

資料

資料 - 1 調査団員・氏名

(1) 現地調査

| 氏名 | 担当 | 所属 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| 官団員 江畑 義徳 (Mr. Yoshinori EBATA) 小柳 桂泉 (Mr. Yoshimoto KOYANAGI) | 総括 計画管理 | JICA パヌアツ駐在員 JICA 無償資金協力部 業務第一グループ 運輸交通・電力チーム主任 |
| コンサルタント団員 田中 則男 (Dr. Norio TANAKA) 生田目 信 (Mr. Makoto NAMATAME) 花田 健義 (Mr. Takayoshi HANADA) 滝野 晴市 (Mr. Seiichi TAKINO) 酒井 修二 (Mr. Shuji SAKAI) | 業務主任 / 港湾計画 港湾土木 / 自然条件調査 建築計画 船体・艤装設計 / 機材調達計画 / 積算 施工計画 / 積算 | 株式会社 エコー 株式会社 エコー 株式会社 D. I. C. 株式会社日本海洋科学 株式会社 エコー |

(2) 現地調査 2

| 氏名 | 担当 | 所属 |
|----------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------------------------------------|
| 官団員 山内 邦裕 (Mr. Kunihiro YAMAUCHI) | 総括 | JICA 無償資金協力部 業務第一グループ長 |
| コンサルタント団員 田中 則男 (Dr. Norio TANAKA) 生田目 信 (Mr. Makoto NAMATAME) 酒井 修二 (Mr. Shuji SAKAI) | 業務主任 / 港湾計画 港湾土木 / 自然条件調査 (自社負担) | 株式会社 エコー 株式会社 エコー 株式会社 エコー |

(3) 基本設計概要書説明

| 氏名 | 担当 | 所属 |
|---------------------------------------------------|----------------------------------|--------------------------|
| 官団員 江畑 義徳 (Mr. Yoshinori EBATA) | 総括 | JICA バヌアツ駐在員 |
| コンサルタント団員 田中 則男 (Dr. Norio TANAKA) 生田目 信 | 業務主任 / 港湾計画 港湾土木 / 自然条件調査 | 株式会社 エコー 株式会社 エコー |

