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1. 調査団員氏名・所属

(1) 概略設計現地調査（2009年10月26日～2009年11月19日）

氏名	担当	所属
星野 明彦	総括	JICA マラウイ事務所
山宿 壮	業務主任／道路交通計画	株式会社片平エンジニアリング インターナショナル
青木 康司	道路設計／付帯構造物設計	株式会社片平エンジニアリング インターナショナル
平岡 一幸	調達計画／積算	株式会社片平エンジニアリング インターナショナル
山口 晋二	自然条件調査／業務調整	株式会社片平エンジニアリング インターナショナル (自社補強)

(2) 概略設計概要説明（2010年2月15日～2010年2月26日）

氏名	担当	所属
星野 明彦	総括	JICA マラウイ事務所
山宿 壮	業務主任／道路交通計画	株式会社片平エンジニアリング インターナショナル
青木 康司	道路設計／付帯構造物設計	株式会社片平エンジニアリング インターナショナル

2. 調査工程

(1) 概略設計現地調査 (2009年10月26日～2009年11月19日)

Schedule of the Preparatory Survey for the Project for Improvement of Blantyre City Roads

Name			Mr.Akihiko HOSHINO	Mr.Tsuyoshi YAMAJUKU	Mr.Yasushi AOKI	Mr.Kazuyuki HIRAOKA	Mr.Shinji YAMAGUCHI
Position			Team Leader, Deputy Chief Representative (JICA Malawi office)	Chief Consultant / Traffic Planning Engr. (Katahira & Engineers International)	Road Design Engr. (Katahira & Engineers International)	Construction Planning/ Cost Estimate Engr. (Katahira & Engineers International)	Natural Condition Survey Engr. (Katahira & Engineers International)
No.	Date	Day					
1	26-Oct-09	Mon		Tokyo(16:20,CX521) → Hong Kong(20:35/23:45,CX749) → Johannesburg (6:35)			(AM) Nairobi→Lilongwe (PM)Survey Preparation
2	27-Oct-09	Tue		(AM) Johannesburg(10:00,SA170) → Lilongwe(12:25) , (PM) visit to JICA			(AM)Survey Preparation (PM)visit to JICA
3	28-Oct-09	Wed	(AM)visit to EOJ , (PM)visit to MLGRD	(AM)visit to EOJ (PM)visit to MLGRD	(AM)Contract with Local Consultant (PM)visit to MLGRD	(AM)visit to EOJ (PM)visit to MLGRD	(AM) Contract Nego with Local Consultant (PM) Meeting with Local Consultant
4	29-Oct-09	Thu		(AM) Lilongwe → Blantyre , (PM)visit to BCA			(AM) Lilongwe→Blantyre (PM) Site Survey
5	30-Oct-09	Fri		(AM) Conference to BCA (PM) Site Survey			Site Survey
6	31-Oct-09	Sat		Site Survey			
7	01-Nov-09	Sun	Lilongwe → Blantyre	Site Survey			
8	02-Nov-09	Mon	(AM)Conference to MLGRD/BCA	(AM)Conference to MLGRD/BCA, Signing of MD (PM) Site Survey			Supervising sub-contractor
9	03-Nov-09	Tue	Blantyre →Lilongwe	(AM) Technical Discussion with BCA (PM) Site Inspection with BCA		(AM) Technical Discussion with BCA (PM) Site Survey	Supervising sub-contractor
10	04-Nov-09	Wed		Site Survey	(AM) Site Survey (PM) Study of Basic Design	Site Survey	Supervising sub-contractor
11	05-Nov-09	Thu		Study of Local Contractor	(AM) Site Survey (PM) Study of Basic Design	Site Survey	Supervising sub-contractor
12	06-Nov-09	Fri		Reports Preparation	(AM) Site Survey (PM) Study of Basic Design	(AM) Site Survey (PM) Study of Construction Planning	Supervising sub-contractor
13	07-Nov-09	Sat		Reports Preparation	(AM) Site Survey (PM) Study of Basic Design	Procurement Survey	Supervising sub-contractor
14	08-Nov-09	Sun		Conference of Investigation team			Supervising sub-contractor
15	09-Nov-09	Mon		Conference to BCA about Technical Note, EIA			Supervising sub-contractor
16	10-Nov-09	Tue		(AM) Conference of BCA about EIA (PM)	(AM) Conference BCA (PM) Study of Basic Design	(AM) Conference of BCA about EIA (PM) Procurement Survey	Travel Speed Survey Supervising Sub-con.
17	11-Nov-09	Wed		(AM) Site Survey (PM) Conference BCA	(AM) Site Survey (PM) Conference BCA	(AM) Procurement Survey (PM) Conference BCA	Site Survey
18	12-Nov-09	Thu		(AM) Reports Preparation (PM) Signing of Technical Note	(AM) Preparation of Technical Note (PM) Signing of Technical Note	(AM) Reports Preparation (PM) Signing of Technical Note	Study of Survey report
19	13-Nov-09	Fri		Reports Preparation			Study of Survey report
20	14-Nov-09	Sat		Reports Preparation			
21	15-Nov-09	Sun		Blantyre → Lilongwe			
22	16-Nov-09	Mon	(AM) Conference of EU, Report to JICA , (PM) Conference of World Bank, Report to EOJ				Follow-up of Drawing
23	17-Nov-09	Tue		Lilongwe(13:15,SA171) → Johannesburg (15:45)			Follow-up of Drawing
24	18-Nov-09	Wed		Johannesburg (12:35,CX748) → Hong Kong(7:05/9:05,CX504) → Tokyo (14:05)			Blantyre → Lilongwe → Nairobi
25	19-Nov-09	Thu					

EOJ:Embassy of Japan

MLGRD:Ministry of Local Government and Rural Development

BCA:Blantyre City Assembly

(2) 概略設計概要説明 (2010年2月15日～2010年2月26日)

DBD Schedule of Outline Design Survey Team for Blantyre Project (15, Feb, 2010-26, Feb, 2010)

