

The objective of the Project is to provide a ferry and related equipment for improvement of safety and reliability of domestic sea transportation.

2. Project sites

The site is shown in Annex-1.

3. Responsible and Implementing Agency

The Responsible and Implementing Organization is "Ministry of Transport". The Organization Chart of the Ministry of Transport is shown in Annex-2.

4. Items requested by the Government of Tonga

4-1. After discussions with the Team, the following items described as follows were finally requested by the Tongan side.

(1) Construction of a Ferry

To construct one ferry for domestic passenger and cargo specified as follows:

- Length Overall: Max 55m;
- Passenger capacity: 300/400 persons;
- Cargo carrying capacity: 200/300 ton.

(2) Procurement of Equipment

- 1) One weigh-bridge at port Nuku'alofa.
- 2) Two Forklift Trucks (Capacity 6ton), and
- 3) Cargo containers for the ferry to be constructed (20 dry containers, 20 reefer containers).

(3) Spare parts

Spare parts for the ferry and the equipment mentioned above necessary for 2 years operation and Maintenance.

4-2. Through the discussions, the Tongan side explained that demand of sea-transportation for new ferry increased from that of the original request, and therefore proposed that the capacity of the ferry to be constructed should be increased considerably from the indication on the original request. The Team answered that its proposal might not be acceptable for the Japanese side, and the capacity of the ferry should be examined through the study based on the result of

demand forecasting, planning of ferry operation etc.

4-3. JICA will assess the appropriateness of the request and will recommend to the Government of Japan for approval.

5. Japan's Grant Aid Scheme

5-1. The Tongan side understands the Japan's Grant Aid Scheme explained by the Team, as described in Annex-3.

5-2. The Tongan side will take the necessary measures, as described in Annex-4, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

6. Schedule of the Study

6-1. The Team will proceed to further studies in Tonga until March 19, 2007.

6-2. JICA will prepare the draft report and draft specification in English and dispatch a mission in order to explain its contents around August, 2007.

6-3. In case that the contents of the report are accepted in principle by the Government of Tonga, JICA will complete the final report in English and send it to the Government of Tonga by November, 2007.

7. Other relevant issues

7-1. The Tongan side explained that there is no duplication between contents of the Project and any other plan and/or project implemented by the other donors or the Tongan own expenses.

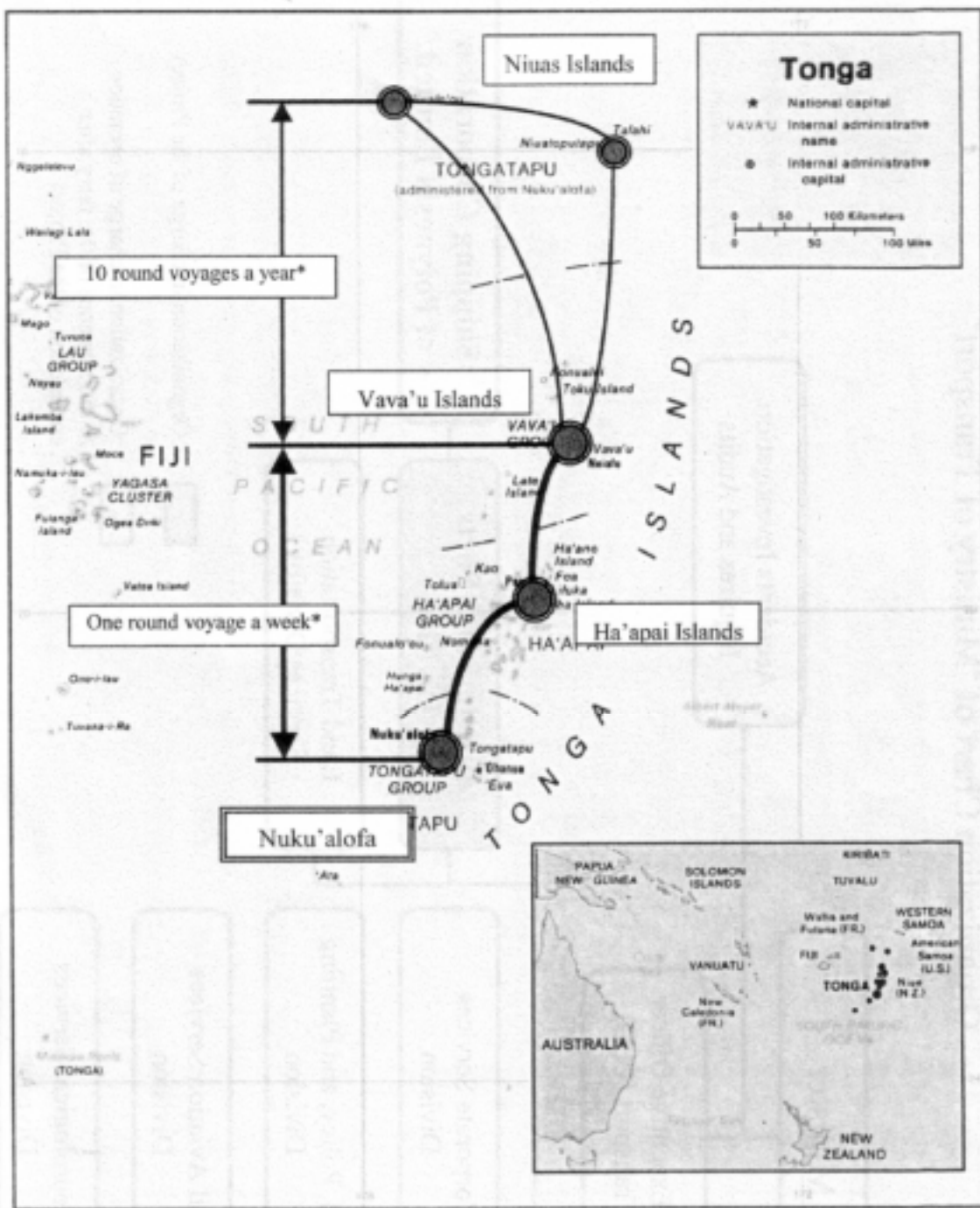
7-2. The Tongan side explained that "Shipping Corporation of Polynesia Limited (SCP)" had been established as a public corporation, which were administrated by the Ministry of Transport, and would not be privatized in the foreseeable future.