資料 - 2 調査行程

(1) 現地調査

| 日順 | 月 | 日 | 月齢 | 官団員 | | コンサルタント団員 | | | | |
|----|------|---|----|-------|-------|-----------------------------------------------------------|------------------------------|--------------------------------------------|-------------------------------------|------------------------------|
| | | | | 江畑 義徳 | 小柳 桂泉 | 田中則男 | 生田目信 | 酒井修二 | 花田健義 | 滝野晴市 |
| | | | | 総括 | 計画管理 | 業務主任/港湾計画 | 港湾土木/ 自然条件調査 | 施工計画/積算 | 建築設計 | 船体・艤装設計/ 機材調達計画/積算 |
| 1 | 6/2 | 土 | | | | <移動>成田--ﾌﾞﾘｽﾊﾞﾝ | | <移動>成田--ﾌﾞﾘｽﾊﾞﾝ | | |
| 2 | 6/3 | 日 | | | | <移動>ﾌﾞﾘｽﾊﾞﾝ--ﾎｰﾄﾞﾋﾞﾗ JICAのﾏｯ事務所 所打合せ | | <移動>ﾌﾞﾘｽﾊﾞﾝ--ﾎｰﾄﾞ ﾋﾞﾗ JICAのﾏｯ事務所 打合せ | | |
| 3 | 6/4 | 月 | | | | <移動>成田- ﾌﾞﾘｽﾊﾞﾝ | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 | | |
| 4 | 6/5 | 火 | | | | <移動>ﾌﾞﾘｽ ﾊﾞﾝ--ﾎｰﾄﾞﾋﾞﾗ | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 | | |
| 5 | 6/6 | 水 | | | | JICAのﾏｯ事務所打合せ 財務計画省、ｲﾝﾌﾗ省、公共事業局表敬・協議 | | JICAのﾏｯ事務所打合 せ、財務計画省、ｲﾝﾌ ラ省、公共事業局表敬 | | |
| 6 | 6/7 | 木 | | | | ｲﾝﾌﾗ省、公共事業局、港湾局協議 現地視察 | | 現地再委託契約手続き | | |
| 7 | 6/8 | 金 | | | | 公共事業局、港湾局ミニッツ協議 | | 現地再委託契約 | | |
| 8 | 6/9 | 土 | | | | 過去の無償資金協力案件（道路、橋梁）調査 ミニッツ作成 | <移動>成田--ﾌﾞﾘｽﾊﾞﾝ | 過去の無償資金協力案 件（道路、橋梁）調 査、ミニッツ作成 | | |
| 9 | 6/10 | 日 | | | | 団内会議・資料整理 | <移動>ﾌﾞﾘｽﾊﾞﾝ--ﾎｰ ﾄﾞﾋﾞﾗ | 団内会議・資料整理 | | |
| 10 | 6/11 | 月 | | | | ミニッツ署名（署名されず） | | | | |
| 11 | 6/12 | 火 | | | | <移動>ﾎｰﾄﾞﾋﾞﾗ--ﾅﾝﾃﾞ ｲ | 港湾施設調査、既存棧橋調査 | 建設事情・資機材 見積依頼 | | |
| 12 | 6/13 | 水 | | | | <移動>ﾅﾝﾃﾞ--ｽﾊﾞ往復 JICAﾌｲｼﾞ-事務所報告 | 港湾施設調査、既存棧橋調査 | 建設事情・資機材 見積依頼 | | |
| 13 | 6/14 | 木 | | | | <移動>ﾅﾝﾃﾞ--成田 | 港湾施設調査、既存棧橋調査 | 建設事情・資機材 見積依頼 | | |
| 14 | 6/15 | 金 | | | | 港湾利用状況調査 | | | | |
| 15 | 6/16 | 土 | | | | 荷役状況調査 | | | | |
| 16 | 6/17 | 日 | | | | 団内会議・資料整理 | | | | |
| 17 | 6/18 | 月 | | | | 荷役状況調査 | 採石場調査 | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 | | |
| 18 | 6/19 | 火 | | | | 荷役状況調査 | 施工計画関連（ﾏﾄﾞ、 ｲﾝﾌﾗ状況調査） | | | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 |
| 19 | 6/20 | 水 | | | | 既存建築物状況調査 | 建設事情・資機材調査 | 既存建築物状況調査 | 既存船舶状況調査 | |
| 20 | 6/21 | 木 | | | | 操船状況調査 | 建設事情・資機材調査 | 建築法令・基準調査 | 既存船舶状況調査 | |
| 21 | 6/22 | 金 | | | | ﾎｰﾄﾞﾋﾞﾗ--ｶﾞﾄ島 ｶﾞﾄ島港荷役調査 | 建設事情・資機材調査 | | | ﾎｰﾄﾞﾋﾞﾗ--ｶﾞﾄ島 ｶﾞﾄ島港 |
| 22 | 6/23 | 土 | | | | 荷役調査 ｶﾞﾄ島--ﾎｰﾄﾞ ﾋﾞﾗ | 建設事情・資機材調査 | | | 船舶修理場調査 ｶﾞﾄ島--ﾎｰﾄﾞ ﾋﾞﾗ |
| 23 | 6/24 | 日 | | | | 団内会議・資料整理 | <移動>ﾎｰﾄﾞﾋﾞ ﾗ--ｵｰｸ ﾗﾝﾄﾞ | 団内会議・資料整理 | | |
| 24 | 6/25 | 月 | | | | 公共事業局、港湾局協議 依頼資料確認・受領 | 建設事情・資機材調査 | 建築法令・基準調査 | ｲﾝﾌﾗ省、公共事業局、 港湾局協議 | |
| 25 | 6/26 | 火 | | | | 公共事業局、港湾局協議 依頼資料確認・受領 | 建設事情・資機材調査 | 公共事業局、港湾局協議 依頼資料確認・受領 | | |
| 26 | 6/27 | 水 | | | | 公共事業局、港湾局協議 依頼資料確認・受領 | <移動>ｵｰｸﾗﾝﾄﾞ--ｼ ﾝ | 公共事業局、港湾局協議 依頼資料確認・受領 | | |
| 27 | 6/28 | 木 | | | | <移動>ﾎｰﾄﾞ ﾋﾞﾗ--ﾅ ﾝﾃﾞｲ | 荷役会社調査 | 建設事情・資機材調査 | 公共事業局、港湾局協議 依頼資料確認・受領 | |
| 28 | 6/29 | 金 | | | | <移動>ﾅﾝﾃﾞ ｲ--ｽﾊﾞ往 復JICAﾌｲ ｼﾞ-事務所 報告、建設 事情調査 | 荷役会社調査 | 建設事情・資機材調査 | <移動>ﾎ ｰﾄﾞﾋﾞ ﾗ--ﾌ ﾘｽﾊ ﾞﾝ | |
| 29 | 6/30 | 土 | | | | <移動>ﾅﾝ ﾃﾞｲ--成 田 | 船会社調査 | <移動>ｼ ﾝ--成 田 | <移動>ﾌ ﾘｽﾊ ﾞﾝ--成 田 | |
| 30 | 7/1 | 日 | | | | 資料整理 | | | | |
| 31 | 7/2 | 月 | | | | 自然条件調査業務監督 (土質、地形測量、水質) | | | | |
| 32 | 7/3 | 火 | | | | 自然条件調査業務監督 (土質、地形測量、水質) | | | | |
| 33 | 7/4 | 水 | | | | 自然条件調査業務監督 (土質、地形測量、水質) | | | | |
| 34 | 7/5 | 木 | | | | 公共事業局、港湾局協 議、依頼資料確認・受 領 | | | | |
| 35 | 7/6 | 金 | | | | <移動>ﾎ ｰﾄﾞ ﾋﾞ ﾗ-- ﾌ ﾘ ｽ ﾊ ﾞ ﾝ | | | | |
| 36 | 7/7 | 土 | | | | <移動>ﾌ ﾘ ｽ ﾊ ﾞ ﾝ-- 成 田 | | | | |

(2) 現地調査 2

| 日順 | 月 日 | | 月齡 | 官団員 | コンサルタント団員 | | |
|----|------|---|----|-----------------------------------|-----------|-----------------|------------------|
| | | | | 山内 邦裕 | 田中則男 | 生田目信 | 酒井 修二 |
| | | | | 総括 | 業務主任/港湾計画 | 港湾土木/ 自然条件調査 | (自社負担) |
| 1 | 9/15 | 土 | | <移動>成田--プリズベン | | | |
| 2 | 9/16 | 日 | | <移動>プリズベン--ポートビラ | | | |
| 3 | 9/17 | 月 | | 財務計画省、インフラ省、公共事業局表敬・協議 | | | |
| 4 | 9/18 | 火 | | インフラ省、公共事業局、港湾局ミニッツ協議 | | | |
| 5 | 9/19 | 水 | | ミニッツ署名 | | | |
| 6 | 9/20 | 木 | | <移動>ポートビラ--ナンディ--スバ JICAフィジー事務所報告 | | | <移動>ポートビラ--プリズベン |
| 7 | 9/21 | 金 | | <移動>ナンディ--インチョン--成田 | | | <移動>プリズベン--成田 |