Name			Mr.Akihiko HOSHINO	Mr.Tsuyoshi YAMAJUKU	Mr.Yasushi AOKI
Position			Team Leader, Deputy Chief Representative (JICA Malawi office)	Chief Consultant / Traffic Planning Engr. (Katahira & Engineers International)	Road Design Engr. (Katahira & Engineers International)
No.	Date	Day			
1	15-Feb-10	Mon		Tokyo(16:20,CX521) → Hong Kong(20:35/23:45,CX749) → Johannesburg (6:35)	
2	16-Feb-10	Tue		(AM) Johannesburg(10:00,SA170) → Lilongwe(12:25) (PM) visit to JICA	
3	17-Feb-10	Wed		(AM)visit to EOJ , (PM)visit to MLGRD	
4	18-Feb-10	Thu		(AM) Lilongwe → Blantyre , (PM)visit to BCA	
5	19-Feb-10	Fri		Conference to MLGRD/BCA	
6	20-Feb-10	Sat		Site Survery	
7	21-Feb-10	Sun	Lilongwe→Blantyre , Conference of Investigation team	Conference of Invetigation team	
8	22-Feb-10	Mon		(AM) Signing of MD , (PM) Blantyre→ Lilongwe	
9	23-Feb-10	Tue		(AM) Report to MLGRD , (PM) Report to JICA, EOJ	
10	24-Feb-10	Wed		Lilongwe(10:35,KQ722) →Lusaka(11:45/13:20,SA63)→ Johannesburg (15:25)	
11	25-Feb-10	Thu		Johannesburg (12:35,CX748) → Hong Kong(7:05/9:05,CX504) → Tokyo (14:05)	
12	26-Feb-10	Fri			

EOJ:Embassy of Japan

MLGRD:Ministry of Local Govement and Rural Development

BCA:Blantyre City Assemby

3. 関係者(面会者)リスト

地方自治・開発省 (Ministry of Local Government and Rural Development: MLGRD)	
Mr. Patrick H. Kabambe	Principal Secretary for Local Government
ブランタイヤ市役所 (Blantyre City Assembly: BCA)	
Dr. Lester Bandawe	Chief Executive
Eng Kenneth L. A. Kantwela	Director of Engineering Services Department
Mr. Robert I. Kawiya	Director of Parks, Recreation & Environment Affairs
Mr. A. W. D. Chanza	Director of Administration Department
Mr. P. T. Chisoni	Acting Director of Health Department
Mr. S. M. Kuyeli	Assistant Director of Engineering Department
Mr. S. P. Mitini-Nkhoma	Assistant Director of Parks & Recreation Department
Mr. N. Nanguwo	Town Planning Department
Mr. B. E. F. Nsitu	Town Planning Department
Mrs. N. Mkandawire	Engineering Service Department
Mr. S. Yiwombe	Engineering Service Department
Mr. C. Kachiswe	Engineering Service Department
欧州連合 (European Union: EU)	
Mr. Jocelin Cornet	Head of the Infrastructure Section
世界銀行 (World Bank: WB)	
Ms. Chrissie Kamwendo	Operations Officer
Mr. Samson Kwalingana	Research Analyst
在マラウイ国日本大使館(Embassy of Japan in Malawi)	
野呂 元良 特命全権大使	
松本 洋 参事官	
小川 伸一 一等書記官	
JICA マラウイ事務所(JICA Malawi Office)	
小渕 伸司 所長	
星野 明彦 次長	
佐野 明平 職員	
Mr. Kapalamula Godfrey 職員	

4. 討議議事録 (M/D)
(1) 概略設計現地調査

**MINUTES OF DISCUSSIONS
ON THE PREPARATORY SURVEY
ON THE PROJECT FOR IMPROVEMENT OF BLANTYRE CITY ROADS
IN THE REPUBLIC OF MALAWI**

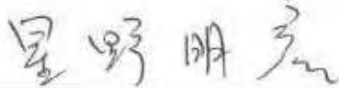
Referring to the results of the Basic Design Study conducted from November, 2006 to May, 2007, the Government of Japan decided to conduct a Preparatory Survey (hereinafter referred to as "the Survey") on the project for the Improvement of Blantyre City Roads in the Republic of Malawi (hereinafter referred to as "the Project") and entrusted the survey to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to the Republic of Malawi (hereinafter referred to as "Malawi") the Preparatory Survey Team (hereinafter referred to as "the Team", which is headed by Mr. Akihiko HOSHINO, Deputy Chief Representative of JICA Malawi Office, and is scheduled to stay in the country from October 27 to November 17, 2009.

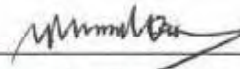
The Team held discussions with the officials concerned of the Government of Malawi and conducted a field survey at the Project sites.

In the course of discussions and field survey, both parties confirmed the main items described on the attached sheets. The Team will proceed with further works and prepare the Preparatory Survey Report.

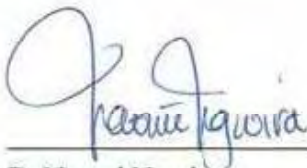
Lilongwe, November 2, 2009



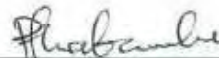
Akihiko Hoshino
Leader
Preparatory Survey Team
Japan International Cooperation Agency
Japan



Dr. Lycester Bandawe
Chief Executive
Blantyre City Assembly
The Republic of Malawi



Dr. Naomi Ngwira
Secretary to the Treasury
Ministry of Finance
The Republic of Malawi



Patrick Kabambe
Principal Secretary
Ministry of Local Government and
Rural Development
The Republic of Malawi

ATTACHMENT

1. Objective of the Preparatory Survey

The objective of the Project is to confirm the road section of the phase 2 and to conduct the site survey and collect necessary data to examine outline design, construction schedule and cost estimation on this Project.

2. Site of the road

Both sides confirmed that the site of the road for the Project shall be 4.36km for both the Chipembere Highway from Chichiri Roundabout (RA) to Stanbic IC and the Livingstone Avenue from Stanbic IC to Illovo RA in the Blantyre City in Malawi. The section shall be divided as Section-3 (2.75km) from Chichiri RA to Yianikis RA, Section-4 (0.72km) from Yianikis RA to Standard Bank IC, and Section-5 (0.89km) from Standard Bank IC to Illovo RA.