7-3. The Tongan side will improve and/or rehabilitate the existing wharf necessary for safe and smooth operation of the ferry at its own expense, if necessary.

7-4. The Tongan side understood that the importance of appropriate operation and the periodical maintenance for the new ferry as explained by the Team, and shall allocate the appropriate budget and conduct the undertakings in a timely manner necessary for proper operation, maintenance and substitution of the ferry to be constructed under the Project. Both sides confirmed that the Tongan side would examine the budget allocation plan necessary for operation and maintenance of the ferry after discussion within the government of Tonga, and submit the result to JICA Tonga Office by the end of July, 2007.

- 7-5. The Tongan side explained that inter-islands sea transportation by public sector in Tonga was fundamental to bolster the livelihood of isolated islands' residents in aspects of the stable supply of commodities, foodstuff, pharmaceutical preparations etc. and promotion of the economic activities in isolated islands, e.g. export of the cash products etc.
- 7-6. The Tongan side explained that the cargo handling (loading and unloading) for the ferry O'lovaha was managed and conducted by SCP at each port of berth, and it would be continued after the substitution of the ferry by the Project.
- 7-7. The Tongan side agreed to conduct the safety control and measures necessary for the smooth implementation of the Study during the period of the Team in Tonga.
- 7-8. Tongan side shall arrange and/or issue the permission for the members of the Team to enter the existing ferries and related sites and film necessary for collection of information for Basic Design.
- 7-9. The Tongan side shall provide necessary number(s) of counterpart personnel to the Team during the period of the Team in Tonga.
- 7-10. The Tongan side shall submit answers to the Questionnaire to the Team, which the Team handed to the Tongan side, by March 5th, 2007. If more time for response is required, the rest of the answers shall be forwarded to the Team by March 18, 2007.

