

[資 料]

資 料

1. 調査団員氏名、所属

(現地調査時)

総括	岩間 敏之	JICA 無償資金協力部 情報通信・ガバナンスチーム長
技術参与 (港湾保安計画)	中村 健	国土交通省関東地方整備局港湾空港部 港湾空港防災・危機管理課港湾保安管理官
計画管理	谷田部雅史	JICA 無償資金協力部 情報通信・ガバナンスチーム
業務主任 / 維持管理	鈴木 雄三	(株) 日本港湾コンサルタント
機材 I / 港湾保安政策	樋浦 祥人	ニシキコンサルタント (株)
機材 II / 積算 (電気)	廣瀬 弘	OS コンサルティングアソシエイツ
調達計画 / 積算 (土木)	今村 充孝	(株) 日本港湾コンサルタント

(基本設計概要説明時)

総括	富谷 喜一	JICA インドネシア事務所次長
計画管理	谷田部雅史	JICA 無償資金協力部 情報通信・ガバナンスチーム
業務主任 / 維持管理	鈴木 雄三	(株) 日本港湾コンサルタント
機材 I / 港湾保安政策	樋浦 祥人	ニシキコンサルタント (株)

2. 調査工程

(現地調査時)

月日	曜日	総括	技術参与	計画管理	業務主任・維持管理	機材Ⅰ・港湾保安政策	機材Ⅱ/積算(電気)	調達計画・積算(土木)	
10月28日	日	移動							
10月29日	月	DGST、PELINDOⅡ～Ⅳとの協議(12港から関係者出席、各港の港湾保安の現状などの説明、討議)							
10月30日	火	DGSTの警備救難局のDJOHNI局長と協議、ベノア港へ移動							
10月31日	水	ベノア港視察、ジャカルタへ移動							
11月 1日	木	タンジュンプリオク港視察、DGSTと協議							
11月 2日	金	ミニッツ署名、日本大使館報告、JICA事務所報告							
11月 3日	土	団内打合せ							
11月 4日	日	資料整理							移動
11月 5日	月	DGSTと現地調査について協議、団内打合せ							
11月 6日	火	タンジュンプリオク港現地調査							
11月 7日	水	ベラワン港へ移動及び現地調査							
11月 8日	木	ベラワン港現地調査、ジャカルタへ移動							
11月 9日	金	団内打合せ、資料整理							
11月10日	土	団内打合せ、資料整理							
11月11日	日	資料整理							
11月12日	月	ドゥマイ港へ移動及び現地調査							
11月13日	火	ドゥマイ港現地調査、ジャカルタへ移動							
11月14日	水	バレンバン港移動及び現地調査	資料整理、トゥルクバユール港へ移動	バレンバン港移動及び現地調査	資料整理、トゥルクバユール港へ移動				
11月15日	木	バレンバン港現地調査、ジャカルタへ移動	トゥルクバユール港現地調査、ジャカルタへ移動	バレンバン港現地調査、ジャカルタへ移動	トゥルクバユール港現地調査、ジャカルタへ移動				
11月16日	金	団内打合せ、資料整理							
11月17日	土	団内打合せ、資料整理							
11月18日	日	資料整理、スラバヤへ移動	資料整理	資料整理、スラバヤへ移動	資料整理				
11月19日	月	タンジュンベラク港現地調査、ベノア港へ移動	ボンティアナック港へ移動及び現地調査、	タンジュンベラク港現地調査、ベノア港へ移動	ボンティアナック港へ移動及び現地調査、				
11月20日	火	ベノア港現地調査、マカッサル港へ移動	ボンティアナック港現地調査、ジャカルタへ移動	ベノア港現地調査、マカッサル港へ移動	ボンティアナック港現地調査、ジャカルタへ移動				
11月21日	水	マカッサル港現地調査	パタム港へ移動及び現地調査	マカッサル港現地調査	パタム港へ移動及び現地調査				
11月22日	木	ピトゥン港へ移動及び現地調査	タンジュンピナン港へ移動及び現地調査、ジャカルタへ移動	ピトゥン港へ移動及び現地調査	タンジュンピナン港へ移動及び現地調査、ジャカルタへ移動				
11月23日	金	ピトゥン港現地調査、ジャカルタへ移動	資料整理	ピトゥン港現地調査、ジャカルタへ移動	資料整理				
11月24日	土	団内打合せ及び資料整理							
11月25日	日	資料整理							
11月26日	月	団内打合せ及び資料整理							
11月27日	火	団内打合せ及び資料整理							
11月28日	水	団内打合せ及び資料整理							
11月29日	木	団内打合せ							
11月30日	金	DGSTへ現地調査結果の報告、JICA事務所報告					朝帰国		
12月 1日	土	団内打合せ及び資料整理							
12月 2日	日	資料整理							
12月 3日	月	補足調査(DGST)							
12月 4日	火	朝帰国							

(基本設計概要説明時)

月日	曜日	工程
3月12日	水	移動(東京 ジャカルタ)
3月13日	木	午前：JICA 事務所表敬、午後：DGST 表敬、団内打合せ
3月14日	金	午前：DGST への概要書の説明、午後：団内打合せ、大使館表敬訪問
3月15日	土	団内打合せ
3月16日	日	
3月17日	月	午前：DGST との打合せ、午前午後：DGST、ADPEL、PELINDO への概要書の説明
3月18日	火	午前：DGST との打合せ 午後：DGST との打合せ
3月19日	水	午前：DGST との打合せ 午後：ミニッツの調印
3月20日	木	朝、帰国

3. 関係者（面会者）リスト

氏名	所属、肩書き
海運総局（DGST）	
Ir. EFFENDI BATUBARA	総局長
Capt. DJONY	警備救難局長
UNTUNG	警備救難局部長
MUKHLIS TOHEPALY	警備救難部
LATIF WAHYUDI	警備救難部
P. ARITONANG	警備救難部
KEMAL HERYANDRI	計画課長
EKO HADI	計画課
VIVA I. A, ST	計画課
YUDHONUR S.P	計画課
BAMBANG SUTRISNA	法務課
DJOKOPUJIANTO	法務課
海運総局港湾管理事務所（ADPEL）	
A. PULUNGAN	ADPEL Belawan, KPLP
M. AMIN BAKRI, SE	ADPEL Belawan, KPLP
AGUS ARIFANTO	ADPEL Dumai
FIRMAN HAREFA	ADPEL Tanjung Pinang
DARMALIS SYAM	ADPEL Teluk Bayur
Capt. EZAU D.K	ADPEL Teluk Bayur
HARIYONO, SH	ADPEL Pontianak
S. LATIF	ADPEL Palembang
Drs. EFENDI AJARIF	ADPEL Palembang, Administrator
HERU MARYANTO	ADPEL Benoa
RAHMADI DJADJA	ADPEL Benoa, PSO
SATO	ADPEL Makassar, Administrator
USMAN E.	ADPEL Makassar
Capt. JONGGUNG SITORUS	ADPEL Makassar, PSO
港湾会社（PELINDO）	
BUNJAMINE SUKUR	PELINDO I, Tanjung Priok, PFSO
SYAHPUTERA S	PELINDO I, Unit Container Terminal Belawan, GM
HIDAYAT OLCAFF	PELINDO I, Unit Container Terminal Belawan, PFSO
SYAHRI R.	PELINDO I, Belawan
HERY AMS	PELINDO I, Belawan
RAMIL SITOMPUL	PELINDO I, Dumai
DWI HARINTO	PELINDO I, Tanjung Pinang, GM
EDY AGUSTRI	PELINDO I, Tanjung Pinang, PFSO
SUDARMAN	PELINDO II, Pontianak, PFSO
DALSAF USMAN	PELINDO II, Teluk Bayur, PFSO
GAYATRI GANI	PELINDO II, Teluk Bayur, PFSO
ZULKIFLI Js.	PELINDO II, Teluk Bayur, PFSO

