2.2.4 Implementation Plan

2.2.4.1 Implementation Policy

The basic conditions for implementing the project are as follows:

- This project, if approved, will be implemented in accordance with the system of Japan's grant aid after the signing of the Exchange of notes between the Government of Japan (GOJ) and the Government of Indonesia.
- The Directorate General of highway of the Ministry of Public Works is responsible for implementing the Project.
- The detailed design, assistance in tendering and construction supervision of the Project will be undertaken by a Japanese consulting firm in accordance with a contract between the Ministry of Public Works and the consulting firm.
- The construction will be undertaken by the successful Japanese tenderer who wins the contract with the Ministry of Public Works.

The basic policies in the implementation of the project are as follows:

- All materials, equipments and laborers required for the Project will be procured from Indonesia.
- The materials and equipment for the Project shall be planned in transportable size and specifications since the transportation route condition is bad and trailer truck is not possible to transport them.
- Cost efficiency shall be considered in selection of materials and equipment and construction planning.
- Constructability and safety shall be considered in the construction planning.
- Detour roads shall be safe and comfortable for the users.
- Common methods which do not require special equipment and technique shall be planned.
- Construction methods and schedules shall be planned with consideration of local natural conditions such as climate, topography, geology and hydrology.
- Appropriate technical specifications and quality control requirements shall be established and included in the contract documents.
- Full attention shall be paid to environmental preservation and observance of environmental requirements.
- Organization of construction management by the contractor and construction supervision by the consultant will be established to meet the standardized construction management requirements.

2.2.4.2 Implementation Conditions

(1) Nou Bridge and Nou A Bridge

Nou bridge and Nou A bridge are located in the urban area of Gunug Sitoli City, therefore, attention shall be paid to safety and convenience of the traffic during their construction. Special considerations shall be given as follows:

Detour Plan

Nou A Bridge which is presently single lane will be replaced with the 2-lane bridge firstly. The traffic using Nou A Bridge will be detoured to use Nou Bridge. After the completion of Nou A Bridge, the traffic using Nou Bridge will be detoured to use Nou A Bridge. Temporary bridges passable for pedestrians and light vehicles (bicycles, becaks, motor-bikes and motor-becaks) will be provided beside the bridge during the bridge construction. The detour plan during construction of Nou Bridge and Nou A Bridge is shown in Figure 2.2-3.

Preparation Work for Nou Bridge and Nou A Bridge Construction

Before commencing the construction of Nou Bridge and Nou A Bridge, preparation work and safety management are necessary to secure the safety and smooth traffic control during the construction. The necessary preparation works and the parties in charge are as follows:

- Under the initiatives of the Bupati (Mayor) of Nias Regency, representatives from the Directorate General of Highways, Public Works of Nias Regency, Gunung Sitoli Traffic Control Office, North Sumatra Provincial Road & Bridge Maintenance for Nias Branch, communities of the bridge vicinity, the consultant, the contractor and other related parties shall hold a meeting to coordinate and confirm the detour plan, the preparation work and their undertaking parties and their work schedule and others.
- The Bupati shall inform the road users and citizens of the construction work outline, construction schedule, traffic control schedule and detour guidance through radio, pamphlets and billboards since one month in advance of the start of the construction. The traffic control information shall be posted at both ends of the traffic control road sections. Also, understanding and cooperation by bus and truck drivers and boat owners using Nou river shall be arranged.
- The Gunung Sitoli City Traffic Control Office shall install barricades to allow no vehicle to enter and install detour information boards on the both sides of the bridge approach roads on the start of construction. Traffic control officers shall attend and observe the traffic control if necessary. The contractor shall install safety cones, handrails, lights along the detour bridge and its approach roads.

Considerations for Urban Environment

- Night work will not be allowed.

- Vibration free type hammer shall be used for driving PC sheet piles.
- Reverse circulation method, which makes softer noise and vibration, shall be used for drilling of piles.
- Outflow of slurry from bored holes shall not be wasted in the river direction.
- Fence shall be installed around the working area.
- Flag person (Guide) will be deployed along the detour.
- Attention will be paid to cleanliness and sanitary in the working area.

Traffic Management after Completion of Nou Bridge and Nou A Bridge

The proposed traffic management plan (Traffic route plan) after the completion of Nou Bridge and Nou A Bridge is shown on figure ④ on Figure 2.2-3. What different from the present traffic management is the road link connecting with Nou A Bridge (Jl. Kelapa) becomes 2-way only. The reasons for this traffic management are recommended as follows:

- The residents along Jl. Kelapa can move to the both ways by vehicles.
- The traffic heading for the new shopping malls at the north side of Nou A Bridge from southern area can take the short route through Nou A Bridge without passing through the crowded area at north side of Nou Bridge.
- No need of additional traffic control to shift from traffic management during Nou Bridge Construction (③in Figure 2.2-3) to this traffic management, but only removal of barricades at Nou Bridge approach roads.
- In case Jl. Kelapa is one-way as existing, the congested north bound traffic at Nou Bridge would not be mitigated.
- In case Nou A Bridge is used for south bound one-way and Nou Bridge is used for north bound one-way, traffic along Jl. Kelapa would exceed its capacity.



Figure 2.2-3 Detour Plan during Construction of Nou Bridge and Nou A Bridge

- (2) Gido Si'ite Bridge
 - Since subsoil contains soft clay layer, test embankment and settlement observation will be conducted in advance of the bridge construction. Pre-loading by embankment and/or other methods will be taken as the counter-measure, if necessary.
 - Demolition of existing bridge is the responsibility of the North Sumatra Provincial Road & Bridge Maintenance Nias Branch (UPRPJJ Nias). It shall be coordinated with UPRPJJ Nias to demolish the existing bridge in a good timing (after the opening of the new bridge and before the finishing of revetment work).
- (3) Idano Gawo Bridge
 - Existing truss bridge will be demolished by the contractor. Since the truss bridge is large and high, the demolition work shall be executed safely on the basis of the approved work plan.
 - Detour bridge is planned to cross Idano Gawo River. The detour bridge shall be constructed soundly, not to be washed out by floods during the construction since the flood discharge is huge and fast.
 - Gravel deposit in Idano River is abundant, however, the gravel quarry shall be controlled not to cause decrease of riverbed at the bridge site.
- (4) Mezaya Bridge
 - Retaining wall is planned along the right side approach road. The construction of the retaining wall will be executed to allow the traffic to pass beside the construction area because no detour is available. The traffic shall be controlled to be one lane alternatively by guides (flag persons) at both sides of the construction section.
 - Piers are located in tidal river. The construction of piers will be executed during low tide seasons.
- (5) Sa'ua Bridge
 - Existing bridge is dilapidated bailey bridge, however, it will be used during the construction. The maintenance of the bailey bridge is the responsibility of the contractor. The contractor shall repair and reinforce the bridge when necessary to prevent accident due to frequent use of heavy vehicles.
 - Splashed sea water reaches the site when sea wave is rough. Steel materials shall not be left without sheet covers. The steel materials exposed to the salt water shall be washed with clean water before the use.
- (6) General matters to be considered
 - Demolished bridge materials and excess soil shall be dumped at proper areas designated by

the local government.

- Existing truss members shall be disassembled properly for future re-use of the materials. The truss members shall be stored at the place designated by the material owner.
- The project related trucks shall not be overloaded as it might cause pavement damage.

(7) Safety Measures

Observed Accidents in Bridge Construction

- Overturning of pile driver (March 2008 in Nias Is.): Working on soft ground is major cause
- Overturning of rafter crane on road (June 2006 in NTT): Driving bad road at night is major cause
- Overturning of reinforcing bar and scaffolding (Sept. 2006 in NTT): Lack of support is major cause
- Overturning of steel girders (Nov. 2006 in Aceh): Inadequate strength of support is major cause

Accidents Prone to Happen in Bridge Construction

- Falling down of girder : Breaking of hangers, overturning of crane are major cause
- Scaffolding/ support collapse: Inadequate support or soil strength is major cause
- Excavation slope failure: lack of support, inadequate strength of support are major cause
- Falling down of worker: Lack / ignorance of using safety device are major cause

Safety Measure in Construction Site

- Safety officers will be deployed (Japanese and Indonesian)
- Construction plan including temporary works shall be submitted and will be checked.
- Work will be checked whether it is compliant with the construction plan.
- Construction plan shall be informed to all related persons.
- Action shall be established when failure/accident is found.

Safety Measure in Transportation

- Safety seminar shall be given to drivers.
- Driving at night shall be avoided.
- Transportation plan shall be submitted and checked.

(8) Observance of Environmental Requirements

In the implementation of the project, the environmental requirements such as Environmental Management Plan (UPL) & Environmental Monitoring Plan (UKL) and the Recommendation from BAPEDALDA should be observed. The major components of the UPL & UKL and the Recommendation are summarized in Table 2.2-11 and Table 2.2-12, respectively.

Table 2.2-11Major Components of UPL & UKL

Environment management measures for the project for the improvement of bridges in Nias/South Nias Regency are summarizes as follows:

1. Pre-construction Stage

Environmental impact of land acquisition will be managed by undertaking socialization and public consultation with involved project affected persons (PAPs) and compensation for land acquisition, resettlement and trees should be in accordance with the deliberation result. Period of environmental monitoring is every 3 months.

2. Construction Stage

Preparation of Construction Work

- Environmental impact of mobilization of laborers is managed by giving priority for local laborers.
- Wage of laborers is referred to the regency minimum wage.
- Undertake training to increase local laborers' skill.
- Environmental impact of mobilization of heavy equipment is managed by repairing damaged road immediately, limiting equipment weights, providing road safety facilities and controlling vehicle speed.

Period of environmental monitoring is every 6 months.

Construction Site

- Environmental impact of land clearing and construction of temporary bridges is managed by periodical watering to minimize dust, installing pond to clear muddy water, traffic control and detouring.
- Environmental impact of demolishing of existing bridges is managed by limiting the working hours from 8 am to 4 pm. Coordination with regency and utility companies should be made before the relocation of utilities. Vegetation should be provided after the demolition.
- Workers should be equipped with required safety devices.

Period of environmental monitoring is every 6 months.

Quarry Site

- Environmental impact of material quarry at river is managed by banning the quarry within 1000m from the bridge. Materials supplied by local people should be given priority.

Base Camp

- Environmental impact of the operation of the base camp is managed by installing a dust collector on an asphalt plant, securing distance of 1000m from the residential area, installing septic tank, treatment waste oil properly, installing first aid box, insuring workers against accidents, and etc.
 Period of environmental monitoring is every 6 months.
- 3. Post Construction/Operation Stage
 - Environmental impact of the bridge operation is managed by installation of safety and operational sign boards, prohibiting construction of illegal houses and stores near the bridge, management of bridge use and traffic operation, traffic safety management, and establishment of maintenance system.

Period of environmental monitoring is every 6 months.

Table 2.2-12Major Component of Recommendation from BAPEDALDA

- The Recommendation for the Environmental Management Measures (UKL) and Environmental Monitoring Measures (UPL) is referred to issuance of the permission to undertake the construction work of the project for the improvement of the 4 bridges in Nias Regency and the 2 bridges in South Nias Regency.
- The implementation of the project should comply with Environmental Pollution Management System.
- The Recommendation for this Environmental Management Measures (UKL) and Environmental Monitoring Measures (UPL) is the inseparable part of the document of the project.
- The implementation of UKL and UPL should be reported to BAPEDALDA in Medan and the regencies at least every 6 months.

2.2.4.3 Scope of Works

Responsibilities of both governments Japan and Indonesia are shown on Table 2.2-13.

Itoms	Contents	Underta	aken by	Remarks	
items	Contents	Japan	Indonesia	ixemarks	
	Procurement and delivery	0			
Procurement of materials	Tax exemption and customs clearance		0		
	Maintenance/improvement of delivery route		0		
	Land acquisition and Resettlement		0		
Demonstra	Acquisition of lots for construction		0	Camp, work yard, detour, etc.	
Preparation work	Securing borrow pit and disposal area		0		
	Securing waste disposal area		0		
	Other preparation work	0			
Demolition of existing bridge	Demolition of work	0	0	Demolition of Gido Si'ite Br., Mezaya Br., Sa'ua Br. are undertaking of Indonesia	
Construction works	Bridge construction	0			

Table 2.2-13Responsibilities of Both Governments

2.2.4.4 Construction Supervision Plan

A Japanese consultant will carry out the detailed design, assistance in tendering and construction supervision in accordance with the contract between the Ministry of Public Works and the consultant.