3. Project Site

The site of the Project is shown in Annex-1.

4. Responsible and Implementing Agency

4-1. The Responsible Ministry is Ministry of Local Government and Rural Development. Its organization chart is shown in Annex-2.

4-2. The Implementing Agency is Blantyre City Assembly (BCA). Its organization chart is shown in Annex-3.

5. Items requested by the Government of Malawi

- Widening of the existing roads from 2-lane to 3-lane for the section-4,
- Rehabilitation of existing roads and service roads,
- Improvement of 3 roundabout intersections (Maselema, Yianikis, Illovo intersections)
- Improvement of the drainage system along the roads,
- Installation of bus lay bye (5 points),
- Installation of pedestrian walkway,
- Installation of kerb stones,
- Installation of traffic signs and road markings,
- Installation of street lights,
- Installation of pedestrian crossings (at school, college, hospital and shopping centers), and
- Training of staff in the management and maintenance of the infrastructure.

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

6. Japan's Grant Aid Scheme

 -2-

6-1. The Malawian side understands the Japan's Grant Aid scheme (for General Project) explained by the Team, as described in Annex-4 and Annex-5.

6-2. The Malawian side will take the necessary measures, as described in Annex-6, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

7. JICA Guidelines for Environmental and Social Considerations

7-1. The Malawian side recognized that the current JICA Guidelines for Environmental and Social Considerations (2004) would be applied in order to confirm whether the Project would be conducted with the adequate environmental and social considerations even though the New Guidelines will be issued.

7-2. The EIA report for Phase 1 and Phase 2 was certified on May, 2007. Both sides confirmed that the certification is still effective on this Project.

8. Schedule of the Study

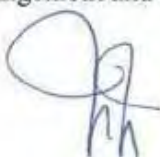
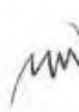
8-1. JICA will prepare the draft report in English and dispatch a mission in order to explain its contents around February, 2010.

8-2. In case that the contents of the report are accepted in principle by the Government of Malawi, JICA will complete the final report and send it to the Government of Malawi by May, 2010.



9. Other Relevant Issues

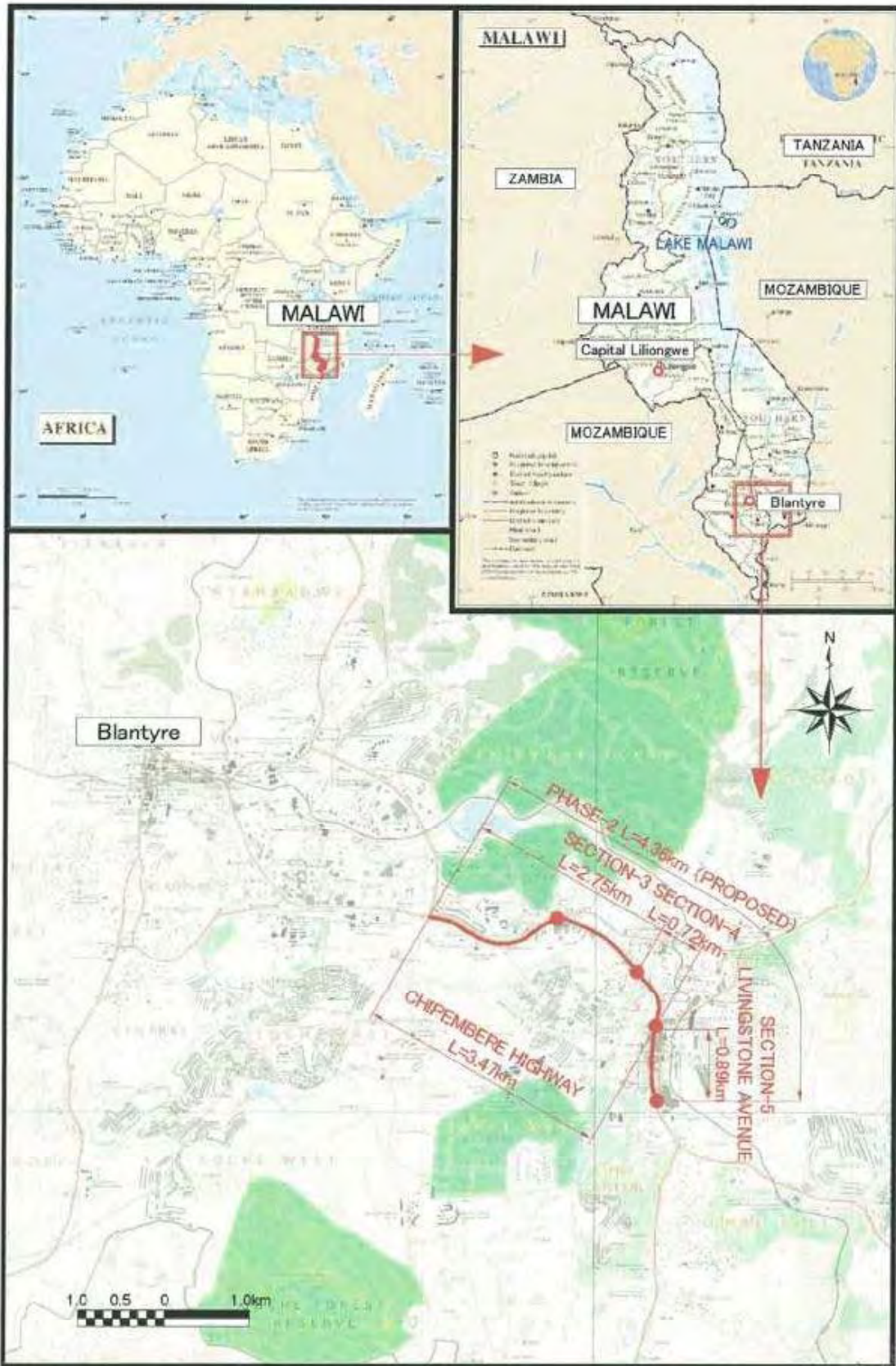
9-1. Both sides agreed that the following undertakings would not have been changed by the Minutes of Discussions on "the Basic Design Study on the Project for the Improvement of Blantyre City Roads in the Republic of Malawi" which are signed on November 24, 2006 and on April 18, 2007.