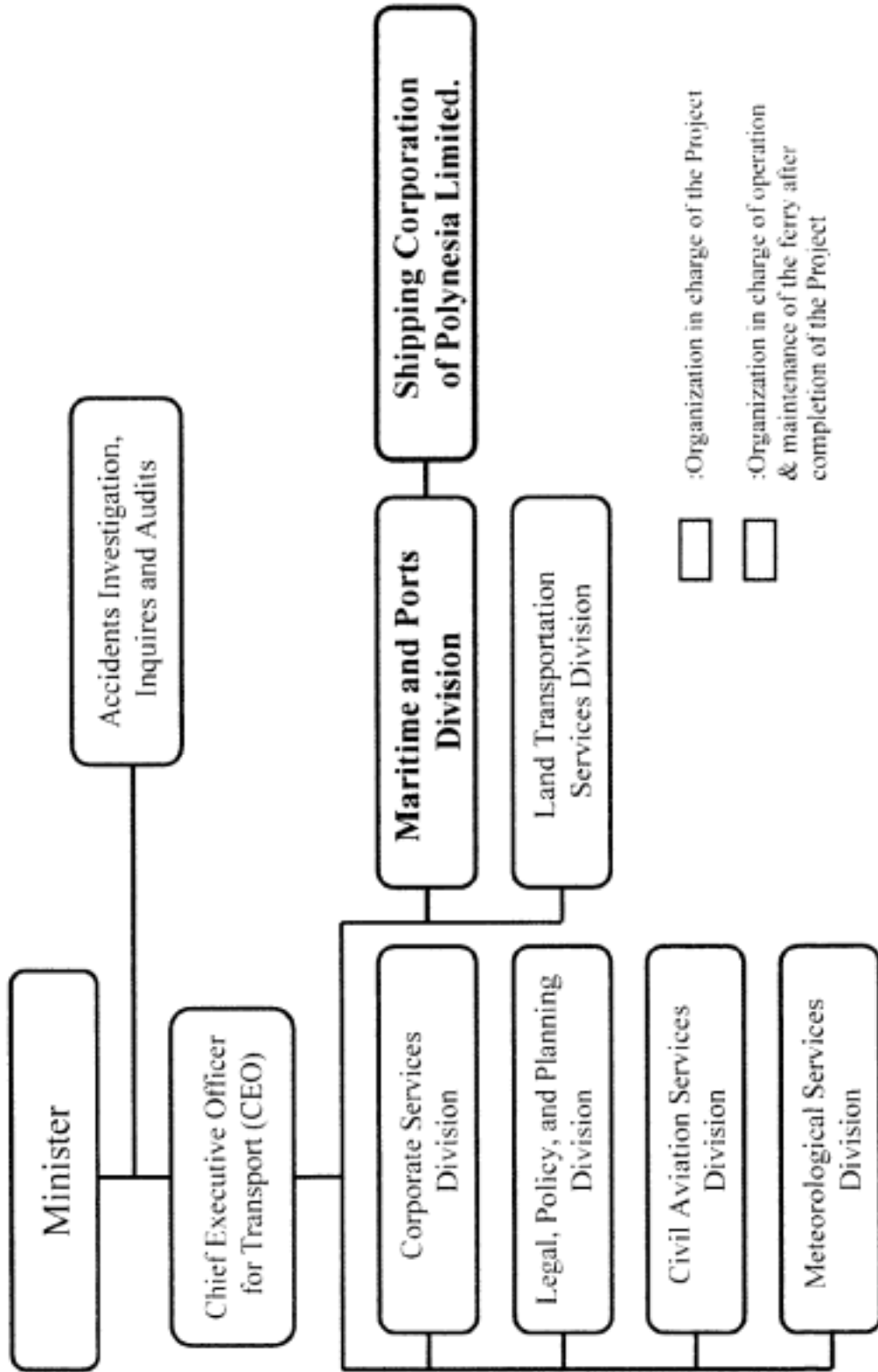
Project Site



*Note: The frequency of the voyage is current condition

Handwritten initials: AP

Organization Chart of "Ministry of Transport"



:Organization in charge of the Project
 :Organization in charge of operation & maintenance of the ferry after completion of the Project

(Annex-2)

Japan's Grant Aid Scheme for General Project

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

1. Grant Aid Procedure

1) Japan's Grant Aid Program 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)

2) 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 to conduct a study on the request. If necessary, JICA send a Preliminary Study Team to the recipient country to confirm the contents of 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 Programme, 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 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 (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:

- a) 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;
- b) evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from the technical, social and economic points of view;
- c) confirmation of items agreed on by both parties concerning the basic concept of the Project;
- d) preparation of a basic design of the Project; and
- e) 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 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 the smooth implementation of the Study, JICA uses a consulting firm selected through its own procedure (competitive proposal). The selected firm participates the Study and prepares a report based upon the terms of reference set by JICA.

At the beginning of implementation after the Exchange of Notes, for the services of the Detailed Design and Construction Supervision of the Project, JICA recommends the same consulting firm which participated in the Study to the recipient country, in order to maintain the technical consistency between the Basic Design and Detailed Design as well as to avoid any undue delay caused by the selection of a new consulting firm.

