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1. 調査団員氏名、所属

(1) 第1次現地調査 (2010年5月14日～2010年6月12日)

	氏名	担当	所属
1	糸山 大志	総括	JICA 経済基盤開発部 運輸交通・情報通信第二課
2	山宿 壮	業務主任／道路計画	片平エンジニアリング・インターナショナル
3	水越 和雄	交通計画／交差点計画	片平エンジニアリング・インターナショナル
4	大下 副武	道路設計 I	片平エンジニアリング・インターナショナル
5	藤原 英勝	道路設計 II	片平エンジニアリング・インターナショナル
6	久保野谷吉輝	自然条件調査	片平エンジニアリング・インターナショナル
7	三宅 義則	環境社会配慮	片平エンジニアリング・インターナショナル
8	佐藤 正	施工計画・調達／積算	片平エンジニアリング・インターナショナル
9	河尻 達男	道路設計照査	片平エンジニアリング・インターナショナル(自社)
10	中津原 勢司	交通調査・解析	片平エンジニアリング・インターナショナル(自社)

(2) 第2次現地調査 (2011年1月17日～2011年1月22日)

	氏名	担当	所属
1	糸山 大志	総括	JICA 経済基盤開発部 運輸交通・情報通信第二課
2	山宿 壮	業務主任／道路計画	片平エンジニアリング・インターナショナル
3	大下 副武	道路設計 I	片平エンジニアリング・インターナショナル

(3) 概略設計概要説明 (2011年3月15日～2011年3月19日)

	氏名	担当	所属
1	讃井 一将	総括	JICA ケニア事務所
2	山宿 壮	業務主任／道路計画	片平エンジニアリング・インターナショナル
3	大下 副武	道路設計 I	片平エンジニアリング・インターナショナル
4	三宅 義則	環境社会配慮	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) 第1次現地調査 (2010年5月14日～2010年6月12日)

Schedule of Outline Design Survey Team for Ngong Road Project (14, May-12, June, 2010)