(3) 基本設計概要書説明

| 日順 | 月 日 | | 月齡 | 官団員 | コンサルタント団員 | |
|----|-------|---|----|------------------------|-----------|-----------------|
| | | | | 江畑 義徳 | 田中則男 | 生田目信 |
| | | | | 総括 | 業務主任/港湾計画 | 港湾土木/ 自然条件調査 |
| 1 | 11/3 | 土 | | <移動>成田--プリズベン | | |
| 2 | 11/4 | 日 | | <移動>プリズベン--ポートビラ | | |
| 3 | 11/5 | 月 | | 財務計画省、インフラ省、公共事業局表敬・協議 | | |
| 4 | 11/6 | 火 | | インフラ省、公共事業局、港湾局ミニッツ協議 | | |
| 5 | 11/7 | 水 | | ミニッツ署名 | | |
| 6 | 11/8 | 木 | | <移動>ポートビラ--ナンディ--スバ | | |
| 7 | 11/9 | 金 | | JICAフィジー事務所報告、建設事情調査 | | |
| 8 | 11/10 | 土 | | <移動>ナンディ--成田 | | |

資料 - 3 関係者（面会者）リスト

(1) バヌアツ国政府

1) 財務・経済管理省 (Ministry of Finance & Economic Management)

| | |
|-------------------------|--------------------------------------------------------|
| Mr. Simeon Malachi Athy | Director General |
| Mr. Benjamin Shing | Director, Finance Department |
| Mr. Frederic Hosea | Acting Director, Economic & Sector Planning Department |
| Mr. Thomas Bangalini | Sector Analyst, Economic & Sector Planning Department |
| Mr. Honore Tiasinmal | Manager, Customs & Inland Revenue Department |

2) インフラ・公共事業省 (Ministry of Infrastructure & Public Utility)

| | |
|----------------------------|-------------------------------------------------------|
| Hon. Nipake Edward Natapei | Minister |
| Mr. Wilson Vuti | Director General |
| Mr. Johnson Binaru | Director, Public Works Department |
| Mr. Willie Watson | Project Manager, Public Works Department |
| Capt. Norris Hamish | Director, Ports and Harbour Department |
| Ms. Annie Bau | Assist. Director, Ports and Harbour Department |
| Capt Luke Peandy | Harbour Master, Ports and Harbour Department |
| Mr. Charley Kalo | Assist. Harbour Master, Ports and Harbour Department |
| Mr. Joseph Kasten | Director, Civil Aviation Authority |
| Mr. Jotham Napat | Director, Meteorological Services Department |
| Mr. Warlan Alan Iavro | Senior Laboratory Technician, Public Works Department |

3) その他政府関係

| | |
|------------------------|------------------------------------------------------|
| Mr. Nango Isaac | Survey Department |
| Mr. Dick Ibu Manuake | Public Works Department, Port Vila |
| Mr. Bomma Avia | Fire Chief, Port Vila Fire Service |
| Mr. Jerry Samson | Local Authorities Department, Physical Planning Unit |
| Mr. 川口 孝太郎 | JICA Expert, Local Authorities Department |
| Mr. Dimitri Malvirlani | Administrator, Vanuatu Maritime Authority |
| Capt. Guy Bernard | Technical Advisor, Vanuatu Maritime Authority |
| Capt. John Lloyd | Chief Executive Officer, Vanuatu Maritime College |

(2) 日本国政府

1) 在フィジー日本国大使館

| | |
|----------------------|--------|
| Hon. 滑川 雅士 | 特命全権大使 |
| Mr. Hiroshi Watanabe | 二等書記官 |

2) JICA バヌアツ事務所

| | |
|-------------------------------|------------------------|
| Mr. 江畑 義徳 | 駐在員 |
| Mr. Karlosaruru Albert Willie | Senior Program Officer |

(3) その他

1) インフラ関係

| | |
|--------------------|------------------------------------------------|
| Mr. Pascal Louvet | Manager Electricity EFATE, UNELCO VANUATU LTD. |
| Mr. Frederic Petit | Manager EAU, UNELCO VANUATU LTD. |

| | |
|----------------------|--------------------------------------------|
| Mr. Tony Alvos | Project Engineer, UNELCO VANUATU LTD. |
| Mr. William McGrory | Vanuatu Manager, Origin Energy |
| Mr. Randall Vallette | Vanuatu Manager, Pacific Petroleum Company |

2) 海運・荷役業者関係

| | |
|----------------------|------------------------------------------------|
| Mr. Barry Amoss | General manager, South Sea Shipping Ltd. |
| Mr. John E. Smith | Director, Port Services (Vanuatu) Ltd. |
| Mr. John J. Solomon | Shipping Manager, Port Services (Vanuatu) Ltd. |
| Ms. Kafo Misimoa | General Manager, Transam Vanuatu |
| Mr. Kalbovi Mangawai | Executive Director, IFIRA Stevedore |

4)その他

| | |
|----------------------|-----------------------------------|
| Capt. Graham Goodway | Master, P & O Cruises Australia |
| Mr. Massing R. Lauru | Executive Director, IFIRA General |
| Mr. Alex Palavi | SMET |
| Mr. Chris Sulis | Sea View Holding |
| Mr. Richard Nutley | Rabco Construction |

資料 - 4 討議議事録

(1) 現地調査 2 次

Minutes of Discussions
on the Basic Design Study
on the Project for Improvement of Port Vila Main Wharf
in the Republic of Vanuatu
(Second Field Survey)

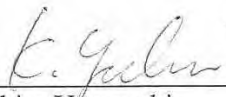
Based on the results of the Preliminary Study, the Government of Japan decided to conduct a Basic Design Study on the Project for Improvement of Port Vila Main Wharf (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to the Republic of Vanuatu (hereinafter referred to as "Vanuatu") the Basic Design Study Team (The Second Field Survey) (hereinafter referred to as "the Team"), which is headed by Mr. Kunihiro Yamauchi, Group Director, Project Management Group I, Grant Aid Management Department, JICA, and is scheduled to stay in the country from September 16 to 20, 2007.

The Team held discussions with the officials concerned of the Government of Vanuatu 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.