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" 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 weather, 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
 - a) to secure a lot of land necessary for the construction of the Project and to clear the site;
 - b) to provide facilities for distribution of electricity, water supply and drainage and other incidental facilities outside the site;
 - c) to ensure prompt unloading and customs clearance at ports of disembarkation in the recipient country and internal transportation therein of the products purchased under the Grant Aid;
 - d) to exempt Japanese nationals from customs duties, internal taxes and fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts;
 - e) to accord Japanese nationals whose services may be required in connection with the supply of the products and services under the verified contracts such as facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work;
 - f) to ensure that the facilities constructed and products purchased under the Grant Aid be maintained and used properly and effectively for the Project; and
 - g) to bear all the expenses, other than those covered by the Grant Aid, necessary for the Project.
- 6) "Proper Use"
The recipient country is required to maintain and use the facilities constructed and equipment purchased under the Grant Aid properly and effectively and to assign the necessary staff for operation and maintenance of them 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 shall 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 an authorized foreign exchange 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 commission to the Bank.



4-2 基本設計概要説明調査

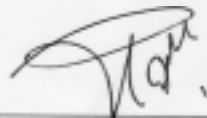
**Minutes of Discussions
on Basic Design Study
on the Project for Construction of Inter-Island Vessel
in the Kingdom of Tonga
(Explanation of Draft Report)**

In February 2007, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on Upgrading Project of Inter-island Sea Transportation (hereinafter referred to as "the Project") to the Kingdom of Tonga (hereinafter referred to as "Tonga"), 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 concerned officials of the Government of Tonga on the contents of the draft report, JICA sent to Tonga the Basic Design Explanation Team (hereinafter referred to as "the Team"), which is headed by Teiji Takeshita, Resident Representative of Regional Support Office for Oceania, JICA, from October 3 to October 10, 2007.

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

Nuku'alofa, October 9, 2007



Teiji TAKESHITA
Leader
Basic Design Explanation Team
Japan International Cooperation Agency



Hon. Paul Karalus
Minister for Transport
Ministry of Transport
Kingdom of Tonga



'Aisake Eke
Secretary for Finance and Planning
Ministry of Finance and Planning
Kingdom of Tonga

ATTACHMENT

1. Components of the Draft Report

The Tongan side agreed and accepted in principle the contents of the draft report of Basic Design Study explained by the Team.

2. Japan's Grant Aid Scheme

The Tongan side reconfirmed the Japan's Grant Aid scheme and the necessary measures to be taken by the Tongan side as explained by the Basic Design Study Team and described in the Annex-3 and 4 of the Minutes of Discussions signed by both sides on March 2, 2007.

3. Schedule of the Study

JICA will complete the Final Report in English, in accordance with the confirmed items and send it to the Tongan side by the end of January 2008.

4. Cost Estimation

Both sides agreed that the Project Cost Estimation as attached in Annex-1 should never be duplicated or released to any third parties before the signing of all the Contract(s) for the Project.

5. Other Relevant Issues

5-1. Both sides confirmed that the following undertakings should be taken by the Tongan side at the Tongan expenses.

- (1) To obtain the provisional nationality certificate and necessary document for the transportation of the ferry to be constructed under the Project from Japan to Tonga,
- (2) Necessary improvement and/or repair of existing facilities at each port, e.g. pavement of apron, widening of slope at quays, etc. by the end of 2009,
- (3) Procurement and installation of reefer receptacles for reefer containers to be procured under the Project,
- (4) To dredge the quay side and approach course at each port of call for berthing of the ferry to be constructed under the Project, if necessary,
- (5) Necessary arrangement for the tax exemption for the Project,
- (6) Budget allocation for commission for Authorization to Pay and Payment,
- (7) To purchase and install racks necessary for stock of spare parts.

5-2. The Tongan side shall secure necessary budget and personnel for the operation and maintenance of the facilities to be constructed under the Project, including periodical maintenance works after the completion of the Project.

5-3. The Tongan side shall accumulate sufficient funds necessary for construction of a new vessel for future replacement. Tongan side shall establish a mechanism of accumulating funds and report the same mechanism to the JICA Tonga Office and the Embassy of Japan for Tonga.

5-4. Both sides confirmed that when the operation system for the vessel under the Project will be changed, e.g. code-sharing operation with private companies, etc., the Tongan side should contact to and consult with the JICA Tonga Office and the Embassy of Japan for Tonga about this matter in advance.

5-5. Both sides confirmed that the name of the Project is "the Project for Construction of Inter-Island Vessel".