No.	Date	Day	Name		Position	Mr. Hiroshi ITOYAMA Team Leader, Transportation and ICT Group, Economic Infrastructure Department (JICA)	Mr. T. sayoshi YAMAJUKU Chief Consultant / Road Planner. (Katahira & Engineers International)	Mr. Kazuo MIZUKOSHI Traffic / Junction Planner. (Katahira & Engineers International RF)	Mr. Soemu OSHITA Road Designer, 1. (Katahira & Engineers International)	Mr. Hietsugu FUJIWARA Road Designer, 2. (Katahira & Engineers International)	Mr. Yoshinori MIYAKE Environment & Social Specialist (Katahira & Engineers International)	Mr. Yoshiteru KUBONOYA Natural Condition Surveyor. (Katahira & Engineers International)	Mr. Tadashi SATO Construction Planner / Cost Estimator (Katahira & Engineers International)	Mr. Taisui KAWAJIRI Road Design Checker. (Katahira & Engineers International)	Mr. Seiji NAKATSUJHARA Traffic Survey / Traffic Analyst (Katahira & Engineers International)
			Day	Day											
1	14-May-10	Fri				Hanedai(19:55 JL185) → Kansai(21:20:23:15 JL5099) →									
2	15-May-10	Sat				→ Dubai (4:45/10:45 EK719) → Nairobi(14:45)									Narita (Japan) →
3	16-May-10	Sun				Site Survey									→ Nairobi (Kenya)
4	17-May-10	Mon				(AM) Visit to KURA. (PM) Site Survey									Site Survey
5	18-May-10	Tue				(AM) Meeting with KURA. (PM) Site Survey									Site Survey
6	19-May-10	Wed				(AM) Visit to EOJ / JICA. (PM) Visit to MOR / KURA									Site Survey
7	20-May-10	Thu				Meeting with investigation team. Site Survey									Site Survey
8	21-May-10	Fri				Meeting with MOR / KURA	Site Survey	Meeting with MOR / KURA	Site Survey	Meeting with NEMA / KURA	Supervising of Traffic Survey	Dubai (21:40 / JL5095) → Dubai(4:35)			Site Survey
9	22-May-10	Sat				Meeting with investigation team. Site Survey	Site Survey	Site Survey	Meeting with MOR / KURA	Meeting with NEMA / KURA	Supervising of Traffic Survey	Dubai (10:45 / EK719) → Nairobi (14:45)			Supervising of Traffic Survey
10	23-May-10	Sun				Site Survey	Site Survey	Site Survey	Meeting with MOR / KURA	Meeting with NEMA / KURA	Supervising of Traffic Survey				Analysis of traffic survey
11	24-May-10	Mon				Site Survey	Site Survey	Site Survey	Meeting with Ngong Road forest Sanctuary Trust	Meeting with Ngong Road Wildlife Services	Supervising of Local Consultants	Site Survey			Analysis of traffic survey
12	25-May-10	Tue				Site Survey	Site Survey	Site Survey	(AM) Signing of MD. Report to EOJ / JICA (PM) Site Survey	(AM) Signing of MD. Report to MENTR / Forest Department	Supervising of Local Consultants	Study of Local Contractor			Analysis of traffic survey
13	26-May-10	Wed				(AM) Signing of MD. Report to EOJ / JICA (PM) Nairobi → Dubai	Site Survey	Site Survey	(AM) Signing of MD. Report to EOJ / JICA (PM) Site Survey	Meeting with MENTR / Forest Department	Supervising of Local Consultants	Study of Local Contractor	Narita (Japan) →		Reports Preparation
14	27-May-10	Thu				Dubai → Narita	Site Survey	Site Survey	Meeting with MOR / KURA	Meeting with Ngong Road Stake Holder Organization	Supervising of Local Consultants	Study of Local Contractor	→ Nairobi (Kenya)		Reports Preparation
15	28-May-10	Fri				Technical Meeting with KURA #1	Site Survey	Site Survey	Meeting with MOR / KURA	Meeting with Ngong Road Stake Holder Organization	Supervising of Local Consultants	Study of Local Contractor	Site Survey	Nairobi (Kenya) →	
16	29-May-10	Sat				Site Survey	Site Survey	Site Survey	Site Survey	Site Survey	Supervising of Local Consultants	Planning Construction Method	Site Survey	→ HongKong →	
17	30-May-10	Sun				Site Survey	Site Survey	Site Survey	Site Survey	Site Survey	Supervising of Local Consultants	Planning Construction Method	Site Survey	→ Narita (Japan)	
18	31-May-10	Mon				Meeting with MOR / KURA	Supervising of Traffic Survey	Meeting with MOR / KURA	Meeting with MOR / KURA	Meeting with Ngong Road Stake Holder Organization	Supervising of Traffic Survey	Planning Construction Method	Study of Road Design		
19	01-Jun-10	Tue				Meeting with MOR / KURA (Public Holiday)	Supervising of Traffic Survey	Meeting with MOR / KURA	Study of Drawing	Meeting with MOR / KURA	Supervising of Local Consultants	Study of Cost Estimation	Study of Road Design		
20	02-Jun-10	Wed				Meeting with EU / WB	Supervising of Traffic Survey	Meeting with MOR / KURA	Study of Drawing	Meeting with NEMA / KURA	Supervising of Traffic Survey	Study of Cost Estimation	Study of Road Design		
21	03-Jun-10	Thu				Meeting with MOR / KURA	Study of Drawing	Meeting with MOR / KURA	Study of Drawing	Meeting with NEMA / KURA	Supervising of Local Consultants	Study of Cost Estimation	Study of Road Design		
22	04-Jun-10	Fri				Meeting with MOR / KURA	Preparation of Technical Note	Preparation of Technical Note	Study of Drawing	Meeting with NEMA / KURA	Supervising of Local Consultants	Study of Cost Estimation	Study of Road Design		
23	05-Jun-10	Sat				Meeting with investigation team	Reports Preparation	Reports Preparation	Study of survey reports	Meeting with NEMA / KURA	Study of survey reports	Reports Preparation	Reports Preparation		
24	06-Jun-10	Sun				Reports Preparation	Reports Preparation	Reports Preparation	Study of survey reports	Meeting with MOR / KURA	Study of survey reports	Study of Local Contractor	Nairobi (Kenya) →		
25	07-Jun-10	Mon				Meeting with KURA	Meeting with KURA	(AM) Stake Holder Meeting. (PM) Site Survey	Study of survey reports	Meeting with MOR / KURA	Study of survey reports	Study of Local Contractor	→ Bankok →		
26	08-Jun-10	Tue				(AM) Stake Holder Meeting with KURA #2 / Signing of Technical Note	Signing of Technical Note	(AM) Technical Meeting with KURA #2 / Signing of Technical Note	Follow-up Drawings	Meeting with MOR / KURA	Follow-up Drawings	Study of Local Contractor	→ Narita (Japan)		
27	09-Jun-10	Wed				(AM) Report to EOJ / JICA. (PM) Site Survey	Site Survey	(AM) Report to EOJ / JICA. (PM) Site Survey	Follow-up Drawings	Meeting with MOR / KURA	Follow-up Drawings	Reports Preparation			
28	10-Jun-10	Thu													
29	11-Jun-10	Fri													
30	12-Jun-10	Sat													

EOJ: Embassy of Japan
MOR: Ministry of Roads
NEMA: National Environment Management Authority

MOR: Ministry of Roads
KURA: Kenya Urban Road Authority
MENTR: Ministry of Environment and Natural Resources

(2) 第2次現地調査 (2011年1月17日～2011年1月22日)

Schedule of Outline Design Survey Team for Ngong Road Project (17,Jan-22,Jan,2011)

Name			Mr.Hiroshi ITOYAMA	Mr.Tsuyoshi YAMAJUKU	Mr.Soemu OSHITA
Position			Team Leader, Transportation and ICT Group Economic Infrastructure Department (JICA)	Chief Consultant / Road Planner. (Katahira & Engineers International)	Road Designer 1. (Katahira & Engineers International)
No.	Date	Day			
1	17-Jan-11	Mon			
2	18-Jan-11	Tue			
3	19-Jan-11	Wed			
4	20-Jan-11	Thu	Meeting with KURA		
5	21-Jan-11	Fri	(AM) Signing with MOR, KURA / Report to EOJ / JICA		
6	22-Jan-11	Sat	(PM) Nairobi (16:40, EK720) → Dubai (22:40/02:50, JL5096) → Narita (17:20)		

EOJ:Embassy of Japan

MOR:Ministry of Roads

NEMA:National Environment Management Authority

(3) 概略設計概要説明 (2011年3月15日～2011年3月19日)

DBD Schedule of Outline Design Survey Team for Ngong Road Project (15,Mar-22,Mar,2011)

