

資 料

## 資料—1 調査団員氏名・所属

### (1) 第一次現地調査団員リスト

氏名	担当	所属先・職位
晋川 眞	総括	JICA エチオピア事務所 次長
横井博行	計画管理	JICA 経済基盤開発部／運輸交通・情報通信グループ
中川輝雄	業務主任／橋梁計画	セントラルコンサルタント (株)
多田一正	橋梁設計 I	セントラルコンサルタント (株)
藤村 淳	橋梁設計 II	セントラルコンサルタント (株)
豊崎真也	道路設計	セントラルコンサルタント (株)
岩永一美	自然条件調査 (測量・地質)	セントラルコンサルタント (株)
梅野 順	自然条件調査 (水理・水文)	セントラルコンサルタント (株)
小林良明	環境社会配慮	日本海外コンサルタンツ (株)
仁平正人	業務調整	セントラルコンサルタント (株)

### (2) 第二次現地調査団員リスト

氏名	担当	所属先・職位
晋川 眞	総括	JICA エチオピア事務所 次長
横井博行	計画管理	JICA 経済基盤開発部／運輸交通・情報通信グループ
中川輝雄	業務主任／橋梁計画	セントラルコンサルタント (株)
多田一正	橋梁設計 I	セントラルコンサルタント (株)
豊崎真也	道路設計	セントラルコンサルタント (株)
岩永一美	自然条件調査 (測量・地質)	セントラルコンサルタント (株)
小林良明	環境社会配慮	日本海外コンサルタンツ (株)
白鳥正裕	施工・調達計画／積算	セントラルコンサルタント (株)
仁平正人	業務調整	セントラルコンサルタント (株)

### (3) 概略設計概要説明調査団員リスト

氏名	担当	所属先・職位
梅永 哲	総括	ICA 経済基盤開発部／運輸交通・情報通信第三課長
福沢大輔	計画管理	JICA 経済基盤開発部／運輸交通・情報通信第二課
中川輝雄	業務主任／橋梁計画	セントラルコンサルタント (株)
豊崎真也	道路設計	セントラルコンサルタント (株)

資料—2 調査行程

(1) 第一次現地調査団調査行程表

日程	日	月	日	曜日	総括	計画管理	業務主任 橋梁計画	橋梁設計Ⅰ	橋梁設計Ⅱ	道路設計	自然条件調査 測量/地質調査	自然条件調査 水理、水文	環境社会配慮	施工・調達計画 /概算	業務調整
1	4	月	26	月	晋川 真	榎井 博行	中川 輝雄	多田 一正	藤村 淳	豊崎 真也	岩永 一美	梅野 順	小林 良明	白鳥 正裕	仁平 正人
2	27	火	⇒トバイ⇒アテイス				⇒トバイ⇒アテイス PM: JICA事務所	成田⇒			⇒トバイ⇒アテイス PM: JICA事務所	成田⇒			成田⇒
3	28	水					終日: ERAと協議	AM: ERAと協議 PM: 調査協議			AM: ERAと協議 PM: 調査協議				⇒トバイ⇒アテイス PM: JICA事務所 AM: ERAと協議 PM: 調査協議
4	29	木						終日: 調査協議		成田⇒	終日: 調査協議				終日: 調査協議
5	30	金					サイト調査(コケチヤ橋、モンシ橋、アワシ橋)			⇒トバイ⇒アテイス PM: サイト調査	サイト調査(コケチヤ橋、モンシ橋、アワシ橋)				サイト調査
6	1	土													
7	2	日													
8	3	月					サイト調査(国道2号)	サイト調査(橋梁、測量、地質調査)		サイト調査(国道2号)	サイト調査(測量、地質)				
9	4	火													
10	5	水					会議用資料作成			会議用資料作成					
11	6	木					終日: ERAと協議			終日: ERAと協議					
12	7	金					終日: 関係機関と協議			終日: 関係機関と協議					
13	8	土					会議用資料作成			会議用資料作成					
14	9	日					成田⇒								団内ミーティング
15	10	月					⇒トバイ⇒アテイス PM: JICA事務所			団内ミーティング、中間報告書作成 AM: 中間報告書作成 PM: JICA事務所報告					AM: 中間報告書作成 PM: JICA事務所報告
16	11	火					終日: M/D協議	サイト調査(橋梁、測量、地質調査)		終日: M/D協議	サイト調査(測量、地質)				終日: M/D協議
17	12	水													
18	13	木					M/D署名 大使館報告 事務所報告			M/D署名 大使館報告 事務所報告					
19	14	金					サイト調査								
20	15	土					資料整理			アテイス⇒					
21	16	日													
22	17	月					資料収集	団内ミーティング		アテイス⇒	サイト調査(測量、地質)				アテイス⇒
23	18	火													
24	19	水					アテイス⇒	サイト調査		アテイス⇒	サイト調査				
25	20	木					⇒トバイ⇒成田			⇒トバイ⇒成田					
26	21	金													
27	22	土													
28	23	日													
29	24	月													
30	25	火													
31	26	水					アテイス⇒			アテイス⇒					
32	27	木					⇒トバイ⇒成田			⇒トバイ⇒成田					

(2) 第二次現地調査団調査行程表

日程	日	月	曜日	総括	計画管理	業務主任	橋梁設計 I	造路設計	自然条件調査 測量/地質調査	環境社会配慮	施工-調達計画 /積算	業務調整
1	28	月		曹川 良	梶井 博行	中川 輝雄	多田 一正	豊崎 真也	岩永 一美	小林 良明	白鳥 正裕	仁平 正人
2	29	火							成田⇒			
3	30	水			9時: JICA事務所 11時: ERAと協議		9時: JICA事務所 11時: ERAと協議	9時: JICA事務所 11時: ERAと協議	9時: JICA事務所 11時: ERAと協議			
4	1	木			終日: ERAと協議		終日: ERAと協議	終日: ERAと協議	終日: ERAと協議			
5	2	金		M/D署名 大使館報告 事務所報告 ⇒アデイス⇒	M/D署名 大使館報告 事務所報告	M/D署名 大使館報告 事務所報告	M/D署名 大使館報告 事務所報告	M/D署名 大使館報告 事務所報告	サイト調査 (測量、地質調査)	M/D署名 大使館報告 事務所報告	資料収集	サイト調査 (測量、地質調査)
6	3	土			⇒ドバイ⇒成田				サイト調査	資料収集		
7	4	日							団内ミーティング			
8	5	月							サイト調査	終日: ERAと協議	終日: ERAと協議	サイト調査
9	6	火							"	"	資料収集	"
10	7	水							"	終日: 関係機関と協議	"	"
11	8	木							サイト調査	資料収集	"	"
12	9	金							サイト調査	"	"	"
13	10	土							サイト調査	"	"	"
14	11	日							団内ミーティング			
15	12	月							サイト調査	終日: ERAと協議	終日: ERAと協議	サイト調査
16	13	火							"	終日: 関係機関と協議	終日: 関係機関と協議	"
17	14	水							"	資料収集	資料収集	"
18	15	木							"	"	"	"
19	16	金							"	"	"	"
20	17	土							サイト調査	"	"	"
21	18	日							団内ミーティング	団内ミーティング		
22	19	月							アデイス⇒	資料収集	資料整理	アデイス⇒
23	20	火							⇒ドバイ⇒成田	資料整理	資料整理	⇒ドバイ⇒成田
24	21	水								報告書作成	報告書作成	
25	22	木								"	資料収集	
26	23	金								報告書作成	"	
27	24	土								"	アデイス⇒	
28	25	日								サイト調査	"	
29	26	月								団内ミーティング	"	
30	27	火								サイト調査	資料整理	
31	28	水								"	資料収集	
32	29	木								"	"	
33	30	金								"	"	
34	31	土								"	"	
35	1	日								アデイス⇒	アデイス⇒	
36	2	月								⇒ドバイ⇒成田	⇒ドバイ⇒成田	

(3) 概略設計概要説明調査団調査行程表

月 日	曜日	時間	JICA (梅永総括、福沢団員)	コンサルタント (中川団員、豊崎団員)
12月9日	木			成田発⇒ドバイ
10日	金			アディスアベバ着 1500 : ERAと協議
11日	土			3橋現地調査
12日	日		成田発⇒ドバイ	資料整理
13日	月	AM	アディスアベバ着	
		PM	1500:JICA 事務所	
14日	火		3橋現地調査	
15日	水		ERAと協議 (概略設計概要書説明及びミニッツ協議) MOFEDと協議	
16日	木		ERAと協議 (ミニッツ協議) EMAOと協議	
17日	金	AM	ミニッツ署名 大使館へ報告	
		PM	JICAへ報告 アディスアベバ発⇒ドバイ	
18日	土		成田着	

### 資料—3 関係者（面会者）リスト

- (1) エチオピア道路公社（ERA）

Mr. Zaid Wolde Gabriel	Director General
Mr. Abdo Mohammed	Deputy Director General, Operations Bsc. C Eng., MSc. EESI
Mr. Bekele Negussie	Planning & ICT Service Department Duputy Director General
Mr. Haddis Tesfaye	Road Network Management Division Manager
Mr. Girma Worku	Bridge Management Branch Manager
Mr. Amare Assefa	Construction Contract Implementation Division Manager
Mr. Muse Belew	Design and Build Projects Coordinator
Mr. Demelash GebreMariam	Alemgena DED Manager
Mr. Nebyou Endale	Alemgena DRMC Manager
Mr. Daniel Nebro	Design and Technical Support Bureau Branch Chief
Mr. Daniel Mengestie	Planning and Program Management Directorate Director
Mr. Yoseph Kidane	Engineering Procurement Director
Mr. Giday Tsegaye	Procurement Service Head
Mr. Shiemat Tesfaye	Environmental Management Team Leader
Mr. Abdissa Megersa	Head of Environmental Management Branch,
Mr. Kafergachew Kassahun	Hydrologist
Mr. Teshome Cheru	Sociologist
Mr. Teferra Wakshum	Right-of-Way and Road Protection Branch Chief
  
- (2) エチオピア環境保護庁（EPA）

Mr. Solomon Kebede	Impact Assessment Services Head
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- (3) エチオピア国 財務経済省（MOFED）

Mr. Tilahun Tadasse	Director
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- (4) エチオピア地雷除去活動事務所（EMAO）

Mr. Gebriel Lager	Deputy Director
杉本 恵太	UNDP 地雷除去プログラムアドバイザー
  
- (5) 国家気象庁(NMA)

Mr. Dula Shanko	D/General Director
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- (6) 在エチオピア日本国大使館

駒野 欽一	特命全権大使
小森 大育	経済協力班長
  
- (7) JICA エチオピア事務所

大田 孝治	所長
晋川 眞	次長
鈴木 桃子	所員
中川 淳史	所員
  
- (8) JICA 専門家

尾幡 佳徳	専門家
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(1) 第一次現地調査

**MINUTES OF DISCUSSIONS  
ON THE PREPARATORY SURVEY  
ON THE PROJECT FOR REPLACEMENT OF THE BRIDGES  
ON A1 TRUNK ROAD (MODJO, AWASH AND GOGecha BRIDGES)  
IN THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA**



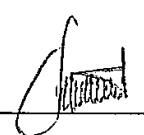
Based on the results of the precedent Preparatory Survey which was conducted on December, 2009, the Government of Japan decided to conduct the subsequent Preparatory Survey on the Project for Replacement of the Bridges on A1 Trunk Road (Modjo, Awash and Gogecha Bridges) (hereinafter referred to as “the Project”) and entrusted the survey to Japan International Cooperation Agency (hereinafter referred to as “JICA”).