- Improvement and/or repair of existing utilities (power lines, telecommunication lines, water lines, etc.), if necessary.
- Necessary arrangement for vehicles to make detour or set up a diversion at necessary sections in consultation with contractor.
- Necessary arrangement for the tax exemption of import materials and equipment and timely refunding for the exemption of VAT for purchase of local products and services.
- Clearance of the site.
- Securing of site for disposal of waste.
- Maintaining the security at the sites for the Project.
- Public relations and dealing with any complaints raised by affected persons.
- Identification of underground utilities located within the site and exemption of contractor's responsibility in case of occurrence of any damage against unidentified utilities.
- Coordination to relevant agencies regarding traffic control during construction.
- Necessary arrangement and assistance for issuing of VISA for concerned persons.

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- Annex-1 Project Site
- Annex-2 Organization chart (Ministry of Local Government and Rural Development)
- Annex-3 Organization chart (BCA)
- Annex-4 Japan's Grant Aid
- Annex-5 Flow Chart of Japan's Grant Aid Procedures
- Annex-6 Major Undertakings to be taken by Each Government

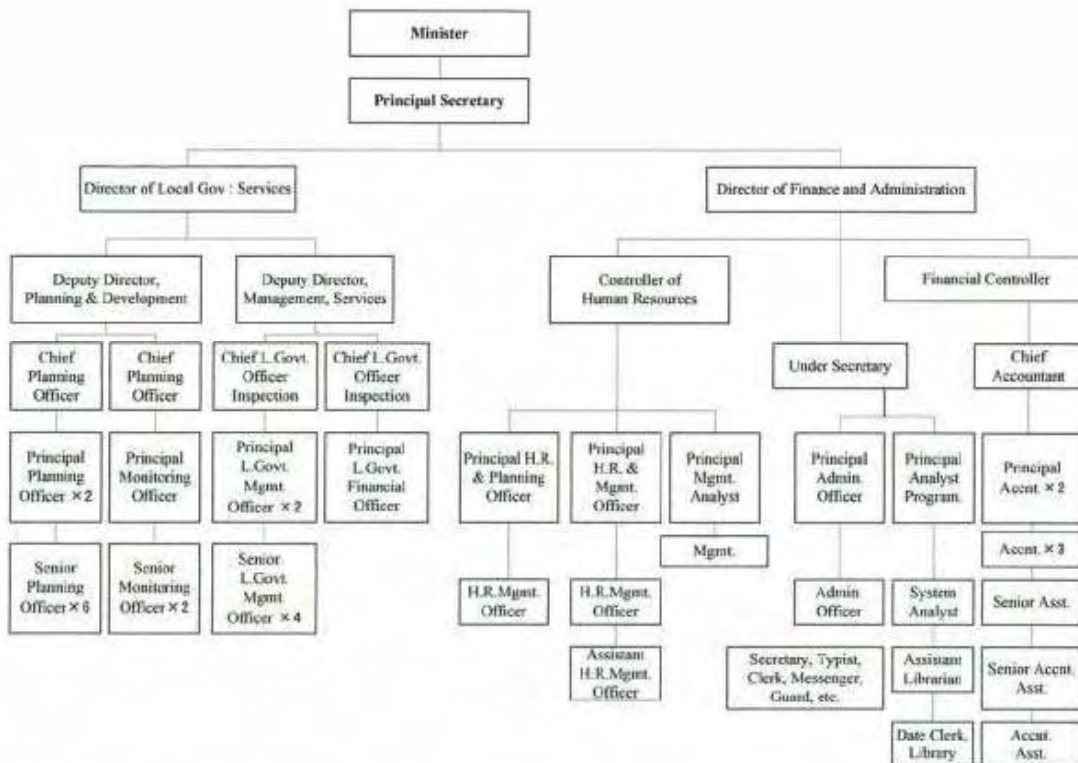
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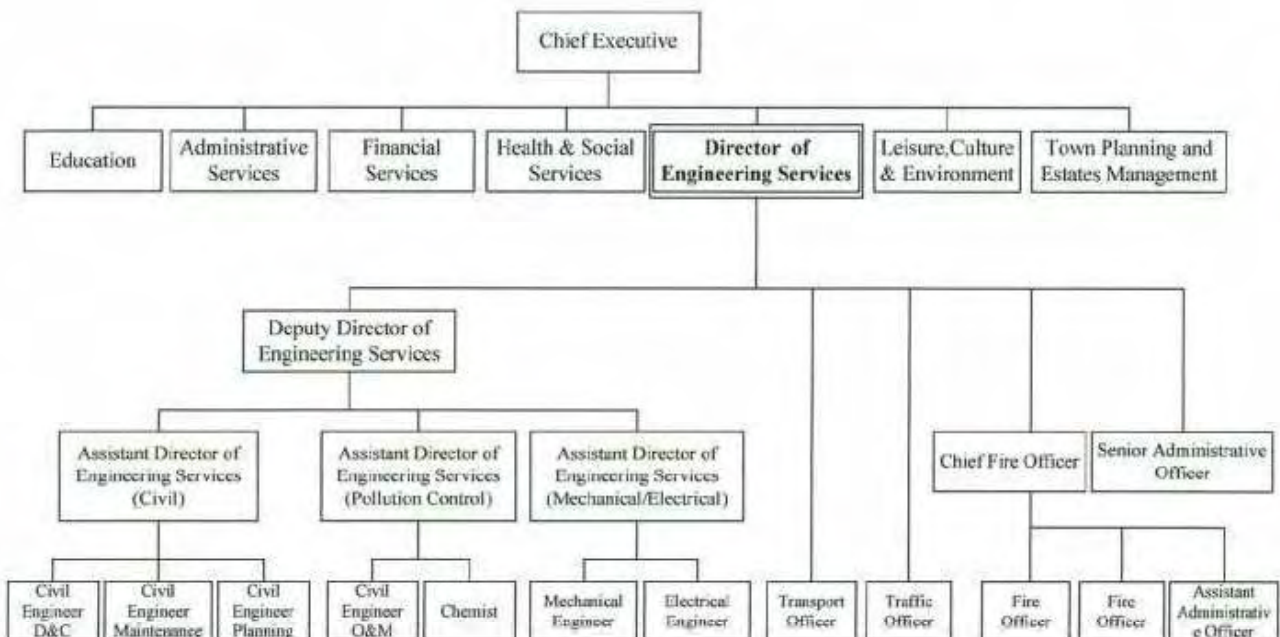
Project Site