Port Vila, September 19, 2007



Kunihiro Yamauchi
Leader
Basic Design Study Team
Japan International Cooperation Agency



Wilson Tari Vuti
Director General
Ministry of Infrastructure and Public Utilities
Republic of Vanuatu



Benjamin Shing
Director, Department of Finance and Economic
Management
Ministry of Finance and Economic Management
Republic of Vanuatu

ATTACHMENT

1. Objective of the Project

The objective of the Project is to dissolve the limited capacity and inconvenient operational situation of Port Vila Main Wharf by improving the related port facilities.

2. Project Site

The Project site is shown in Annex-1.

3. Responsible and Implementing Organizations

3.1 The responsible ministry is the Ministry of Infrastructure and Public Utilities (MIPU).

3.2 The implementing agency is the Public Works Department (PWD), and operation and maintenance agency is the Ports and Harbour Department (PHD).

The organization charts are shown in Annex-2-1, 2-2 and 2-3, respectively.

4. Items requested by the Government of Vanuatu

After discussions with the Team, the items described below were finally requested by the Vanuatu side. The appropriateness of the all requests below will be examined by further study.

4.1 First Priority

- Concrete deck (gapped space in-between access bridges, and space between westernmost access bridge and extension line of westernmost point of existing wharf)
- Shed for loose cargo (demolition of existing cargo shed and construction of new shed which is approximately one third of existing size)
- Pavement of cargo handling area
- Drainage for whole port area
- Pilot boat
- Tug boat

4.2 Second Priority

- Shore protection (both east side and west side of port area)
- Administration office (for PHD, customs, quarantine, immigration)
- Lighting facilities in the port area
- Toilet (included in the new shed and administration office)
- Firefighting equipment
- Lighting Buoy

4.3 Third Priority

- For the consideration of the construction of a reinforced unloading area that could allow for heavy equipment that are restricted from using the rehabilitated main wharf area to be used.

5. Result of the Examination on the Necessity of Wharf Extension

5.1 Regarding the wharf extension requested by the Vanuatu side, the Team explained results of an analysis on the present situations of the wharf and conveyed a conclusion of the Japanese side that the wharf extension is not necessary for the Project because of the reasons as listed below.

- A berth occupancy rate in 2006 is 31% based on the analysis of the berthing time of all ships, and only a few occasions of waiting for berthing in a year were reported due to proper arrangement of ship calling.
- In general, shipping firms tend to arrange the suitable size of ships considering the wharf length and depth of ports to call.
- In case of berthing international Ro-Ro ships, whose LOA is longer than 207m, provision of an extended concrete deck between westernmost access bridge and extension line of westernmost point of existing wharf, as shown in Annex-3, would accommodate smooth operation of handling cargoes.
- As long as the conditions of concrete structure and as-built capacity are maintained without any defects, no extension of the wharf would be required from the viewpoint of structural capacity.

5.2 The Vanuatu side advised that it does not agree with the conclusions of the Japanese side because it did not agree on the methodology and the assumptions for forming this conclusion. It further advised that it was still desirous of the extension and whether more time can be given to undertake further analyses on the justification of extension.

5.3 The Japanese side further explained regarding the demand projection of the wharf and the effect of Millennium Challenge Account Projects:

- In the handling container record of IFIRA in 2006, total import containers were 4,077 TEUs. It is possible to correspond even if the number of containers increases 35% (about 1,500 TEUs) by the same working hours now.
- In the application of 5% GDP increase per year to container increase, number of containers will be expected to increase by about 34% in 2012. The wharf can accommodate the increase on the condition of 9 hours operation. Additional one hour operation accounts for 2 years extension.
- The increase in the cargo volume in relation to the MCA projects would be transitory and not long-term and the completion of this Project in time for the transportation of the construction equipment and material.

5.4 The Team explained to the Vanuatu side that it is required to restrict the operation of some machinery for cargo handling on the wharf and to implement the monitoring and rehabilitation of the concrete condition of wharf and access bridges as listed below.

- Basically, operation of cargo handling on the wharf deck is restricted to only SISU container movers and truck with semi-trailers as shown in Annex-4.
- Monitoring and Rehabilitation of the concrete of wharf and access bridge shall be conducted by the Vanuatu side.
 - (a) Monitoring of the concrete condition
To monitor the concrete conditions, which consist of inspection of cracking at regular spots at every 4 months and annual overall inspection of the structure.
 - (b) Urgent Repair
To break out the parts of deteriorated concrete to expose reinforcement and place

fresh mortar with adhesive agents for preventing from penetration of seawater immediately after finding defects of the concrete as cracking and debonding.

(c) Overall Rehabilitation

To conduct the overall rehabilitation work, which consists of protective coating with anti-corrosion paint on the steel box piles and sheet piles, replacement of reinforcement and application of protective system on the reinforcement, etc., for prolonging life of the wharf deck and access bridge before the target year 2016 set by the consulting report in the ADB wharf rehabilitation project in the year of 2001.

5.5 The Vanuatu side stated that the above restrictions on tonnage and heavy vehicles make it necessary to improve the wharf by having a proper loading and unloading facility which can be catered for in the 35-38 meters extension as this would be well within the scope and objective of the project and in accordance with requests in the original project request submitted by the Vanuatu side.

5.6 The Japanese side acknowledged the Vanuatu submission in point above, however they advised that based on the data provided by the Vanuatu side and collected by the Team from various sources during the basic design study and analysis thereof; they could not justify the extension and therefore could not concede this point.

5.7 The Vanuatu side expressed their extreme disappointment that the Japanese side could not agree on the extension of the wharf and the fact that they had come to Vanuatu with this pre-determined conclusion. The Vanuatu side also categorically rejected the Teams conclusion that the extension was not necessary. It requested that in light of the Japanese side not considering the extension within this particular project that the extension be agreed to as a phase 2 of the wharf rehabilitation project. It further advised that pursuant to the instructions from the Minister of Public Utilities who is also the Deputy Prime Minister of the Republic of Vanuatu, any agreement to exclude the extension must be presented to the Vanuatu Ministerial Cabinet as this was the body that had approved the extension.