Ir. H. GUNAWAN TRISULO	PELINDO II, Palembang, GM
FARID EDDY	PELINDO II, Palembang, PFSO
TAUFIK EFFENDI	PELINDO II, Palembang
EDY PRIYONO	PELINDO III, Tanjung Perak, PFSO
WIRAWIBAWA	PELINDO III, Benoa, PFSO
HESKIEL SASIANG	PELINDO III, Benoa
SUNARTO	PELINDO IV, Makassar
BUSTAMI	PELINDO IV, Makassar, PFSO
Batam 港湾庁	
AGUSMAN	PSO
大使館	
池光 崇	一等書記官
JICA 関係者	
片山裕之	JICA 事務所次長（前任）
柿岡直樹	JICA 事務所代表代理
川上泰司	JICA 専門家

注：GM（General Manager）は港湾事務所の所長を意味する。

4 . 討議議事録 (M/D)

Minutes of Discussions on the Basic Design Study on the Project for Improvement of Port Security System

In response to the request from the Government of Indonesia, the Government of Japan decided to conduct a Basic Design Study on "the Project for Improvement of Port Security System" (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

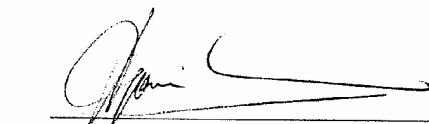
JICA sent the Basic Design Study Team (hereinafter referred to as "the Team") to Indonesia, headed by Mr. Toshiyuki Iwama, Team Director, ICT and Governance Team, Project Management Group I, Grant Aid Management Department, JICA, scheduled to stay in the country from October 28, 2007 to December 3, 2007.

The Team held discussions with the officials concerned of the Government of Indonesia. In the course of the discussions, both sides have confirmed the main items described in the attached sheets. The Team will proceed to further study and prepare the Basic Design Study Report.

Jakarta, November 2, 2007



Toshiyuki Iwama
Leader
Basic Design Study Team
Japan International Cooperation Agency



Capt. Djoni A. Algamar
Director of Sea and Coastguard
Directorate General of Sea Transportation
Ministry of Transportation

Distribution: PELINDO I , II , III , IV

ATTACHMENT

1. Objective

The objective of the Project is to improve the security of ports facilities in Indonesia based on the International Ship and Port facility Security Code introduced by the International Maritime Organization (IMO).

2. Project Sites

The proposed project sites are 9 ports of Indonesia, as shown in Annex-1.

3. Responsible Organization and Implementing Agency

- 1) The responsible organization is Ministry of Transportation.
- 2) The implementing organization is Directorate General of Sea Transportation (hereinafter referred to as "DGST"). The organization chart is shown in Annex-2.

4. Items Requested by the Government of Indonesia

- 1) Both sides confirmed the items requested by DGST are as follows;

-CCTV cameras (indoor and outdoor)

-CCTV monitoring system

-X-ray inspection apparatus

-Lighting system

-Walk through metal detector

-Communication system

-Emergency Generator

-UPS

-Hand holes, underground pipe and cable

Quantity and range of the items are subject to the result of survey.

- 2) The Team will propose the equipment plan and draft the layout plan of proposed ports as the image as shown in Annex-3, and assess the appropriateness of the request.

5. Japan's Grant Aid Scheme

- 1) Indonesian side understood the Japan's Grant Aid scheme explained by the Team as described in Annex-4.
- 2) Indonesian side will take necessary measures, as described in Annex-5, for smooth implementation of the Project.

6. Schedule of the study

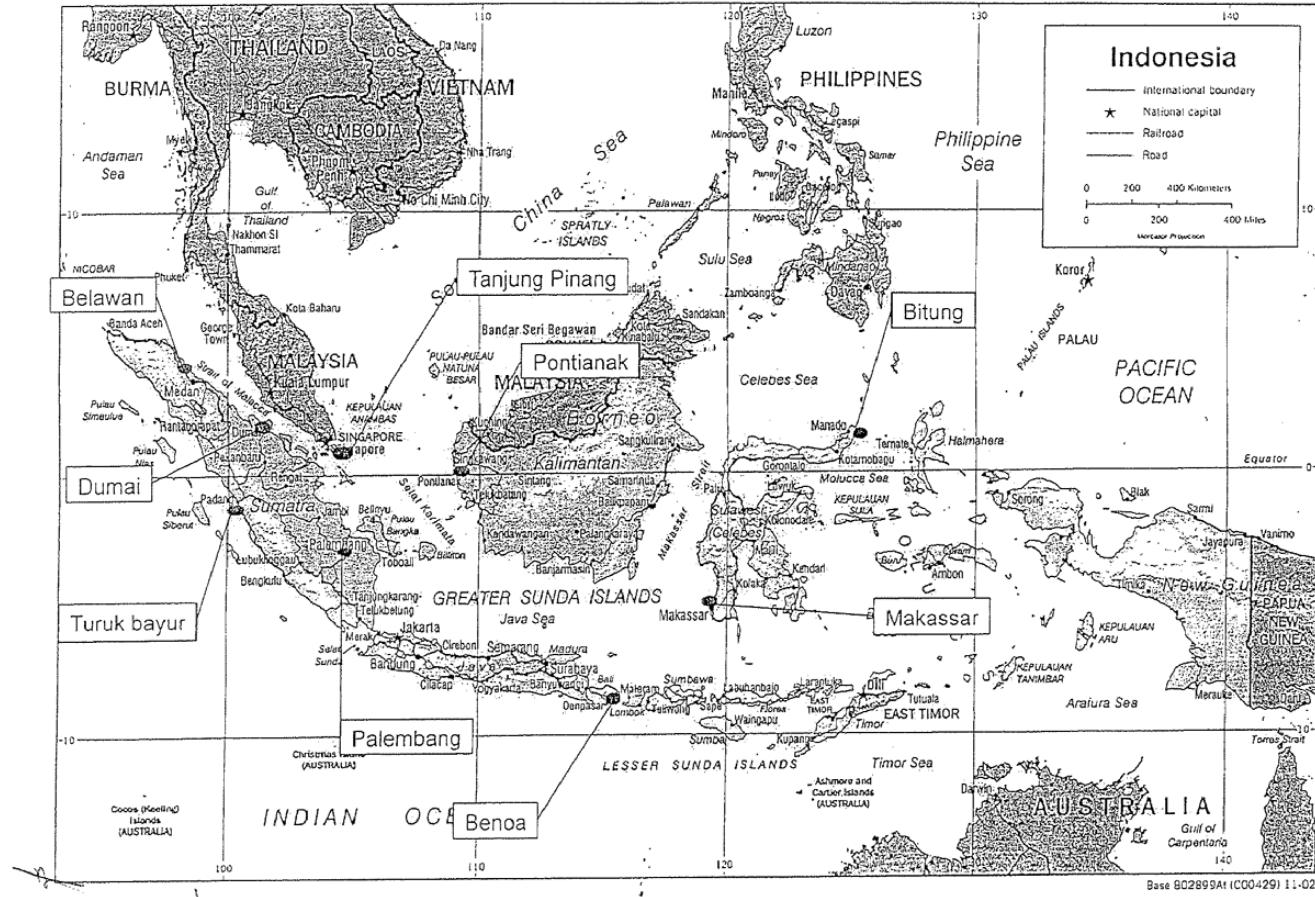
- 1) The Team will proceed to further study in Indonesia until the 4th of December.
- 2) The Team will complete the layout plan for the installed equipment of 9 proposed ports and send it to DGST by the end of December 2008.
- 3) The Team will prepare the draft report in English and dispatch a mission to Indonesia in

order to explain its contents around the middle of March 2008.

- 4) In case that the contents of the report are accepted in principle by the Government of Indonesia, JICA will complete the final report and submit it to the Government of Indonesia around the middle of May 2008.