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Annex-2 Organization Chart of Ministry of Local Government and Rural Development



Annex-3 Organization Chart of Blantyre City Assembly



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JAPAN'S GRANT AID

The Government of Japan (hereinafter referred to as "the GOJ") is implementing the organizational reforms to improve the quality of ODA operations, and as a part of this realignment, a new JICA law was entered into effect on October 1, 2008. Based on this law and the decision of the GOJ, JICA has become the executing agency of the Grant Aid for General Projects, for Fisheries and for Cultural Cooperation, etc.

The Grant Aid is non-reimbursable fund provided to a recipient country to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for its economic and social development 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

The Japanese Grant Aid is supplied through following procedures :

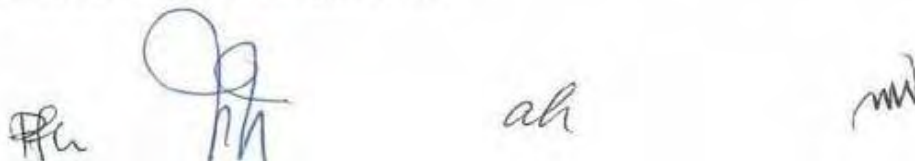
- Preparatory Survey
 - The Survey conducted by JICA
- Appraisal & Approval
 - Appraisal by the GOJ and JICA, and Approval by the Japanese Cabinet
- Authority for Determining Implementation
 - The Notes exchanged between the GOJ and a recipient country
- Grant Agreement (hereinafter referred to as "the G/A")
 - Agreement concluded between JICA and a recipient country
- Implementation
 - Implementation of the Project on the basis of the G/A

2. Preparatory Survey

(1) Contents of the Survey

The aim of the preparatory Survey is to provide a basic document necessary for the appraisal of the Project made by the GOJ and JICA. The contents of the Survey are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of relevant agencies of the recipient country necessary for the implementation of the Project.
- Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, financial, social and economic point of view.



- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of a outline design of the Project.
- Estimation of costs of the Project.

The contents of the original request by the recipient country are not necessarily approved in their initial form as the contents of the Grant Aid project. The Outline Design of the Project is confirmed based on the guidelines of the Japan's Grant Aid scheme.

JICA requests the Government of the recipient country to take whatever measures necessary to achieve 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 of the recipient country which actually implements the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country based on the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Survey, JICA employs (a) registered consulting firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms.

(3) Result of the Survey

JICA reviews the Report on the results of the Survey and recommends the GOJ to appraise the implementation of the Project after confirming the appropriateness of the Project.

3. Japan's Grant Aid Scheme

(1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes(hereinafter referred to as "the E/N") will be signed between the GOJ and the Government of the recipient country to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Government of the recipient country to define the necessary articles to implement the Project, such as payment conditions, responsibilities of the Government of the recipient country, and procurement conditions.

(2) Selection of Consultants

In order to maintain technical consistency, the consulting firm(s) which conducted the Survey will be recommended by JICA to the recipient country to continue to work on the Project's implementation after the E/N and G/A.

(3) Eligible source country

Under the Japanese Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased. When JICA and the Government of the recipient country or its designated authority 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, constructing and procurement firms, and the prime consulting firm are limited to "Japanese nationals".

(4) Necessity of "Verification"

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

(5) Major undertakings to be taken by the Government of the Recipient Country

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

(6) "Proper Use"

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

(7) "Export and Re-export"

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

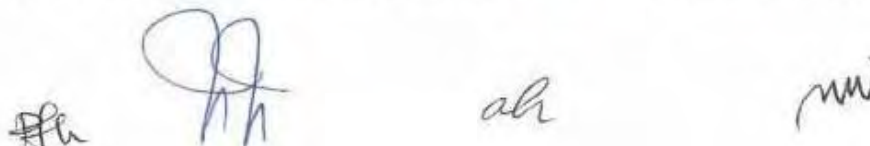
(8) Banking Arrangements (B/A)

a) The Government of the recipient country or its designated authority should open an account under the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). JICA 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 JICA 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