JICA sent to the Federal Democratic Republic of Ethiopia (hereinafter referred to as “Ethiopia”), the Preparatory Survey Team for an Outline Design Study (hereinafter referred to as “the Team”), which is headed by Mr. Makoto Shinkawa, Senior Chief Representative of JICA Ethiopia Office, and is scheduled to stay in the country from April 27th to May 19<sup>th</sup>, 2010.

The Team held a series of discussions with the officials concerned of the Government of Ethiopia and conducted a field survey at the project area.

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

Addis Ababa, May 18, 2010

 <b>Makoto Shinkawa</b> Japan International Cooperation Agency Leader Preparatory Survey Team Japan International Cooperation Agency Japan	 <b>Zaid Wolde Gabriel</b> Director General Ethiopian Roads Authority Federal Democratic Republic of Ethiopia	
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## ATTACHMENT

1. Name of the Project

Both sides confirmed that the project title was “the Project for Replacement of the Bridges on A1 Trunk Road (Modjo, Awash and Gogecha Bridges)”.

2. Objective of the Project

The objective of the Project is to improve the smoothness and the safety of transport on the A1 Trunk Road through the construction of Gogecha, Modjo and Awash bridges.

3. Project Sites

The three bridges are situated on the A1 trunk road from Addis Ababa to Djibouti port. The sites of the Project are shown in Annex-1.

4. Responsible and Implementing Organizations

The responsible ministry is the Ministry of Works and Urban Development.

The implementing organization is the Ethiopian Roads Authority (ERA).

The organization chart of the implementing organization is shown in Annex-2

5. Items requested by the Government of Ethiopia

The Ethiopian side requested the construction of the new three bridges stipulated as followings.

5-1. Gogecha bridge:

Both sides agreed that the new Gogecha bridge would be placed on the existing alignment as shown in Annex-3 with two lanes, shoulders, footway and construction of the approach roads. Both sides also agreed that the temporary bridge and road during construction of the new bridge would be placed on upstream by around 25m from the existing bridge. The detour (temporary bridge and road) shall be constructed to safely accommodate the existing traffic. With regard to superstructure, both sides agreed to adopt the PC simple post-tensioned T-girder bridge.

5-2. Modjo bridge:

Although the Team recommended the Ethiopian side to construct the new Modjo bridge on the same alignment of the existing bridge, ERA insisted to construct it 40m upstream from the existing bridge. After further discussions, both sides agreed that the new Modjo bridge would be placed on the existing alignment as shown in Annex-4 with two lanes, shoulders, footway and construction of the approach roads.

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Both sides also agreed that the temporary bridge and road during construction of the new bridge would be placed on upstream by around 25m from the existing bridge. The detour (temporary bridge and road) shall be constructed to safely accommodate the existing traffic. Both sides also agreed to adopt the PC continuous rigid-frame box-girder bridge with three spans connected as superstructure.

5-3. Awash bridge:

Both sides agreed that the new alignment for the Awash bridge would be placed on downstream from the existing bridge with two lanes and construction of the approach roads. The detailed planning needs to be conducted in response to the results of the topographic survey and to be discussed at the coming field survey around July, 2010.

6. Japan's Grant Aid Scheme

6-1. The Ethiopian side understands the Japan's Grant Aid Scheme explained by the Team, as described in Annex-5-6.

6-2. The Ethiopian side will take the necessary measures, as described in Annex-7, 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 Team explained the outline of the JICA Guidelines for Environmental and Social Considerations (hereinafter referred to as "the JICA Guidelines"), and the Ethiopian side agreed to take the JICA Guidelines fully into consideration when the Ethiopian side would conduct Initial Environmental Impact Assessment (IEIA) study of the Project and get IEIA approval from responsible authorities according to the relevant laws and regulations of the Government of Ethiopia. The Team notified the Ethiopian side that the IEIA certificate would be required to be issued by the end of November, 2010.

7-2. Both sides confirmed that the Ethiopian side would hold the stakeholder meetings for each site on May, 2010 by the attendance of the project related authorities and people and obtained basic agreement for the Project. In addition to this, both sides confirmed that the Ethiopian side would declare the cut-off-date for the Project after the stakeholder meetings.

7-3. The Ethiopian side agreed to arrange the budget allocation for land acquisition, resettlement and compensation for the Project Affected Persons (PAPs) as soon as



possible, and to take necessary measures for PAPs and secure the land three months before the commencement of the construction.

#### 8. Schedule of the Study

8-1. The Team will proceed with further studies in Ethiopia until May 19th, 2010.

8-2. In response to the analysis in Japan, the second field survey will be conducted around July, 2010 in order to discuss the alignment of Awash bridge and to carry out the further engineering study for the Project.

#### 9. Other Relevant Issues

9-1. Both sides confirmed that the Ethiopian side had already cleared the landmines and unexploded ordnance which were buried around Awash bridge. The certificate of the clearance is shown in Annex-8.

9-2. Both sides agreed that, in principle, the following undertakings shall be taken by the Ethiopian side at their own expenses;

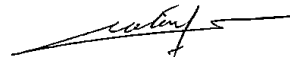
- To acquire and clear the sites,
- To take measures for the tax exemption of imported materials and equipment,
- To allocate the budget and personnel to properly maintain the constructed bridges by the Project including the periodical maintenance work after the completion of the Project,
- To secure temporary yard(s), and
- To facilitate access to borrow pit(s) and quarry site(s)

9-3. The Team notified the Ethiopian side that the Project might be required to be prioritized and be constructed at the different phases due to budgetary restraint. The Ethiopian side insisted to construct the bridges simultaneously, however if there is budgetary constraint, the Ethiopian side prefers to put first priority to the Awash bridge and second priority for both the Modjo and Gogecha bridges.

9-4. The Team recommended the Ethiopian side to control the traffic for the Modjo and Gogecha bridges until the new bridges would be constructed.

- Annex-1 Project Sites
- Annex-2 Organization Chart (ERA)
- Annex-3 New alignment of Gogecha bridge
- Annex-4 New alignment of Modjo bridge
- Annex-5 Japan's Grant Aid

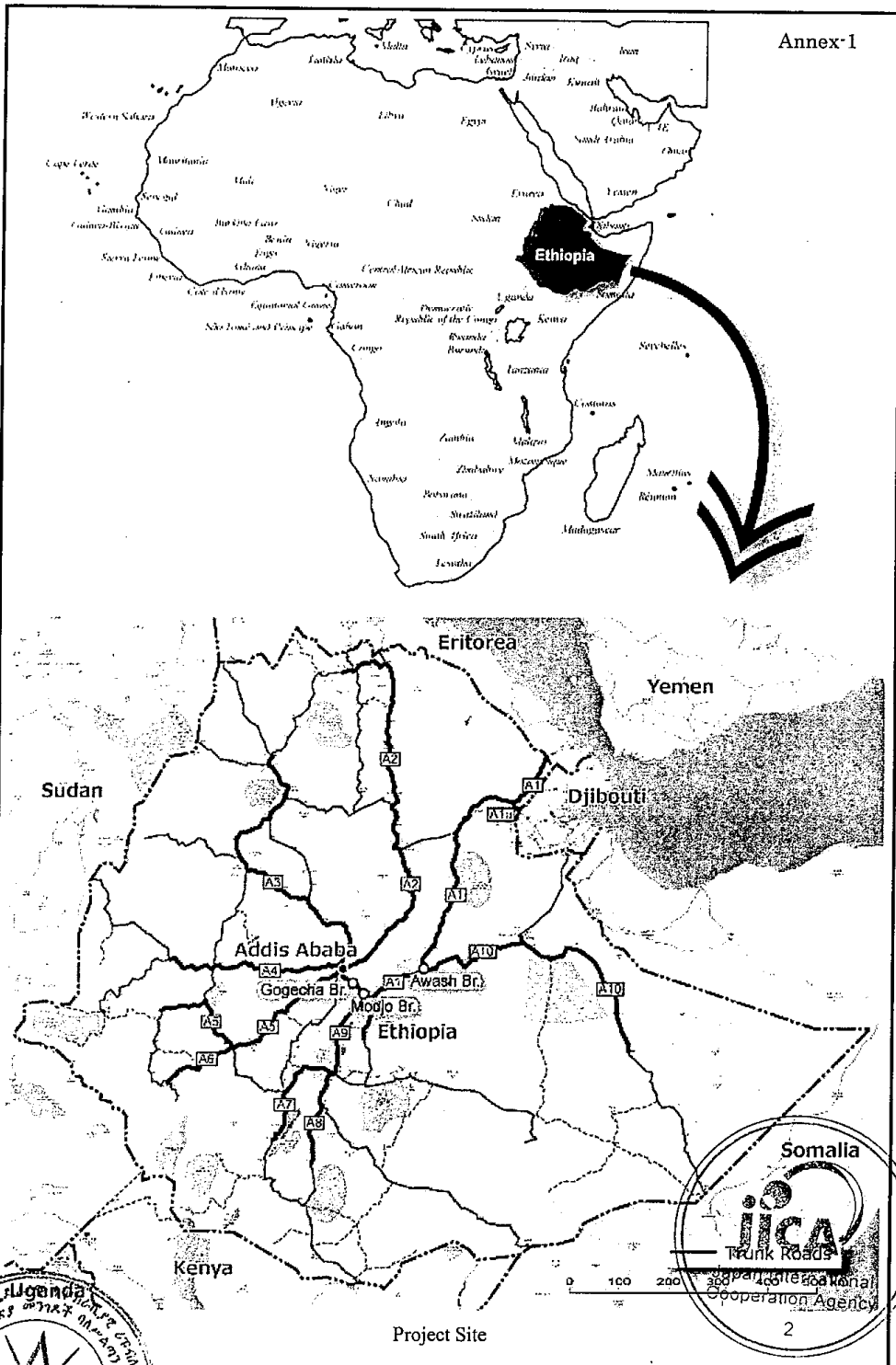
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- Annex-6 Flow Chart of Japan's Grant Aid Procedures
- Annex-7 Major Undertakings to be taken by Each Government
- Annex-8 Certificate for clearance of the landmines and unexploded ordnance around the Awash bridge