7. Other Relevant Issues

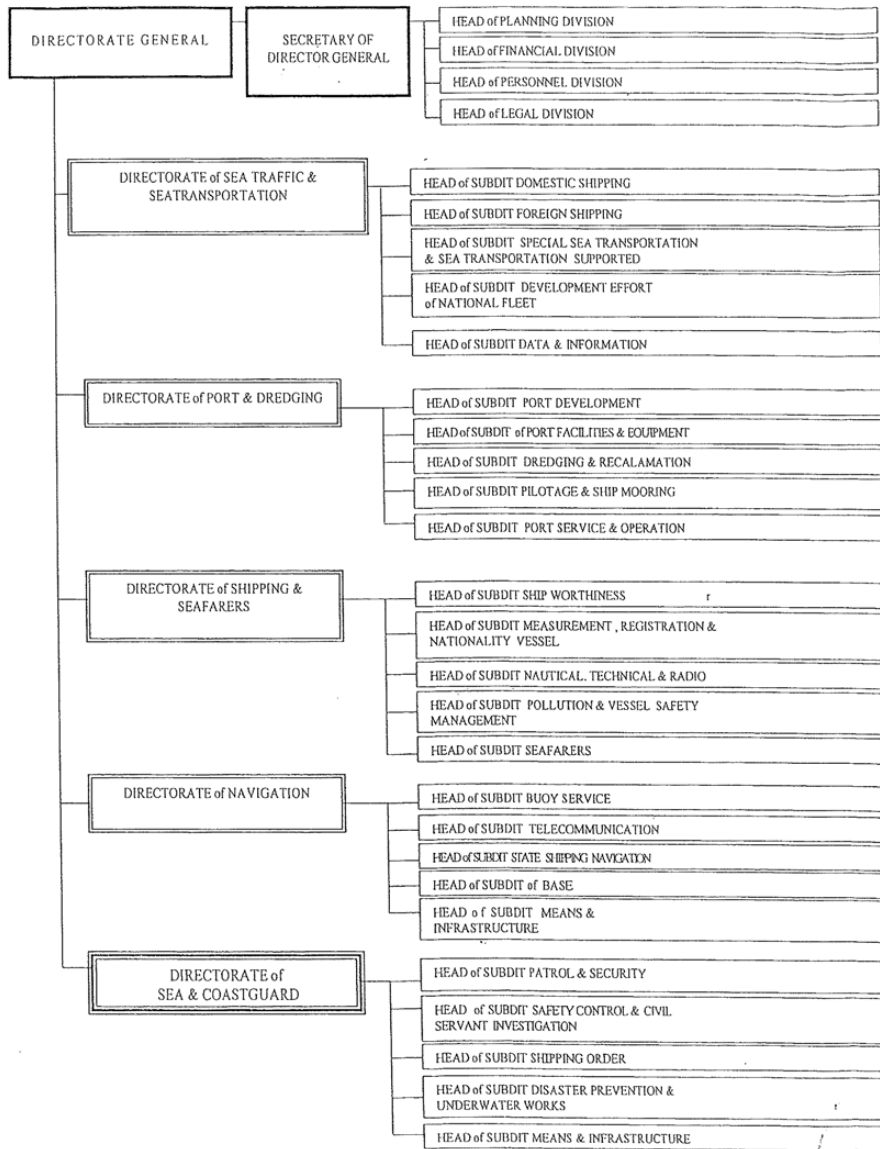
- 1) Indonesian side agreed to complete the procedure to approve the new Port Facility Security Plan of the ports to which the equipment will be supplied by the Project, in accordance with the above-mentioned layout plan which shall be agreed by both sides, no later than the dispatch date of the mission for the explanation of the draft report. Otherwise, JICA will hold the dispatch of the mission until PFSP becomes complete.
- 2) Indonesian side agreed that installation, removal and repair of the fence and the gates, that are necessary for the completion of Port Facility Security Plan, shall be undertaken by Indonesian side by the installation of the equipment to be supplied by the Project.
- 3) Indonesian side strongly requested that the training should be carried out in order to enhance the capacity of the inspection officers.
- 4) Operation and Maintenance
Indonesian side agreed to allocate sufficient budget and qualified staff for proper and effective operation and maintenance of the equipments.
- 5) Indonesian side shall implement quick transfer of the equipment from DGST to PELINDO and PELINDO will be responsible for operation and maintenance. The equipment will have the warranty of one year. However, the warranty will not cover the repair in case that the defects result from Indonesian side's negligence or failure, and the Indonesian side shall be fully responsible for the repair.
- 6) Indonesian side strongly requested the equipment to be supplied should be up-to-date technology or advanced technology. The team replied to consider the request taking in consideration the operation and maintenance capacity of the Indonesian side.



Base: 802899A1 (COO+29) 11-02

ORGANIZATION CHART - DGST

MAY, 11 2007



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) Major undertakings to be taken by 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 Annex-5.

(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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Annex-5

Major undertakings to be taken by each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	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		●
2	To ensure unloading and customs clearance at port of disembarkation in recipient country		
	1) Marine (Air) transportation of the products from Japan/Third Country 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	To be discussed	To be discussed
3	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.		●
4	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.		●
5	To maintain and use properly and effectively the equipment provided under the Grant.		●
6	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)

7.



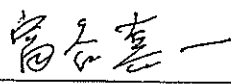
**Minutes of Discussions
on the Basic Design Study
on the Project for Improvement of Port Security System
(Explanation of Draft Report)**

From November to December 2007, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on "The Project for Improvement of Port Security System" (hereinafter referred to as "the Project") to the Republic of Indonesia, and through discussions, field survey, and technical examination of the results in Japan, JICA prepared a draft report of the study.

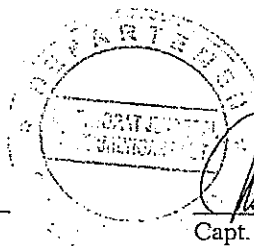
In order to explain and to consult the officials concerned of Indonesia on the components of the draft report, JICA sent to Indonesia the Draft Report Explanation Team (hereinafter referred to as "the Team") from March 13 to 19, 2008.

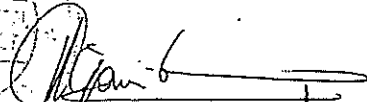
As a result of the discussions, both sides confirmed the main items described in attachment and the draft report.

Jakarta, March 19, 2008



Kiichi TOMIYA
Deputy Resident Representative
Indonesia Office
Japan International Cooperation Agency





Capt. Djoni A. Algamar
Director of Sea and Coastguard
Directorate General of Sea Transportation
Ministry of Transportation
the Republic of Indonesia

Distribution: PELINDO I, II, III, IV





ATTACHMENT

1. Components of the Draft Report

- 1) Indonesian side agreed and accepted in principle the components of the draft report and the draft detailed specifications of the equipment explained by the Team.
- 2) Both sides agreed to change the components of the Project as follow,
 - The specification of the X-ray inspection System is changed as attached in Annex-1
 - CCTV monitors shall be installed to ADPEL office of Dumai port.

2. Japan's Grant Aid Scheme

Indonesian side understands the Japan's Grant Aid scheme and the necessary undertakings to be taken by Directorate General of Sea Transportation (hereinafter referred to as "DGST") as explained by the Team and described in the Minutes of Discussions signed by both the sides on the 2nd of November, 2007.

3. Schedule of the Study

JICA will complete the final report in accordance with the confirmed items and send it to Indonesia by the end of June, 2008.

4. Site Plan

Indonesian side agreed to the site plan as attached in Annex- 2.

5. Other Relevant Issues

- 1) Indonesian side agreed to complete the procedure to approve the new Port Facility Security Plan of the 8 ports to which the equipment will be supplied by the Project, in accordance with the site plan as attached in Annex-2, as soon as the equipment is installed.
- 2) Indonesian side agreed that installation, removal and repair of the fence and the gates, that are necessary for the completion of Port Facility Security Plan, shall be undertaken by Indonesian side no later than the installation of the equipment to be supplied by the Project.
- 3) Indonesian side shall assure the places to store securely the equipment supplied by the Project, at all the 8 ports, from the time of delivery until installation of the equipment.
- 4) Indonesian side shall prepare necessary spaces or rooms for setting CCTV monitoring system supplied by the project by the time of the installation work.
- 5) Operation and Maintenance
Indonesian side agreed to allocate sufficient budget and qualified staff for proper and effective operation and maintenance of the equipments.
- 6) Indonesian side shall ensure that Port Administrators and PELINDO will be responsible for operation and maintenance of the equipment installed in the locations.
- 7) Indonesian side shall undertake necessary works for the stable supply of the electricity to the equipment supplied by the project, if necessary.
- 8) Indonesian side shall not install the equipment, which shall be procured by their own budget, to the locations where the equipment will be installed by the Project.

- 9) Indonesia side strongly requested the equipment to be supplied by the Project should be up-to-date technology or advanced technology. Both sides decided the specification of the equipment taking in consideration necessity and appropriateness of the equipment.
- 10) Indonesian side strongly requested that training should be carried out in order to enhance the capacity of the operators of the equipment.