Name			Mr.Kazumasa SANUI	Mr.Tsuyoshi YAMAJUKU	Mr. Soemu OSHITA	Mr. Yoshinori MIYAKE
Position			Team Leader, Representative (JICA)	Chief Consultant / Road Planner. (Katahira & Engineers International)	Road Designer 1. (Katahira & Engineers International)	Environment & Social Specialist. (Katahira & Engineers International)
No.	Date	Day				
1	15-Mar-11	Tue				
2	16-Mar-11	Wed				
4	17-Mar-11	Thu				
5	18-Mar-11	Fri	(AM) Meeting with MOR / KURA (PM) Signing with MOR / KURA			
6	19-Mar-11	Sat	(AM) Report to EOJ / JICA. (PM) Nairobi (16:40, EK720) → Dubai (22:40/02:50, JL5096) → Narita (17:20)			

EOJ:Embassy of Japan

MOR:Ministry of Roads

NEMA:National Environment Management Authority

3. 関係者（面会者）リスト

(1) 道路省 (Ministry of Roads :MOR)

Eng. M.S.M.Kamau, CBS, HSC, Permanent Secretary

Eng. P.C.Kilimo, OGW, Roads Secretary

Eng. P.M.Nwinzi, Chief Engineer (Roads)

(2) 地方自治省 (Ministry of Local Government :MOLG)

Mr. Mutua P. Nzoka OGW (Director of Market Development Department)

(3) ケニア都市道路公社 (Kenya Urban Roads Authority :KURA)

Eng. Joseph N.Nkadayo, Director General & CEO

Eng. Silas M. Kinoti, General Manager (Roads)

Eng. James W. Theuri, General Manager (Planning)

Eng. James M. Mwatu General Manager (Design & Construction)

Mr. Francis M. Kiminza Manager (Survey)

Mr. Wilson Lepartobiko Engineer (Planning)

(4) 国立環境管理庁 (National Environmental Management Authority :NEMA)

Mr. Malwa Langwen, Director (Compliance & Enforcement)

Ms. Irene Kamunge, Principal Legal Officer

(5) ナイロビ市役所 (City Council of Nairobi :CCN)

Mr. Geoffrey Kihoro, Assistant Director (Parks and Open Spaces)

Mr. Izek Muraya, Assistant Director (Environmental Planning and Management)

(6) 欧州連合 (European Union :EU)

Eng. Andrew GITONGA Project Officer

(7) 世界銀行 (World Bank :WB)

Mr. Josphat Sasia Senior Economist

(8) 在ケニア国日本大使館

岩谷 滋雄 特命全権大使

鈴木 武彦 一等書記官

(9) JICA ケニア事務所

加藤 正明 所長

中川 茂雄 次長

讃井 一将 職員

中澤 敏之 職員

Mr. Steve N. MOGERE

(10) JICA アフリカ地域支援事務所

倉科 芳朗 所長

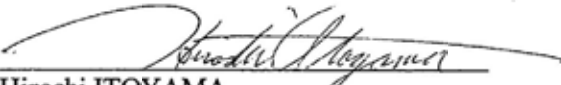
Minutes of Discussions
on
the Preparatory Survey
on
the Project for Dualling of Nairobi-Dagoreti Corner Road C60/C61
in the Republic of Kenya

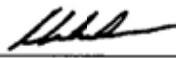
Referring to the results of Preliminary Study conducted in September 2009, the Government of Japan decided to conduct a Preparatory Survey for Outline Design on the Project for Dualling of Nairobi-Dagoreti Corner Road C60/C61 (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

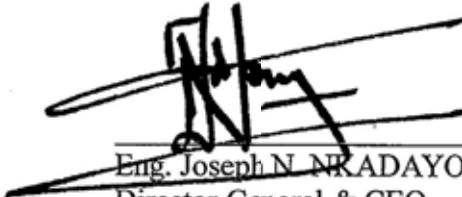
JICA sent to Kenya the Preparatory Survey team for Outline Design (hereinafter referred to as "the Team") which is headed by Mr. Hiroshi ITOYAMA, Assistant Director of Economic Infrastructure Department, JICA, and is scheduled to stay in the country from May 18th to May 26th, 2010.

The Team held discussions with the concerned officials of the Government of Kenya. In the course of the discussions, both sides have confirmed the main items of described in the attached sheets. The Team will proceed to further works and prepare the Preparatory Survey Report.

Nairobi, May 26, 2010


Hiroshi ITOYAMA
Leader
Preparatory Survey Team
Japan International Cooperation Agency
Japan


Eng. Michael S.M. KAMAU, CBS, HSC
Permanent Secretary
Ministry of Roads
Republic of Kenya


Eng. Joseph N. NRADAYO
Director General & CEO
Kenya Urban Roads Authority
Republic of Kenya

ATTACHMENT

1. Objective of the Project

The objective of the Project is to meet increasing transportation demand and contribute to reduction of traffic jam, especially in the West side of the City of Nairobi, through the expansion of Ngong Road in City of Nairobi in the Republic of Kenya.

2. Project Site

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

3. Responsible and Implementing Organizations

- 3-1. The responsible organization is the Ministry of Roads (MOR).
- 3-2. The implementing organization is Kenya Urban Roads Authority (KURA).
- 3-3. The organization chart of MOR is as shown in Annex-2.
- 3-4. The organization chart of KURA is as shown in Annex-3.

4. Items Requested by the Government of Kenya

After discussions with the Team, the items described below were requested by the Kenyan side.