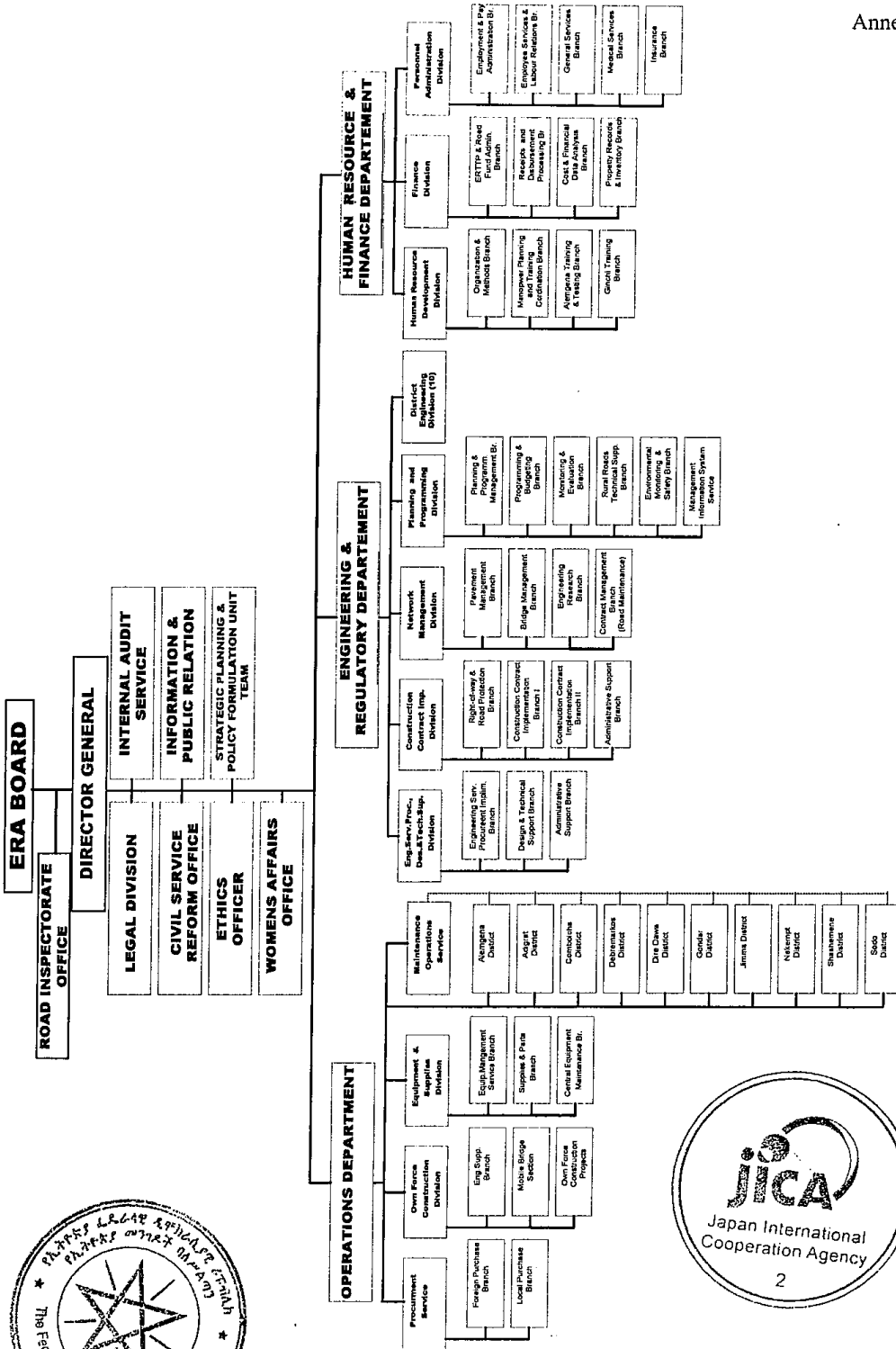
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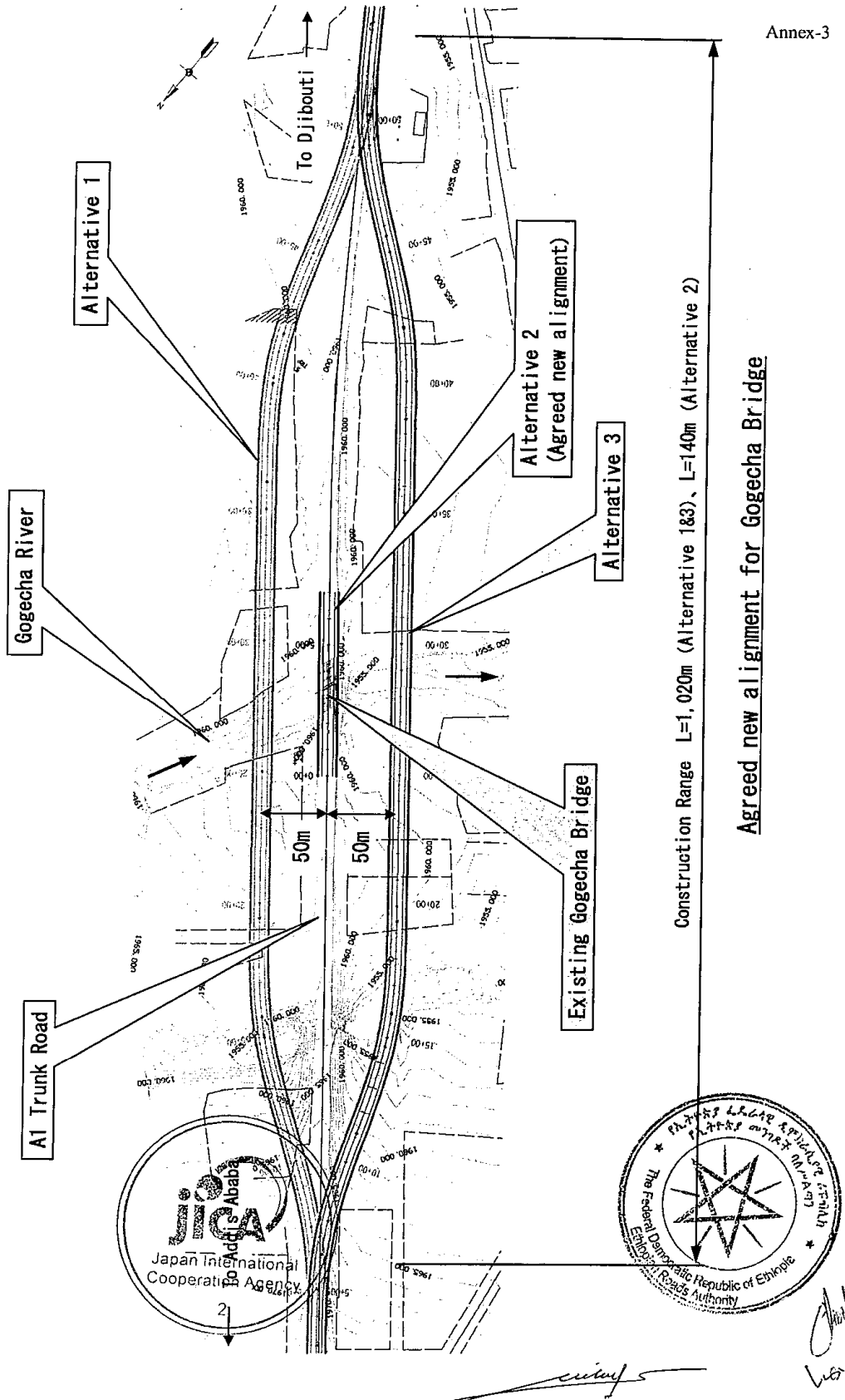
# ETHIOPIAN ROADS AUTHORITY ORGANIZATIONAL CHART

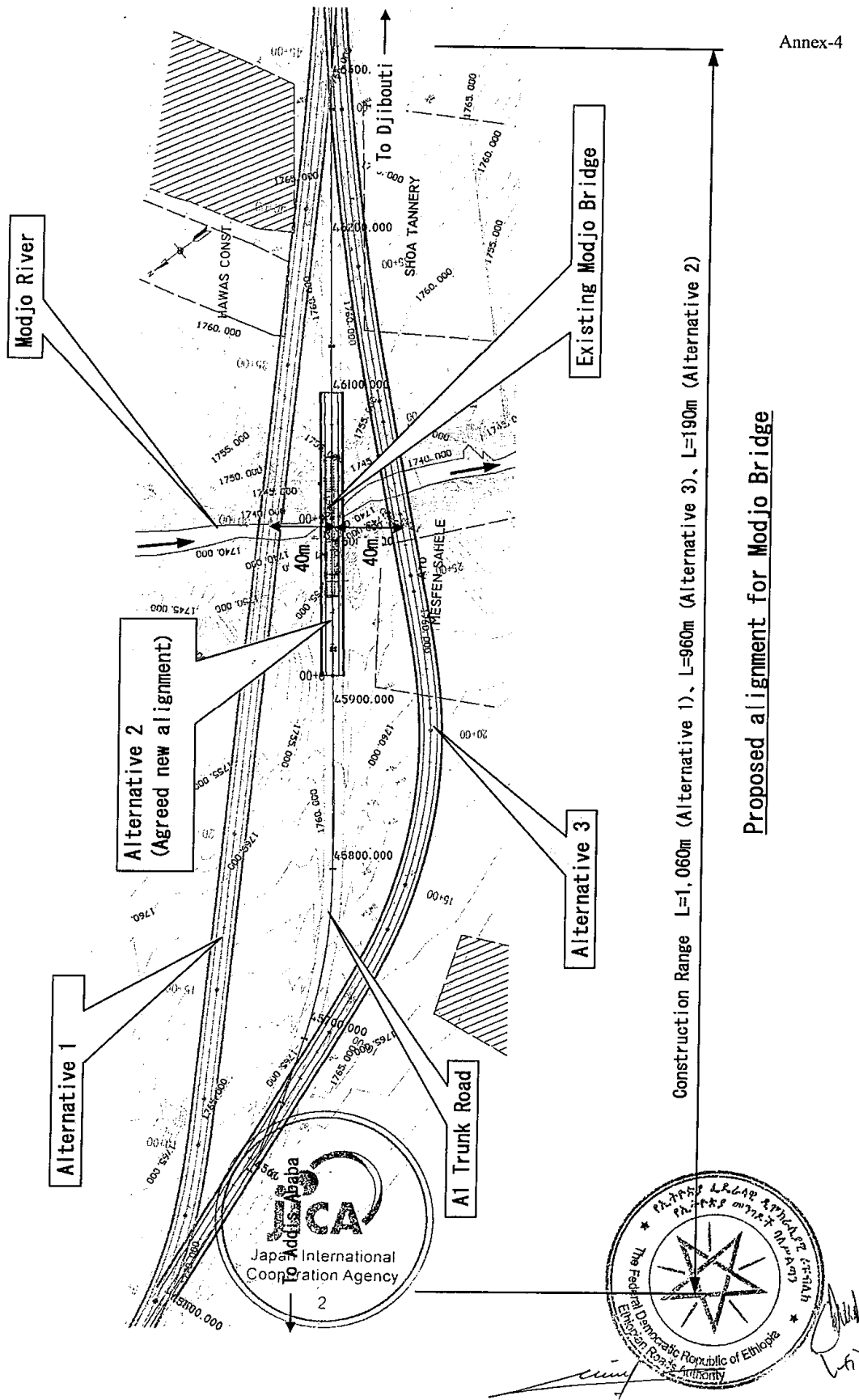


Annex-2



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Proposed alignment for Modjo Bridge

## 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 :

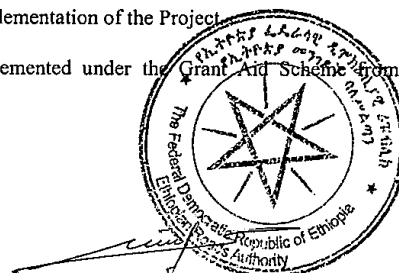
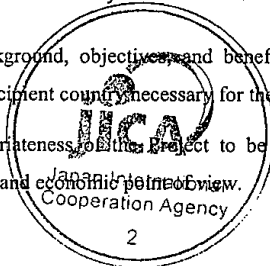
- Preparatory Survey
  - The Survey conducted by JICA
- Appraisal & Approval
  - Appraisal by the GOJ and JICA, and Approval by the Japanese Cabinet
- Authority for Determining Implementation
  - The Notes exchanged between the GOJ and a recipient country
- Grant Agreement (hereinafter referred to as "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**

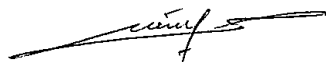
(1) The E/N and the G/A

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.

hs




(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.