(1) Detailed Design

Major works in the detailed design to be carried out by the consultant are as follows:

Detailed Design

- Commencement meeting with the Directorate General of Highways and site survey
- Detailed design and preparation of drawings
- Quantity calculation and cost estimate

The time required for the detailed design is 3.5 months.

(2) Assistance in Tendering

Major items of the services in the assistance in tendering are as follows:

- Preparation of tender documents (conducted simultaneously with the detailed design)
- Tender publication
- Pre-qualification
- Assistance in tendering
- Tender evaluation
- Contract facilitation

-

The time required for the assistance in tendering is 3.3 months.

(3) Construction Supervision

The consultant will carry out the supervision of the construction works executed by the contractor. Major items of the construction supervision are as follows:

- Inspection and approval of site survey
- Inspection and approval of construction plan
- Quality control
- Progress control
- Measurement of work
- Inspection of safety aspects
- Management of environmental requirements
- Final inspection and hand-over

The required construction period is 20.5 months.

For the construction supervision, a resident engineer is required to be stationed on the site. Additionally, a foundation specialist is required to supervise the piling work in the beginning stage.

2.2.4.5 Quality Control Plan

Quality control plan for concrete work, earthwork and pavement work and steel girder fabrication work are shown on Table 2.2-14 to Table 2.2-16, respectively.

Item	Test	Test Method (Specification)	Frequency of Test			
Cement	Physical property test	AASHTO M85	Once before trial mix. Thereafter, once every 500 m^3 concreting or when the material brand is changed.			
Fine aggregate	Physical property test	AASHTO M6	Once before trial mix. Thereafter, once every 500m ³ concretion or when supplying place is changed (with confirmation of supplier's data).			
	Sieve analysis	AASHTO T27	Once a month.			
Coarse aggregate	Physical property test	AASHTO M80	Once before trial mix. Thereafter, once every 500m ³ concretion or when the material source is changed (with confirmation the supplier's data).			
	Sieve analysis	AASHTO T27	Once a month.			
Water	Quality test	AASHTO T26	Once before trial mix.			
Concrete	Slump test	AASHTO T119	Twice a day			
	Air content test	AASHTO T121	Twice a day			
	Compressive strength test	AASHTO T22	6 specimens per placement or 6 specimens per 75 m ³ when concrete volume in one placement is big (3 specimens for 7 days strength test and 3 specimens for 28 days strength test).			
	Temperature	-	Twice a day			
	Salinity test	_	Twice a day			

Table 2.2-14Quality Control Plan for Concrete Work

Table 2 2-15	Quality Control Plan for Farthwork and Pavement Work
14016 2.2-13	Quality Control Flan for Lartinwork and Favement work

Item	Test	Test Method (Specification)	Frequency of Test
Embankment	Density test (compaction test)	AASHTO T191	Once every 500 m ²
Base course	Site density test (compaction test)	AASHTO T191	Once every 1,000 m ²
	Sieve analysis	AASHTO T27	Once every 500m ³
Asphalt pavement	Temperature of asphalt mixture	-	5 times a day.
	Abrasion	AASHTO T96	Once every 1,500m ³ or when the material source is changed (with confirmation of the supplier's data).

Table 2.2-16	Quality Control Plan for Plate Girder Fabrication Wo	ork

Item	Test	Test Method (Specification)	Frequency of Test					
Steel plate	Mill sheet quality test	JISG3101	Before work					
High tensile bolt	Mill sheet quality test	JISB0205/Z2201	Before work					
Galvanizing	Weighing test	JISH0401	Every work					
Welding	X-ray radio graphic flaw detection, Liquid penetration test	ЛSG3106	Every work					
Shop assembly	Japanese Road Association Specifications	ЛSG3101	Every bridge					
Fabrication factory	ISO 9001 Certified Factory							

2.2.4.6 Procurement Plan

(1) Construction Materials

All construction materials and equipments necessary for the Project are available in Indonesia. Equipments owned by local contractors will be rented for the Project. The material and equipment procurement plan is shown on Table 2.2-17.

Itom	Р	rocured from	n	Domorito	
Item	Indonesia	Japan	Third Country	Kemarks	
[Material]					
Crushed stone	0				
Cement	0				
Sand	0				
Cobblestone	0				
Crushed stone (for base course)	0				
Asphalt concrete	0				
Reinforcing bars	0				
Steel girder	\bigcirc				
Guardrail	0				
Lumber	0				
Plywood	0				
Rolled steel	0				
Temporary bridge materials	0				
Deck panel	0				
Fuel, Oil	0				
[Equipment]					
Concrete mixing plant	0				
Truck mixer	0				
Reverse circulation drill	0				
Vibratory hammer	0				
Crawler crane	0				
Truck crane	0				
Backhoe	0				
Breaker	0				
Dump truck	0				
Water tanker	0				
Trailer	0				
Generator	0				
Tamper	0				
Vibratory roller	0				
Motor grader	0				
Road roller	0				
Tire roller	0				
Line marker	0				

Table 2.2-17Material and Equipment Procurement Plan

2.2.4.7 Implementation Schedule

Implementation schedule is shown in Table 2.2-18.

Iter	n	Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
r		Survey																					
	J/ D	Design								(Tota	al 3.5	month	ns)										
Iter		Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Ter	nderin	g					(Tota	al 3.3	Mont	hs)													
Iter		Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Prepa	aration																					
	1. No	ou Bridge																					
ig.	2. No	ou A Bridge																					
nstruct	3. Gi	do Si'ite Br.																					
ŭ	4. Ida	ano Gawo Br.																					
	5. Me	ezaya Bridge																					
	6. Sa	'ua Bridge		(Tota	al 20.5	5 Mon	ths)																

Table 2.2-18Implementation Schedule

2.3 OBLIGATIONS OF THE GOVERNMENT OF INDONESIA

The following works should be undertaken by the government of Indonesia on condition that the grant aid by the Government of Japan is extended to the project:

Directorate General of Highways of Ministry of Public Works

- Being responsible to coordinate with the local governments to execute their undertakings as the implementation agency.
- Preparing the required documents for the issuance of the environmental compliance certificate.
- Management to observe environmental requirements and their monitoring
- Coordinating with the local governments to conduct the public hearing with the PAPs (Project Affected Persons) and confirm the PAPs' consent to this project.
- Allocating budget for the banking service based on the Banking Arrangement of the Grant Aid.
- To ensure prompt unloading, tax exemption, customs clearance at the port of disembarkation in Indonesia and prompt internal transportation of the materials and

equipment for the project.

- To exempt Japanese nationals engaged in the Project from customs duties, internal taxes and other fiscal levies, which may be imposed in Indonesia.
- To welcome 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 Indonesia and stay therein for the performance of their work.

Provincial Government of North Sumatra

- Removal of the existing bridges (Gido Si'ite, Mezaya and Sa'ua) after the completion of the new bridge.
- Maintenance of the bridges after the final hand-over to the Provincial Government.

Nias Regency and South Nias Regency

- Land acquisition necessary for the new bridge and their approach roads, riverbank protections and roadside ditches and resettlement of houses in the construction area. (The land acquisition and the resettlement shall be executed in accordance with the proper procedure described in the Minutes of Discussion signed on February 22, 2008 between the Ministry of Public Works and BAPPENAS and JICA Study Team.)
- Relocation of utilities such as electricity and telephone poles, water pipes and telephone cables which may obstruct the work.
- Removal of the temporary objects and illegal encroachments located in the construction affected area.
- Securing area for temporary bridges and temporary work yards. (Temporary bridge plan is shown in Figure 2.3-1.)
- Securing site for disposal of waste of the bridge construction.
- Traffic control during and after the construction of Nou and Nou A Bridge in Gunung Sitoli City.
- Maintenance of Nou A bridge along Regency Road after final handover to Nias Regency.



Figure 2.3-1 (1/2) Temporary Bridge Plan



2.4 PROJECT OPERATION AND MAINTENANCE PLAN

(1) Operation and Maintenance System

Maintenance of the project bridges after completion will be undertaken by North Sumatra Provincial Road & Bridge Maintenance Nias Branch (UPRPJJ Nias). Maintenance of Nou A Bridge on the Regency Road in Gunung Sitoli City will be maintained by the Public Works Office of Nias Regency. Most of the maintenance works are implemented in a contractual system. Routine maintenance is undertaken by road maintenance firms under the contract regarding certain road sections. While periodic repair of road and bridges are undertaken by contractors under the contract of repair of certain road structures. The UPRPJJ Nias and the Public Works of Nias Regency are responsible for operation and management of road and bridge maintenance, procurement of maintenance firms / contractor and supervising maintenance works.

(2) Maintenance Work Items

Necessary maintenance works for the project bridges are as follows:

Routine Maintenance

- Cleaning: Cleaning of bridge deck, drain basin, road side ditches and cutting grass on road shoulders and slope.
- Inspection: Identifying damages / defects such as pavement crack, bridge structure deformation / collapse, slope failure, scouring protection damage / washout, etc.
- Repair: Sealing of pavement cracks, patching on potholes, leveling road shoulders, repairing gabions / riprap.

Periodic Maintenance

Repairing the identified damages: Repair of bridge structures, repainting, etc.

(3) Considerations in Maintenance

The maintenance of the project bridges will be executed as the part of present road and bridge maintenance system. The major items to be considered are as follows:

- It is important that routine maintenance shall be executed in a good care and damages shall be repaired immediately before becoming serious because repair cost will become higher if damages are neglected for longer time.
- Frequent watering for the slope sodding is required until it roots down into the ground.
- Demolition of existing bridge of Gido Si'ite, Mezaya and Sa'ua are the responsibilities of UPRPJJ Nias. Coordination regarding the demolition between the concerned parties is important. In case the demolition will be undertaken after the completion of the new bridge, the ground where existing bridges are shall be properly shaped and provided protections if

necessary.

- Gravel quarrying is on-going at Idano Gawo River. Excessive quarrying may cause riverbed erosion and endanger the stability of the bridge. As a part of the road and bridge maintenance, river condition shall be inspected and quarrying shall be controlled, if necessary.
- Since revetment is seldom installed at upstream of the project bridges, river alignment is moving by riverbank erosions. Before the river alignment change reaches the bridge site, revetment or any other river control structure shall be installed.

2.5 **PROJECT COST ESTIMATION**

2.5.1 Initial Project Cost

(1) Cost Bone by the Government of Japan

The project will be implemented in accordance with the Japan's Grant Aid scheme and the cost will be determined before concluding the Exchange of Note for the Project.

(2) Cost Born by the Government of Indonesia Rp 881M (Yen 11.8 M)

-	Advising Commission	Rp 90 M
-	Payment Commission	Rp 143 M
-	Cost of Land Acquisition / Resettlement	Rp 400 M
-	Relocation of Utilities	Rp 135 M
-	Demolition of existing bridge	Rp 113 M

(3) Conditions in Cost Estimation

- -Estimated timing : March, 2008
- -Exchange rate : Rp 1.0 = Yen 0.0134
- -Others : The project is implemented in accordance with the system of Japan's Grant Aid.

2.5.2 Maintenance Cost

The annual cost for maintenance of 5 project bridges on provincial road is Rp 75 M. And the annual cost for maintenance of Nou A Bridge on Nias Regency Road is Rp 12 M. The breakdown of the maintenance work items and the cost is shown on Table 2.5-1.