Expansion of Ngong Road: from the Junction on Ngong Road/Kenyatta Avenue to Adams Arcade (Elgeyo Marakwet Road Roundabout) (4 lanes will be implemented) (4.7km)

JICA will assess the appropriateness of the request and will report its findings to the Government of Japan. Implementation of the Project will be decided by the Government of Japan.

5. Japan's Grant Aid Scheme

- 5-1. The Kenyan side understands the Japan's Grant Aid scheme (for General Project) explained by the Team, as described in Annex-4.
- 5-2. The Kenyan side will take the necessary measures, as described in Annex-5, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

6. Schedule of the study

- 6-1. The consultants will proceed to further study in Kenya until June 11th, 2010.
- 6-2. JICA will prepare the draft report in English and dispatch a mission to Kenya in order to



explain its contents around October, 2010.

6-3. In case that the contents of the report is accepted in principle by the Government of Kenya, JICA will complete the final report in English and send it to the Government of Kenya by November, 2010.

7. Other Relevant Issues

7-1. Both sides confirmed that the Kenyan side should conduct the necessary procedure concerning the environmental assessment (including stakeholder meetings for effective public participation about the outline of the Project, the EIA survey etc.) based on the domestic law of Kenya by the commencement of the construction.

7-2. Both sides confirmed that the Kenyan side shall secure the land necessary for the Project with its own expenses by the commencement of the construction.

Kenyan side confirmed that project affected people will be sufficiently compensated and supported regardless of their legal status to improve their standard of living, income opportunities and production levels, or at least to restore them to pre-project levels.

7-3. The Kenyan side confirmed that the following undertakings should be taken by the Kenyan side at the Kenyan expenses.

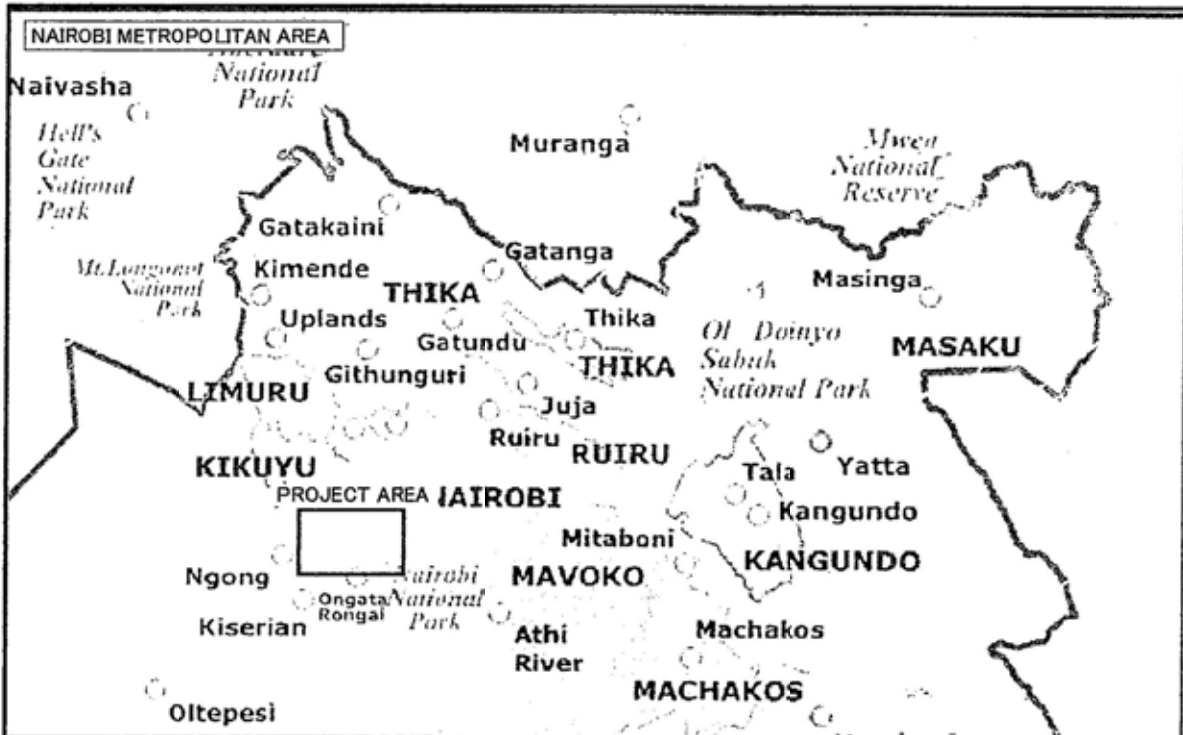
- Relocation of existing utilities (power, telecommunication lines, water lines, etc.),
- Budget allocation for the necessary tax exemption,
- Securing and clearance of the temporary yard,
- Securing of site for disposal of waste, and
- Maintaining the security at the sites and yards for the Project.

7-4. The Kenyan side shall secure enough budget and personnel necessary for the operation and maintenance of the facilities implemented by the Project, including the periodical maintenance work after the completion of the Project. The Kenyan side will make a budget request for next fiscal year, regardless of the progress of the Project.

7-5. The Kenyan side understood that the Team is not in a position to guarantee implementation of the Project, regardless of the 6-2 and 6-3 above.