5.8 The Japanese side noted the request, but stated that it could not make any commitment or agreement on the possibility of the phase 2 at this stage.

6. Japan's Grant Aid Scheme

6.1 The Vanuatu side understood the Japan's Grant Aid scheme explained by the Team, as described in Annex-5.

6.2 The Vanuatu side will take the necessary measures, as described in Annex-6, for smooth implementation of the Project as a condition for the Japan's Grant Aid to be implemented.

7. Schedule of the study

7.1 JICA will prepare the draft report and dispatch a mission to Vanuatu in order to explain its contents around the beginning of November 2007.

7.2 When the contents of the report are accepted in principle by the Government of Vanuatu, JICA will complete the final report and send it to the Government of Vanuatu by January 2008.

8. Other relevant issues

8.1 The Vanuatu side shall demolish the existing administration office, toilet which is located in the western side of the port, and superstructure of the shed, on a timely manner. However, regarding the superstructure of the shed, eastern side portion, which is approximately one third of existing size and will be renovated and continued to use, is not necessary to be demolished by the Vanuatu side.

8.2 The Team confirmed that the road drainage facilities in the hinterland of the port are not necessary, but the Vanuatu side shall assure the appropriate drainage outlet around the area outside of the east boundary of the port.

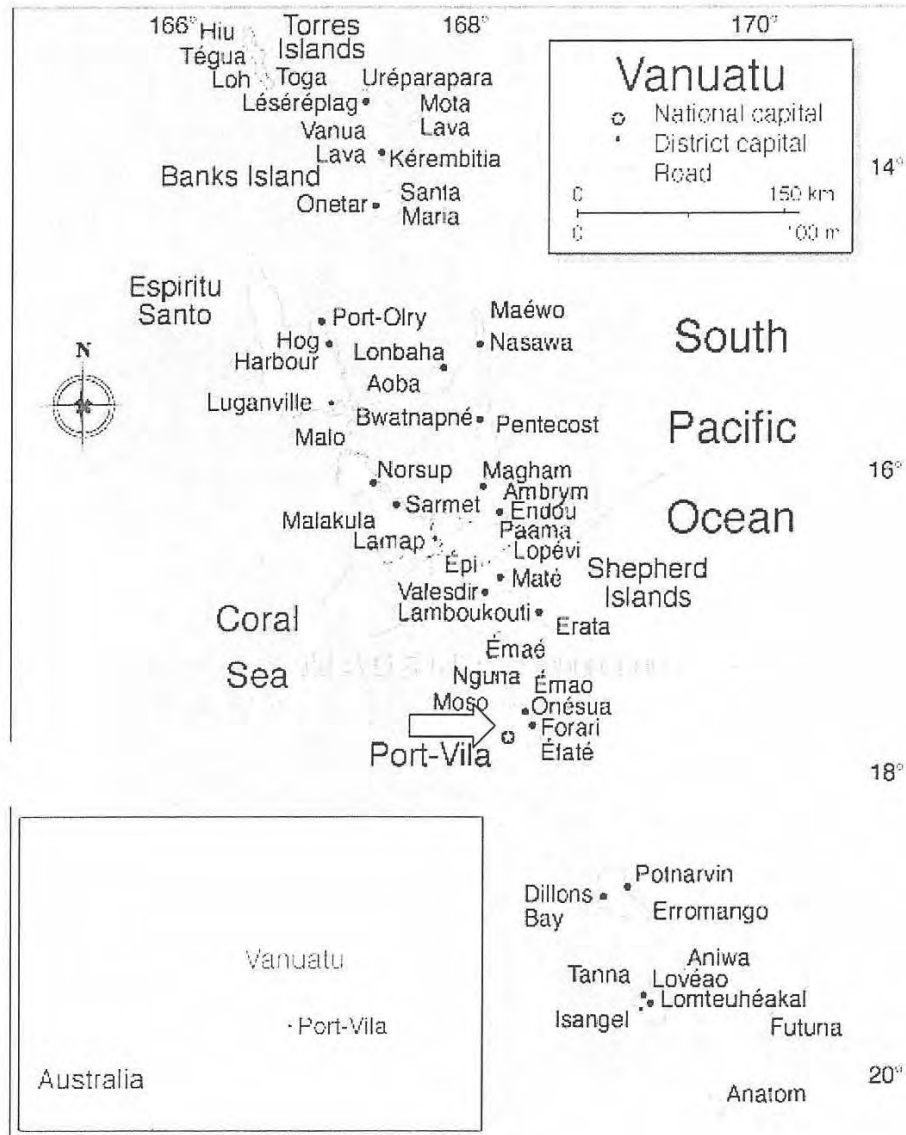
8.3 The Vanuatu side shall secure the necessary space for temporary yard. The specific size of the space will be informed to the Vanuatu side later on by the Team.

8.4 The Vanuatu side shall relocate the surveillance cameras to the appropriate locations on a timely manner.

8.5 The Vanuatu side requested the technical assistance for obtaining the proper ship operation skill of the new boats. The Team will examine the necessity of the technical assistance. The Team explained to the Vanuatu side that another official request will be required through the JICA Vanuatu Office depending on the contents of technical assistance.

8.6 The Vanuatu side explained to the Team that the Vanuatu side does not have the plan to establish the Port Management Organization (Port Authority etc.) regarding the Project.

8.7 The both sides confirmed that the Preliminary Environmental Assessment (PEA) was approved by the Vanuatu Environment Unit on February 19, 2007, and that further environmental impact assessment is not required for the Project.