	Ν	Aaintenance W	Frequency	One Time Cost	Annual Cost	
			D'1 D 1		(Kp/Thile)	(Kp/real)
			Bridge Deck			
	e	Cleaning	Drain Basin	2 Time / Yr	1,000,000	2,000,000
	anc	U	Approach Road		, ,	, ,
	ens		Grass Cutting			
	nte		Pavement Crack			
	ai	Inspection	Bridge Deformation / Damage	1 Time / Yr	500.000	500.000
	Σ	mspection	Slope Failure	1 11110 / 11	500,000	500,000
	ne		Gabion/Riprap Damage/Washou			
	iti		Pavement Crack Seal			
Nou Bridge	Sol	Domain	Pavement Pothole Patching	1 Time / 2 Vr	5 000 000	2 500 000
č	щ	Kepan		1 1 11110 / 2 11	5,000,000	2,300,000
	ė		Steel Girder Repaing	1 Time / 40 Yr	100,000,000	2,500,000
	nc nc	Danain /	Bridge Repair	1 Time / 10 Yr	10.000.000	1.000.000
	ibo ina		Gabion / Riprap Repair	1 Time / 10 Yr	10.000.000	1.000.000
	arie	Rehabilitatio	Guardrail Repair	1 Time / 10 Yr	10.000.000	1.000.000
	Pe	n				-,,
	Σ					
			Total			10 500 000
		1	Pridga Daak			10,500,000
			Drain Dagin			
	e	Cleaning	Ammaaah Baad	2 Time / Yr	1,000,000	2,000,000
	an		Approach Koad			
	en		Grass Cutting			
	nt		Pavement Crack			
	Routine Mai	Inspection	Bridge Deformation / Damage	1 Time / Yr	500,000	500,000
			Slope Failure		,	,
			Gabion/Riprap Damage/Washou			
			Pavement Crack Seal			
Nou A Bridge		Repair	Pavement Pothole Patching	1 Time / 2 Yr	5 000 000	2 500 000
_	_			1 11110 / 2 11	2,000,000	_,,
	e		Steel Girder Repaing	1 Time / 30 Yr	120,000,000	4,000,000
	an	Repair /	Bridge Repair	1 Time / 10 Yr	10,000,000	1,000,000
	od	Rehabilitatio	Gabion / Riprap Repair	1 Time / 10 Yr	10,000,000	1,000,000
	nt	ixenaointatio	Guardrail Repair	1 Time / 10 Yr	10,000,000	1,000,000
	P Iai	n				
	Z					
			Total			12.000.000
			Bridge Deck			,,
			Drain Basin			
	ce	Cleaning	Approach Road	2 Time / Yr	1,000,000	2,000,000
	an		Gross Cutting			
	en		Davament Creak			
	int		Pride Defermention / Demonstra			
	Лa	Inspection	Share Failure	1 Time / Yr	500,000	500,000
		-	Slope Failure			
	ine		Gabion/Riprap Damage/ washou			
	out		Pavement Crack Seal			
Gido Si'ite Bridge	K	Repair	Pavement Potnole Patching	1 Time / 2 Yr	10,000,000	5,000,000
		-	Koad Shoulder Leveling			
	<u> </u>		Gabion/Kiprap Repair	1 00 1 10 75	100 000 000	0.500.000
	ce		Steel Girder Repaing	1 Time / 40 Yr	100,000,000	2,500,000
	an	Repair /	Bridge Repair	1 Time / 10 Yr	10,000,000	1,000,000
	en	Rehabilitatio	Gabion / Riprap Repair	1 Time / 10 Yr	10,000,000	1,000,000
	int	n	Guardrail Repair	1 Time / 10 Yr	10,000,000	1,000,000
	P Aa:	11				
	4					
			Total			13,000,000

Table 2.5-1Maintenance Works and Annual Cost

	N	Azintenance W	Frequency	One Time Cost	Annual Cost		
	I.	namee w	ork .		(Rp/Time)	(Rp/Year)	
	nance	Cleaning	Bridge Deck Drain Basin Approach Road Grass Cutting	2 Time / Yr	1,500,000	3,000,000	
	ne Mainte	Inspection	Pavement Crack Bridge Deformation / Damage Slope Failure Gabion/Riprap Damage/Washou	1 Time / Yr	1,000,000	1,000,000	
Idano Gawo Bridge	Routi	Repair	Pavement Crack Seal Pavement Pothole Patching Road Shoulder Leveling Gabion/Riprap Repair	1 Time / 2 Yr	10,000,000	5,000,000	
	8		Steel Girder Repaing	1 Time / 40 Yr	300,000,000	7,500,000	
	an	Repair /	Bridge Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	ja E	Rehabilitatio	Gabion / Riprap Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	Der Un	n	Guardrail Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	_ Ž						
			Total			19 500 000	
			Bridge Deck			19,500,000	
	0	G1 ·	Drain Basin	a	1 000 000	2 000 000	
	ğ	Cleaning	Approach Road	2 Time / Yr	1,000,000	2,000,000	
	nar		Grass Cutting				
	Ite		Pavement Crack				
	Mair	Inspection	Bridge Deformation / Damage	1 Time / Vr	500.000	500.000	
			Slope Failure	1 1 11110 / 11	500,000	500,000	
	ne		Gabion/Riprap Damage/Washou				
	rti	Repair	Pavement Crack Seal				
Mezaya Bridge	Rc		Pavement Pothole Patching	1 Time / 2 Yr	10,000,000	5,000,000	
			Road Shoulder Leveling			, , ,	
	-		Gabion/Riprap Repair	1 Time / 20 Ma	180,000,000	(000 000	
	o ğ		Bridge Repair	1 Time / 30 H	10,000,000	1,000,000	
	ig III	Repair /	Gabion / Ripran Repair	1 Time / 10 Tr	10,000,000	1,000,000	
	nte	Rehabilitatio	Guardrail Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	Pe Tai	n	Ouurururi Hepun	1 11110 / 10 11	10,000,000	1,000,000	
	\geq						
			Total			16,500,000	
			Bridge Deck				
	a	Classing	Drain Basin	2 Time / Vr	1 000 000	2 000 000	
	Ď	Cleaning	Approach Road	2 1 me / 11	1,000,000	2,000,000	
	ana		Grass Cutting				
	ŭ		Pavement Crack				
	Jai	Inspection	Bridge Deformation / Damage	1 Time / Yr	500,000	500,000	
		1	Slope Failure		· · · · · ·		
	.ŭ		Gabion/Riprap Damage/Washou				
Caba Daidaa	on		Pavement Pothole Patching				
Sa'ua Bridge	К	Repair	Road Shoulder Leveling	1 Time / 2 Yr	10,000,000	5,000,000	
			Gabion/Riprap Repair				
	ģ		Steel Girder Repaing	1 Time / 30 Yr	150,000,000	5,000,000	
	inc	Repair /	Bridge Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	po ga	Rehabilitatio	Gabion / Riprap Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	int en	n n	Guardrail Repair	1 Time / 10 Yr	10,000,000	1,000,000	
	Aai P	11					
	~		L				
			Total			15,500,000	

The required annual costs for the routine and periodic maintenance for the 5 project bridges on the provincial road are some 3.3 % of the 2007 total road and bridge maintenance budget of UPRPJJ Nias (North Sumatra Provincial Road & Bridge Maintenance Nias Branch) and the required annual costs for the routine and periodic maintenance for Nou A Bridge on Nias Regency Road are some 0.03 % of the 2007 road and bridge construction and maintenance costs of Nias Regency. No financial problem in budget is expected.

2.6 OTHER RELEVANT ISSUES

To implement the Project efficiently, the following matters should be considered:

- The responsible implementation agency, Directorate General of Highways (DGH) of the Ministry of Public Works, does not have any regional field office in Nias Island. However, a representative from Medan branch of DGH should be delegated to the Project site when it is necessary to coordinate to find solution for certain problems and settle issues.
- The responsibilities of each party should be executed timely. Especially, land acquisition, resettlement and relocation/removal of obstructions should be executed by the Regencies after the signing of Exchange of Note but no later than the commencement of the work. Ideally, the Regencies designate a representative from each Regency office to be assigned to coordinate with the consultant and contractor and other Project related parties.
- When starting construction of Nou and Nou A Bridge, the traffic should be well controlled to detour the construction bridge sites, otherwise traffic would cause traffic jams on the detour roads. Adequate preparation on the detour plan is desired prior to the work.
- Heavy materials and equipments are handled in a good care in this Project sites, otherwise a serious accident may occur. Adequate counter-measures to prevent accidents should be taken.
- The removal of existing bridges at Gido Si'ite, Mezaya and Sa'ua is the responsibility of the Provincial Government of North Sumatra. The existing bridges should be removed soon after the completion of the new bridges.

CHAPTER 3 PROJECT EVALUATION AND RECOMMENDATIONS

3.1 PROJECT EFFECTS

(1) Beneficial Population

The direct beneficiaries of the Project are the population along the Provincial Road No. 75 (Approximately 500,000), whereas the indirect beneficiaries are the population of Nias Island (Approximately 730,000).

- (2) Direct Effects
 - The existing bridges are unsafe as they have been damaged by the earthquakes and will possibly collapse when an earthquake comes, while seismic resistant bridges will secure safe and reliable traffic facilities.
 - The existing bridges force vehicles to slow down due to large gaps on bridge deck of Nou Bridge and Gido Si'ite Bridge, hard vibration from the temporary bridges of Idano Gawo Bridge and Sa'ua Bridge and weak wooden deck slab of Mezaya Bridge, while on the new bridge motor-vehicles can run faster. (Present vehicle traffic speed at 5 to 20 km/hr will increase to 40 to 60 km/hr after the Project.)
 - The single lane bridges (Nou A Bridge, Idano Gawo Bridge, Mezaya Bridge and Sa'ua Bridge) delay traffic from one of both directions. While the new bridges will allow both traffic directions without stopping and waiting.
 - The temporary bailey bridges, Idano Gawo and Sa'ua bridges are impassable for vehicles heavier than 6 tons and B-class truss, Nou A and Mezaya bridges, are impassable for vehicles heavier than 15 tons, while the new bridges will be passable for vehicles of any size. And the transportation of goods become more efficient by using large capacity trucks.
 - Nou Bridge which is located along Provincial road No. 75 in Gunung Sitoli causes traffic congestion during commuting hours. Replacing Nou bridge with another bridge 1 m wider than the existing bridge and replacing Nou A bridge which is a single lane bridge at the downstream side of Nou bridge with 2-lane bridge will mitigate the traffic congestion.
- (3) Indirect Effects
 - Providing efficient and reliable transportation facilities means improving accessibility for residents to public services and also stimulating socio-economic activities in the island. And it will result in contributing to achieve the overall objectives of earthquake disaster restoration.

- Construction of earthquake-resistant bridge improves level of disaster prevention of the Island's trunk road. It secures the road for evacuation and transportation of relief goods in case of disasters.

3.2 **RECOMMENDATIONS**

Since the project will make significant effects as mentioned above and contribute to the improvement of the residents' living condition, the project will be worth being implemented under the Japan's grant aid.

In order to realize, enlarge and sustain the effects of the Project, responsibilities to be undertaken by the Indonesian side are as follows:

- To adequately carry out maintenance and repair works to keep the road and bridges in good condition and in order to maximize their serviceable lives.
- To review and maximize the efficiency of the road network traffic operation connected to Nou and Nou A Bridge in Gunung Sitoli on the opening of the new bridges.