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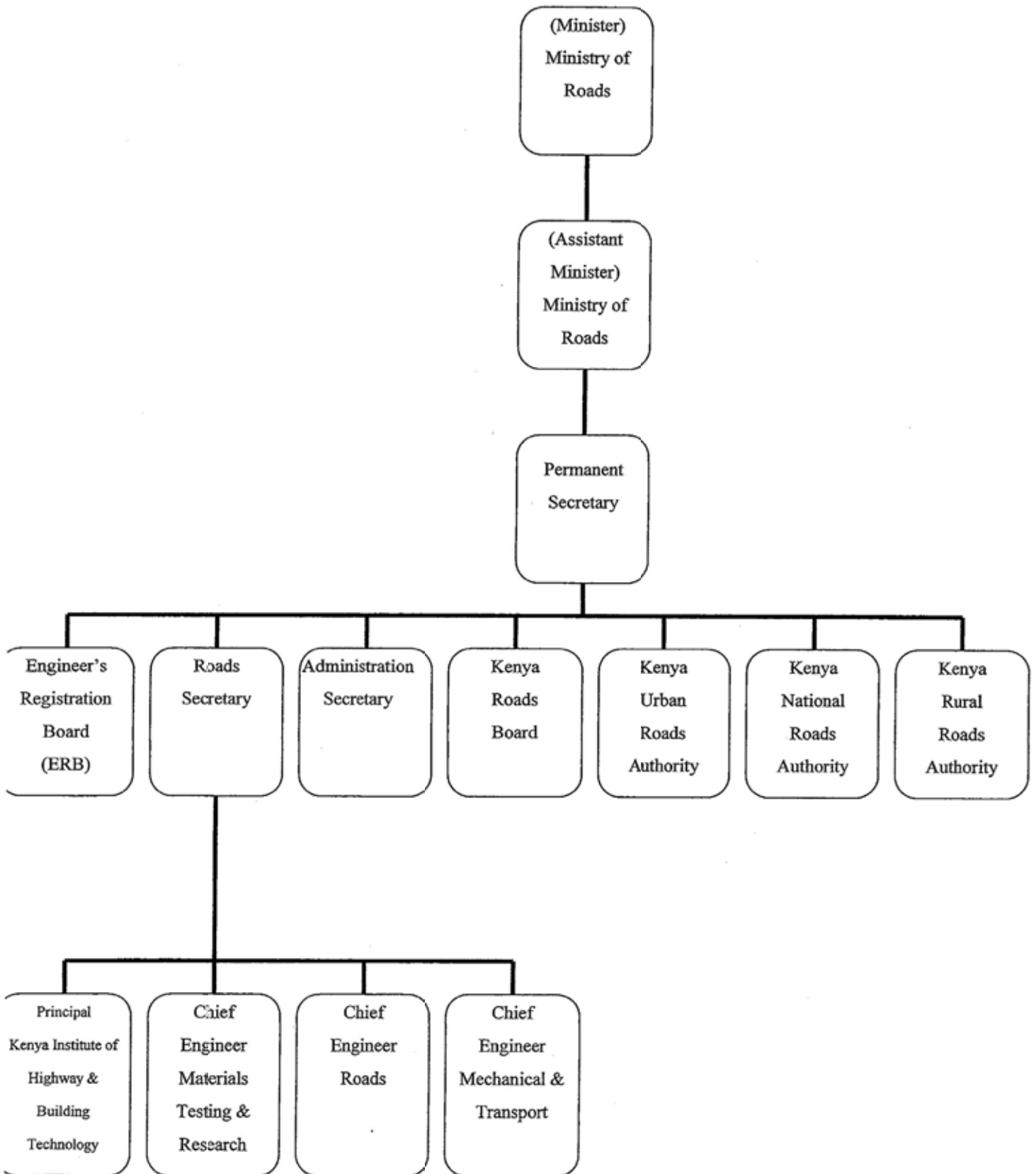


LEGEND

- | | | | |
|-------------------------|----------------------------------|------------------------------------|---------------|
| PROPOSED ROAD (L=4.7km) | WESTRN RING ROAD (PAVED SECTION) | WESTRN RING ROAD (UNPAVED SECTION) | OTHER PROJECT |
| ARTERIAL ROAD | URBAN ROAD | RIVER | AREA NAME |