T

A RF

Annex-1 Project Cost Estimation

Project Cost to be Borne by Japan's Grant Aid

Item		Cost (Mill. Yen)	
Vessel construction	Length overall x Breadth x Depth: 53.0 m x 13.5 m x 4.30 m Gross tonnage: about 1,500 tons Passenger capacity: 400 persons Deadweight capacity: 520 tons Service speed: 11.5 knots Deck machinery: Crane (6 t x 2), windlass, steering gear, roll stabilizer, etc. Engine room machinery: Main engine 735 kW x 2, main generator 250 kVA x 2, water maker, etc. Navigation equipment: Radar, gyrocompass, GPS, echo sounder, etc. Radio apparatus: VHF radio, MF/HF radio, etc.	1,572	1,649
Transportation	The Plan Vessel navigates from Japan direct to Tonga by its own propulsion.	26	
Equipment	Container (Width x Depth x Height: 2.4 m x 1.8 m x 2.0 m) Dry container: 54 boxes Reefer container: 8 boxes Forklift (6 tons load with weight scale): 2 (All are transported on board the Plan Vessel)	51	
Consultant design and supervision fee		56	
Total budget (provisional)		1,705	

Project Cost to be Borne by Tongan Side

Item	Cost
Improvement and/or repair of existing facilities at each port	Total T\$ 250 thousand or JPY 16 Million
Procurement and installation of reefer receptacles for reefer containers	
Necessary dredging at the quay side and approach course of each port of call	
Budget allocation for bank commissions	
To purchase and install racks necessary to stock spare parts	

Total Project Cost

Item	Cost
Japan's Grant Aid	JPY 1,705 Mill.
Tongan side undertakings	JPY 16 Mill.
Total Project Cost	JPY 1,721 Mill. or USD 14.39 Mill.

Notes:

- (1) The cost estimates of the Japan's Grant Aid are provisional and will be further examined by the Government of Japan for the approval of the Grant.
- (2) Conversion of currencies bases on exchange rates of USD 1.0 = JPY 119.58 = T\$ 1.87.

T

[Handwritten signatures]

4-5 資料 5 事業事前計画表（基本設計時）

事業事前計画表（基本設計時）

1. 案件名
トンガ王国 離島間連絡船建造計画
2. 要請の背景（協力の必要性・位置付け）
<p>「ト」国は南太平洋のほぼ中央部に位置する島嶼国であり、その地域的・地理的状况から、国民生活や経済活動は海上輸送に大きく依存している。「ト」国政府が策定した第7次国家開発計画（2001～2004）においても、海上セクターの開発は優先課題のひとつとされ、また、海運・港湾省策定の戦略開発計画（2005～2007）においても、離島間輸送の整備が最優先課題となっている。特に首都ヌクアロファを有し、全国民の7割が生活するトンガタブ島を拠点として、「ト」国の主要産品である農産物や伝統手工芸品の生産地であるヴァヴァウ諸島、ハーパイ諸島、ニウアス諸島を連結するトンガタブ航路は、同国の経済発展においても、また、離島振興を主要政策として掲げる「ト」国政府にとっても、重要な役割を果たしている。</p> <p>トンガタブ航路は、現在「ト」国政府所有の「オロバ八号」が就航しており、「ト」国政府が100%出資する「ポリネシア船舶公社（Shipping Cooperation of Polynesia Limited：SCP）」により運航されている。オロバ八号はトンガタブ島～ヴァヴァウ諸島・ハーパイ諸島間を週1回、トンガタブ島～ニウアス諸島間を政府要請に基づき年6～8回程度運航しているが、同航路にて取り扱われる貨物約25,000トンのうち約7割を扱う等、前出の生産物や離島民の生活物資の輸送、離島住民の足として、同国公共輸送サービスの主力として利用されている。</p> <p>しかし、オロバ八号は建造から既に25年が経過し、維持管理費用は年々増大するとともに、安全基準を満たしていないことから、安全で円滑かつ効率的な運航が非常に困難な状況となっている。特に、安全基準を満たされていないことにより、保険料が高く設定されるとともに、「ト」国には大規模なメンテナンス設備がなく、定期的に国外の施設を利用して点検・修理を行う必要があることから、オロバ八号の継続的かつ安定した運営をより困難な状況としている。</p> <p>この状況を放置した場合、近い将来、料金の大幅な値上げ、オロバ八号の老朽化による運航停止、さらには大事故の発生等が予想され、「ト」国における経済活動のみならず、生活物資の不足、価格の急騰等、離島民の生活に多大な影響を与えることが懸念される。また、トンガタブ島～ハーパイ諸島・ヴァヴァウ諸島には、民間フェリーサービスも存在するが、ニウアス諸島へのサービス提供は実施しておらず、オロバ八号が運航停止となった場合、同船舶を完全に代替することが非常に困難である。</p> <p>しかし、「ト」国政府は経済的・技術的に自国資金による新規船舶建造が困難で、あることから、同分野における豊富な経験と技術力を有するわが国に対し、オロバ八号に代わる新たな連絡船建造につき、無償資金協力を要請した。</p>
3. プロジェクト全体計画概要
(1) プロジェクト全体計画の目標（裨益対象の範囲及び規模）
<p>ヴァヴァウ航路及びニウアス航路において、安全で安定した海上交通が確保される。</p> <p><裨益対象> 全トンガ住民約10万人</p> <p>トンガタブ諸島住民 - 71,260人、ハーパイ諸島住民 - 7,572人、 ヴァヴァウ諸島住民 - 15,485人、ニウアス諸島住民 - 1,652人 (2006年)</p>
(2) プロジェクト全体計画の成果
乗船定員400人、貨物積載能力400トンの貨客船が建造される。