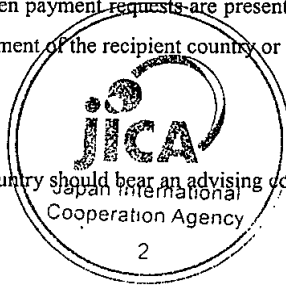
(8) Banking Arrangements (B/A)

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

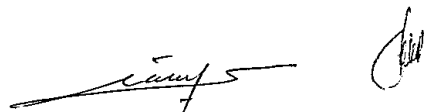


commissions paid to the Bank.

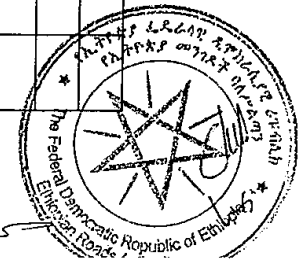
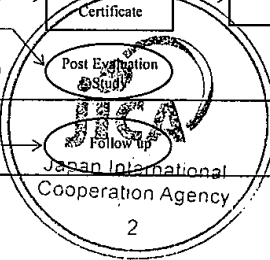
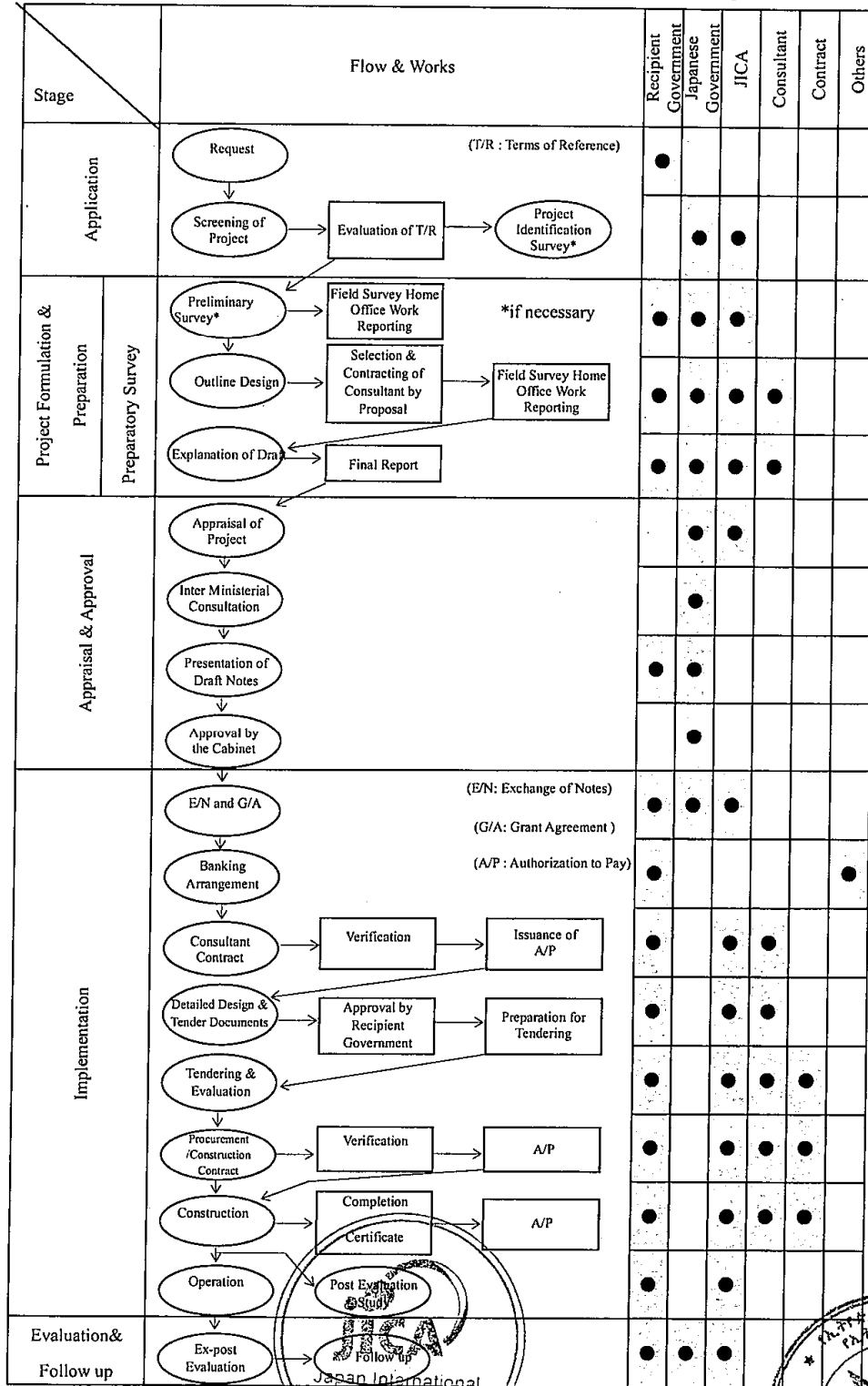
(10) Social and Environmental Considerations

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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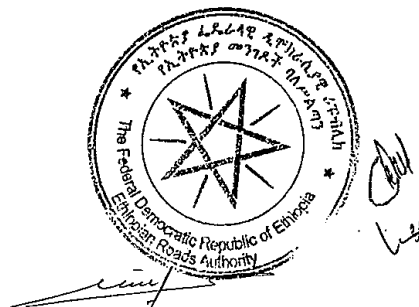
FLOW CHART OF JAPAN'S GRANT AID PROCEDURES



## 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 exempted		•
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)



Un official Translation

No. -----1/-15//18/1

Date: April 20, 2010

To: Ethiopian Roads Authority  
Addis Ababa

Subject: Completion of mines clearance around Awash Bridge

It is to be recalled that we informed you that clearing mines around Awash Bridge is planned to be completed by March 31, 2010 and its completion would be communicated to you in writing through our letter of March 9, 2010 GC Ref No. ----1/-15/73/1.

Accordingly, we hereby inform you that the clearance of the mines around the area has been completed and that you can start your work. Attached herewith please find an annex that shows information about the area.

Sincerely Yours

Gebriel Lager  
Deputy Director  
Ethiopian Mines Action Office

CC  
General Director  
Ethiopian Mines Action Office

Annex  
1 page information



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ቁጥር ክ.ሪ.ዳ.ሪ/መ/15/1/1/1  
ቀን 14 ግም 2002

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**አዲስ አበባ**

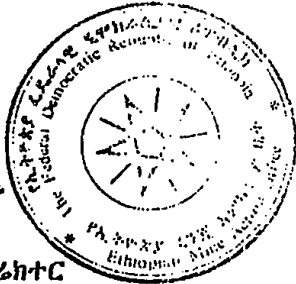
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**ሥራ መጠናቀቅ ይመለከታል።**

በደብዳቤ ቁጥር አ.ፈ.አፅ1/መ15/73/1 የካቲት 30 ቀን 2002 ዓ.ም. በአድራሻ ለመሥሪያ ቤታችሁ በተፃፈ ደብዳቤ በአዋሽ ድልድይ ዙሪያ የሚካሄደው የማዕዳት ሥራ እስከ መጋቢት 31 ቀን 2010 እ.ኤ.አ እንደሚጠናቀቅና ሥራው ሲጠናቀቅ በደብዳቤ የምናሳውቃችሁ መሆኑን መግለጻችንን ይታወሳል።

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**አንዲያውቁት!**

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**አፈአጽ**

አባሪ!

1 ገፅ መረጃ

☎ 251-1-4 671854  
☒ 25955 Code 1000

Addis Ababa, Ethiopia

Fax 251-1-4 672494/671844  
E-mail: [Emao@ethionet.et](mailto:Emao@ethionet.et)  
D.D./1/1/2002

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AWASH BRIDGE CLEARANCE BASED ON ROAD  
AUTHORITIES INTEREST

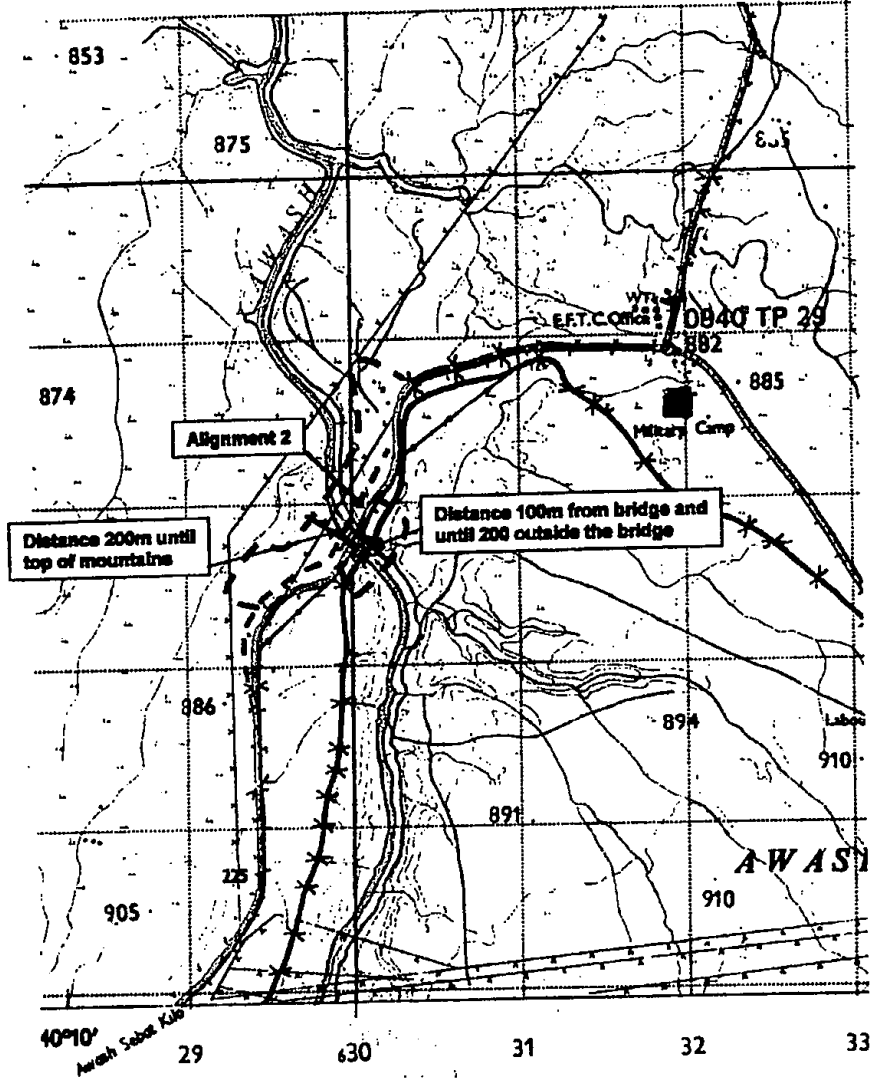


Japan International  
Cooperation Agency  
2





Awash Bridge



USA

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(2) 第二次現地調査

MINUTES OF DISCUSSIONS  
ON THE PREPARATORY SURVEY  
ON THE PROJECT FOR REPLACEMENT OF THE BRIDGES  
ON A1 TRUNK ROAD (MODJO, AWASH AND GOGеча BRIDGES)  
IN THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA

(Second Field Survey)

The Government of Japan decided to conduct the Preparatory Survey on the Project for Replacement of the Bridges on A1 Trunk Road (Modjo, Awash and Gogecha Bridges) (hereinafter referred to as “the Project”) and entrusted the survey to Japan International Cooperation Agency (hereinafter referred to as “JICA”).