LOCATION MAP

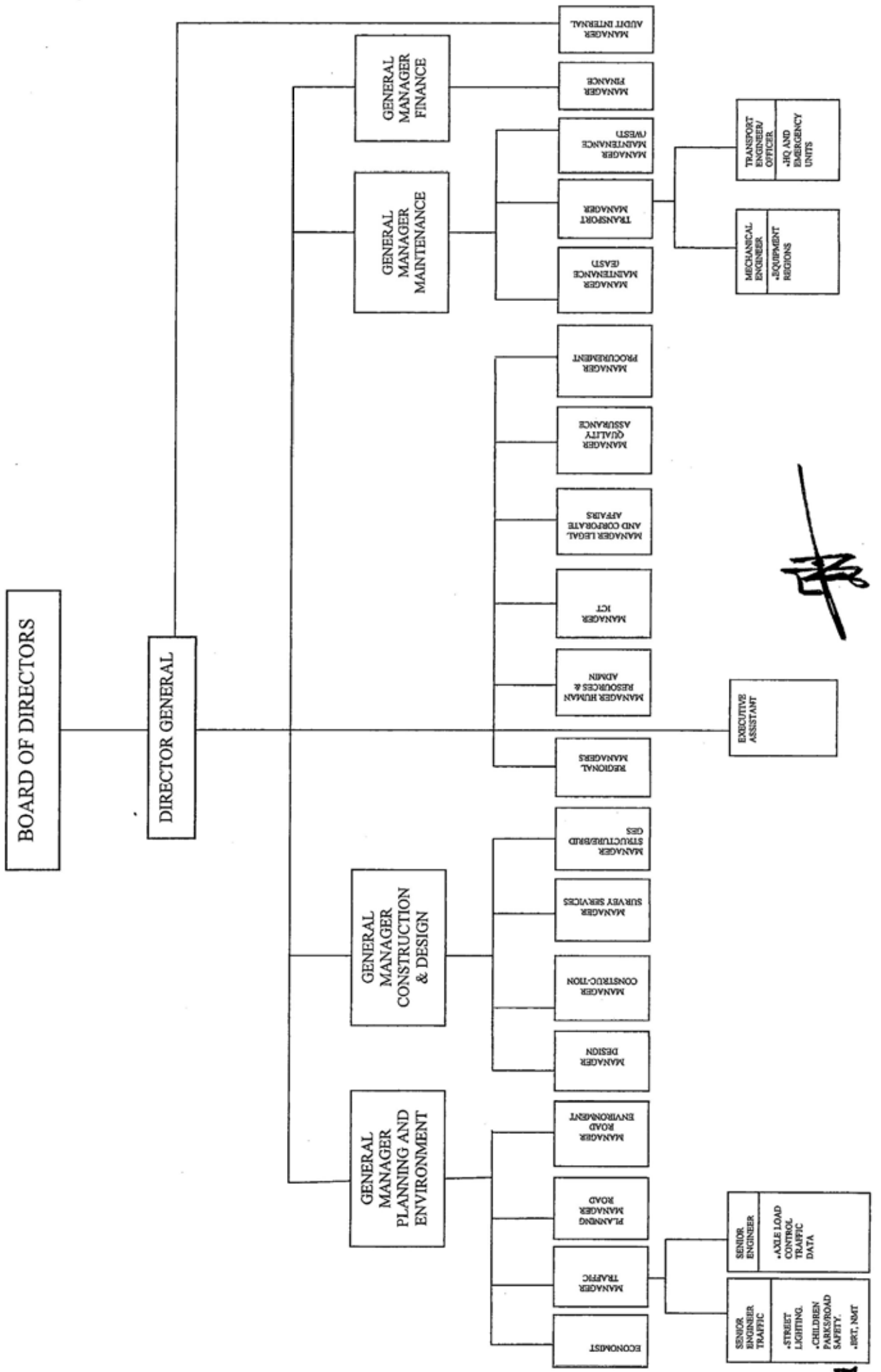
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KURA ORGANIZATION STRUCTURE – HEADQUARTERS

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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 part of this realignment, JICA was reborn on October 1, 2008. After the rebirth of JICA, following the decision of the GOJ, Grant Aid for General Project is extended by JICA.

Grant Aid is non-reimbursable fund to a recipient country to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for economic and social development of the country under principles in accordance with the relevant laws and regulations of Japan. The Grant Aid is not supplied through the donation of materials as such.

1. Grant Aid Procedures

Japanese Grant Aid is conducted as follows-

- Preparatory Survey (hereinafter referred to as “the Survey”)
 - The Survey conducted by JICA
- Appraisal & Approval
 - Appraisal by The GOJ and JICA, and Approval by the Japanese Cabinet
- Determination of 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 Survey is to provide a basic document necessary for the appraisal of the Project by JICA and the GOJ. The contents of the Survey are as follows:



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- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of agencies concerned 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 on by both parties concerning the basic concept of the Project.
- Preparation of a basic design of the Project.
- Estimation of costs of the Project.

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

JICA requests the Government of the recipient country to take whatever measures are necessary to ensure its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

(2) Selection of Consultants

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

(3) Result of the Survey

The Report on the Survey is reviewed by JICA, and after the appropriateness of the Project is confirmed, JICA recommends the GOJ to appraise the implementation 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 E/N will be signed between the GOJ and the Government of the recipient country to make a plea 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

The consultant firm(s) used for the Survey will be recommended by JICA to the recipient country to also work on the Project's implementation after the E/N and the G/A, in order to maintain technical consistency.

(3) Eligible source country

Under the Japanese Grant Aid, in principle, Japanese products and services including transport of 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". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

(4) Necessity of "Verification"

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

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

In the implementation of the Grant Aid Project, the recipient country is required to undertake such necessary measures as Annex-5.



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(6) "Proper Use"

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

(7) "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 in 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 to the Bank.

(10) Social and Environmental Considerations

A recipient country must ensure the social and environmental considerations for the Project and must follow the environmental regulation of the recipient country and JICA socio-environmental guideline.

(End)



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Major Undertakings to be taken by Each Government

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

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



Minutes of Discussions
on
the Preparatory Survey
on
the Project for Dualling of Nairobi-Dagoreti Corner Road C60/C61
in the Republic of Kenya

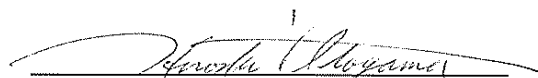
Referring to the results of Preliminary Study conducted in September 2009, the Government of Japan decided to conduct a Preparatory Survey for Outline Design on the Project for Dualling of Nairobi-Dagoreti Corner Road C60/C61 (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

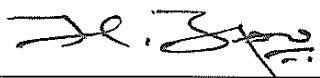
JICA started the Preparatory Survey for Outline Design from May 2010, and the Government of Kenya sent their request letter to JICA Kenya Office regarding design on the City Mortuary Roundabout Junction in October 2010.