Annexes:

1. Specification of X-ray inspection system.
2. Site Plan

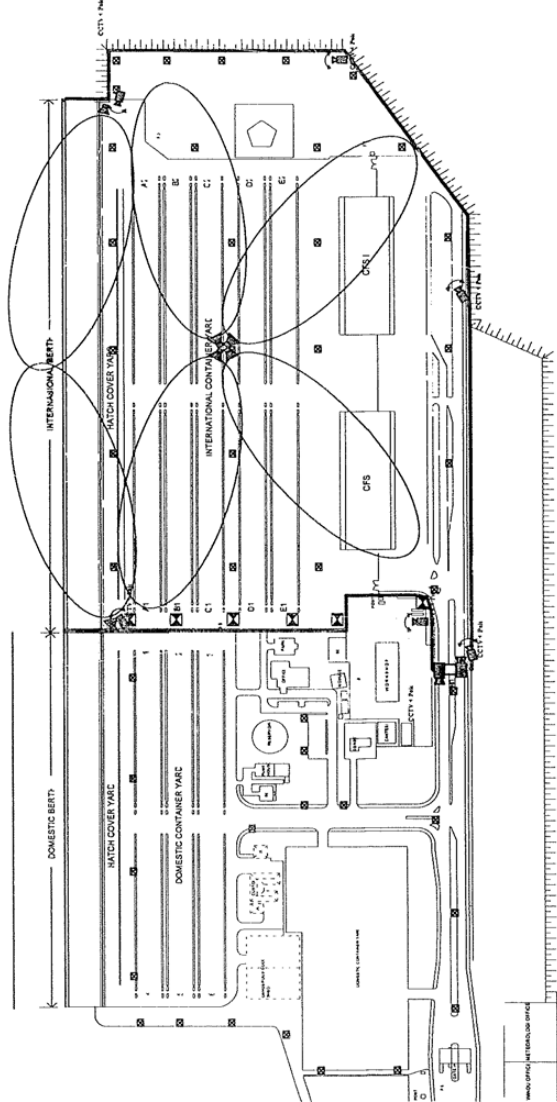
Annex- 1 Specification of X-ray inspection system

Table Revised items of Specification of X-ray Inspection System

Items	Revised Specification	Original Specification
2) Tunnel Size	1000mmW x 1000mmH equivalent or more	800mmW x 800mmH equivalent or more
4) Conveyer load	150kg equivalent or more (uniform load)	100kg equivalent or more (uniform load)
5) Conveyer Speed	12 m/min equivalent or more	10 m/min equivalent or more
9) Penetration (steel)	27 mm or more	25 mm or more
11) Zoom function	16 times or more	4 times or more
12) Contrast	excluded	22 grey levels or more
16) Quantity of leak X-rays	less than 1 μ Sv/h (0.1mR/h) equivalency	less than 5 μ Sv/h (0.5mR/h) equivalency

Note: Refer to table 2-2-1

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Legend

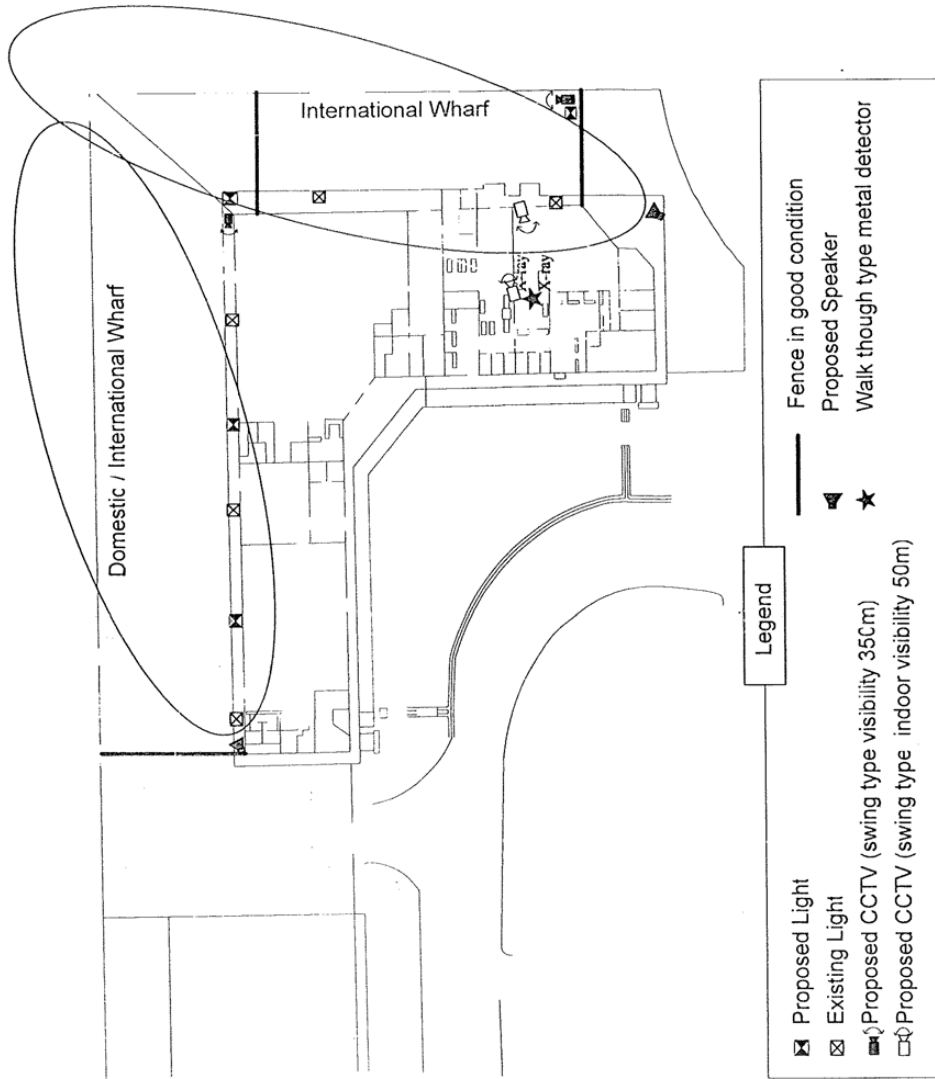
- Proposed Light
- Existing Light
- Proposed CCTV (swing type visibility 350m)
- Proposed CCTV (fix type visibility 50m)
- Proposed Speaker
- Fence in good condition
- Fence to be constructed
- Fence to be repaired
- Existing Gate

Annex-2 Site plan

Port of Belawan; Container Terminal

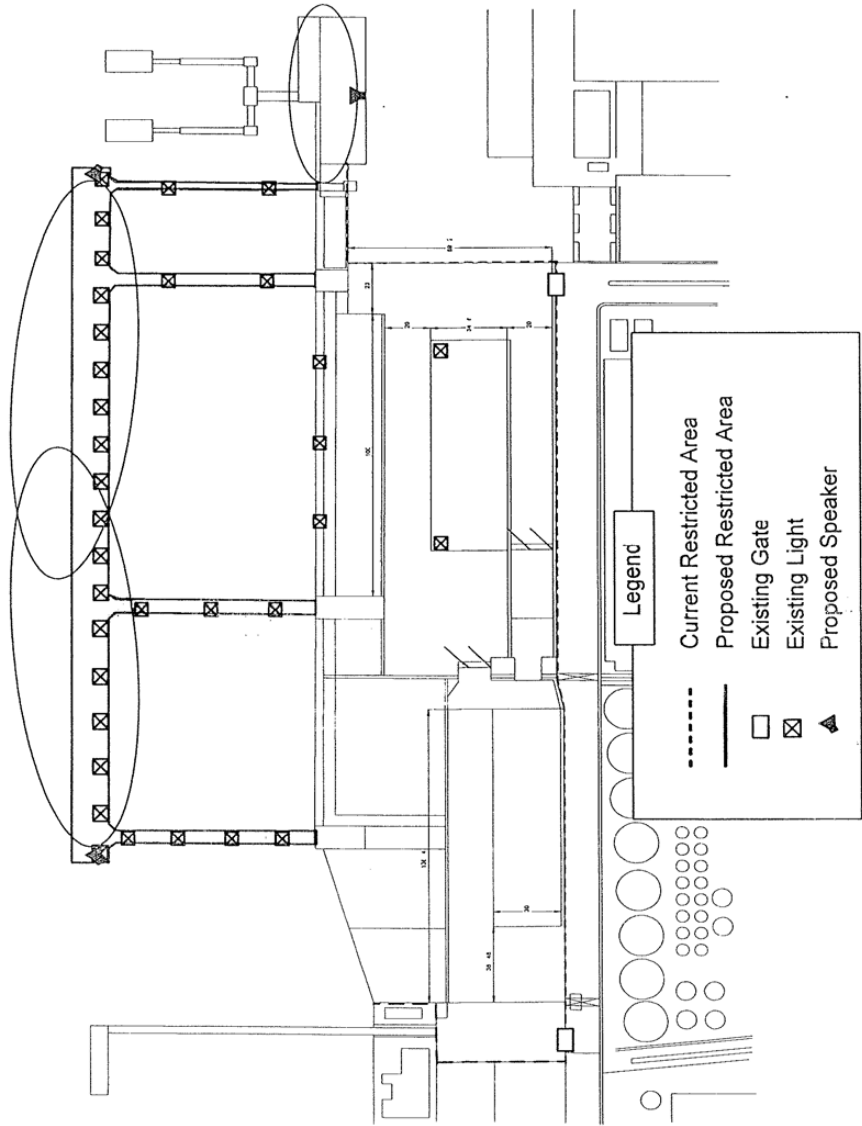
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Port of Belawan; Passenger Terminal