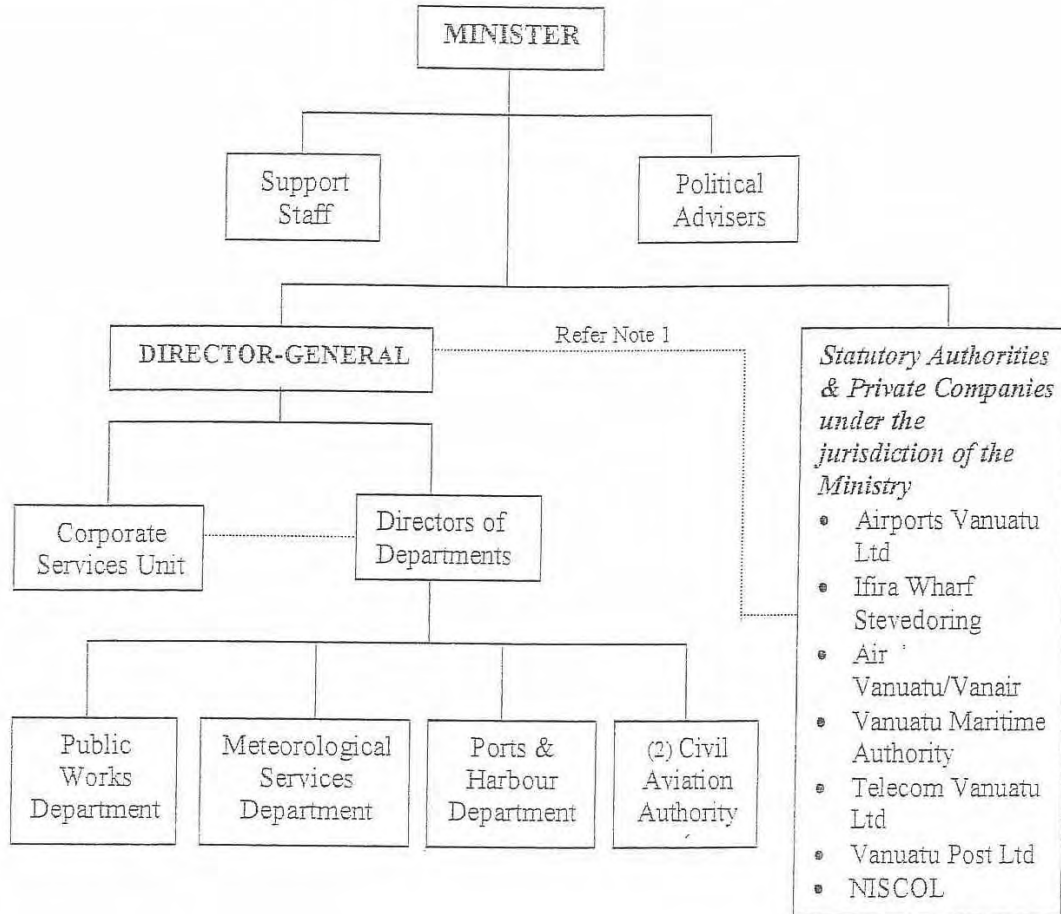
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BY

CORPORATE STRUCTURE OF THE MINISTRY

A chart illustrating the way the Ministry operates is provided below.



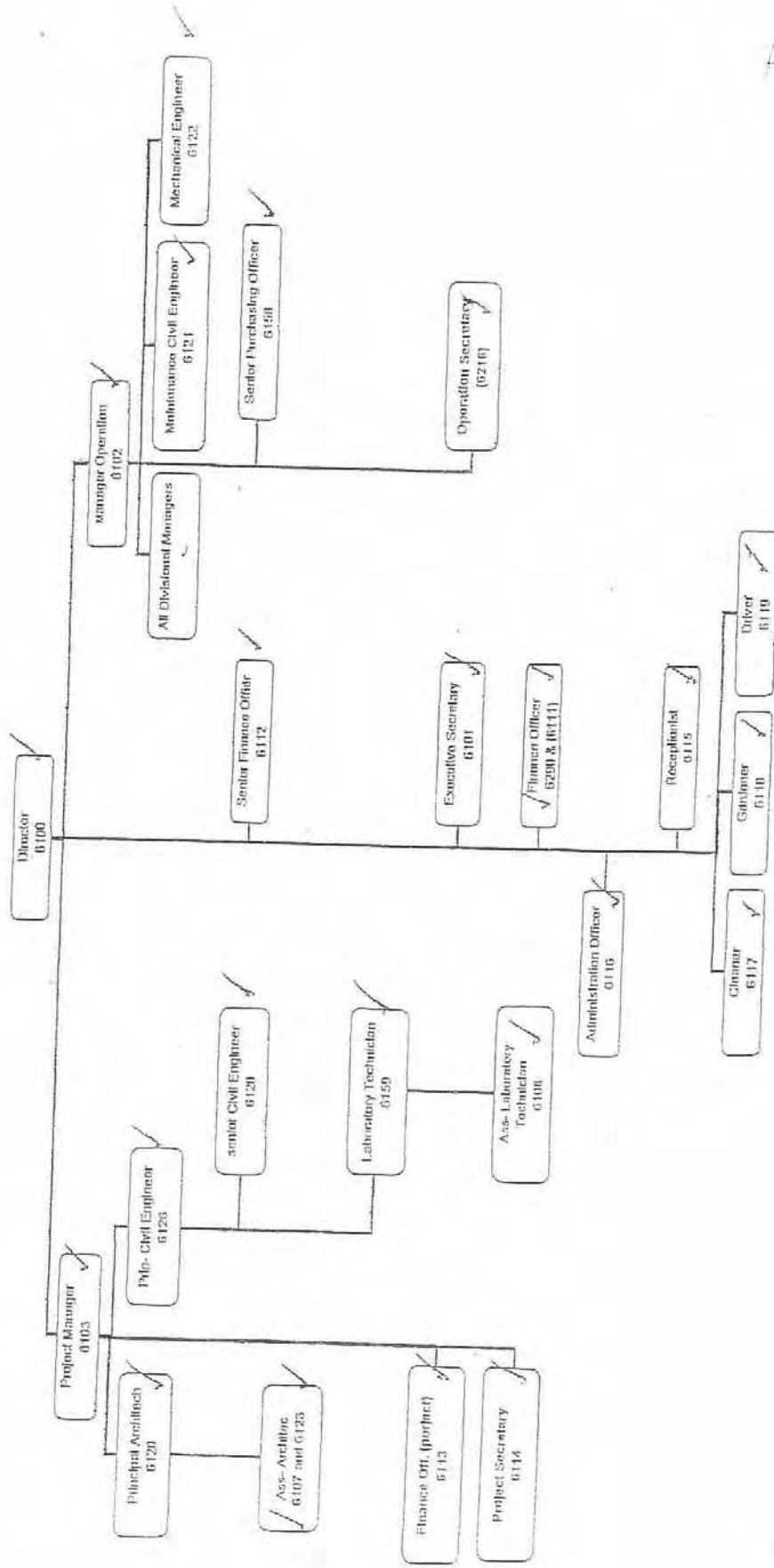
Notes: 1. The Director-General is not associated with all the Statutory Bodies and private companies shown.
2. The CAA is a Regulatory Authority, but is treated as a Department in respect of its administration.