(3) プロジェクト全体計画の主要活動
<p>ア 計画船運航に関わる港湾を整備する。</p> <p>イ 新造貨客船を運営維持管理するための人員を配置する。</p> <p>ウ 新造貨客船を調達する。</p> <p>エ 新造貨客船を用いて離島間の海上輸送を行う。</p>
(4) 投入（インプット）
<p>ア 日本側（＝本案件）：無償資金協力 16.77 億円</p> <p>イ 相手国側： 必要な人員の確保 計画船運航に関わる港湾の整備</p>
(5) 実施体制
<p>主管官庁：運輸省（Ministry of Transport）</p> <p>実施機関：運輸省（Ministry of Transport）</p> <p>運航機関：ポリネシア船舶公社(Shipping Corporation of Polynesia Ltd.: SCP)</p>
4．無償資金協力案件の内容
(1) サイト
トンガ王国
(2) 概要
貨客船 1 隻の建造および荷役機材の調達
(3) 相手国側負担事項
特になし
(4) 概算事業費
概算事業費 16.93 億円（無償資金協力 16.77 億円、「ト」国側負担 0.16 億円）
(5) 工期
詳細設計を含め約 20.0 ヶ月
(6) 貧困、ジェンダー、環境及び社会面の配慮
海洋汚染防止条約に準拠した設備（油水分離器、汚水タンク、NOx 排出を抑制したディーゼル機関）を採用する
5．外部要因リスク
(1) 想定を超える需要の増加
(2) 座礁、衝突等の事故または荒天による運休

6．過去の類似案件からの教訓の活用

特になし

7．プロジェクト全体計画の事後評価に係る提案

(1) プロジェクト全体計画の目標達成を示す成果指標

事業効果測定指標：乗客、貨物ともに過積載での運航がなくなる。

	2006年（実施前） （年間53航海中）	2010年（実施後）
乗客定員超過航海数	4航海	0航海
貨物過積載航海数	47航海	0航海

(2) その他の成果指標

特になし

(3) 評価のタイミング

貨客船の供与開始（2010年）以降

4-6 収集資料リスト

様式第1号(記第2関係)

資料リスト(収集資料 / 専門家作成資料)

(収集 / 作成資料)

平成19年 3月 日作成

主管部長	文書管理課長	主管課長	情報管理課長	技術情報課長	図書館受入日

番号	資料の名称	形態	収集資料	専門家作成	JICA作成	テキスト	収集先 / 発行機関	取扱区分	図書館記入欄
1	Strategic Development Plan Eight 2006/07-2008/09	図書					Government of Tonga	JR・CR()・SC	
2	Corporate Plan 2007 - 2010	プリント					Ministry of Transport	JR・CR()・SC	
3	Strategic Plan 2005-2007	プリント					Ministry of Marine and Ports	JR・CR()・SC	
4	Balance of Payment Quarterly Bulletin March 2006	プリント					Statistics Department	JR・CR()・SC	
5	Pacific Regional Study Volume 2 Country Action Plan Tonga June 2004	プリント					Government of Australia	JR・CR()・SC	
6	Annual Report for The Year 2005	プリント					Ministry of Marine and Ports	JR・CR()・SC	
7	The Shipping Act (抜粋)	プリント					Ministry of Marine and Ports	JR・CR()・SC	