JICA sent to the Federal Democratic Republic of Ethiopia (hereinafter referred to as “Ethiopia”), the Preparatory Survey Team for an Outline Design Study (hereinafter referred to as “the Team”), which is headed by Mr. Makoto Shinkawa, Senior Chief Representative of JICA Ethiopia Office. The first field survey for an Outline Design Study was conducted from April to May, 2010 to discuss the contents of the request for Modjo and Gogecha bridges. In response to the analysis in Japan, this time the second field survey was sent to discuss the contents of the request for Awash Bridge, and is scheduled to stay in the country from June 29th to August 1st, 2010.


The Team held a series of discussions with the officials concerned of the Government of Ethiopia and conducted a field survey at the project area.

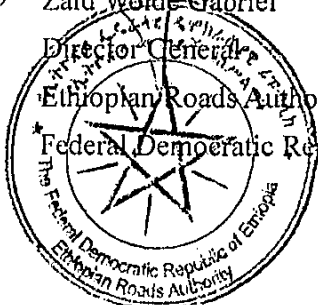
In the course of discussion and field survey, both sides have confirmed the main items described in the attached sheets.

Addis Ababa, July 2, 2010

  
Makoto Shinkawa  
Leader  
Preparatory Survey Team  
Japan International Cooperation Agency  
Japan

  
Japan International  
Cooperation Agency  
2

  
Zaid Woldemariam  
Director General  
Ethiopian Roads Authority  
Federal Democratic Republic of Ethiopia



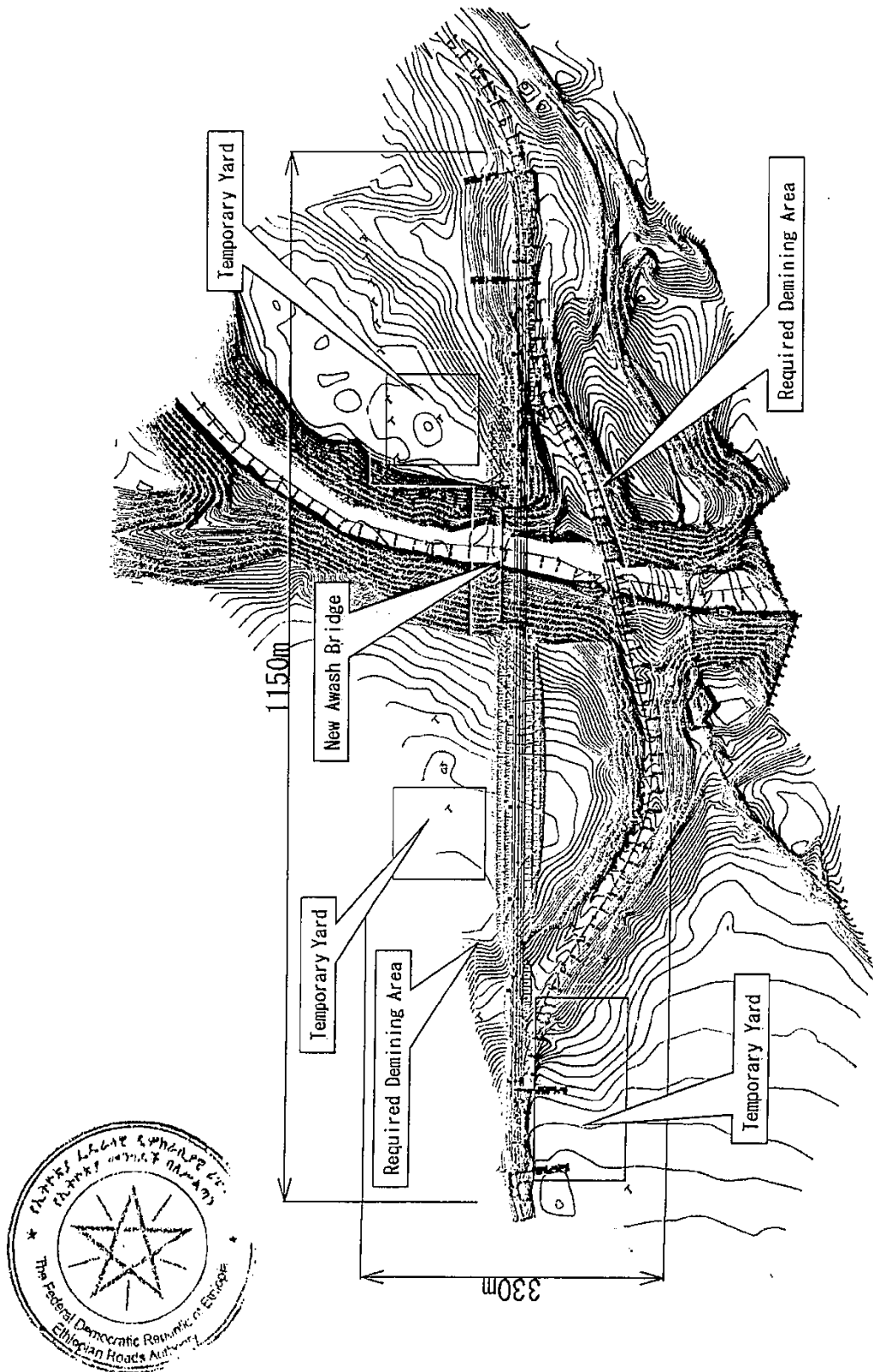
## ATTACHMENT

1. Items requested by the Government of Ethiopia for Awash bridge  
Both sides agreed that the new Awash Bridge would be placed on downstream by 100m from the existing bridge which is shown as Alternative 1 in Annex-1 with two lanes and construction of the approach roads. Both sides also agreed to adopt the PC continuous rigid-frame box-girder bridge with three spans connected.
  
2. Landmines and Unexploded Ordnance (UXO) around the Awash bridge  
The Team requested to the Ethiopian side to secure the area which is expected to be the construction area and yard for the new Awash Bridge as shown in Annex-2, which is included in the previous request as shown in Annex 3. The Ethiopian side agreed to take the necessary measures to assure the safety from the landmines and UXO in consultation with the relevant authorities and issue the letter of safety declaration for the requested area by the end of October, 2010.
  
3. JICA Guidelines for Environmental and Social Considerations  
Both sides confirmed that the necessary measures to obtain the Initial Environmental Impact Assessment (IEIA) approval should be taken along the schedule as shown in Annex-4.
  
4. Schedule of the Survey
  - 4-1. The Team will proceed with further studies in Ethiopia until August 1st, 2010.
  
  - 4-2. JICA will prepare a Draft Report for the Project in English and dispatch a mission to Ethiopia to explain its contents around November, 2010.
  
  - 4-3. If the contents of the report are accepted by Ethiopia, JICA will complete a Final Report and send it to Ethiopia by March, 2011.

- Annex-1 New alignment of Awash Bridge  
Annex-2 Planned area for construction of Awash Bridge  
Annex-3 Previously requested areas around Awash Bridge for determining  
Annex-4 Benchmarks for Environmental and Social Considerations





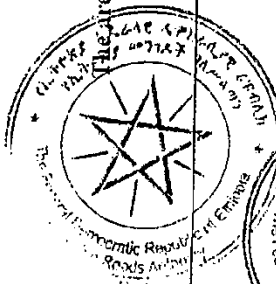
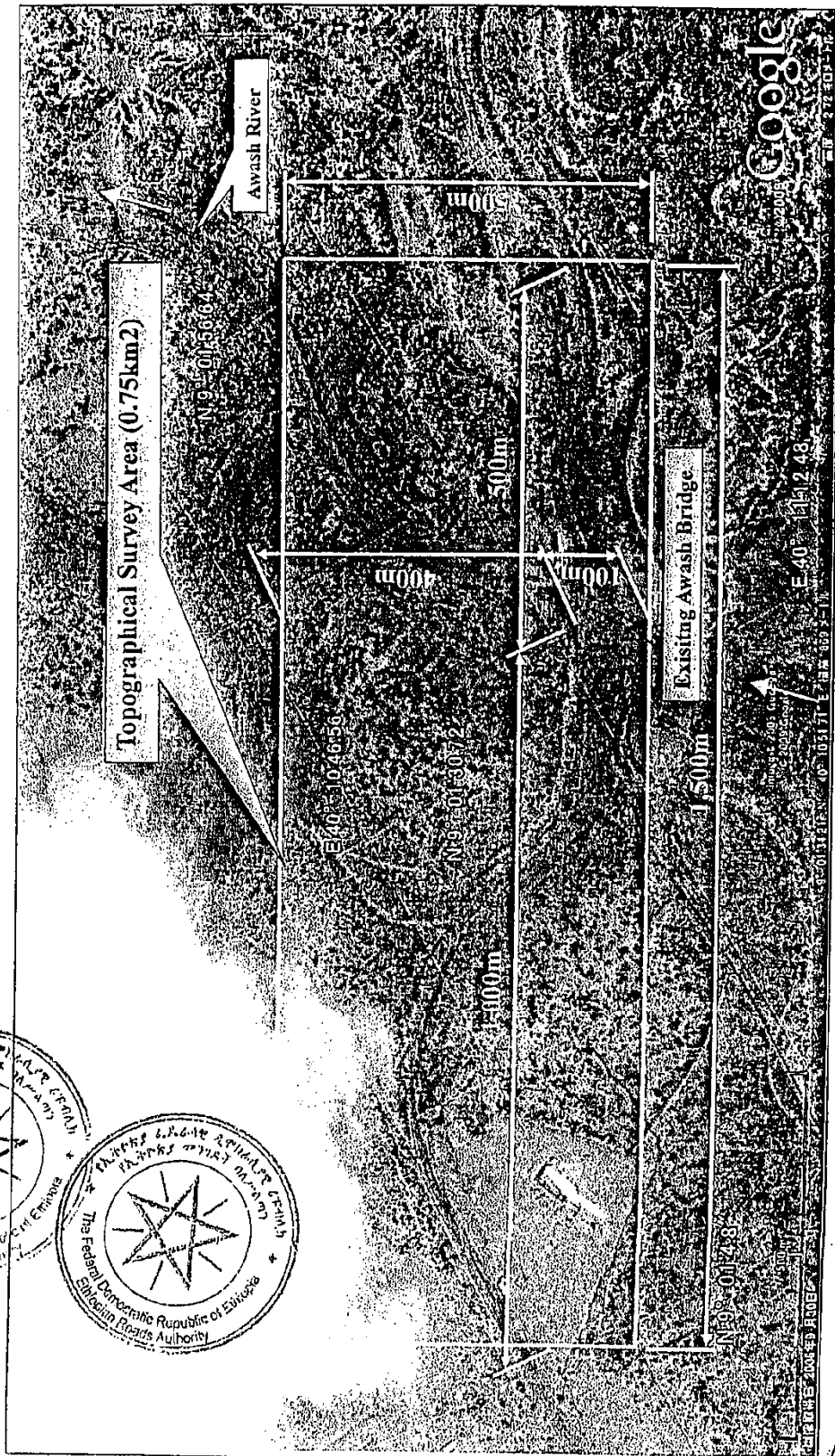