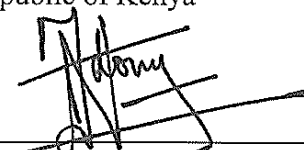
To confirm the design on the City Mortuary Roundabout Junction, JICA sent to Kenya the Survey team (hereinafter referred to as "the Team") which is headed by Mr. Hiroshi ITOYAMA, Deputy Director of Economic Infrastructure Department, JICA, and is scheduled to stay in the country from January 17th to January 21st, 2011.

The Team held discussions with the concerned officials of the Government of Kenya. In the course of the discussions, both sides have confirmed the main items described in the attached sheet. The Team will proceed to further works and prepare the Preparatory Survey Report.

Nairobi, January 21, 2011

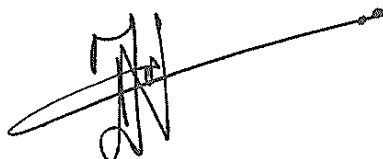
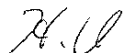

Mr. Hiroshi ITOYAMA
Leader
Preparatory Survey Team
Japan International Cooperation Agency


for: Eng. Michael S.M. KAMAU, CBS, HSC
Permanent Secretary
Ministry of Roads
Republic of Kenya


Eng. Joseph N. NKADAYO
Director General & CEO
Kenya Urban Roads Authority
Republic of Kenya

ATTACHMENT

1. Both sides confirmed that designing of a grade-separated junction at City Mortuary is not included as a Project component.
2. The Team explained that improvement of the roundabout proposed by the Team has a capacity to accommodate the expected traffic volume at City Mortuary junction up to 2022.
3. However, GOK referred to the necessity of the grade separation as an urgent Project. Both sides confirmed that JICA's proposal (intervention as item 2 above), provides one solution that enables later construction of a flyover interface at City Mortuary junction.
4. GOK agreed that any future implementation of the grade separation (flyover or underpass) should be done without demolishing any part of the Project.



Minutes of Discussions
on the Preparatory Survey
on The Project for Dualling of Nairobi-Dagoreti Corner Road C60/C61
in the Republic of Kenya
(Explanation on Draft Report)

In May 2010, Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched an Outline Design Study Team on the Project for Dualling of Nairobi-Dagoreti Corner Road C60/C61 (hereinafter referred to as "the Project") which covers the section of Ngong Road from All Saints Cathedral junction to Adams Arcade in the Republic of Kenya (hereinafter referred to as "Kenya"), and through discussion, field survey as well as after technical examination of the results in Japan, JICA prepared a draft report of the study.

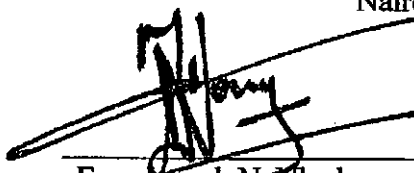
In order to explain and consult with the officials of the Government of Kenya on the components of the draft report, JICA sent to Kenya the Outline Design Explanation Team (hereinafter referred to as "the Team") which is headed by Shigeo Nakagawa, Senior Representative, JICA Kenya Office from March 16 to March 18, 2011.

As the result of the discussion, both parties confirmed the main items described on the attached sheets hereto;

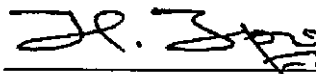
Nairobi, March 18, 2011

中川 茂 雄

Mr. Shigeo Nakagawa
Leader
Outline Design Explanation Team
Japan International Cooperation Agency
Japan



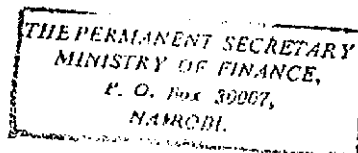
Eng. Joseph N. Nkadayo
Director General & CEO
Kenya Urban Roads Authority (KURA)
The Republic of Kenya



for: Eng. Michael M.S. Kamau, CBS, HSC
Permanent Secretary
Ministry of Roads
The Republic of Kenya



Mr. Joseph Kinyua, CBS
Permanent Secretary
Ministry of Finance
The Republic of Kenya



ATTACHMENT

1. Contents of the Draft Report

The Kenyan side agreed and accepted in principle the contents of the draft report explained by the Team.

2. Japans' Grant Aid scheme

The Kenyan side understands the Japan's Grant Aid Scheme and the necessary measures to be taken by the Government of Kenya as explained by the Team and described in Annex-1.

3. Schedule of the Study

JICA will complete the final report in accordance with the confirmed items and send it to the Government of Kenya by April, 2011.

4. Cost Estimation

The Project Cost Estimation, as attached in Annex-2, is confidential and should never be duplicated or disclosed to any outside parties before the signing of all the contracts for the Project.

5. Other Relevant Issues

5-1. The Kenyan side shall secure enough budget and personnel necessary for operation and maintenance of the roads, bridges and relevant facilities constructed by the Project.

5-2. Monitoring for Environmental and Social considerations will be conducted by Kenya Urban Roads Authority. The results of monitoring will be provided to JICA by filling in the Monitoring Form attached as Annex-3, as part of progress reports before construction, during the construction phase, at completion of the Project and two years after completion of the Project.

5-3. The environmental and social considerations including major impacts and mitigation measure for the Project are summarized in the Environmental Checklist attached as Annex-4.