APPENDICIES

- 1. Member List of the Study Team
- 2. Study Schedule
- 3. List of Parties Concerned in the Republic of Indonesia
- 4. Minutes of Discussions
- **5.** References
- 6. Minutes of Public Consultation and Stakeholder Meetings

1. Member List of Study Team

Field Survey Team

Name	Job Title	Occupation
Mr. Atsushi NAKAGAWA	Leader / Coordinator	Project Study Div. I, Grant Aid and Loan Support Dept., JICA
Mr. Kazuyuki HIRAOKA	Chief Consultant (Bridge Planner / Traffic Planner)	Katahira & Engineers International
Mr. Soemu OSHITA	Bridge Designer I	Katahira & Engineers International
Mr. Takashi OKUMURA	Bridge Designer II	Katahira & Engineers International
Mr. Takao FUKUMA	Environmental & Social Consideration Analyst	Katahira & Engineers International
Mr. Chifuyu HORIUCHI	Natural Condition Surveyor I (Topography / Geology)	Katahira & Engineers International
Mr. Keiji AOKI	Natural Condition Surveyor II (Hydrology)	Katahira & Engineers International
Mr. Tadashi SATO	Construction Planner / Cost Estimator	Katahira & Engineers International
Mr. Mitsumasa MITANI	Study Team Coordinator	Katahira & Engineers International

Draft Final Report Explanation Team

Name	Job Title	Occupation
Mr. Atsushi NAKAGAWA	Leader / Coordinator	Project Study Div. I, Grant Aid and Loan Support Dept., JICA
Mr. Kazuyuki HIRAOKA	Chief Consultant (Bridge Planner / Traffic Planner)	Katahira & Engineers International
Mr. Soemu OSHITA	Bridge Designer I	Katahira & Engineers International

Study Schedule

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Mitsumasa Mitani	Study Team	Coordinator	→JKT	MPW, JKT→MDN							BRR, N&S Nias G.	Nias→JKT	Bappenas, MPW	MGM	M/D, EOJ, JICA	Data Collection	JKT→Nias	survey	survey	S Nias G.	→JKT	OJ, JICA	ollection	L→	JRT							
Tadashi Sato	Construction Planner /	Cost Estimator	-TAN	JICA, Bappenas,																			Site Survey	Site Survey	Site S	Site S	BRR, N&	-Nias-	MPW, E	Data Co	.MC	1
Keiji Aoki	Natural Condition Surveyor II	(Hydorology)	Ι	MNL→MDN							urvey	urvey	urvey	urvey	urvey	urvey	urvey	urvey	urvey	urvey	urvey	urvey	Nias→MDN	MDN (End)	Ι		Ι	-	Ι		Ι	Ι
Chifuyu Horiuchi	Natural Condition Surveyor I	(Topography / Geology)	r→JKT		mment, MDN→Nias	as Government	Survey	Survey	Survey	survey	Site S	Site S	Site S	Site S	Site S	Site S	Site S	Site S	Site S	Site S	Site S	Site S	Survey	Survey			Site Survey	Site Survey			KT→	•NRT
Takao Fukuma	Environmental & Social	Consideration Analyst	LNN	T→MDN	N. Sumatra Gover	BRR, N&S Nia	Site S	Site S	Site S	Site S													Site	Site			s→JKT	IPW			10	Î
Takashi Okumura	Bridge	Designer II	Data Collection	appenas, MPW, JK							Nias→JKT	Data Analysis				Data Analysis	JKT→Nias	Site Survey	Site Survey	Nias	Ν	MPW, JICA	Data Collection	Data Collection	JKT (End)							
Soemu Oshita	Bridge	Designer I	त	JICA, Ba							nt		MPW		DJ, JICA	N	e Survey	ey	ey	ey	ey	ey	ey	ey			overnment	Gov., MDN→JKT				
Kazuyuki Hiraoka	Chief Consultant /	(Bridge Planner/Traffic Planner)	NRT→Jŀ								RR, N&S Nias Governmer	Nias→MDN→JKT	Bappenas, I	MPW	Sign on M/D, E	JKT→MC	MDN→Nias, Sit	Site Surv	Site Surv			BRR, N&S Nias G	Nias→MDN, N. Sumatra			JKT→	URT					
Atsushi Nakagawa	Leader /	Coordinator	Ι	I	1	Ι	Ι	Ι	NRT→MDN	MDN→Nias	9					JKT→	→NRT		Ι			Ι		Ι	Ι		Ι	Ι	Ι	Ι	Ι	I
e	Date]	S	Σ	F	N	Τ	ш	S	S	Ν	μ	×	μ		L	S	S	Μ	μ	N	Τ	ш	S	S	Σ	Τ	×	Γ	ш	S	S
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Note: NRT (Narita), JKT(Jakarta), MDN(Medan), MNL(Manila), EOJ(Embassy of Japan), MPW(Ministry of Public Works)

			Schedule
ä	ate	JICA	Consultant
		Mr. NAKAGAWA (Leader/Coordiantaor)	Mr. HIRAOKA (Chief Consultant) Mr. OSHITA (Bridge Designer I)
24-Jul	Thu		Tokyo → Singapore → Medan
25-Jul	Fri		Medan → Gunung Sitoli Meeting with Nias Regency and South Nias Regency
26-Jul	Sat		Gunung Sitoli \rightarrow Medan \rightarrow JKT
27-Jul	Sun		Reporting
28-Jul	Mon		Meeting with JICA, EOJ, MPW
29-Jul	Tue		Meeting with MPW
30-Jul	Wed	Arrive at Jakarta (JL725, 17.50 JKT)	Data correction
31-Jul	Thu	Meeting with MPW	
1 1.000	:•1 1	Signing on M/D (MPW, Bappenas)	
gny-1	L 11	Report to EOJ, JICA	JKT→
2-Aug	Sat	Assigned to another mission	ightarrow Tokyo
Legend: E	OJ (Emba	ssy of Japan), MPW (Ministry of Public Works), M/D	(Minutes of Discussions)

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3. List of Parties Concerned in the Republic of Indonesia

National Development Planning Agency (BAPPENAS)					
Ir. Bambang Prihartono, MSCE Director of Transportation BAPPENAS					
Directorate General of Highways, Min	nistry of Public Works (MPW)				
Mr. Taufik Widjoyono	Director of Planning				
Mr. Max Antameng	Chief of sub-Directorate of General Planning				
Mr. Edy Prasetyo	Chief of Road Network Section				
Mr. Satrio Arditama	Sub-Directorate of General Planning				
Mr. Fajar Eko Antono, ST	Sub-Directorate of General Planning				
Mr. Nobuyuki Tsuneoka, Dr. Eng.	JICA Expert on Road Policy				
Medan Branch of MPW					
Ir. A.G. Ismail M.Sc	Kepala Balai Besar, MPW Medan				
Ir. Tasripin Satriono, M.T.	Kepala Bidang, MPW Medan				
Road & Bridge Section, Nort Sumatra	a Provincial Government				
Ir. Naek P. Hutagalung	Vice Head of Road and Bridge Office				
Ir. Ibnu S. Hutomo	Provincial Road Network Manager				
Nias Branch of Road & Bridge Section	n, North Sumatra Provincial Government				
Ir. O'ozatulo Ndraha	Kepal UPRPJJ				
Nias Regency					
Mr. Binahati B. Baeha, S.H,	Bupati Nias				
Ir. Lakhomizaro Zebua	Kapala Dinas KIMPRASWIL Kabupaten Nias				
Mr. Ampelius Nazara, S.T	KIMPRASWIL Kabupaten Nias				
South Nias Regency					
Mr. Daniel Duha, S.H.	Vice Bupati				
Mr. Siado Zai	Kepala BAPPEDA Kabupaten Nias Selatan				
Mr. Fauduosa Hulu	BAPPEDA Kabupaten Nias Selatan				
Nias Office, BRR					
Mr. William P. Sabandar, P.hd	Head of Regional VI				
Ir. Agus Suroso	Manager, Quality Assurance, BRR Nias				
Gunung Sitoli Transportation Control	Administration				
Mr. Toroziduhu Mendrofa, S.E.	Dinas Perhubungan Kasubdis Hubdar				
Mr. Selamat Zai, Awd	Dinas Perfubungan				
Infrastructure Reconstruction Enabli	ng Program (IREP)				
Mr. Ronald van de Kuilen	Program Manager / Team Leader				
Mr. Samuel Parinussa	Senior District Program Manager-Nias				
Embassy of Japan in Indonesia					
Mr. Takeshi Muronaga	Second Secretary Economic Section				
JICA Indonesia Office					
Mr. Kiichi Tomiya	Deputy Resident Representative				
Mr. Kozo Nagami	Assistant Resident Representative				
Mr. Hiroshi Takebayashi	Assistant Resident Representative				
S.K. Rubiyati	Program Officer				

4. Minutes of Discussions

Minutes of Discussions on the Basic Design Study on the Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia

Referring to the results of Preliminary Study conducted in July 2007, the Government of Japan decided to conduct a Basic Design Study on the Project for the Improvement of Bridges in Nias Island (hereinafter referred to as "the Project") in the Republic of Indonesia (hereinafter referred to as "Indonesia") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Indonesia the Basic Design Study Team (hereinafter referred to as "the Team"), headed by Mr. Atsushi Nakagawa, Transport and Electric Power Team, Project Management Group I, Grant Aid Management Department, JICA, and is scheduled to stay in the country from February 10 to March 8, 2008.

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

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

Jakarta, February 22, 2008

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Mr. Atsushi Nakagawa Leader, Basic Design Study Team, Japan International Cooperation Agency

Mr. Taufik Widjoyono Director of Planning, Directorate General of Highways, Ministry of Public Works Republic of Indonesia

Mr. Bambang Prihartono Director of Transportation, Deputy of Infrastructure, National Development Planning Agency-Bappenas Republic of Indonesia

ATTACHMENT

1. Objective of the Project

The objective of the Project is to improve the bridges affected by the earthquakes in 2004 and 2005 in Nias Island.

2. Project Sites

The Project site is shown in Annex-1.

3. Responsible and Implementing Organization

The responsible organization is the Ministry of Public Works (MPW) The implementation organization is Directorate General of Highways, MPW. The organization chart of MPW is shown in Annex-2.

4. Items Requested by the Government of Indonesia

As the result of discussions, the Project components were confirmed as below:

- Reconstruction of six (6) bridges and approach road. The names of bridges are listed below.

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- 1 Nou A Bridge on District Road
- 2 Nou Bridge on Road No.75
- 3 Gido Si'ite Bridge on Road No.75
- 4 Idano Gawo Bridge on Road No. 75
- 5 Mezaya Bridge on Road No.75
- 6 Sa'ua Bridge on Road No. 75

JICA will assess the appropriateness of the request and will report the findings to the Government of Japan.

5. Japan's Grant Aid Scheme

The Indonesian side has shown a full understanding of the Japan's Grant Aid scheme and the necessary measures to be taken by the Indonesian side as explained by the Preliminary Study Team and described in the Annex-4, 5 and 6 of the Minutes of Discussions signed by both sides on September 26, 2007.

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6. Schedule of the Study

- The Consultant members of the Team will proceed to further studies in Indonesia until March 8, 2008.
- (2) JICA will prepare the draft report in English and dispatch a mission in order to explain its contents in July 2008.
- (3) In case that the contents of the report are accepted in principle by the Government of Indonesia, JICA will complete the final report and send it to Indonesia by the mid of October, 2008.
- 7. Other Relevant Issues
 - (1) The Indonesian side has confirmed that the requested bridges are not included in any other reconstruction plan.
 - (2) Both sides agreed and confirmed that Directorate of Planning, Directorate General of Highways, MPW is a Counterpart of the Team and responsible for the facilitation with the Indonesian organizations concerned.
 - (3) The Indonesian side shall provide necessary numbers of counterpart personnel to the Team during the period of their studies in Indonesia.
 - (4) The Indonesian side shall submit answers to the Questionnaire, which the Team handed to the Indonesian side, by the end of February 2008
 - (5) The Indonesian side confirmed that the following items shall be undertaken by the concerned organizations of Indonesia. The Indonesian side shall send a formal letter to JICA by March
 - 6, 2008 specifying the responsibility of these following matters.
 - Relocation of existing utilities (power, telecommunication lines, water lines, etc.),
 - Securing and clearance of the temporary work yard,
 - Securing of the site for disposal of waste,
 - Maintaining the security at the sites and yards for the Project,
 - Removal of existing bridges if necessary, and
 - Budget allocation for the commissions for the banking services based upon banking arrangement (B/A) by MPW.
 - (6) The Indonesian side shall complete the necessary procedures concerning the Environmental and Social Considerations including the acquisition of land and involuntary relocations in accordance with the laws and regulations of the Indonesia. The procedures are described in Annex-3. The Indonesian side shall obtain basic agreement for the Project and the relocation from the Project Affected Persons (PAPs) and report it to the Japanese side before a dispatch of the next mission scheduled in July 2008. The Indonesian side confirmed that it shall arrange the budget allocation for resettlement and compensation for PAPs as the condition for the Project to be implemented. The Indonesian side also confirmed that it shall obtain Environmental Compliance Certificate by the beginning of September 2008.

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(7) The Indonesian side understands that there must be an appropriate area traffic control such as one way traffic system and parking control in order to ensure smooth traffic flow during and after construction of Nou Bridge and Nou-A Bridge. The Indonesian side agreed to take necessary measures following the suggestions to be made by the Team during the Study.