Planned area for construction of Awash bridge

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The area to be cleared for the landmines and UXO around the Awash bridge



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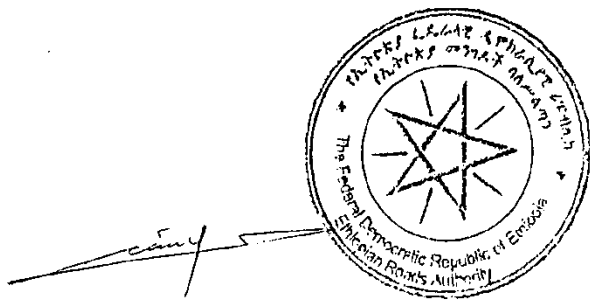
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Benchmarks for Environmental Certificate

	2010												
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					
Implementation of Public Consultation (Gogecha: May 18, Modjo: May 26, Awasi: May 17)	—												
Completion of the IEIA report on the three bridges	—	—											
Submission of the IEIA report for Approval				○									
Application for Environmental Certificate						○							
Approval and Issuance of Environmental Certificate												○	

Annex-4



Wts

(3) 概略設計概要説明時

MINUTES OF DISCUSSIONS  
ON THE PREPARATORY SURVEY  
ON THE PROJECT FOR REPLACEMENT OF AWASH BRIDGE  
ON A1 TRUNK ROAD  
IN THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA  
(Explanation on Draft Final Report)

In April 2010 and June 2010, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Preparatory Survey Teams on the Project for Replacement of the Bridges on A1 Trunk Road to the Federal Democratic Republic of Ethiopia (hereinafter referred to as "Ethiopia"), and through discussions, field surveys and technical examination of the results in Japan, JICA prepared a Draft Final Report of the study.

In order to explain and to consult with the concerned officials of the Government of Ethiopia on the contents of the Draft Final Report, JICA sent to Ethiopia the Preparatory Survey Team (hereinafter referred to as "the Team"), for explaining the Draft Final Report. The team was headed by Mr. Satoshi Umenaga, Director, Transportation and ICT Division 3, Economic Infrastructure Department, JICA and is scheduled to stay from December 10<sup>th</sup> to December 17<sup>th</sup>, 2010.

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

Addis Ababa, December 17, 2010

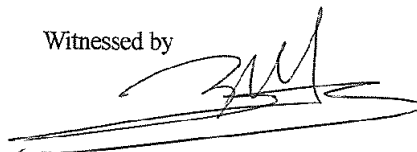


Satoshi Umenaga  
Leader  
Preparatory Survey Team  
Japan International Cooperation Agency  
Japan



Zaid Wolde Gabriel  
Director General  
Ethiopian Roads Authority  
Federal Democratic Republic of Ethiopia

Witnessed by



Tilahun Tadesse, Director  
Bilateral Cooperation Sub-Process Owner  
Ministry of Finance and Economic Development  
Federal Democratic Republic of Ethiopia



## ATTACHMENT

### 1. Title of the project

The change of the project title from “The Project for Replacement of the Bridges on A1 Trunk Road (Modjo, Awash and Gogecha Bridges)” to “The Project for Replacement of Awash Bridge on A1 Trunk Road” was agreed.

### 2. Project Component

2-1. The project component is Awash bridge including approach road although three bridges were studied initially.

2-2. After the explanation of the contents of Draft Final Report by the Team, the Ethiopian side agreed in principle to the project contents, while the pavement composition of the approach road can be examined at the detailed design stage based on the new specification manual under preparation and the current pavement composition of the existing road..

### 3. Cost Estimation

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

### 4. Japan's Grant Aid Scheme

The Ethiopian side understood the Japan's Grant Aid scheme and the necessary measures to be taken by the recipient country as explained by the Team and described in Annex-5, Annex-6 and Annex-7 of the Minutes of Discussions signed on May 18, 2010.

### 5. Schedule of the Study

JICA will complete the final report in accordance with the confirmed items and send it to the Ethiopian side by around March, 2011.

### 6. Environmental and Social Considerations

6-1. Monitoring for Environmental and Social considerations will be conducted by ERA in accordance with the Monitoring Plan for the Project described in the Preparatory Study Report and IEIA report.

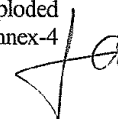
The results of monitoring will be provided to JICA by filling in the Monitoring Form attached as Annex-2, as part of progress reports during the pre- construction phase, construction phase, and after completion of the Project.

6-2. ERA agreed that JICA will disclose the results of monitoring as shown in Annex-2 conducted by ERA on JICA's website to the extent that those are made public in their country and report the results of monitoring to the Advisory Committee for Environmental and Social Considerations established by JICA on a periodic basis.

6-3. The environmental and social considerations including major impacts and mitigation measures for the Project are summarized in the Environmental Checklist attached as Annex-3.

### 7. Other Relevant Issues

7-1. Both sides confirmed that the Ethiopian side had already cleared the landmines and unexploded ordnance which were buried around Awash Bridge. The certificate of the clearance is shown in Annex-4



and ERA is requesting to reconfirm to EMAO (Ethiopian Mine Action Office) that the demined area covers required demining area for the construction of Awash Bridge which is shown in Annex-5.

7-2. Both sides confirmed that in case of an accident by landmines or unexploded ordnance, the Ethiopian side takes full responsibility to address it.

7-3. The Ethiopian side promised to ensure necessary budget for land acquisition and facility relocation for the Project Affected Persons (PAPs) as soon as possible, and to take necessary measures for PAPs and secure the land before the commencement of pre-qualification under the contractor bidding procedure.

7-4. The Ethiopian side shall bear the banking commissions as a condition for the Japan's Grant Aid to be implemented, and secure the sufficient budget to cover the following cost.

- 1) The commissions for the banking services based upon Banking Arrangement (B/A)
- 2) The advising commission of the Authorization to Pay (A/P)

7-5. The Ethiopian side shall secure enough budget and personnel necessary for the operation and maintenance of the bridge and the facilities constructed by the Project.

7-6. The study team provided data and proposed design for Mojo and Gogecha bridges for the reference of ERA, while JICA does not assume any responsibility for the design of the bridges.

Annex-1 Project Cost Estimation

Annex-2 Monitoring form

Annex-3 Environmental Checklist

Annex-4 Certificate for clearance of the landmines and unexploded ordnance around Awash Bridge

Annex-5 Required demining area for the construction of Awash Bridge



### Project Cost

The total project costs necessary for the Project are estimated at 1,293 Million Yen.

This cost estimate is provisional and would be further examined by the Government of Japan for the approval of the Grant.

#### (1) Cost Born by the Government of Japan

Table 1 Rough Estimate of Project Cost

Item		Roughly Estimated Cost (Million Yen)	
Facility	Superstructure	273.7	1,160.3
	Substructure	329.7	
	Approach road	556.9	
Detailed Design / Construction Supervision		131.3	
Total		1,291.6	

#### (2) Cost Born by the Government of Ethiopia

Table 2 Costs borne by the Ethiopian side

Work to be implemented by the Ethiopian side	Costs to be born (Thousand Birr)	Yen equivalent (Thousand Yen)
(1) Relocation of power poles	7.02	49.26
(2) Relocation of telegram poles	2.72	19.09
(3) Bank services charges	184.12	1,291.97
Total	193.86	1,360.32

#### (3) Estimation Conditions

- Time of Estimation : July 2010
- Exchange rate of Ethiopian Birr (ETB) : 1.0 ETB = 0.07598US\$ (=7.0168 yen)
- Construction period : 26 months
- Other issues : This project will be implemented in accordance with the Guidelines of the Japan's Grant Aid.

## ENVIRONMENTAL MONITORING PLAN AND FORM

Project: The Project for Replacement of Awash Bridge on A1 Truck Road in the Federal  
Democratic Republic of Ethiopia.

ERA is to implement environmental monitoring referring to this monitoring plan and form all through the period during Pre-Construction phase, Construction phase and After-Construction phase, and report to JICA at following frequency.

Details of the Monitoring shall be followed to the approved Environmental Management Plan (EMP)\* submitted by the contractor till the end of the liability period of one(1) year.

\* EMP is required in the Specification of the Tender Documents for the Construction.

### 1. Environmental Monitoring Plan

Phase	Item	Location	Frequency
I Pre-Construction	Acquisition of Baseline Data on items specified in the following form.	River: 50m up and down streams from the bridges Land: Area along the project approach road sections and area affected by land acquisition and / or on the ROW lines on both sides	Once
II During Construction	Monitoring on the items specified in the following form.	Same as above	Quarterly
III After Construction Completed (1 year)	Same as above	Same as above	Once

Note: The items for the monitoring are selected from the Scoping Table, which are evaluated as some impact expected based on JICA Guidelines. All listed items are B Rating for some impact expected but A Rating for significant impact expected is not applicable in this site.

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2. Environmental Monitoring Form

Monitoring report shall be made in each three phases using the following format.

I- Pre-Construction Phase, II- Construction Phase, III- After Construction Phase,

1. Social Environment

Item		Methods	Monitoring Results and Date Monitored
1	Involuntary Resettlement / Land Acquisition	<u>I, II</u> : Progress and Numbers, interview comments, and explain complain(s) and solution made if happened <u>III</u> : Confirmation of compensation completed as planed in RAP and agreed by PAPs.	
2	Social institutions such as social infrastructure and local decision-making institutions	Site inspection and brief statement of its conditions in degree*; (none, a little, some, serious or others). Details may be explained in separate sheet, if necessary. <u>I</u> : As baseline data <u>II</u> : Describe how changed from <u>I</u> <u>III</u> : Describe how changed from <u>I</u> and <u>II</u> finally	
3	The poor, indigenous and ethic people	Same as 2	
4	Misdistribution of benefit and damage	Same as 2	
5	Public Health and Sanitation	Same as 2	
6	Hazards (Risk) infections diseases such as HIV/AIDS	Same as 2	
7	Disaster (Landslide)	Same as 2	
8	Accidents	Same as 2	
9	Security (Land mines)	Same as 2	

\* "None" means no impacts detected.





2. Natural Environment

Item		Methods	Monitoring Results and Date Monitored
10	Topography and Geographical features	Same as 2	
11	Soil Erosion	Same as 2	
12	Hydrological Situation	Same as 2	
13	Flora, Fauna and Biodiversity	I, III : Same as 2 II :No excessive tree cutting in and outside of ROW	
14	National Parks and Reserves	Same as 2	
15	Landscape	Same as 2	

3. Pollution

Item		Methods	Monitoring Results and Date Monitored
16	Air Pollution	Same as 2	
17	Water Pollution	Measurement of SS, Oil, Grease and reporting. Details may be explained in separate sheet, if necessary	
18	Soil Contamination	Same as 2	
19	Bottom sediment	Same as 2	
20	Waste	Same as 2	
21	Noise and Vibration	Same as 2	
22	Offensive Odor	Same as 2	

4. Restoration(After construction phase only)

Item		Methods	Monitoring Results and Date Monitored
23	Restoration*	III : Same as 2	

\* Confirm restoration of works made by site works such as temporary access roads, construction yard, camp site, borrows, quarry and others if made.