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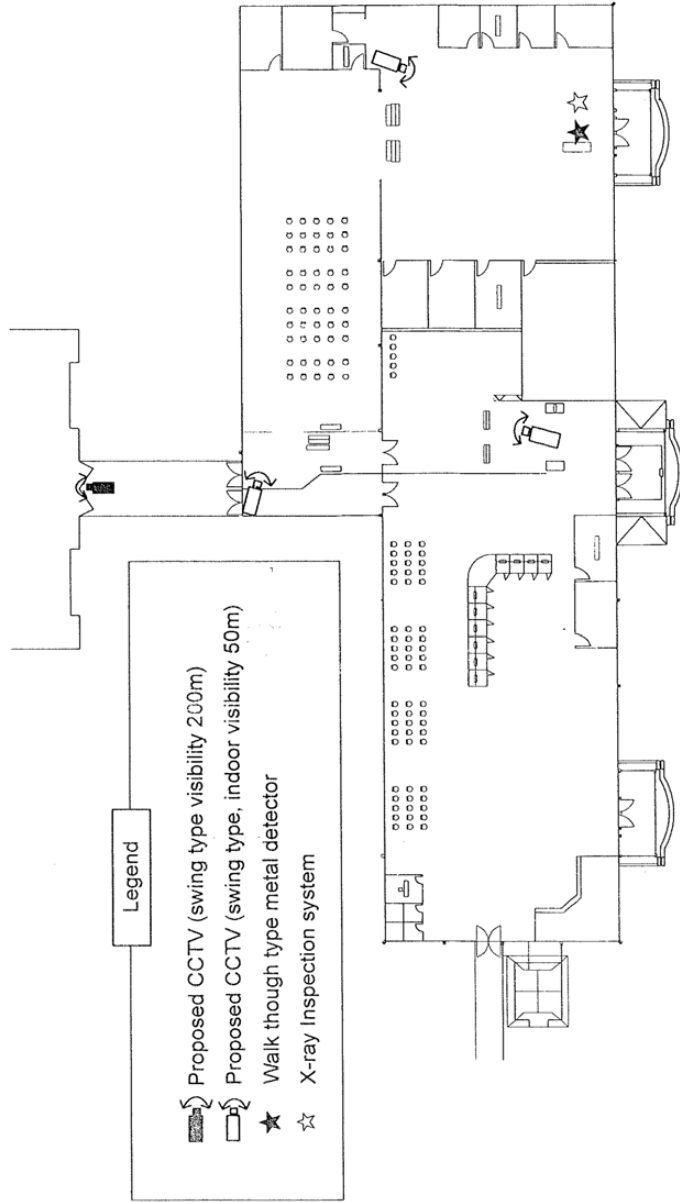