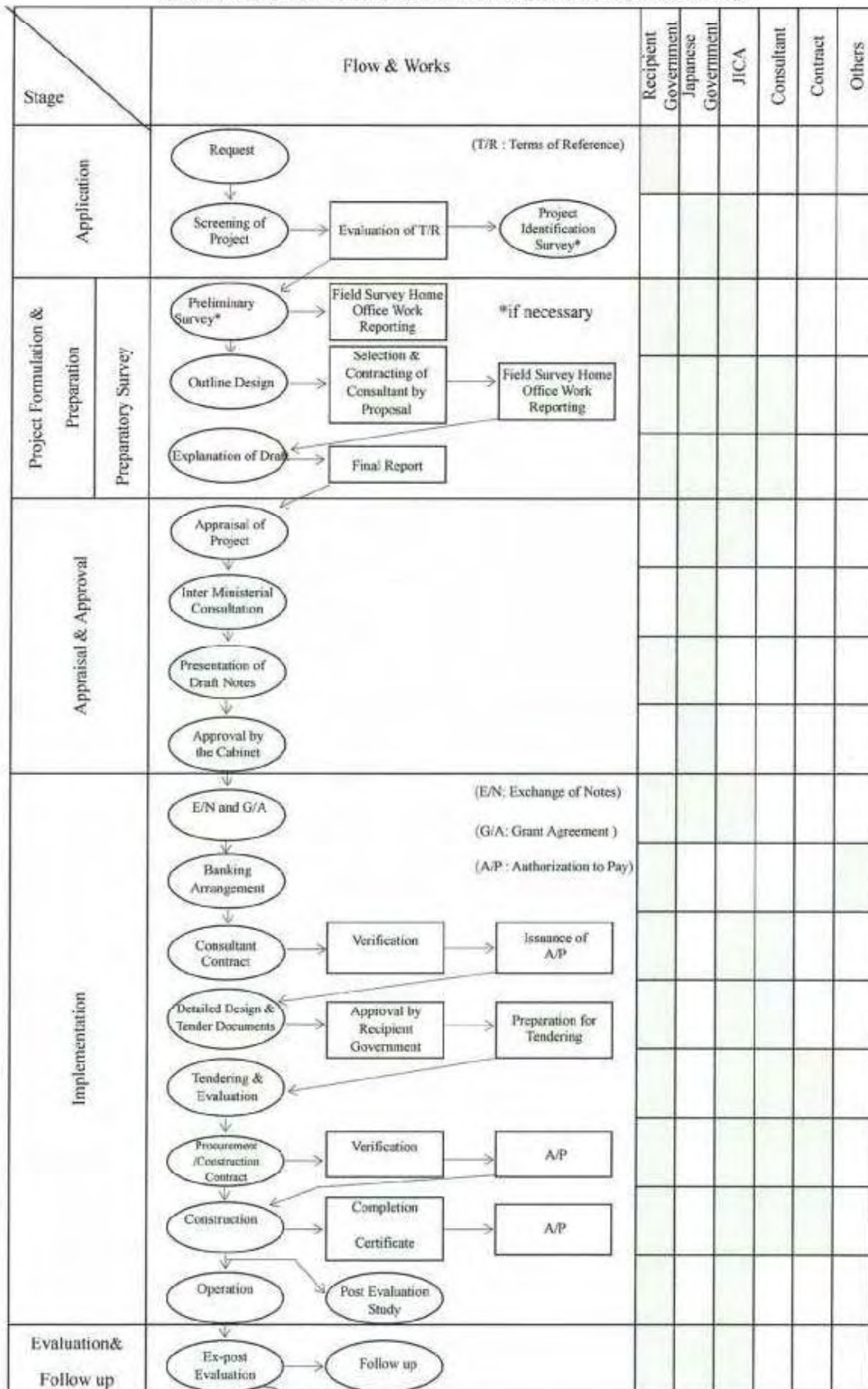
commissions paid to the Bank.

(10) Social and Environmental Considerations

A recipient country must carefully consider social and environmental impacts by the Project and must comply with the environmental regulations of the recipient country and JICA socio-environmental guidelines.

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FLOW CHART OF JAPAN'S GRANT AID PROCEDURES



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Major Undertakings to be taken by Each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	to secure lots of land necessary for the implementation of the Project and to clear the sites;		●
2	To ensure prompt customs clearance of the products and to assist internal transportation of the products in the recipient country		
	1) Marine (Air) transportation of the Products from Japan to the recipient country	●	
	2) Tax exemption and custom clearance of the Products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	(●)	(●)
3	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the purchase of the products and the services be borne by the Authority without using the Grant		●
4	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●
5	To ensure that the Facilities be maintained and used properly and effectively for the implementation of the Project		●
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project		●
7	To bear the following commissions paid to the Japanese bank for banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
8	To give due environmental and social consideration in the implementation of the Project.		●

(B/A : Banking Arrangement, A/P : Authorization to pay)






(2) 概略設計概要説明

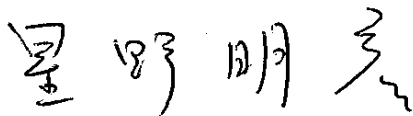
**MINUTES OF DISCUSSIONS
ON THE PREPARATORY SURVEY
ON THE PROJECT FOR IMPROVEMENT OF BLANTYRE CITY ROADS
IN THE REPUBLIC OF MALAWI
(Explanation on Draft Final Report)**

From October to November 2009, the Japan International Cooperation Agency (hereinafter referred to as “JICA”) dispatched the Preparatory Survey Team on the “Project for Improvement of Blantyre City Roads” (hereinafter referred to as “the Project”) to the Republic of Malawi (hereinafter referred to as “Malawi”), and through discussions with Malawian side, field survey, and technical examination of the results in Japan, JICA prepared the draft outline design report of the survey.

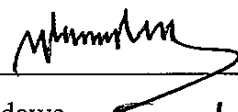
In order to explain and to consult with the officials concerned of the Government of Malawi on the components of the draft report, JICA sent to Malawi the Outline Design Explanation Team (hereinafter referred to as “the Team”), headed by Mr. Akihiko Hoshino, Deputy Chief Representative, JICA Malawi Office, from February 16 to 24, 2010.

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

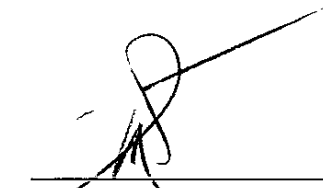
Lilongwe, February 22, 2010



Akihiko Hoshino
Leader
Preparatory Survey Team
Japan International Cooperation Agency
Japan



Dr. Lycester Bandawe
Chief Executive
Blantyre City Assembly
The Republic of Malawi



Peter Simbani
Director for Debt and Aid
Ministry of Finance
The Republic of Malawi



Patrick Kabambe
Principal Secretary
Ministry of Local Government and
Rural Development
The Republic of Malawi

ATTACHMENT

1. Components of the Draft Report

1-1. The Malawian side agreed and accepted in principle the components of the draft report of the Outline Design Study explained by the Team.