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
1 Permits and Explanation	<p>(1) EIA and Environmental Permits</p>	<p>(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?</p>	<p>(1)(3) The category is Schedule II, and IEIA reports was made.                      (2) Due to a change in the rules, ERA itself can approve the reports, and Environmental Certificate was issued at 3rd Dec 2010.                      (4) Not needed.</p>
	<p>(2) Explanation to the Public</p>	<p>(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?</p>	<p>(1) The stakeholder consultation was conducted twice on May 17th and July 29th, 2010. The cut-off date was set on July 29th, 2010 for Awash Bridge. And further consultation shall be held properly at every major progress made.</p>
	<p>(1) Air Quality</p>	<p>(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?</p>	<p>(1) No air quality standard has been established. Influences of air pollution from large trucks is assumed.                      (2) There is no factory near the Awash Bridge site because it is in the military security area.</p>
2 Mitigation Measures	<p>(2) Water Quality</p>	<p>(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?</p>	<p>(1) There might be some water quality degradation but no soil runoff because the bridge is based on geological features of bedrock or horizontal sedimentary rock layers.                      (2) There is a little contamination by surface runoff but negligible.                      (3) Not applicable.</p>
	<p>(3) Noise and Vibration</p>	<p>(1) Do noise and vibrations from vehicle and train traffic comply with the country's standards?</p>	<p>No standard has been established. However, prevention of generation of noise and vibrations from overloaded trucks should be examined in the future.</p>
	<p>(1) Protected Areas</p>	<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>The Awash Bridge site is not located in a protected area. However, the Awash Bridge site is only 10 km away from Awash National Park, and the road over Awash Bridge passes through the park. Therefore, considerations are required for the running of construction vehicles during work and after opening to traffic, such as a measure for preventing accidents of park animals crossing the road mainly at night.</p>
3 Natural Environment	<p>(2) Ecosystem</p>	<p>(1) Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)?                      (2) Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions?                      (3) If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem?                      (4) Are adequate protection measures taken to prevent impacts, such as disruption of migration routes, habitat fragmentation, and traffic accident of wildlife and livestock?                      (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?                      (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>Not applicable.</p>

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Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
3 Natural Environment	(3) Hydrology	(1) If creation activities of bridges and access roads, etc. adversely affect the flow of surface or underground water? (2) Is there any possibility that the installation of foundation leads to sediment discharge when constructing bridges?	(1) There is no influence because the bridge foundation construction is done above the estimated high water level. (2) There is no possibility but the issue will be examined in detailed design.
	(4) Topography and Geology	(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? (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? (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?	(1) The sites of the bridge is not on soft ground but bedrock or horizontal sedimentary rock layers. (2) The cutting and banking slopes were thoroughly examined in slope design. (3) Adequate measures shall be taken to prevent soil runoff during construction or after opening to traffic
4 Social Environment	(1) Resettlement	(1) Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement? (2) Is adequate explanation on relocation and compensation given to affected persons prior to resettlement? (3) Is the resettlement plan, including proper compensation, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement? (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 peoples? (5) Are agreements with the affected persons obtained prior to resettlement? (6) Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan? (7) Is a plan developed to monitor the impacts of resettlement?	(1) New Awash Bridge is built inside the military security area and no private land required. (2) Already explained in the two consultations mentioned above. (3) The Abbreviated Resettlement Assistance Program (ARAP) has been established. (4) There is no applicable person. (5) No resettlement. (6) No resettlement. (7) Described in the IEIA report.
	(2) Living and Livelihood	(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? (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? (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? (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)? (5) Is there a possibility that roads and railways will cause impede the movement of inhabitants? (6) Is there a possibility that structures associated with roads (such as bridges) will cause a sun shading and radio interference?	(1)(2) There is no adverse impact because of non-residents. (3) The camp for construction workers shall be managed following to EMP and construction specification. (4) Both will happen during construction, so traffic safety management shall be conducted. (5) Road traffic control shall be conducted properly. (6) No.
	(3) Heritage	(1) Is there a possibility that the project will damage the local archaeological, historical, cultural, and religious heritage sites? Are adequate measures considered to protect these sites in accordance with the country's laws?	No heritage or cultural asset is distributed in the bridge sites. Any heritage found shall be reported to the Ministry of Youth, Sports, and Culture to consult about handling of them.
	(4) Landscape	(1) Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?	No adverse affect is expected.
	(5) Ethnic Minorities and Indigenous Peoples	(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 peoples? (2) Does the project comply with the country's laws for rights of ethnic minorities and indigenous peoples?	Ethiopia is a multiethnic country. Mainly the Afar people live in the area including the Awash Bridge site. But no particular ethnic minority or indigenous people observed to live in/hear this site.



Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
	(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>(1)-(4) Contractor is required to submit Environmental Management Plan (EMP) following to Bid Instruction with Tender. Then, after approval of ERA through discussion and clarification, the EMP shall be observed and executed strictly under ERA supervision which shall be responsible for Monitoring shown below.</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>(1)-(4) The monitoring is conducted in accordance with the environmental rules of ERA, but the details shall be clarified for execution of monitoring adequately.</p> <p>Confirmation of restoration works shall be confirmed correctly, which will be made by site works such as temporary access roads, construction yards, camp sites, borrow pits, quarry and others, if required.</p>
6 Note	Reference to Checklist of Other Sectors	<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>	Not applicable.

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THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA

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ETHIOPIAN ROADS AUTHORITY

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ፋክስ 251-11-5514566

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Ref No: 202/6/24-101

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Addis Ababa 23/11/2002

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Japan International Cooperation Agency (JICA)

Addis Ababa

Sub- Confirmation on Completion of the mine clearing work  
around the Awash River Bridge

It is recalled that ERA has signed a contract agreement with JICA for the construction of Awash River Bridge under grant aid scheme. It is also recalled that during our discussion with the consultant we have been requested to confirm whether the area around the bridge is cleared from any mining.

Following the consultant's request we have told Ethiopian Mine Action Office to clear the area and confirm us in writings through our Ref. No. አ.ዲ.2/6/16-100 dated 04/09/2002 EC.

Accordingly, Ethiopian Mine Action Office has given us a confirmation letter via their letter of reference No.አ.ረ.አ.03/መ/15/01/03 dated 15/02/2003 EC that the Awash Bridge area is cleared from any explosive so that the Japan International Corporation Agency (JICA) experts can carry out their duties in the area with out any risk.

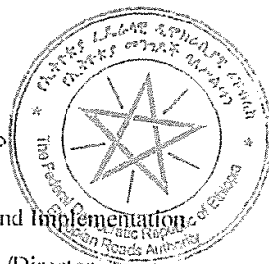
This is therefore, to inform you that any works in relation to the preliminary investigation of the Awash Bridge could be carried out.

For ease of reference we have enclosed the 2 pages of a confirmation letter of Ethiopian Mine Action Office including the area Map.

Yours Sincerely,

Amare Assefa

Road Asset Management and Implementation  
Coordination Directorate A/Director





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The Federal Democratic Republic of Ethiopia  
Ethiopian Mine Action Office

15/12/03  
2003/6/13-103

ቁጥር: Our Ref. 24203/0015/01/03  
ቀን: Date 15 ጥቅም 2003

**በኢትዮጵያ መንገዶች ባለሥልጣን  
አዲስ አበባ**

**ጉዳይ:- የአዋጅ ድልድይ አካባቢ ከፈንጅ ማፅዳት ይመለከታል!**

የኢትዮጵያ መንገዶች ባለሥልጣን በደብዳቤ ቁጥር አዳ2/6/12-10/መስከረም 21 ቀን 2003 ዓ.ም. በተፃፈው በአዋጅ ድልድይ አካባቢ ያለውን ቦታ ለግንባታ ሰራው በተጨማሪ ቦታ እንዲፀዳላችሁ ጠይቃችኋል።

በአሁኑ ጊዜ መሥሪያ ቤታችን በአዋጅ ድልድይ አካባቢ ያለውን ቦታ በሙሉ ከሕብረተሰቡ፣ ከአስተዳደር አካላትና ከአገር መከላከያ ክፍሎች ባገኘው መረጃ መሠረት በድልድይ ዙሪያ ብቻ ሳይሆን በሌሎች ቦታዎች ላይ ያሉትንም እፀድቀው አጠናቅቀዋል። በቦታው ላይ ይሰራ የነበረው ክፍልም ሥራውን አጠናቀው ለሕብረተሰቡና ለአስተዳደር አካላት መጠናቀቱን በማሳወቅ ወደ ሌላ ቦታ ለማፅዳት ተሟክሮታል።

በመሆኑም ድርጅቱ ለመሥራት የፈለገበት ቦታ በአካባቢው ሕብረተሰብ የሚጠረጠር ቦታ መሆኑን የተሰጠም የተገኘም መረጃ የለም። ለዚህ መረጃ እንዲሆንላችሁ በአካባቢው በፈንጅ የተጠረጠሩት ቦታዎች ተፀድተው የተጠናቀቁት ካርታ ከዚህ ደብዳቤ ጋር አባሪ አድርገን ልክንላችኋል። ስለዚህ በአዋጅ ድልድይ ዙሪያ መሥራት የምትችሉ መሆኑን ለመግለጽ እንወዳለን።

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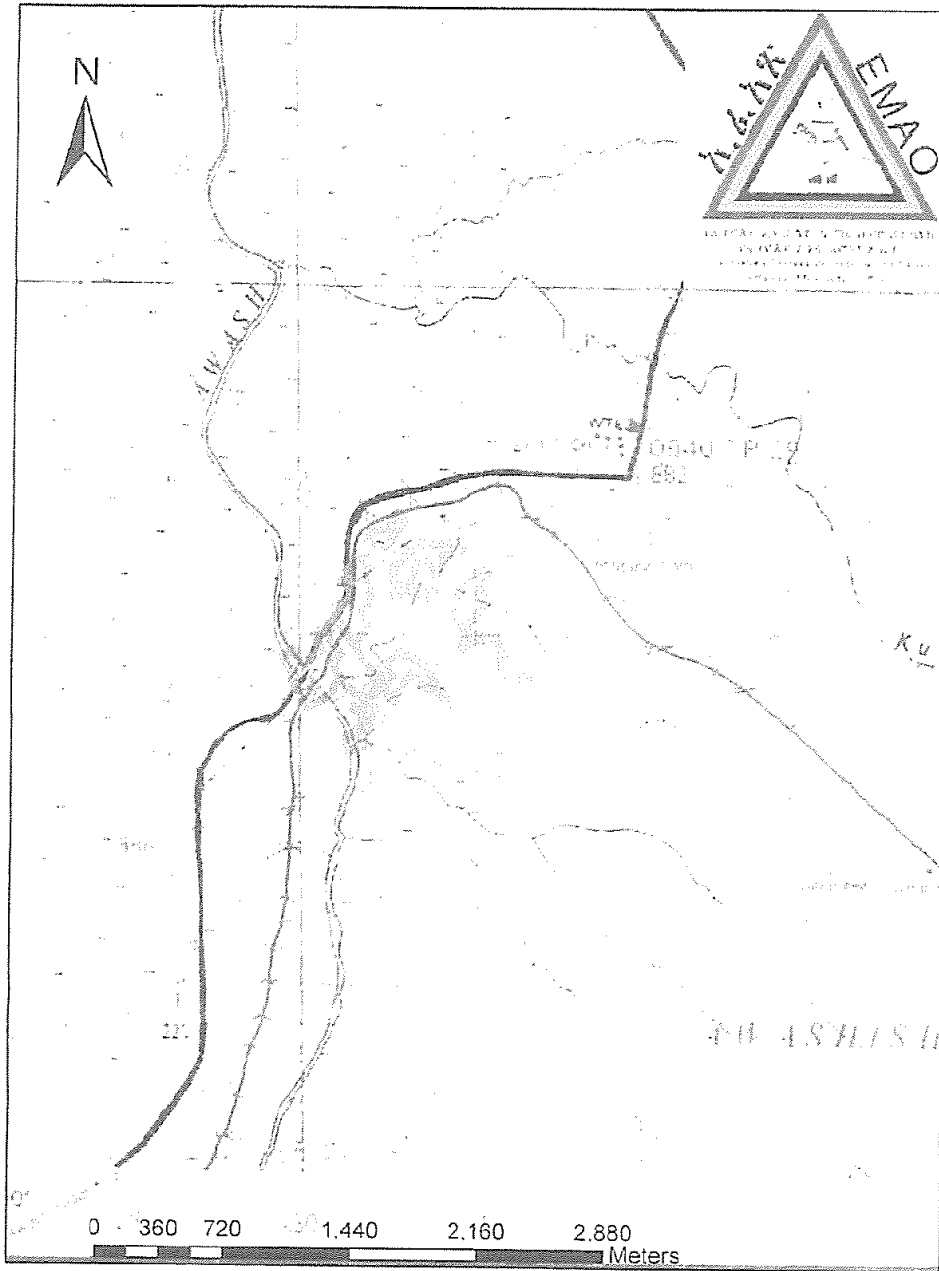
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Addis Ababa, Ethiopia