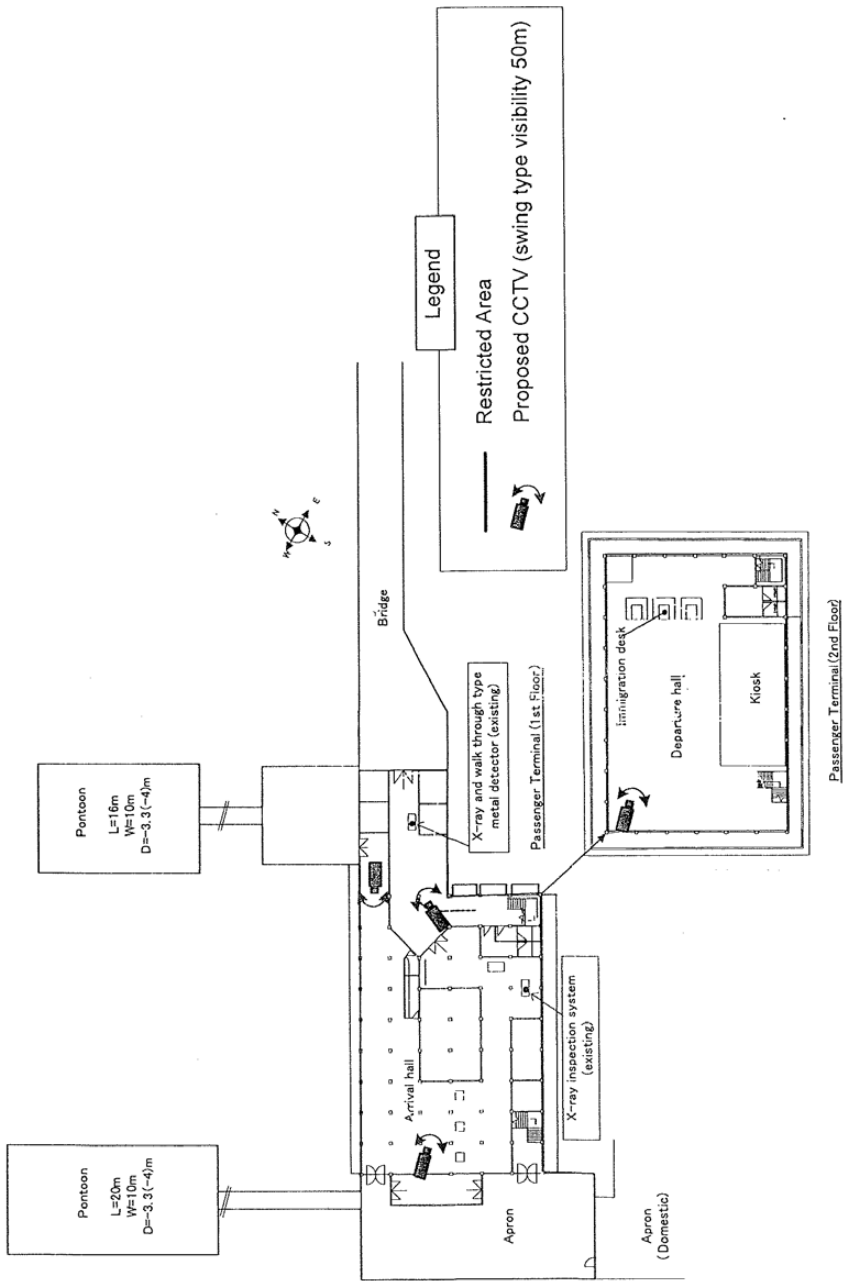
Port of Dumai; General Wharf

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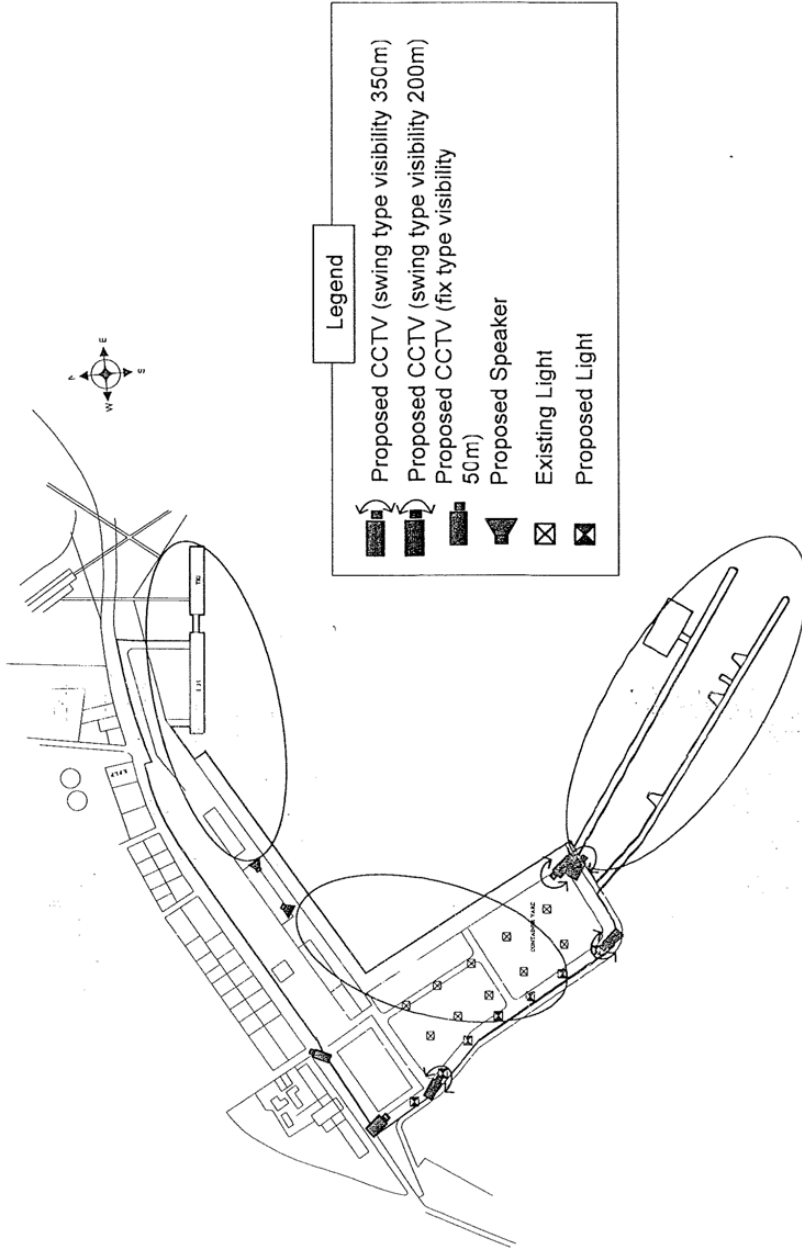
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Port of Tanjung Pinang; Passenger Terminal

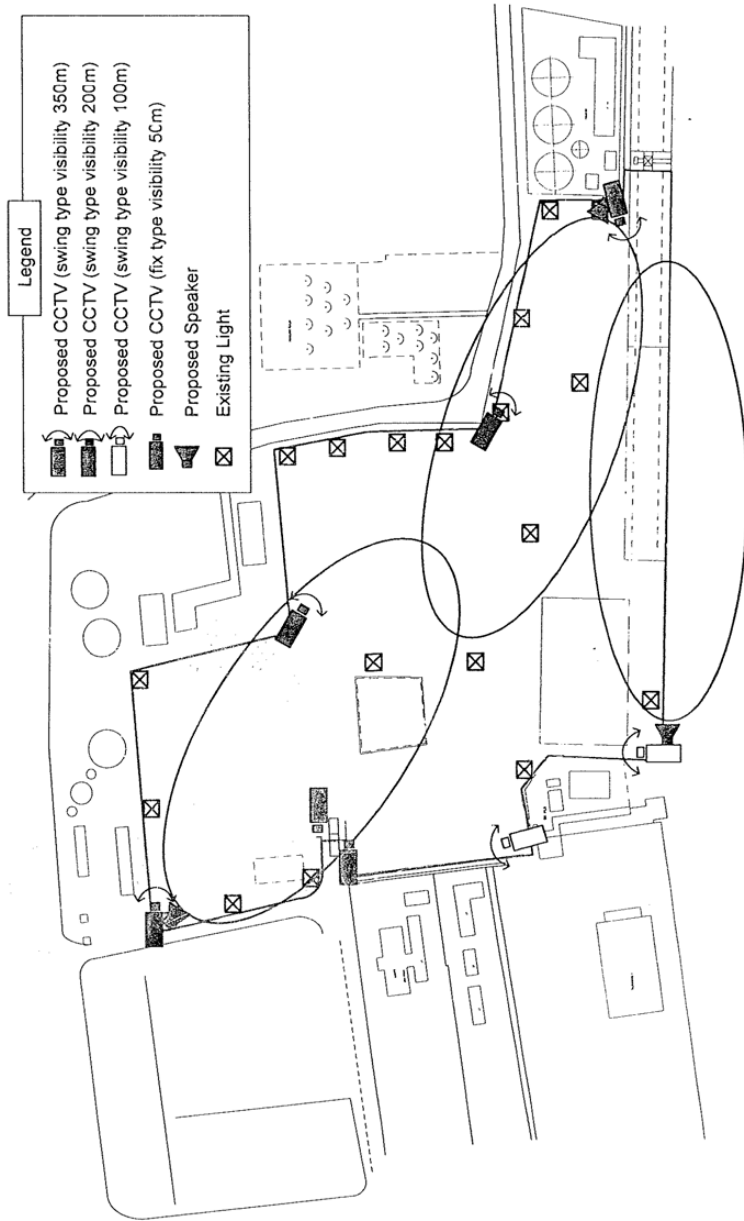
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Port of Teluk Bayur, Container Terminal