Annex-1 Project Site Map

Annex-2 Organization Chart -- Ministry of Public Works

Annex-3 Procedure on Environmental and Social Consideration

Annex-4 Japan's Grant Aid Scheme

- Annex-5 Major Undertakings to be taken by Each Government
- Annex-6 Flow Chart of Japan's Grant Aid Procedures

Distribution to : Mr. Binahati B. Baeha, Bupati, Nias Regency
Mr. Fahuwusa Laia, Bupati, South Nias Regency
Mr. Nur Syarifullah Harahap, Head of Road and Bridge Infrastructure Office,
North Sumatra Province
Mr. R. E. Nainggolan, Head of BAPPEDA, North Sumatra Province
Mr. Baziduhu Zebua, Head of BAPPEDA, Nias Regency
Mr. Herman Laia, Head of BAPPEDA, South Nias Regency
Mr. William P. Sabandar, Head of Region VI, BRR
Mr. A.G. Ismail, Head of Balai Besar Pelaksanaan Jalan Nasional I –
Medan, MPW
Mr. Djoko Muryanto, Head of Planning and Foreign Cooperation Bureau,
MPW
Mr. Kennedy Simanjuntak, Director of Bilateral Foreign Funding, Bappenas

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Annex-1



PROJECT SITE MAP



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Organization Structure of Ministry of Public Works (MPW)

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Procedure of Environmental and Social Consideration for the Project for the Improvement of Bridges in Nias Island

Annex-4

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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.

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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.

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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

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which will be imposed in the recipient country with respect to the supply of the products and services under the Verified Contracts,

f) To accord Japanese nationals, whose services may be required in connection with the supply of the products and services under the Verified contracts, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.

(6) "Proper Use"

The recipient country is required to maintain and use the facilities constructed and the equipment purchased under the Grant Aid properly and effectively and to assign staff necessary for this operation and maintenance as well as to bear all the expenses other than those covered by the Grant Aid.

(7) "Re-export"

The products purchased under the Grant Aid should not be re-exported from the recipient country.

(8) Banking Arrangements (B/A)

a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the Verified Contracts.

b) The payments will be made when payment requests are presented by the Bank to the Government of Japan under an Authorization to Pay (A/P) issued by the Government of the recipient country or its designated authority.

(9) Authorization to Pay (A/P)

The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commissions to the Bank.

(End)

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Major	Undertakings	to be	taken l	by Each	Government
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No.	Items	To be covered	To be covered by Recipient
		by Grant Ald	Side
1	To secure land		۲
2	To clear, level and reclaim the site when needed		۲
3	To construct gates and fences in and around the site		Ø
4	To bear the following commissions to a bank of Japan for the banking services based upon the B/A		
	1) Advising commission of A/P		0
	2) Payment commission		•
5	To ensure unloading and customs clearance at the port of disembarkation in recipient country		4- <u></u>
	1) Marine (Air) transportation of the products from Japan to the recipient country		
	2) Tax exemption and customs clearance of the products at the port of disembarkation		0
	 Internal transportation from the port of disembarkation to the project site 	0	
6	To accord Japanese nationals whose service may be required in connection with the supply of the products and the services under the verified contact, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work.		C
7	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts		•
8	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		۵
9	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities as well as for the transportation and installation of the equipment		8

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

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Annex-6

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Consultant Recipient Governme Japanese Governme nt Contract Flow & Works Others JICA Stage g Application (T/R : Tenns of Reference Request 6 Τ Project Identification Survey Evaluation of T/R Screening of • Project IEE 0 Prelim Field Survey. ome Office Work Preliminary Survey Project Formulation & Preparation a a Reporting Ψ Selection & Field Survey, Hom Office Work Reporting Contracting of Basic Design Consultant by Proposal Basic Design Э Ð 6 Explanation of Sanft Final Repo Final Report Approisal of Project Appraisal & Approval 0 4 Inter Ministerial Consultation 0 Ŧ Presentation of 0 ۲ Draft Notes ¥ Approval by the Cabinet ø 1.0 (E/N : Exchange of Notes) E/N 4 0 Ψ Banking. ۲ Arrangemen Ţ Issuance of A/P Consultant Verification • 6 • • Contract Implementation Detailed Design & Approval by Recipient Preparation for Tendering b 8 Teilder Documents Goveniment Tendering & 0 • • 8 ð Evaluation ¥ Procurement Verification AJP 2 6 0 0 Contract ÷ Completion Cenificate by Construction ٠ AVP Recipient J. Governances (A/P : Authorization to Pa) Post Evaluation Study Operation ø • Evaluation Ex-post Follow up & Follow up Evaluation Ô

Flow Chart of Japan's Grant Aid Procedures

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Minutes of Discussions on Draft Final Report Explanation

Minutes of Discussions on the Basic Design Study on the Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia (Explanation of Draft Basic Design)

In February 2008, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on the Project for the Improvement of Bridges in Nias Island (hereinafter referred to as "the Project") to the Republic of Indonesia (hereinafter referred to as "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 with the concerned officials of the Government of Indonesia on the contents of the draft report, JICA sent to Indonesia the Basic Design Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Atsushi Nakagawa, Project Study Division 1, Grant Aid and Loan Support department, JICA, from July 24 to August 1, 2008. As a result of discussions, both sides confirmed the main items described in the attached sheets.

Jakarta, August 1, 2008

11

Mr. Atsushi Nakagawa Leader, Basic Design Study Team, Japan International Cooperation Agency

Mr. Taufik Widjoyono Director of Planning, Directorate General of Highways, Ministry of Public Works Republic of Indonesia

Mr. Bambang Prihartono Director of Transportation, Deputy of Infrastructure, National Development Planning Agency-Bappenas Republic of Indonesia

ATTACHMENT

1. Components of the Draft Report

The Indonesian side agreed and accepted in principle the contents of the draft report of Basic Design Study.

2. Cost Estimation

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

3. Japan's Grant Aid Scheme

The Indonesian side has shown a full understanding of the Japan's Grant Aid scheme and the necessary measures to be taken by the Indonesian side as explained by the Team and described in the Annex-4, 5 and 6 of the Minutes of Discussions signed by both sides on February 22, 2008.

4. Schedule of the Study

JICA will complete the Final Report in English, in accordance with the confirmed items and send it to the Indonesian side by the mid of October, 2008.

5. Other Relevant Issues

- (1) The Indonesian side confirmed that it has obtained Environmental Compliance Certificate and basic agreement for the Project and the relocation from the Project Affected Persons (PAPs). The Indonesian side shall complete the land acquisition and involuntary relocations before commencement of the Construction Work.
- (2) The Indonesian side confirmed that the following items shall be undertaken by the each of Indonesian organizations. The Indonesian side also confirmed that MPW shall be responsible for facilitation on these matters.
 - Relocation of existing utilities (power, telecommunication lines, water lines, etc.) by Nias Regency and South Nias Regency,
 - Securing and clearance of the temporary yard by Nias Regency and South Nias Regency,
 - Securing of the site for disposal of waste by Nias Regency and South Nias Regency,
 - Removal of existing bridges if necessary by North Sumatra Province,
 - Traffic control during construction of Nou Bridge and Nou-A Bridge by Nias Regency, and
 - Budget allocation for the commissions for the banking services based upon banking arrangement (B/A) by MPW and Ministry of Finance.
- (3) The Indonesian side understood the recommendation made by the Team on traffic control such as one way traffic system and/or parking control in order to ensure smooth traffic flow around Nou Bridge and Nou-A Bridge. Nias Regency shall take necessary measures to improve the traffic flow upon the recommendation while MPW shall act as a coordination body between Japanese and the Indonesian sides.



Annex-1 Project Cost Estimation

Distribution to: Mr. Binahati B. Baeha, SH, Bupati, Nias Regency Mr. Fahuwusa Laia, SH, MH, Bupati, South Nias Regency Ir. Nur Syarifullah Harahap, Head of Road and Bridge Infrastructure Office, North Sumatra Province Ir. R. E. Nainggolan, Head of Planning Agency, North Sumatra Province Drs. Baziduhu Zebua, Head of BAPPEDA, Nias Regency Mr. Herman Laia, Head of BAPPEDA, South Nias Regency Mr. William P. Sabandar, Head of Region VI, BRR Ir. Winarno M.Eng,Sc, Head of Balai Besar Pelaksanaan Jalan Nasional I – Meden, MPW Ir. Djoko Murjanto, MSc, Head of Planning and Foreign Cooperation Bureau, Ministry of Public Works Ir. Hediyanto W. Husaini, MSCE, MSi, Director of Road and Bridge of West Region

5. References

N	Tida	I d h	V
No.	l itle	Issued by	Year
1	Pedoman Pengelolaan Lingkungan Hidup Bidan Jalan	Directorate General of Highways, Ministry	November 2003
	Petunjuk Teknis Penyusunan Kerangka Acuan		2003
2	Analisis Dampak Lingkungan Proyek Bidang	Ministry of Public Works	April
	Pekerjaan Umum	-	1995
	Pengadaan Tanah Bagi Pelaksanaan Pemmbangunan		
3	Ubtuk Kepentingan Umum Dengan Rahmat Tuhan		2005
	Yang Maha ESA		
4	Jenis Rencana Usaha Dan/Atau Kegiatan Yang Wajib		2006
4	Lingkungan Hidun		2000
	Kriteria Penapisan Jenis Rencana Usaha Dan/Atau		
5	Kegiatan Yang Wajib Dilengkapi Analisis Mengenai		2006
	Dampak Lingkungan Hidap		
	Community Involvement and Information Openness in		
6	the Process of Environmental Impacts Assessment	Ministry of Environment	May 2002
7	Pedoman Penyusunan Laporan Pelaksanaan Rencana		2005
/	Pemantauan Lingungan Hidup (RPL)		2003
0	Pedoman Penyusunan Laporan Pelaksanaan Rencana		2005
8	Pengelolaan Lingkungan Hidup (RKL) Dan Rencana		2005
	Pemantauan Lingungan Hidup (RPL)		
	Pedoman Penyusunan Laporan Pelaksanaan Rencana		
9	Pengelolaan Lingkungan Hidup (RKL) Dan Rencana		2005
	Pemantauan Lingungan Hidup (RPL)		
10	Pedoman Penyusunan Analisis Mengenai Dampak		2006
	Lingungan Hidup		
	Ketentuan Pelaksanaan Peraturan Presiden Nomor 36		
	Tahun 2005 Tentang Pengadaan Tanah Bagi		
11	Pelaksanaan Pembangunan Untuk Kepengtingan		2007
	Umum Sebagaimana Telan Diuban Dengan Pera Turan		
	Atas Peraturan Presiden Peru		
	Peruhahan Atas Turan Presiden Nomor 36 Tahun		
12	2005 Tentang Penga Daan Tanah Bagi Pelaksanaan		2006
12	Pembangunan Untuk Kepentingan Nmum		2000
	· · · · · · · · · · · · · · · · · · ·		
	Ketentuan Pelaksanaan Peraturan Presiden Nomor 36		
	Tahun 2005 Tentang Pengadaan Tanah Bagi		
12	Pelaksanaan Pembangunan Untuk Kepengtingan		2007
13	Umum Sebagaimana Telah Diubah Dengan Pera Turan		2007
	Presiden Nomor 65 Tahun 2006 Tengtan Perubahan		
	Atas Peraturan Presiden Nom		
	Pangadaan Tanah Bagi Palaksanaan Dommhangunan		
14	Libtuk Kepentingan Umum Dengan Rahmat Tuban		2005
	Yang Maha ESA		2000
	Penetapang Jenis Da//Atau Kegiatan Bidang		
15	Permukiman Dan Prasarana Wilayah Yang Wajib		2003
15	Dilengkapi Dengan Upaya Pengelolaan Lingkungan		2003
	Dan Upaya Pemantauan Lingkungan		
	Keputusan Menteri Negara Lingkungan Hidup Nomor:		
16	86 Tahun 2002 Tentang Pedoman Pelaksanaan Upaya		2002
	rengejolaan Lingkungan Hidup Dan Upaya		
	Kaputusan Kanala Badan Pangandalian Dampak		<u> </u>
	Lingkungan Nomor: 09 Tahun 2000 Tentang Dedoman		
17	Penvusuman Analisis Mengenai Dampak Lingkungan		2004
	Hidup Kepala Badan Pengendalian Dampak		
	Lingkungan		

6. Minutes of Public Consultation and Stakeholder Meetings

Minutes of Meeting Public Consultation The Project for the Improvement of Bridges in Nias Island Nias Regency

Date : April 9, 2008

Place : Meeting Room of Bappeda Office, Nias Regency.