1-2. With regard to the widening of the existing road for the section 4, it was envisaged that the previous plan was to widen it from 2 lanes to 3 lanes. However, Malawian side requested that the section 4 should be widened to 4 lanes from the point of the traffic volume after the previous field survey. The Japanese side analyzed the necessity and relevance of widening to 4 lanes and found out that it was essential to widen it due to the large scale of the traffic volume, traffic safety, the variation of the congestion factors from the past basic design and the avoidance of the resettlement by narrowing the width of the walkway.

2. Japan's Grant Aid scheme

Malawian side understood the Japan's Grant Aid scheme and the necessary measures to be taken by the Government of Malawi as described in Minutes of Discussions signed on November 2, 2009.

3. Schedule of the Study

JICA will complete the final report in accordance with the confirmed items and send it to the Government of Malawi by the end of May, 2010.

4. Cost Estimation

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

5. Other Relevant Issues

5-1. Both sides agreed that the Malawian side will arrange the budget allocation for land

acquisition, clearance of related housing and facilities, compensation for the Project Affected Persons (PAPs) and relocation of existing utilities before the Invitation To Bid for the Project.

5-2. Malawian side confirmed to implement the necessary works taken by the Malawian side at their own expenses based on the Minutes of Discussions signed on November 2, 2009.

- Annex-1 Project Cost Estimation
- Annex-2 Environmental Checklist
- Annex-3 Environmental Monitoring Form

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CONFIDENTIAL

ANNEX-1

Project Cost Estimation

(1) Cost Borne by the Government of Japan : Approximately 929.7 million yen

Components		Estimated Cost (Million Yen)	
Construction	Earthwork	46.3	861.6
	Pavement	653.6	
	Facility Structure	60.6	
	Drainage	101.1	
Detailed Design and Construction Supervision		68.1	
Total		929.7	

(2) Cost Borne by the Government of Malawi : 5.1 Million MK (Yen 3.5 M)

- Utility Relocation Cost 4.4 Million MK (Yen 3.0 M)
- Bank Commission 0.7 Million MK (Yen 0.5 M)

(3) Conditions in Cost Estimation

- Time of estimation : November 2009
- Exchange rate : US\$ 1.0 = Yen 95.03 (six(6)-month average ending October 31,2009)
- Work execution period: 17.5 months
- Others: The project is implemented in accordance with the system of Japan's Grant Aid. The above estimated project cost will be reviewed by the government of Japan before E/N.

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Environmental Checklist: 15. Roads and Railways (1)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
1 Permits and Explanation	(1) EIA and Environmental Permits	① Have EIA reports been officially completed? ② Have EIA reports been approved by authorities of the host country's government? ③ Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied? ④ In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?	① The EIA reports have been completed. ② The EIA reports were approved to Environmental Affairs Department on 9th May, 2007. ③ The conditions are imposed to plant new roadside tree if it is necessary to cut existing roadside tree. ④ The permissions of borrow pits from local governments are required. The permissions have not been obtained yet.
	(2) Explanation to the Public	① Are contents of the project and the potential impacts adequately explained to the public based on appropriate procedures, including information disclosure? Is understanding obtained from the public? ② Are proper responses made to comments from the public and regulatory authorities?	① The public consultation was conducted at the preliminary study stage in January 2007. The general agreement of the local people have been obtained. ② The interview survey to the local people was conducted at the preparatory study stage in January 2007. The results were reflected in the mitigation.
2 Mitigation Measures	(1) Air Quality	① Is there a possibility that air pollutants emitted from various sources, such as vehicle traffic will affect ambient air quality? Does ambient air quality comply with the country's ambient air quality standards? ② Where industrial areas already exist near the route, is there a possibility that the project will make air pollution worse?	①② There are nothing of the observation data for air quality. The level of air pollution was not so high on site survey.
	(2) Water Quality	① Is there a possibility that soil runoff from the bare lands resulting from earthmoving activities, such as cutting and filling will cause water quality degradation in downstream water areas? ② Is there a possibility that surface runoff from roads will contaminate water sources, such as groundwater? ③ Do effluents from various facilities, such as stations and parking areas/service areas comply with the country's effluent standards and ambient water quality standards? Is there a possibility that the effluents will cause areas that do not comply with the country's ambient water quality standards?	① Turbid water will generate in the construction works. There are no intake facilities in and down the site. ② Impact on water resources of runoff from road surface will not occur. ③ Effluent areas will comply with the effluent standards.
	(3) Noise and Vibration	① Do noise and vibrations from vehicle and train traffic comply with the country's standards?	① Serious noise and vibration will not occur because of the limited traffic volume.

Environmental Checklist: 15. Roads and Railways (2)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
3 Natural Environment	(1) Protected Areas	<p>① Is the project site located in protected areas designated by the country's laws or international treaties and conventions? Is there a possibility that the project will affect the protected areas?</p>	<p>① There are no protected areas in and around the site.</p>
	(2) Ecosystem	<p>① Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)?</p> <p>② Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions?</p> <p>③ If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem?</p> <p>④ Are adequate protection measures taken to prevent impacts, such as disruption of migration routes, habitat fragmentation, and traffic accident of wildlife and livestock?</p> <p>⑤ Is there a possibility that installation of roads will cause impacts, such as destruction of forest, poaching, desertification, reduction in wetland areas, and disturbance of ecosystems due to introduction of exotic (non-native invasive) species and pests? Are adequate measures for preventing such impacts considered?</p> <p>⑥ In cases where the project site is located at undeveloped areas, is there a possibility that the new development will result in extensive loss of natural environments?</p>	<p>① There are no ecological valuable habitats in and around the site.</p> <p>② The habitats of endangered species have not been identified in and around the site.</p> <p>③ Significant ecological impact will not occur.</p> <p>④ Migration animals crossing the site have not been identified.</p> <p>⑤⑥ The new road will not cause destruction of forest because of reconstruction of existing road.</p>
	(3) Hydrology	<p>① Is there a possibility that alteration of topographic features and installation of structures, such as tunnels will adversely affect surface water and groundwater flows?</p>	<p>① Impact on surface and ground water will not occur.</p>
	(4) Topography and Geology	<p>① Is there a soft ground on the route that may cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides, where needed?</p> <p>② Is there a possibility that civil works, such as cutting and filling will cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides?</p> <p>③ Is there a possibility that soil runoff will result from cut and fill areas, waste soil disposal sites, and borrow sites? Are adequate measures taken to prevent soil runoff?</p>	<p>①② There are no slope failures or landslides in and around the site.</p> <p>③ Serious soil runoff will not occur.</p>