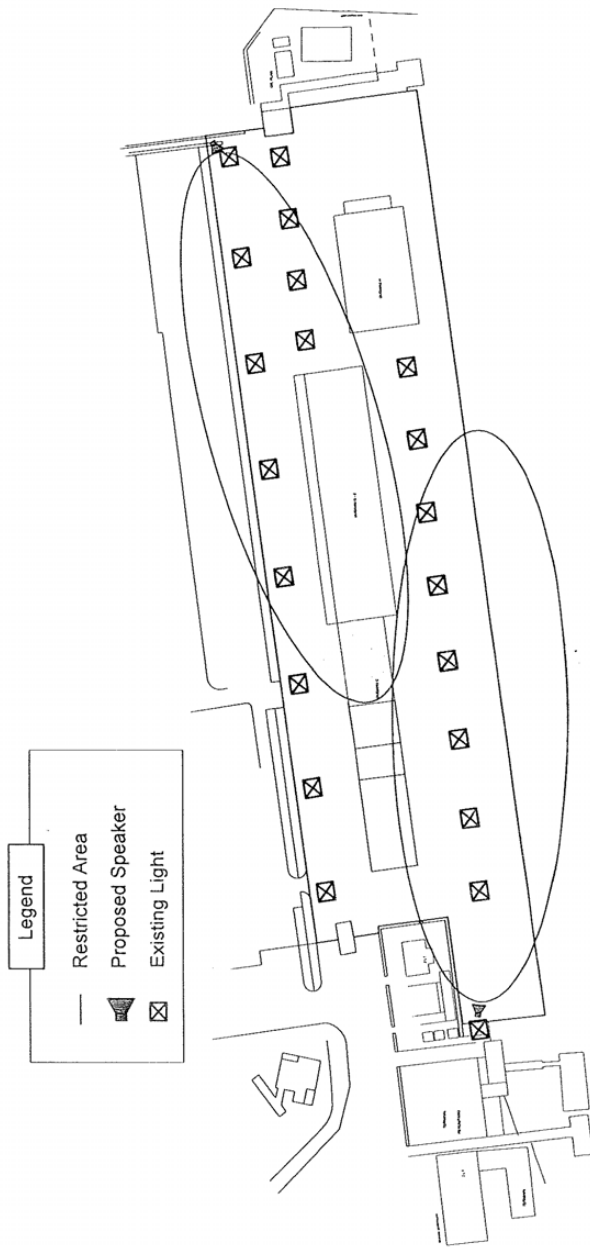
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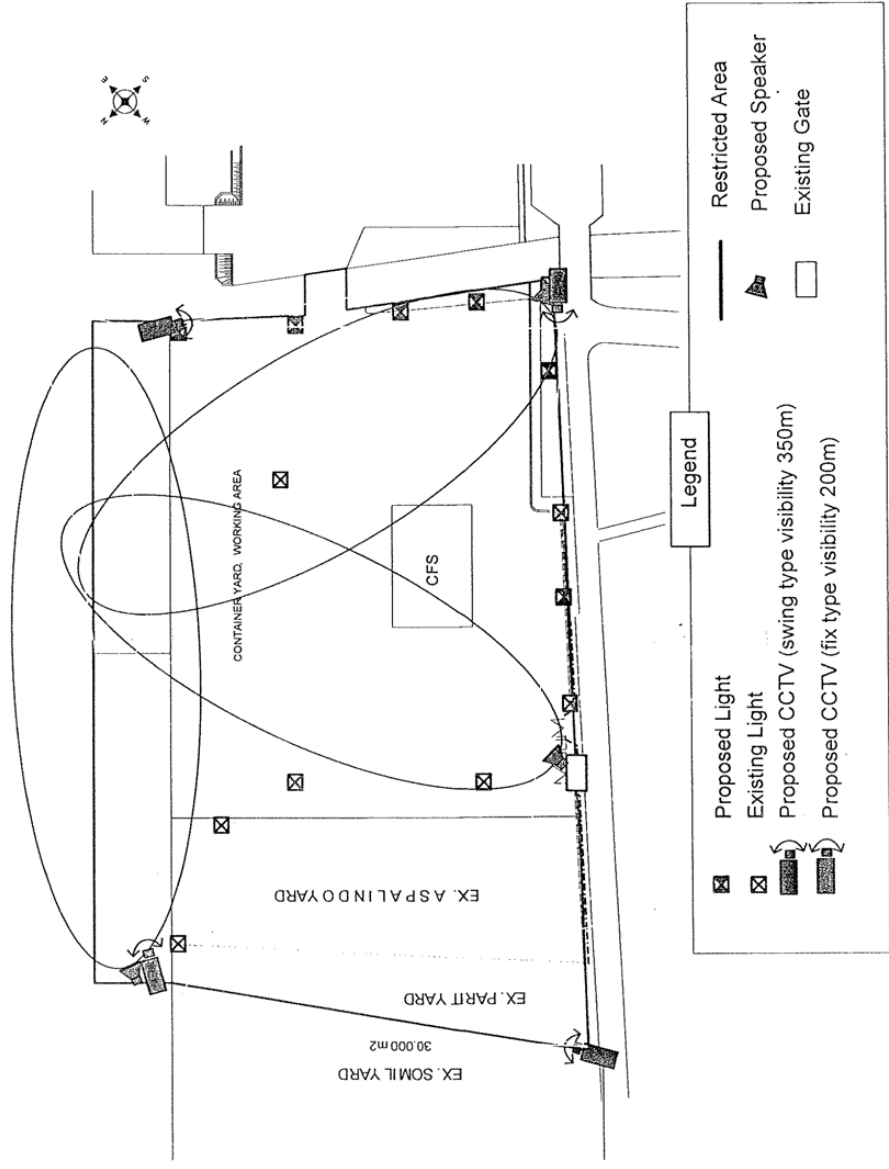
Port of Palembang, Container Terminal

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Port of Palembang; Conventional Wharf

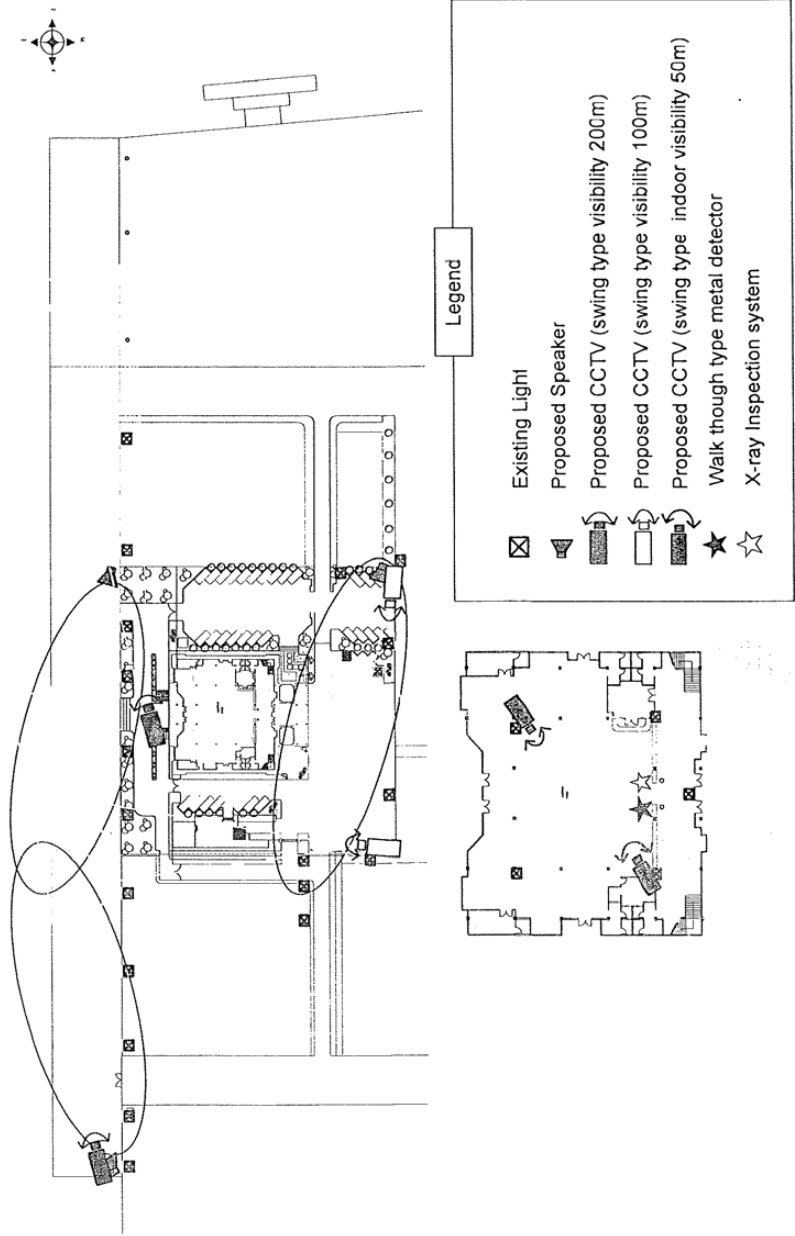
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Port of Pontianak; Container Terminal

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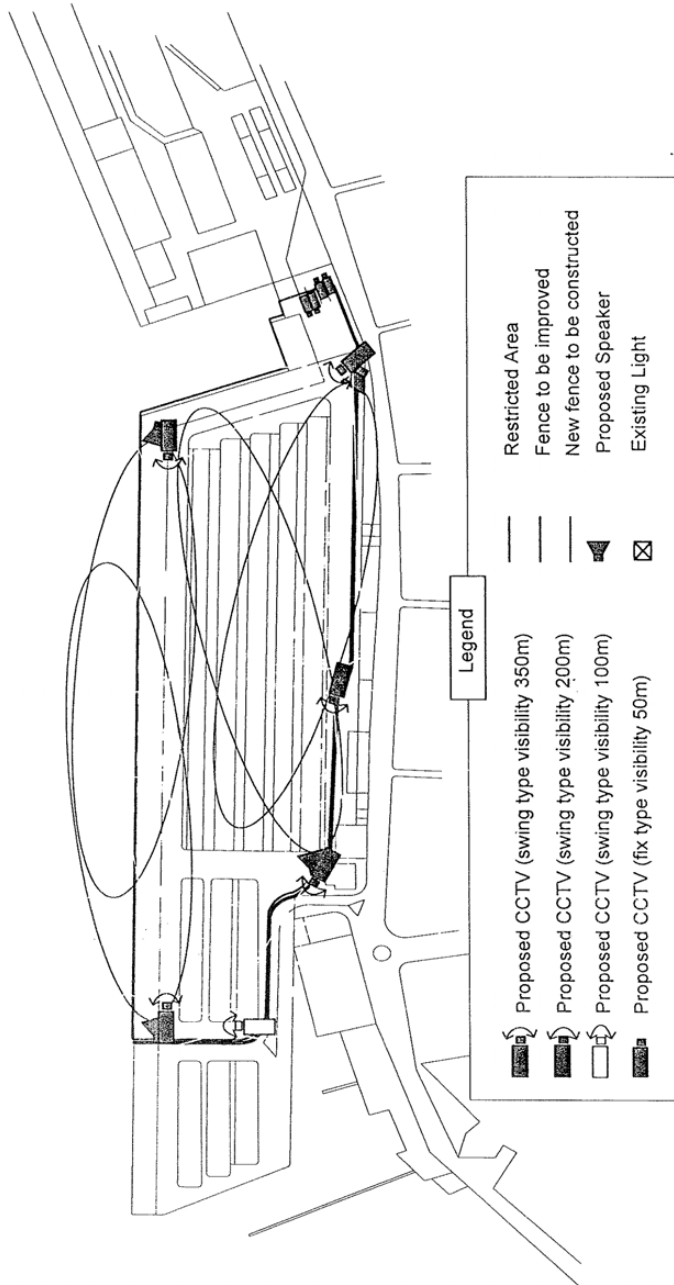
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Port of Benoa; Passenger Terminal