Attendant List : as attached.

Result, inputs and suggestions:

- 1. Coordination between Local Government of Nias Regency and PLN (State Electricity Company) is required in land acquisition owned by local people for removed electric poles.
- 2. Due to Nou Bridge and Nou A Bridge as the icon of City, installation of the lamps is required.
- 3. Compensation for land, buildings and/or trees affected by the project should be undertaken with deliberation between the owner and Local Government of Nias Regency.
- 4. Local manpower surroundings the bridge site and Nias Regency should be involved in construction work of the new bridge.
- 5. Piling of foundation pile should be avoided for construction of the bridge to minimize noise and vibration, especially for Nou Bridge and Nou A Bridge.
- 6. Construction of temporary bridge for Nou A Bridge if possible to avoid existing house/shop building. In case, any building affected by the temporary bridge, it should be compensated or rented during 2 years.
- 7. Height of new Nou Bridge elevation is about 30 cm to 40 cm from the elevation of existing bridge deck, in order that the existing permanent buildings (7 stores) still able to be used for business.
- 8. Heap of construction material in road side or in drainage channel is not allowed, because may hinder the traffic or cause the flooding.
- 9. Construction of temporary bridge for Idano Gawo Bridge should not hinder the footpath to river area.
- 10. Construction of temporary bridge for Idano Gawo Bridge striven able passed by 6 wheel vehicle plus motorcycle at the same time.
- 11. Local Government of Nias Regency will undertake detail socialization before commencement of construction work of the new bridge.



PEMERINTAH KABUPATEN NIAS DINAS PERMUKIMAN DAN PRASARANA WILAYAH

JALAN SOEKARNO NO. 10 TELEPON/FAX. (0639) 21245 GUNUNGSITOLI 22813 – NIAS

DAFTAR HADIR RAPAT KONSULTASI PUBLIK PELAKSANAAN PROYEK PENINGKATAN JEMBATAN DI PULAU NIAS MELALUI DANA HIBAH JICA

HARI/TANGGAL : RABU, 09 APRIL 2008

No	Nama	oli C. Jabatan .	, Fanda Tangan
1	Drs. Nehenin Horefn, mm	KaBid PDB bypeda	The .
2	Elizando Mazma, SE	Kasid III Rypelm	K. Wirry
3	Drs. Ingati Hura	Camet Gida	PARK
4	Torozionhy Meus. SE	Maniali Kadishul	
5	KASIH RIANGIL	CRIMAN IDE	VM/Z
6	Nichemus Ampelius Naz.	Kimpranip	Mashin
7	ROMI. TANJUME	WARGA KEL ILIR 151 GUJIT	3 an
8	HARUN TANDUNG		Sful-
9	Epy silandong	~	
10	Mawardi Xente	Max. Kel. Fler .	
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14	Fatisaba tai	KADES NAIhahili	the fil
15	EDIELI JEBUA	Kades Lasara blace	Servite
16	Asaria Jebun	Warger Lasara	entry?

Tanda Tangan Jabatan Nama No SELEDES LASARA TOANOT YUSMIN ZEPTVA 17. Difjen Bina Maga 18 Fajar Eles Antons Kushertanto 19 KEI a lural the Daug Kunan dung 20 VUARGA KELILIR MARDATILLAHICAN 21 Asnizar Euasi Pemb. turch Illy 22 KADES TETEHOSI PEBRIANUS Goei 23 Ketura BPD. Telehosi 24 Soduli Debua, A. Ma. Pa. 24 ALINURU LAOLI KADES LOLUZASAN KEGIDO DH. Bintek, Dityer BM Nurmele 26 To taleasti. Okumura 171 Kepresadou TEIM Ku Firmo 28 HIMDON. Hu firmo Il. K. Razinis Robert 24 SiToch か

PARTICIPANT LIST STAKEHOLDER MEETING ON THE PROJECT FOR THE IMPROVEMENT OF BRIDGES IN NIAS ISLAND NIAS REGENCY Date: Wednesday, April 09, 2008

No.	Name	Age	Sex	Occupation	Signature				
1	Drs. Nehemia Harefa	Adult	Male	Secretary of Regional Development Planning Board (Bappeda)					
2	Elizando Nazura, SE	Adult	Male	Head of Division III of Bappeda					
3	Drs. Ingati Hura	Adult	Male	Male Head of Gido District					
4	Toroziduhu Meud, SE	Adult	Male	Representative of Head of Transportation Agency					
5	Kasih Riang Tel	Adult	Female	Head of Idano Gawo District					
6	Ampelius Naz	Adult	Male	Head of Regional Settlement and Infrastructure Agency (Kimpraswil)					
7	Roni Tanjung	Adult	Male	Male Villager of Ilir Village, Gunung Sitoli					
8	Harun Tanjung	Adult	Male	Villager of Ilir Village, Gunung Sitoli					
9	Edy Sikumbang	Adult	Male	Villager of Ilir Village, Gunung Sitoli					
10	Mawardi Zendito	Adult	Male	Villager of Ilir Village, Gunung Sitoli					
11	A. Takhsis Harefa	Adult	Male	Villager of Ilir Village, Gunung Sitoli					
12	Syafrudin Can	Adult	Male	Land owner of Ilir Village, Gunung Sitoli					
13	Edi Lase	Adult	Male	Land owner of Ilir Village, Gunung Sitoli					
14	Fatisaba Zai	Adult	Male	Head of Saewahili Village					
15	Edieli Zebua	Adult	Male	Head of Lasara Idanoi Village					
16	Asaria Zebua	Adult	Male	Villager of Lasara Idanoi					
17	Yusmin Zebua	Adult	Male	Secretary of Lasara Idanoi Village					
18	Fajar Eko Antono	Adult	Male	DGH, MPW					
19	Kushartanto	Adult	Male	KEI	· · · · · · · · · · · · · · · · · · ·				

No.	Name	Age	Sex	Sex Occupation					
20	Dang Rumandung	Adult	Male	Head of Ilir Village, Gunung Sitoli					
21	Mardatillah Can	Adult	Female	Villager of Ilir Village, Gunung Sitoli					
22	Asnizar	Adult	Male	Development Section Head of Ilir Village, Gunung Sitoli					
23	Pebrianus Gori	Adult	Adult Male Head of Tetehosi Village						
24	Sofuli Zebua, AMd, Pd	Adult	Male	Development Section Head of Tetehosi Village					
25	Alinuru Laoli	Adult	Male	Head of Lolozasai Village, Gido District					
26	Nurmala S.	Adult	Female	Directorate of Technical Affair, DGH, MPW					
27	Takashi Okumura	Adult	Male	KEI Representative					
28	Hamdani	Adult	Male	Gunung Sitoli					
29	Ratna	Adult	Female	Gunung Sitoli					
30	Si Toili	Adult	Male	Gunung Sitoli					
					· ·				



BUPA

Nomor Sifat Lampiran Perihal

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620/1796 /PPW-PPJ/2008 Penting ;

Kontribusi Pemda Kab, Nias pada proyek peningkatan Jembatan oleh JICA

Gunungsitoli,25 Maret 2008

Kepada Yth. : DIREKTUR BINA PROGRAM **DIRJEN BINA MARGA** DEPARTEMEN PEKERJAAN UMUM di Jakarta

- 1. Menindaklanjuti surat Direktur Bina Program Dirjen Bina Marga Departemen Pekerjaan Umum Nomor JB.0202/BP-07/0232/2008 perihal Kontribusi Pemerintah Kabupaten Nias dalam Proyek Peningkatan Jembatan di Pulau Nias melalui Grant Aid JICA, maka dapat kami sampaikan beberapa hal :
 - Pemerintah Kabupaten Nias sangat berterima kasih atas bantuan dari Pemerintah a. Jepang (JICA) yang membantu pembangunan sarana infrastruktur khususnya pembangunan beberapa jembatan di pulau Nias.
 - Untuk memenuhi prosedur yang ditetapkan oleh JICA, komponen yang menjadi b. tanggung jawab Pemerintah Kabupaten Nias yaitu :
 - Pengadaan tanah dan pemindahan penduduk dari lokasi proyek, apabila 0 diperlukan;
 - Pemindahan jaringan utilitas yang terkena dampak pelaksanaan proyek;
 - o Pengaturan lalu lintas selama pelaksanaan proyek serta menyediakan ruang bagi pelaksanaan konstruksi termasuk keamanannya;
 - o Penyiapan lokasi proyek termasuk diantaranya meruntuhkan jembatan Nou A, melakukan penanganan transisi serta pemeliharaan pasca-konstruksi

semua persyaratan sebagaimana disebutkan diatas Pemerintah Kabupaten Nias dapat memenuhinya dengan dukungan dari segenap masyarakat dan aparat Pemerintah Kabupaten Nias.

2. Demikian disampaikan, atas dukungan serta pertimbangannya kami ucapkan terima kasih.

BÙF AT B /BAEHA, SH

Tembusan :

- Gubernur Sumatera Utara 1.
- 2. Bupati Nias Selatan
- Ketua DPRD Kabupaten Nias 3.
- Kadis Jalan dan Jembatan Provinsi Sumatera Utara 4.
- Kadis Kimpraswil Kabupaten Nias A6-6 5.

REGENT OF NIAS

Gunungsitoli, March 25, 2008

No	: 620/1796/PPW-PPJ/2008	Dear				
	: Urgent					
Subject	: Contribution of Local	Director of Planning				
,	Government of Nias Regency	Directorate General of				
	on the Project for the	Highways				
	Improvement of Bridges by	Ministry of Public Works				
	JICA.	Jakarta.				

- 1. To comply with the letter of Director of Planning, Directorate General of Highways, Ministry of Public. Works No: JB.0202/BP-07/0232/2008 concerning Contribution of Local Government of Nias Regency on the Project for the Improvement of Bridges in Nias island through JICA Grant Aid, we inform the follows:
 - a. Local Government of Nias Regency is grateful for Grant Aid of the Government of Japan (JICA) that assists in development of the infrastructures, especially several bridge structures in Nias Island.
 - b. Undertaking responsibility of Local Government of Nias Regency to fulfill the procedure of JICA is declared as follows;
 - Land acquisition and resettlement of people affected by the project, if required;
 - o Relocation of affected utilities;
 - Traffic control during project construction works and provide space for implementation of construction works and its safety;
 - Provide the project location includes demolition of existing Nou A Bridge, undertake the necessary handover for project implementation and maintaining the post construction.

Local Government of Nias Regency will fulfill all the terms mentioned above by supporting of entire local people and institutions of Local Government of Nias Regency.

2. Thank you for the support and its consideration.

REGENT OF NIAS

BINAHATI B. BAEHA,SH

Minutes of Meeting With Regent of South Nias The Project for the Improvement of Bridges in Nias Island South Nias Regency

Date : Thursday, April 10, 2008

Place : Office of South Nias Regent

Attendant List : as attached.

<u>Result</u>:

- 1. Regional Secretary of South Nias Regent, Mr F. Daely, informed the arrival of Highways Team, Ministry of Public Works, Jakarta and JICA from Japan related to the improvement of bridges in South Nias Regency.
- 2. Team of Highways, Ministry of Public Works informed that in connection with preparation for implementation of JICA Grant Aid project with title "The Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia", which the Government of Indonesia and JICA has signed Minutes of Discussion (MOD) concerning Basic Design Study of the project mentioned above on February 22, 2008 in Jakarta. The MOD has been described that some of activities that will be the responsibility of the Government of Indonesia including responsibility of Local Government. Declaration of responsibility to implement the undertaking from Local Government of South Nias Regency is required on April 14, 2008. Meanwhile, the schedule of construction work of the project for the improvement of bridges will be commenced in June 2009.
- 3. Head of Bappeda, Mr. Siado Zai, reported that for the improvement of bridges in South Nias Regency assumed 4 buildings of house around Mezaya Bridge and an area of land around Sa'ua Bridge will be affected by the project.
- 4. Regent is grateful for Grant Aid of the Government of Japan (JICA) that assists in development of several bridge structures in South Nias Regency. Local Government of South Nias Regency will fully support the project. Compensation of house and land is responsibility of Local Government of South Nias Regency. Team to expedite the compensation will be established, consist of: Regional Settlements and Infrastructure Agency, Office of Environmental Management (KPLH), National Agrarian Agency (BPN), General Affair Division, Head of District, and Head of Village.
- 5. Local Government of South Nias Regency will undertake socialization with the local people surrounding the location of Sa'ua Bridge and Mezaya Bridge, before commencement of construction work of the new bridge. Socialization is expected will be accomplished within 2 – 3 months.
- 6. Head of KPLH of South Nias Regency send a letter concerning the delegation of evaluation for UKL/UPL document to Bapedalda of North Sumatera Province and he informed ready to assist in the field survey.