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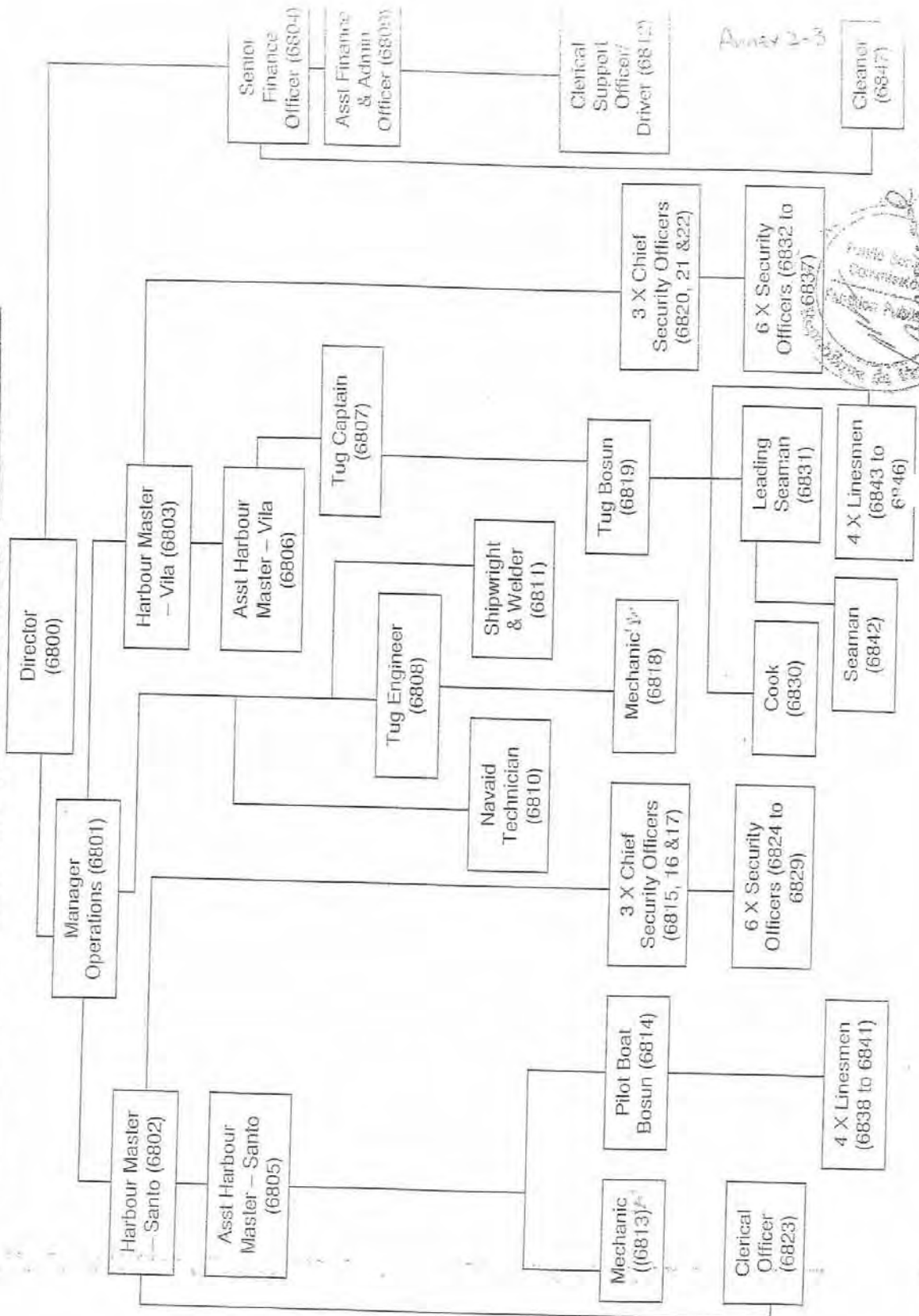
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Public Works Department
Main Office