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WSP



5. 事業事前計画表（基本設計時）

1. 案件名
インドネシア国 港湾保安機材整備計画
2. 要請の背景（協力の必要性・位置付け）
<p>2001年9月11日に米国において発生した同時多発テロ事件は世界の経済・社会にきわめて深刻で決定的な打撃を及ぼした。この結果、旅客、貨物を問わず交通機関のセキュリティ確保が世界的な課題となった。特に港湾施設は、物流・人流の拠点であるにもかかわらず、空港ほど保安警備が厳重ではなかった。更に港湾施設や船舶はテロの標的となりやすいことや、諸外国との接点である国際貿易港は、テロリストの活動の資機材の出入国拠点となることなどから、国際貿易港の保安体制の強化が緊急の課題となっている。</p> <p>インドネシア国も国際海事機関（IMO）加盟国として、2004年の改正海上人命安全条約（SOLAS条約）及びそれに付随する船舶及び港湾の国際保安コード（ISPSコード）を批准し、海事分野のテロ対策の強化を図っている。具体的には港湾施設保安計画（PFSP）の策定、保安施設の整備、保安職員の訓練等を進めつつあるが、資金の不足から施設、資機材の整備等が進んでないこと、ノウハウや訓練不足が不足している保安関係の組織の強化、関係職員の保安能力向上等の必要性などの問題点が指摘されている。</p> <p>我国は「イ」国政府の要請を受け、主要26港湾について開発調査「主要貿易港保安対策強化計画調査」を実施し、保安の評価書及び保安計画の策定、港湾保安対策の強化についてアドバイスをした。この開発調査を受けて我が国は港湾保安運営強化プロジェクトの技術協力を実施している。このように我が国の協力の下、「イ」国の港湾保安体制は強化されてきている。そして更なる保安体制の強化として、保安資機材が未整備である「イ」国主要港湾における保安機材の整備を日本政府に対して要請したものである。</p>
3. プロジェクト全体計画概要
<p>(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> <p>対象港湾の国際コンテナターミナル及び国際旅客ターミナル等の保安が強化され、寄港拒否、回避による外航船舶の寄港数の減少の恐れがなくなる。</p> <p>対象港湾の背後圏の人口は4,600万人、地域総生産は400兆ルピアであり、ともに全国人口、総生産の20%を占めている。また当該背後圏の州の輸出貨物量は3,750万トンで全国の輸出貨物の1/4であり、「イ」国民及び経済の20～25%に対し直接的な効果をもたらす。</p> <p>(2) プロジェクト全体計画の成果</p> <ol style="list-style-type: none"> 1) 対象港湾に港湾保安機材が整備され、港湾保安体制の強化が図られる。 2) 保安体制の不備による国際コンテナ船、国際旅客船、外洋クルーズ船の寄港数の減少の恐れがなくなり、国際貿易、国際交流の安定的な発展に寄与する。

5.96 億円（日本側負担：約 5.61 億円、インドネシア側負担 0.35 億円）

(5) 工期

詳細設計、入札、機材製作、輸送、据付、試運転、初期操作指導、検取引渡しまで約 16 ヶ月（予定）

(6) 貧困、ジェンダー、環境及び社会面の配慮

付帯土木工事に伴い港湾のオペレーションや市街地交通への影響が予想されるが、工事延長は長いもの、小規模な工事であり、事前に関係者と調整を図ることにより影響を最小限に抑えることが可能である。

5. 外部要因リスク（プロジェクト全体計画の目標の達成に関するもの）

特になし

6. 過去の類似案件からの教訓の活用

2004 年の無償資金協力事業で調達した機材では制限区域内全体を監視する方法としたが、コンテナ貨物が数段に積まれ死角が出来るため、本プロジェクトではゲート、フェンスからの人と車の出入、すなわち制限区域への不審者の侵入を監視する方法とした。また夜間時の監視性能が必ずしも十分でなかったため今回は暗視性能が高い機材とするとともに照明設備によって夜間時の監視機能を高めることとした。

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

成果指標	現状	計画値
ターミナル警備体制の向上	2～3 時間置きの巡回警備	モニタールームにおいて 24 時間連続の監視
旅客手荷物の検査体制の向上	数%の不審手荷物の選択的検査	X 線透視による 100%検査

(2) その他の成果指標

特になし

(3) 評価のタイミング

2010 年以降（施設完了後 1 年経過後）

収集資料リスト

調査名 インドネシア国港湾保安施設整備計画基本設計調査

番号	名称	形態 図書・ビデオ 地図・写真等	オリジナル ・コピー	発行機関	発行年
1	Maritime Transport Security Act 2002	資料	コピー	JIMMY AB. NIKIJULUW-ADPEL UTAMA BELAWAN	2002
2	International Ship and Port Security (ISPS)	資料	コピー	Coast Guard Assessment Visits	2007
3	Minister of Economic Coordinator Decree as Chairman of Coordination in Establishing Flow of Export and Import Commodities	資料	コピー	Minister of Economic Coordinator	2007
4	Indonesian Transport Safety Assistance Package - Second Visit by AMSA	資料	コピー	Department of Transport and Regional Services, Australian Government	2007
5	Pelabuhan Belawan (Port of Belawan)	パンフレット	オリジナル	PT. Pelabuhan Indonesia I Cabang Belawan	2006
6	Terminal Peti Kemas Belawan (Belawan Container Terminal)	パンフレット	オリジナル	PT. Pelabuhan Indonesia I Unit Terminal Peti Kemas Belawan	2006
7	PT(PERSERO) PELABUHAN INDONESIA I CABANG DUMAI	パンフレット	オリジナル	PT. Pelabuhan Indonesia I Cabang Dumai	2006
8	IMPLEMENTASI ISPS-CODE, Dumai	資料	コピー	Div. Sistem & Teknologi Informasi, Cabang Dumai	2007
9	KEPUTUSAN DIREKSI PT PELABUHAN INDONESIA IV	資料	コピー	Makassar, PT. Pelabuhan Indonesia	2005
10	PROSEDURE RESTRICTED AREA LINI I DAN AREA LABUH (ISPS CODE)	資料	コピー	Port of Teluk Bayur	2007
11	INDONESIA PORTCORPORATION II BRANCHPALEMBANG QUALITY POLICY	パンフレット	オリジナル	Port of Palembang	2006
12	Benoa Bali	パンフレット	オリジナル	Pelabuhan Indonesia III	2006
13	Situasi Pelabuhan Dan Pengelolaan Keamanan Di Pelabuhan Benoa	資料	コピー	PSC Kantor Administrator Pelabuhan Benoa	2007
14	INFORMASI 25 PELABUHAN STRATEGIS INDONESIA PELABUHAN BENOA	資料	コピー	Pelabuhan Benoa	2006
15	「主要空港・港湾保安施設改善計画(港湾)」現況調査報告	資料	コピー	JICA専門家 川上泰司	2007