Minutes of Meeting Public Consultation The Project for the Improvement of Bridges in Nias Island South Nias Regency

Date : April 10, 2008

Place : Location of Sa'ua Bridge and Mezaya Bridge.

Attendant List : as attached.

Result, inputs and suggestions:

- 1. Land, buildings and/or trees affected by the project should be compensated.
- 2. Local people support the improvement of bridges, as long as any agreement in the price of compensation for land and buildings.
- 3. Local manpower should be involved in construction work of the new bridge.
- 4. Contractor preferable use the construction material (gravel and sand) that available in surrounding the bridge site.
- 5. Local Government of South Nias Regency will undertake socialization with the local people surrounding the location of Sa'ua Bridge and Mezaya Bridge, before commencement of construction work of the new bridge.

Tanda Tangan Alamat Nama No F.LA'KA Teluchalm 2 F. Daely Telucio Julian. Keb. Nis flet SIADO 241 Basseda 3 F/ urmola Bina Marge Aligen 5 Eugar Clu Antone Difien Brinn Marger 6 Filicatio 1 1 1 C. C. anno State appin 7 C. C. Mart Kuls Kimpnsudil Faultia 8 Huly Harmonis Rai Penilik Tan Segis Rasuli Gaunh 14.704. Ponly! 10 TU Thun in ist Anti 11 BAIDPEDD TILIK ADIL HARITO 12 tisas bid skul Rosekiele Samuel \mathbb{Z} 13 Penilik NM 22 / 14 Daharudin SEKDES TASUZATULÓ TELAUMBINOD 15 mushili Pamilik Kunak SAHARNON Zebia 16 Aumilia. Sökeriavihasgo TEL Panak 17 Janap Pemilie FATALO TEL 18 19 FAGARO HARITA Penilik Tanak 20 BEDi Soleni Harits manyarely Johngan. 21 Kushartanto $K \overline{C} I$

PARTICIPANT LIST STAKEHOLDER MEETING ON THE PROJECT FOR THE IMPROVEMENT OF BRIDGES IN NIAS ISLAND SOUTH NIAS REGENCY Date: Thursday, April 10, 2008

No.	Name	Age	Sex	Occupation	Signature				
1	F. Laia	Adult	Male	Regent of South Nias					
2	F. Daely	Adult	Male	Secretary of South Nias Regency Government					
3	Siado Zai	Adult	Male	Head of Regional Development Planning Board (Bappeda)					
4	Nurmala	Adult	Female	Directorate of Technical Affair, DGH, MPW					
5	Fajar Eka Antono	Adult	Male	Directorate of Planning, DGH, MPW					
6	Takashi Okumura	Adult	Male	KEI Representative					
7	Sokhioneke Nduru	eke Nduru Adult Male Head of Environmental Section, Office of Environmental Management							
8	Fauziah Hulu	Adult	Male	Head of Regional Settlement and Infrastructure Agency (Kimpraswil)					
9	Harmonis Lai / Serius	Adult	Male	Land owner of Hiliganowa Village					
10	Rasuti Gaufi / A. Juli	Adult	Male	Land owner of Hiliganowa Village					
11	Junius	Adult	Male	Land owner of Hiliganowa Village					
12	Tilik Adil Harito	Adult	Male	Bappeda staff					
13	Rezekieh Sarunaha	Adult	Male	Head of Transportation Section					
14	Jaharudin	Adult	Male	House owner					
15	Yasuzatulo Telaumbanua	Adult	Male	Secretary of Hilialawa Village					
16	Saharudin Zebua	Adult	Male	House owner					
17	Sokhianihago Tel	Adult	Male	Land owner					
18	Fataro Tel	Adult	Male	Land owner					

No.	Name	Age	Sex	Occupation	Signature
19	Fagaro Harita	Adult	Male	Land owner	
20	Bezi Sokri / Harita	Adult	Male	Villager of Hilialawa Village	
21	Kushartanto	Adult	Male	KEI	

.



BUPATI NIAS SELATAN

Telukdalam, 9 April 2008

Nomor : 050/ 2112/2008 Lampiran : 1 (satu) Perihal : Kontribusi Pemkab Nias Selatan atas pelaksanaan Proyek Peningkatan Jembatan Melalui Dana Hibah ЛСА Kepada Yth. Direktur Bina Program pada Direktorat Jenderal Departemen Pekerjaan Umum di Jakarta

Sehubungan dengan rencana pelaksanaan peningkatan jembatan di Pulau Nias melalui dana Hibah JICA, yaitu jembatan sungai SA'UA dan MEZAYA di Kecamatan Telukdalam Kabupaten Nias Selatan, dengan ini pihak Pemerintah Kabupaten Nias Selatan akan menyanggupi pemberian kontribusi, berupa:

- 1. Pengadaaan tanah dan pemindahan penduduk yang terkena di lokasi, sehubungan proses pembangunan.
- 2. Pemindahan jaringan utilitas yang kena; dan
- 3. Jaminan pengaturan dan pengamanan lalu lintas selama berlangsungnya proses pengerjaan proyek.

Demikian hal ini kami sampaikan kepada Saudara, atas perhatian dan kerjasama yang baik diucapkan terima kasih.

ATI NIAS SELATAN, AIA, SH, MH.

<u>Tembusan:</u>

- I. Direktur Jenderal Bina Marga
- Departemen Pekerjaan Umum di Jakarta 2. Direktur Jalan dan Jembatan wilayah Barat
- Departemen Pekerjaan Umum di Jakarta 3. Kepala Dinas Jalan dan Jembatan
- Provinsi Sumatera Utara di Medan 4. Kepala Bappeda Kab. Nias Selatan
- Kepala Dinas Kimpraswil Kab. Nias Selatan
- 6. Kepala Kantor Pengelolaan Lingkungan Hidup
- Kab. Nias Selatan.

REGENT OF SOUTH NIAS

Telukdalam, April 9, 2008

No : 050/2112/2008 Subject : Contribution of Local Government of South Nias Regency on implementing the Project for the

JICA Grant Aid.

Improvement of Bridges through

Dear Director of Planning Directorate General of Highways Ministry of Public Works Jakarta.

In relation to the plan of implementation of the Project for the Improvement of Bridges in Nias Island through JICA Grant Aid, i.e. SA'UA Bridge and MEZAYA Bridge in Telukdalam District, South Nias Regency, the Local Government of South Nias Regency promise to give herewith our contribution, in the form of:

- 1. Land acquisition and resettlement of people affected by the project, related to development process.
- 2. Relocation of affected utilities, and
- 3. Assurance and securing traffic control during project construction works.

Thank you for the attention and good cooperation.

REGENT OF SOUTH NIAS

F. LAIA,SH,MH



PEMERINTAH PROVINSI SUMATERA UTARA DINAS JALAN DAN JEMBATAN

JALAN SAKTI LUBIS NO. 7 R TEL. (061) 7860466 - 7867465, FAX. (061) 7867276 Email : pubmsu @ eudoramail.com

MEDAN

Nomor : 630/013-1JP/909/2008 Lampiran : - Kepada Yth. Perihal : Kontribusi Pemprop Sumatera Utara pada Proyek Peningkatan Jembatan di P. Nias melalui Grant Aid JICA Departemen Pekerjaan Umum di – Jakarta

> Menindaklanjuti surat Direktur Bina Program Ditjen Bina Marga Nomor JB.0202/Bp.07/0230/2008 tanggal 29 Pebruari 2008 perihal seperti tersebut diatas, dengan hormat disampaikan hal sebagai berikut :

- 1. Pemerintah Propinsi Sumatera Utara sangat berterima kasih kepada Pemerintah Jepang yang telah memberi bantuan melalui Grant Aid JICA untuk membangun beberapa jembatan di Pulau Nias.
- 2. Untuk memenuhi Minutes of Discussion (MOD) yang telah disepakati, maka Pemerintah Propinsi Sumatera Utara bertanggung-jawab dan siap melaksanakan :
 - Penyiapan lokasi proyek, khususnya meruntuhkan jembatan yang terletak di jalan propinsi.
 - Melakukan penanganan transisi sebelum pelaksanaan proyek dan pemeliharaan paska-konstruksi.

Demikian disampaikan, atas perhatiannya diucapkan terimakasih.

WT EEDERD Sinas Jalan dan Jembatan Propies Sumatera Utara, DINAS Mar ALAN DAN JEMBATAN fullah Harahap, MSi Pembina Utama Madya NIP. 010095728

Tembusan kepada yth :

- 1. Gubernur Sumatera Utara
- 2. Bupati Nias
- 3. Bupati Nias Selatan
- 4. Kepala UPRPJJ Gunung Sitoli

JJP/2008/umum/Jbt JICA Nias

Medan, April 10, 2008

No	: 630/DJJ-JJP/909/2008	Dear					
Subject	: Contribution of Local Government of	Director of Planning					
	North Sumatera Province on the	Directorate General of Highways					
	Project for the Improvement of	Ministry of Public Works					
	Bridges in Nias Island through	Ministry of Fubilo VVolito					
	JICA Grant Aid.	Jakarta.					

With regard to the letter of Director of Planning, Directorate General of Highways, Ministry of Public Works No: JB.0202/BP-07/0232/2008 dated February 29, 2008 concerning the subject mentioned above, we inform as follows:

- 1. Local Government of North Sumatera Province is grateful to the Government of Japan for giving the JICA Grant Aid to construct the several bridge structures in Nias Island.
- Local Government of North Sumatera Province responsible and ready to undertake the works mentioned below to fulfill the agreed Minutes of Discussion (MOD):
 - Provide the project location, especially demolition of existing bridges located in provincial road.
 - o Undertake the necessary handover for project implementation and maintaining the post construction work.

Thank you for the attention.

Head of Road and Bridge Agency North Sumatera Province

Ir. H. Syarifullah Harahap, MSi

BERITA ACARA KONSULTASI PUBLIK PROYEK PENINGKATAN JEMBATAN KECAMATAN GUNUNG SITOLI KABUPATEN NIAS

Pada hari ini Rabu tanggal Sembilan bulan April tahun 2008, pukul 09.Wib sampai dengan selesai telah diselenggarakan kegiatan Konsultasi Publik dengan masyarakat sekitar lokasi yang diperkirakan akan terkena Proyek Peningkatan Jembatan Nou dan Jembatan Nou A di Kecamatan Gunung Sitoli, Kabupaten Nias, Propinsi Sumatera Utara, bertempat di Kantor Bappeda Kabupaten Nias. Konsultasi Publik ini diperlukan sehubungan dengan persiapan pelaksanaan proyek Grant Aid JICA dengan judul The Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia, yang mana Pemerintah Indonesia dan pihak JICA telah menandatangani Minutes of Discussion (MOD) mengenai Basic Design Study provek tersebut di atas pada tanggal 22 Februari 2008 di Jakarta. Dalam MOD tersebut telah disepakati beberapa komponen kegiatan yang akan menjadi tanggung jawab Pemerintah Indonesia termasuk diantaranya tanggung jawab Pemerintah Daerah.

Menurut hasil Konsultasi Publik, umumnya masyarakat sekitar lokasi yang akan terkena proyek (*Project Affected Persons*) mendapat informasi mengenai rencana Proyek Peningkatan Jembatan di Kecamatan Gunungsitoli, Kabupaten Nias beserta dampak lingkungan yang diperkirakan timbul dan mereka mendukung rencana Proyek Peningkatan Jembatan Nou dan Nou A.