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Environmental Checklist: 15. Roads and Railways (3)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
	(1) Resettlement	<p>① Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement?</p> <p>② Is adequate explanation on relocation and compensation given to affected persons prior to resettlement?</p> <p>③ Is the resettlement plan, including proper compensation, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement?</p> <p>④ Does the resettlement plan pay particular attention to vulnerable groups or persons, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous people?</p> <p>⑤ Are agreements with the affected persons obtained prior to resettlement?</p> <p>⑥ Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan?</p> <p>⑦ Is a plan developed to monitor the impacts of resettlement?</p>	<p>① Removal of total six fences and gates will be required.</p> <p>② The local government have conducted the explanation to the local people and paid the compensation in August 2008.</p> <p>③ It was confirmed the compensation exceed the market price of land. Shops and vendors around existing road will be able to continue their business after the improvement of the road.</p> <p>④⑤⑥⑦ No resettlement will be required. The local government will negotiate with the owners of fences and gates that are subject to monetary compensation.</p>
4 Social Environment	(2) Living and Livelihood	<p>① Where roads or railways are newly installed, is there a possibility that the project will affect the existing means of transportation and the associated workers? Is there a possibility that the project will cause significant impacts, such as extensive alteration of existing land uses, changes in sources of livelihood, or unemployment? Are adequate measures considered for preventing these impacts?</p> <p>② Is there a possibility that the project will adversely affect the living conditions of inhabitants other than the affected inhabitants? Are adequate measures considered to reduce the impacts, if necessary?</p> <p>③ Is there a possibility that diseases, including communicable diseases, such as HIV will be introduced due to immigration of workers associated with the project? Are adequate considerations given to public health, if necessary?</p> <p>④ Is there a possibility that the project will adversely affect road traffic in the surrounding areas (e.g., by causing increases in traffic congestion and traffic accidents)?</p> <p>⑤ Is there a possibility that roads and railways will impede the movement of inhabitants?</p> <p>⑥ Is there a possibility that structures associated with roads (such as bridges) will cause a sun shading and radio interference?</p>	<p>①②③④⑤ The new road will not cause significant impacts on livelihood of the local people and road traffic because of the improvement of existing road. Shops and vendors around existing road will be able to continue their business after the completion.</p> <p>⑥ Impact on sun shading and radio interference will not occur.</p>
	(3) Heritage	<p>① Is there a possibility that the project will damage the local archeological, historical, cultural, and religious heritage sites? Are adequate measures considered to protect these sites in accordance with the country's laws?</p>	<p>① There are no heritage in and around the site.</p>
	(4) Landscape	<p>① Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?</p>	<p>① There are no special landscape areas in and around the site.</p>

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Environmental Checklist: 15. Roads and Railways (4)

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
4 Social Environment	(5) Ethnic Minorities and Indigenous People	<p>① Where ethnic minorities and indigenous peoples are living in the rights-of-way, are considerations given to reduce the impacts on culture and lifestyle of ethnic minorities and indigenous people?</p> <p>② Does the project comply with the country's laws for rights of ethnic minorities and indigenous people?</p>	<p>①② The site is not an area where ethnic minorities and indigenous people having unique culture and lifestyle are living.</p>
	(1) Impacts during Construction	<p>① Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)?</p> <p>② If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts?</p> <p>③ If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?</p> <p>④ If necessary, is health and safety education (e.g., traffic safety, public health) provided for project personnel, including workers?</p>	<p>①②③④ To mitigate environmental impacts during construction phase, the environmental management plan (EMP) is formulated in the EIA report. The contractor should practice the EMP.</p>
5 Others	(2) Monitoring	<p>① Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts?</p> <p>② Are the items, methods and frequencies included in the monitoring program judged to be appropriate?</p> <p>③ Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)?</p> <p>④ Are any regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities?</p>	<p>①②③④ To manage environmental impacts during construction phase, the environmental monitoring plan is formulated in the EIA report. The supervision consultant should establish the monitoring plan.</p>
	6 Note	<p>① Where necessary, pertinent items described in the Forestry Projects checklist should also be checked (e.g., projects including large areas of deforestation).</p> <p>② Where necessary, pertinent items described in the Power Transmission and Distribution Lines checklist should also be checked (e.g., projects including installation of power transmission lines and/or electric distribution facilities).</p> <p>③ If necessary, the impacts to transboundary or global issues should be confirmed, if necessary (e.g., the project includes factors that may cause problems, such as transboundary waste treatment, acid rain, destruction of the ozone layer, or global warming).</p>	

1) Regarding the term "Country's Standards" mentioned in the above table, in the event that environmental standards in the country where the project is located diverge significantly from international standards, appropriate environmental considerations are made, if necessary.
 In cases where local environmental regulations are yet to be established in some areas, considerations should be made based on comparisons with appropriate standards of other countries (including Japan's experience).

2) Environmental checklist provides general environmental items to be checked. It may be necessary to add or delete an item taking into account the characteristics of the project and the particular circumstances of the country and locality in which it is located.

Environmental Monitoring Form

Items	Contents of the monitoring
Involuntary Resettlement	<ul style="list-style-type: none"> ● To confirm that the minutes of understanding which is considered the compensation for the reallocation was made on the involuntary resettlement. ● To confirm that the address of the relocation was secured ● To confirm that the involuntary was lived as well as before the resettlement
Air Pollution	<ul style="list-style-type: none"> ● To confirm the measure to the dust that the resident people along the site may claim
Noise and Vibration	<ul style="list-style-type: none"> ● To confirm the measure to the noise that the resident people along the site may claim ● To confirm the measure to the vibration that the resident people along the site may claim

Note: The items of the monitoring plan were picked up from the items which will be affected with further impact in the scoping table.

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