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e-mail: emao@ethionet.et

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# Clearance Completion



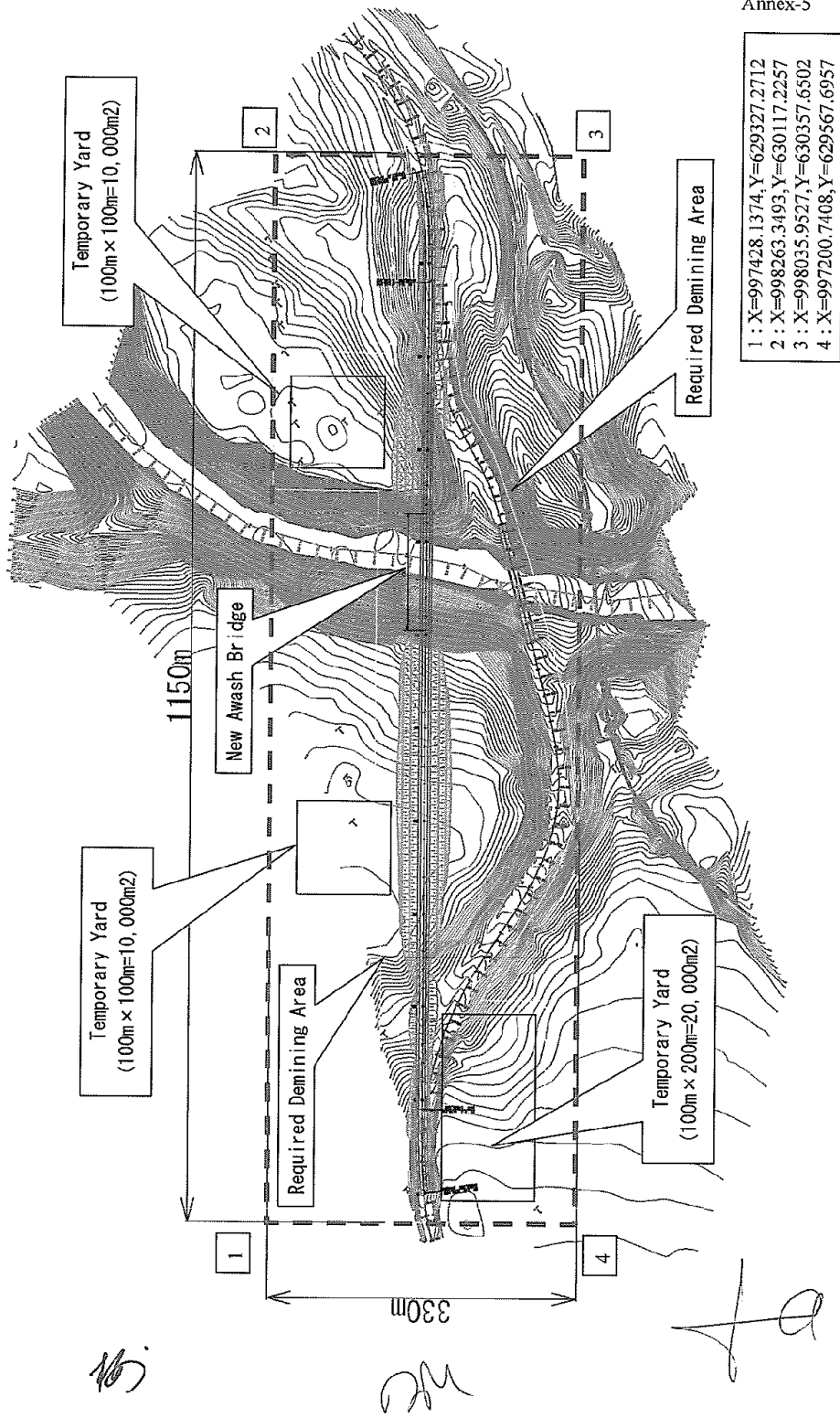
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## Legend

 Completion





Required demining area for the construction of Awash Bridge

資料—5 収集資料リスト

番号	名 称	形態 図書、ビデオ、 地図、写真等	オリジナル・ コピー	発行機関	発行年
1	Annual Axle Load Report	Excel	コピー	ERA	2008
2	Summary of Five year's Budget and Expenditure of Federal Roads	Excel	コピー	ERA	2009
3	Addis - Adama Motorway Project	Power Point	コピー	ERA	2009
4	Design Manual	Word	コピー	ERA	2002
5	Brief Note on Road Functional Classification	Word	コピー	ERA	-
6	Traffic Report 2007, 2008	Excel	コピー	ERA	2007
7	AADT 2004 - 2008	Excel	コピー	ERA	2008
8	RSDP PERFORMANCE : TWELVE YEARS LATER	冊子	コピー	ERA	2009
9	A Plan for Accelerated and Sustained Development to End Poverty(PASDEP)	Word	コピー	MoFED	2009
10	Rainfall and Temperature in Metehara	Excel	コピー	NMA	2009
11	Supplementary Note to Draft Structure Selection Report	Word	コピー	ERA	2009
12	Overview of Environmental Impact Assessment in Ethiopia gaps and challenges	図書	オリジナル	Melca Mahiber (NGO)	2008
13	Implementation and Challenges (Proceeding of the National Workshop held on April 16, 2008)	図書	オリジナル	Melca Mahiber (NGO)	2008
14	Addis Ababa - Adama Road Project Detailed Engineering Design & Construction Supervision: Final Environmental Impact Assessment Report (2008.12)	PDF	コピー	ERA (Scott Wilson Kirkpatrick & Co. Ltd In association with DANA Associates P.L.C, Engineering Consultants)	2008
15	Addis Ababa - Adama Road Project Detailed Engineering Design & Construction Supervision: Resettlement Action Plan	ハードコピー	コピー	ERA (Scott Wilson Kirkpatrick & Co. Ltd In association with DANA Associates P.L.C, Engineering Consultants)	2009
16	Addis Ababa - Adama Road Project: DESIGN STANDARD REVIEW REPORT	Word	コピー	ERA	2006

17	Addis Ababa – Adama Road Project: REVIEW OF FEASIBILITY STUDY	Word	Word	Word	ERA	2007
18	Addis Ababa – Adama Road Project: REVIEW OF ENVIRONMENTAL IMPACT ASSESSMENT	Word	Word	Word	ERA	2008
19	Addis Ababa – Adama Road Project: REVIEW OF RESETTLEMENT ACTION PLAN	Word	Word	Word	ERA	2009
20	Addis Ababa – Adama Road Project: GEOTECHNICAL REPORT	Word	Word	Word	ERA	2008
21	Addis Ababa – Adama Road Project: STRUCTURES SELECTION REPORT	Word	Word	Word	ERA	2008
22	ENVIRONMENTAL IMPACT ASSESSMENT GUIDELINE DOCUMENT	図書	図書	ソフト	Environmental Authority	Protection
23	Resettlement/Rehabilitation Policy Framework	図書	図書	ソフト	Ethiopian Roads Authority	2002
24	PROCLAMATION No.295/2002, ENVIRONMENTAL IMPACT ASSESSMENT	図書	図書	ソフト	PRESIDENT OF THE FEDERAL REPUBLIC OF ETHIOPIA	2002
25	PROCLAMATION No.299/2002, A PROCLAMATION PROVIDES FOR THE ESTABLISHMENT OF ENVIRONMENTAL PROTECTION ORGANS	図書	図書	ソフト	PRESIDENT OF THE FEDERAL REPUBLIC OF ETHIOPIA	2002
26	ENVIRONMENTAL IMPACT ASSESSMENT PROCEDURAL GUIDELINES Series 1	図書	図書	ソフト	Environmental Authority	Protection
27	Guideline for the preparation of Environmental Management Plan	図書	図書	ソフト	Environmental Authority	2004
28	Guidelines for Social, Environmental and Ecological Impact Assessment and Ecological Hygiene in Settlement Area (Draft)	図書	図書	ソフト	Environmental Authority	Protection
29	ENVIRONMENTAL ASSESSEMENT REPORTING GUIDE	図書	図書	ソフト	Environmental Authority	2004
30	Environmental Impact Assessment Guidelines on Road and Railway	図書	図書	ソフト	Environmental Authority	2004
31	(Draft) ENVIRONMENTAL MANAGEMENT PLAN (EMP) FOR THE IDENTIFIED SECTORAL DEVELOPMENTS IN THE ETHIOPIAN SUSTAINABLE AND POVERTY REDUCTION PROGRAMME(ESDPRP)	図書	図書	ソフト	Environmental Authority	Protection
32	Seven Years Assessment of ERA HIV/AIDS prevention and Control Activities	図書	図書	ソフト	ERA	2005

33	PROCLAMTION No.455/2005: PROCLAMTION TO PROVIDE FOR THE EXPROPRIATION OF LAND HOLDINGS FOR PUBLIC PURPOSE AND PAYMENT OF COMPENSATION	図書	コピー	FEDERAL NEGARIT GAZETA	2005
34	Environmental Policy of ETHIOPIA	図書	ソフト	Environmental Protection Authority	2006
35	Council of Ministers Regulations No.135/2007: COUNCIL OF MINISTERS REGULATIONS ON THE PAYMENT OF COMPENSATION FOR PROPERTY SITUATED ON LANDHLDINGS EXPROPRIATED FOR PUBLIC PURPOSES	図書	コピー	FEDERAL NEGARIT GAZETA	2007
36	A PROCLAMATION TO PROVIDE FOR THE DEVELOPMENT CONSERVATION AND UTILIZATION OF WILDLIFE, Proclamation No.541/2007	図書	コピー	FEDERAL NEGARIT GAZETA	2007
37	ENVIRONMENTAL AND SOCIAL MANAGEMENT MANUAL Volume 1:	図書	ソフト	Ethiopian Roads Authority	2008
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