Demikian berita acara ini dibuat untuk dipergunakan sebagaimana mestinya. Gunungsitoli, 09 April 2008.

Warga Masyarakat :

Mengetahui :

Camat Gunungsitoli

Lurah Pasar Gunungsitoli

The hadie &

MINUTES OF PUBLIC CONSULTATION PROJECT FOR THE IMPROVEMENT OF BRIDGES GUNUNGSITOLI DISTRICT NIAS REGENCY

On this day, Wednesday, April 09, 2007, time: 09:000 to 12:00 WIB has been undertaken the Public Consultation with the local community around the bridges site who affected by the project for improvement of <u>Nou Bridge and Nou A Bridge</u> in Gunungsitoli District of Nias Regency, North Sumatera Province, located in meeting room of Bappeda Office of Nias Regency. This Public Consultation is required in connection with preparation for implementation of JICA Grant Aid project with title "The Project for the Improvement of Bridges in Nias Island in the Government of Indonesia", which the Government of Indonesia and JICA has signed Minutes of Discussion (MOD) concerning Basic Design Study of the project mentioned above on February 22, 2008 in Jakarta. The MOD has been described that some of activities that will be the responsibility of the Government of Indonesia including responsibility of Local Government.

According to the result of the Public Consultation, local community around the bridge site who affected by the improvement of bridges (*Project Affected Persons*) are informed the information concerning the improvement plan of bridges in Gunungsitoli District of Nias Regency and their impacts to the environments. They expressed their support for the project implementation of Nou and Nou A Bridges.

This minutes of public consultation is prepared to be used for whatever extent necessary.

Gunung Sitoli, April 09, 2008

Representative of Villager

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District Head of Gunungsitoli: Known by Village Head of Pasar Gunungsitoli:

Village Head of Ilir:

BERITA ACARA KONSULTASI PUBLIK PROYEK PENINGKATAN JEMBATAN KECAMATAN GIDO KABUPATEN NIAS

Pada hari ini Rabu tanggal Sembilan bulan April tahun 2008, pukul 09.Wib sampai dengan selesai telah diselenggarakan kegiatan Konsultasi Publik dengan masyarakat sekitar lokasi yang diperkirakan akan terkena Proyek Peningkatan Jembatan Gido Si'ite di Kecamatan Gido, Kabupaten Nias, Propinsi Sumatera Utara, bertempat di Kantor Bappeda Kabupaten Nias. Konsultasi Publik ini diperlukan sehubungan dengan persiapan pelaksanaan proyek Grant Aid JICA dengan judul *The Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia*, yang mana Pemerintah Indonesia dan pihak JICA telah menandatangani Minutes of Discussion (MOD) mengenai Basic Design Study proyek tersebut di atas pada tanggal 22 Februari 2008 di Jakarta. Dalam MOD tersebut telah disepakati beberapa komponen kegiatan yang akan menjadi tanggung jawab Pemerintah Indonesia termasuk diantaranya tanggung jawab Pemerintah Daerah.

Menurut hasil Konsultasi Publik, umumnya masyarakat sekitar lokasi yang akan terkena proyek (*Project Affected Persons*) mendapat informasi mengenai rencana Proyek Peningkatan Jembatan di Kecamatan Gido Kabupaten Nias beserta dampak lingkungan yang akan ditimbulkannya dan mereka menyatakan tidak berkeberatan dengan Proyek Peningkatan Jembatan tersebut serta mendukung pembebasan tanah/bangunan yang dibutuhkan dalam pelaksanaan pembangunan jembatan dimaksud.

Demikian berita acara ini dibuat untuk dipergunakan sebagaimana mestinya. Gunungsitoli, 09 April 2008.

Warga Masyarakat : SLINURU LADET USALIN ZEBUA ZEBUA 9R14-4..... 4.



Mengetahui :

Kepala Desa Lasara Idanoi. ZEBUA EDIELL

MINUTES OF PUBLIC CONSULTATION PROJECT FOR THE IMPROVEMENT OF BRIDGES GIDO DISTRICT NIAS REGENCY

On this day, Wednesday, April 09, 2007, time 09:000 to 12:000 WIB has been undertaken the Public Consultation with the local community around the bridges site who affected by the project for improvement of **Gido Si'ite** Bridge in Gido District of Nias Regency, North Sumatera Province, located in meeting room of Bappeda Office of Nias Regency. This Public Consultation is required in connection with preparation for implementation of JICA Grant Aid project with title "The Project for the Improvement of Bridges in Nias Island in the Government of Indonesia", which the Government of Indonesia and JICA has signed Minutes of Discussion (MOD) concerning Basic Design Study of the project mentioned above on February 22, 2008 in Jakarta. The MOD has been described that some of activities that will be the responsibility of the Government of Indonesia including responsibility of Local Government.

According to the result of the Public Consultation, local community around the bridge site who affected by the improvement of bridge (*Project Affected Persons*) are informed the information concerning the improvement plan of bridge in Gido District of Nias Regency and their impacts to the environments. They expressed no objection with the project for the improvement of bridge and support the land/building acquisition required for the implemention of the bridge.

This minutes of public consultation is prepared to be used for whatever extent necessary.

Gunung Sitoli, April 09, 2008

Known by

District Head of Gido:

Village Head of Lasara Idanoi:

BERITA ACARA KONSULTASI PUBLIK PROYEK PENINGKATAN JEMBATAN KECAMATAN IDANOGAWO KABUPATEN NIAS

Pada hari ini Rabu tanggal Sembilan bulan April tahun 2008, pukul 09.Wib sampai dengan selesai telah diselenggarakan kegiatan Konsultasi Publik dengan masyarakat sekitar lokasi yang diperkirakan akan terkena Proyek Peningkatan Jembatan Idano Gawo di Kecamatan Idanogawo, Kabupaten Nias, Propinsi Sumatera Utara, bertempat di Kantor Bappeda Kabupaten Nias. Konsultasi Publik ini diperlukan sehubungan dengan persiapan pelaksanaan proyek Grant Aid JICA dengan judul *The Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia*, yang mana Pemerintah Indonesia dan pihak JICA telah menandatangani Minutes of Discussion (MOD) mengenai Basic Design Study proyek tersebut di atas pada tanggal 22 Februari 2008 di Jakarta. Dalam MOD tersebut telah disepakati beberapa komponen kegiatan yang akan menjadi tanggung jawab Pemerintah Indonesia termasuk diantaranya tanggung jawab Pemerintah Daerah.

Menurut hasil Konsultasi Publik, umumnya masyarakat sekitar lokasi yang akan terkena proyek (*Project Affected Persons*) mendapat informasi mengenai rencana Proyek Peningkatan Jembatan di Kecamatan Idanogawo, Kabupaten Nias beserta dampak lingkungan yang diperkirakan timbul dan mereka mendukung rencana Proyek Peningkatan Jembatan Idanogawo.

Demikian berita acara ini dibuat untuk dipergunakan sebagaimana mestinya. Gunungsitoli, 09 April 2008.

	U.Y.
Warga Masyarakat :	
1. SOFULI ZEBUA	1
2., S. ZAI	2
3. YUNIMA LAWOLO	3
4	4

Mengetahui : Kerna Kepala Desa Camat Idanogawo Tetehosi Saewhikil tatistica PEBRIANUS GORI . SPd KASIH RIANG TEL m PENATA TK. I NIP. 131612189.-

MINUTES OF PUBLIC CONSULTATION PROJECT FOR THE IMPROVEMENT OF BRIDGES IDANOGAWO DISTRICT NIAS REGENCY

On this day, Wednesday, April 09, 2007, time: 09:000 to 12:00 WIB has been undertaken the Public Consultation with the local community around the bridges site who affected by the project for improvement of Idanogawo Bridge in Idanogawo District of Nias Regency, North Sumatera Province, located in meeting room of Bappeda Office of Nias Regency. This Public Consultation is required in connection with preparation for implementation of JICA Grant Aid project with title "The Project for the Improvement of Bridges in Nias Island in the Government of Indonesia", which the Government of Indonesia and JICA has signed Minutes of Discussion (MOD) concerning Basic Design Study of the project mentioned above on February 22, 2008 in Jakarta. The MOD has been described that some of activities will be the responsibility of the Government of Indonesia including responsibility of Local Government.

According to the result of the Public Consultation, local community around the bridge site who affected by the improvement of bridge (*Project Affected Persons*) are informed the information concerning the improvement plan of bridges in Idanogawo District of Nias Regency and their impacts to the environments. They expressed their support for the project implementation of Idanogawo Bridge.

This minutes of public consultation is prepared to be used for whatever extent necessary.

Gunung Sitoli, April 09, 2008

	Representative of Villager
۱.	
2.	
3.	

District Head of Idanogawo:

Known by Village Head of Saewahili:

Village Head of Tetehosi:

BERITA ACARA KONSULTASI PUBLIK PROYEK PENINGKATAN JEMBATAN KECAMATAN TELUK DALAM KABUPATEN NIAS SELATAN

Pada hari ini, Kamis tanggal April 2008, pukul Misampal dengan selesai telah diselenggarakan kegiatan Konsultasi Publik dengan masyarakat sekitar lokasi yang diperkirakan akan terkena Proyek Peningkatan Jembatan Mezaya dan Jembatan Sa'ua di Kecamatan Teluk Dalam, Kabupaten Nias Selatan, Propinsi Sumatera Utara, bertempat di Gordon Gordon Markan Pelaksanaan proyek Grant Aid JICA dengan judul The Project for the Improvement of Bridges in Nias Island in the Republic of Indonesia, yang mana Pemerintah Indonesia dan pihak JICA telah menandatangani Minutes or Discussion (MOD) mengenai Basic Design Study proyek terseput di atas pada tanggal 22 Februari 2008 di Jakarta Dalam MOD tersehut telah disepakati beberapa komponen kegiatan yang akan menjadi tanggung jawab Pemerintah Indonesia termasuk diantaranya tanggung jawab Pemerintah Daerah.

Menurut hasil Konsultasi Publik, umumnya masyarakat sekitar lokasi yang akan terkena proyek (*Project Affected Persons*) mendapat informasi mengenai rencana Proyek Peningkatan Jembatan di Kabupaten Nias Selatan beserta dampak lingkungan yang akan ditimbulkannya dan mereka menyatakan tidak berkeberatan dengan Proyek Peningkatan Jembatan tersebut.

Demikian berita acara ini dibuat untuk dipergunakan sebagaimana mestinya

...... April 2008 Mengetahui: Hiliganowa (opala Desa Hibelawa: 2RBBR MIC 2 TAKS BLAR HON OZATULO TEALANDANA. Camat AH KABU CAMAT UAL UK The 30 Stel 4000

MINUTES OF PUBLIC CONSULTATION PROJECT FOR THE IMPROVEMENT OF BRIDGES TELUKDALAM DISTRICT SOUTH NIAS REGENCY

On this day, Thursday, April 10, 2007, time: 10:00 to 13:00 WIB has been undertaken the Public Consultation with the local community around the bridges site who affected by the project for improvement of <u>Mezaya Bridge and Sa'ua Bridge</u> in Telukdalam District of South Nias Regency, North Sumatera Province, located at Mezaya Bridge site and Sa'ua Bridge site. This Public Consultation is required in connection with preparation for implementation of JICA Grant Aid project with title "The Project for the Improvement of Bridges in Nias Island in the Government of Indonesia", which the Government of Indonesia and JICA has signed Minutes of Discussion (MOD) concerning Basic Design Study of the project mentioned above on February 22, 2008 in Jakarta. The MOD has been described that some of activities will be the responsibility of the Government of Indonesia including responsibility of Local Government.

According to the result of the Public Consultation, local community around the bridges site who affected by the improvement of bridges (*Project Affected Persons*) are informed the information concerning the improvement plan of bridges in South Nias Regency and their impacts to the environments. They expressed no objection with the project for the improvement of bridge.

This minutes of public consultation is prepared to be used for whatever extent necessary.

Hilialawa, Hiliganowa, April 10, 2008

Known by: Village Head of Hilialawa:

4

Village Head of Hiliganowa:

District Head of Telukdalam

A6-24