(...) Vacant Post; 2

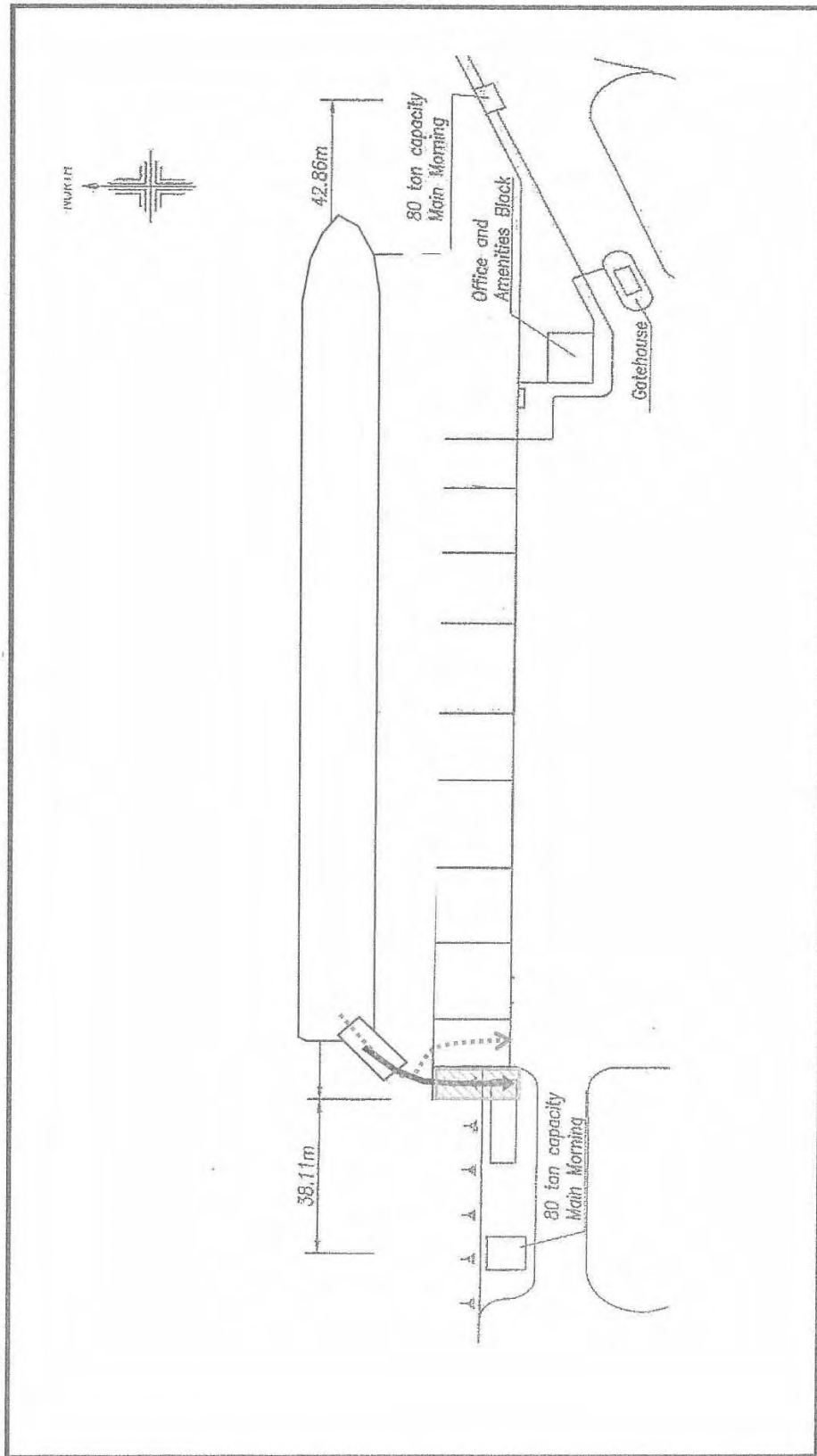
DEPARTMENT OF PORT & HARBOURS - ORGANIZATION STRUCTURE - 1 JANUARY 2006



Annex 1-3



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Concrete deck for International Ro-Ro Ships

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Restriction of Equipment Operation
(Effective in no defect of the wharf concrete structure with as built capacity)

| Equipment | Access to Main Wharf | Transport of Empty Container | Transport of Full Container |
|----------------------|----------------------|------------------------------|-----------------------------|
| 5tons Fork-lift | A | A | A |
| 15tons Fork-lift | A | A | NA |
| 20tons Fork-lift | A | A | NA |
| 35tons Fork-lift | NA | NA | NA |
| 40tons Top-lifter | NA | NA | NA |
| SISU Container Mover | A | A | A |
| Side Lifter | A | A | NA |
| Truck w/ Trailer | A | A | A |

A: Allowed

NA: Not Allowed

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 Implementation | (The Note exchanged between the Governments of Japan and 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 (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 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.)

(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 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 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)

Major Undertakings to be taken by Each Government

| 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 | | • |
| 4. | To construct roads | | |
| | 1) Within the site | • | |
| | 2) Outside the site | | • |
| 5. | To provide facilities for the distribution of electricity, water supply, drainage and other incidental facilities | | |
| | 1) Electricity | | |
| | a. The distributing line to the site | | • |
| | b. The drop wiring and internal wiring within the site | • | |
| | c. The main circuit breaker and transformer | • | |
| | 2) Water Supply | | |
| | a. The city water distribution main to the site | | • |
| | b. The supply system within the site (receiving and elevated tanks) | • | |
| | 3) Drainage | | |
| | a. The city drainage main (for storm, sewer and others) to the site | | • |
| | b. The drainage system (for toilet sewer, ordinary waste, storm drainage and others) within the site | • | |
| | 4) Gas Supply | | |
| | a. The city gas main to the site | | • |
| | b. The gas supply system within the site | • | |
| | 5) Telephone System | | |
| | a. The telephone trunk line to the main distribution frame/panel (MDF) of the building | | • |
| | b. The MDF and the extension after the frame/panel | • | |
| | 6) Furniture and Equipment | | |
| | a. General furniture | | • |
| | b. Project equipment | • | |
| 6. | To bear the following commissions to the Japanese foreign exchange bank for the banking services based upon the B/A | | |
| | 1) Advising commission of A/P | | • |
| | 2) Payment commission | | • |
| 7. | To ensure unloading and customs clearance at port of disembarkation in recipient country | | |
| | 1) Marine (Air) transportation of the products from Japan to the recipient country | • | |
| | 2) Tax exemption and custom clearance of the products at the port of disembarkation | | • |
| | 3) Internal transportation from the port of disembarkation to the project site | • | |
| 8. | 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. | | • |
| 9. | 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. | | • |
| 10. | To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant. | | • |
| 11. | To bear all the expenses, other than those to be borne by the Grant, 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, N/A: Not Applicable)