Annex-1: Major Undertakings to be taken by Each Government

Annex-2: Project Cost to be borne by Japan's Grant Aid

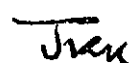
Annex-3: Monitoring Form

Annex-4: Environmental Checklist

(P)



1



Major Undertakings to be taken by Each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient side
1	To secure land		•
2	To clear all the obstructions from the site		•
3	Relocation, improvement and/or repair of existing utilities(power lines, telecommunication lines, water lines, etc.), if necessary		•
4	To bear the following commissions to a bank of Japan for the banking services based upon the B/A		
	1) Advising commission of A/P		•
	2) Payment commission		•
5	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine(Air) transportation of the products from Japan to the recipient country	•	
	2) Tax exemption and custom clearance of the products at the port of disembarkation		•
	3) Internal transportation from the port of disembarkation to the project site	•	
6	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contract such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		•
7	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contract		•
8	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		•
9	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for the transportation and installation of the equipment		•

Monitoring Plan

1. Responses/Actions to Comments and Guidance from Government Authorities and the Public

Monitoring Item	Monitoring Results during Report Period
ex.) Responses/Actions to Comments and Guidance from Government Authorities	

2. Mitigation Measures

- Air Quality (Emission Gas / Ambient Air Quality)

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Standards for Contract	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
SO ₂							To use NEMA registered expert in consultation with NEMA. Guidelines to be agreed with NEMA.
NO ₂							Ditto
CO							Ditto
O ₂							Ditto
Soot and dust							Ditto
SPM							Ditto
Dust							Ditto

- Water Quality (Effluent/Wastewater/Ambient Water Quality)

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Standards for Contract	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
pH	Hydrogen ion			6.5 – 8.5	6.5 – 8.5	WHO	To use NEMA registered expert in consultation with NEMA. Guidelines to be agreed with NEMA.
SS (Suspended Solid)	Mg/l			30	30	WHO	Ditto
BOD/COD	Mg/l			30-50	30-50	WHO	Ditto

(P)





DO	Mg/l			-	-	WHO	Ditto
Total Nitrogen	Mg/l			2 – Guideline value	2 – Guideline value	WHO	Ditto
Total Phosphorus	Mg/l			2 – Guideline value	2 – Guideline value	WHO	Ditto
Heavy Metals	Mg/l			0.01	0.01	WHO	Ditto
Hydrocarbons / Mineral Oils	Mg/l			0.2	0.2	WHO	Ditto
Phenols	Mg/l			0.001	0.001	WHO	Ditto
Cyanide	Mg/l			2.0	2.0	WHO	Ditto
Temperature	Degree Celsius based on ambient temperature			+3 or - 3	+3 or - 3	WHO	Ditto

Source: Kenya subsidiary legislation 2006

- Waste

Monitoring Item	Monitoring Results during Report Period
Solid waste from domestic and industrial sources Excavated soil and other demolition waste	Amount of waste in tones transported to the damp site

- Noise

Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Country's Standards	Standards for Contract	Referred International Standards	Remarks (Measurement Point, Frequency, Method, etc.)
Noise level construction	dB			Day time:75 Night Time: 65	Day time: 75 Night Time: 65		NEMA expert to monitor for KURA, with KURA taking responsibility.

Source: The Environmental Management and Coordination (Noise and Excessive Vibration Pollution) (Control) Regulations 2009

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3. Natural Environment

- Ecosystem

Monitoring Item	Monitoring Results during Report Period
Tree logging and reduced rate of green vegetation coverage	The number of trees necessary logging was confirmed in cooperation with the CCN Department of Environment, for impact reduction

4. Social Environment

- Resettlement

Monitoring Item	Monitoring Results during Report Period
PAPs along the corridor	The number of PAPs compensated/assisted/resettled

- Living / Livelihood

Monitoring Item	Monitoring Results during Report Period
Economic activities of PAPs	The level of income restoration achieved after resettlement/assistance/compensation

(12)



Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
1 Permits and Explanation	(1) EIA and Environmental Permits	<p>① Have EIA reports been officially completed?</p> <p>② Have EIA reports been approved by authorities of the host country's government?</p> <p>③ Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied?</p> <p>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 The EIA reports have been completed.</p> <p>②③ The EIA reports have been submitted to NEMA. Then, NEMA has reported its approval of the EIA to MOR on May 2010, MOR has paid the License fee. Therefore, NEMA has issued the license of EIA on 3 March, 2011.</p> <p>④ The permissions of borrow pits from the Nairobi City Council are required. The permissions are to be obtained by December 2011.</p>
	(2) Explanation to the Public	<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?</p> <p>② Are proper responses made to comments from the public and regulatory authorities?</p>	<p>① The public consultation was conducted at the preliminary study stage in June 2009, and at the preparatory survey stage in June 2010. General consent of the local people has been obtained.</p> <p>② KURA, the agency which implements this project, discloses information and accepts query from local people on its website at any time.</p>
2 Mitigation Measures	(1) Air Quality	<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?</p> <p>② Where industrial areas already exist near the route, is there a possibility that the project will make air pollution worse?</p>	<p>① There is traffic congestion at the site of urban roads. It is expected to be reduced and the air quality to be better than now by implementing this project.</p> <p>② There are no industrial areas near the route.</p>
	(2) Water Quality	<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?</p> <p>② Is there a possibility that surface runoff from roads will contaminate water sources, such as groundwater?</p> <p>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 Filled and cutting soil will be protected by grouted riprap and turfing, so there is no possibility of soil runoff and water quality degradation in downstream water area.</p> <p>② The surface runoff water from roads during operation period will be designed to be drained as public water, and periodical cleaning on the road is on menu. Influence of surface runoff water is little. Contamination of groundwater is negligible.</p> <p>③ There is no facilities along the road.</p>
	(3) Noise and Vibration	<p>① Do noise and vibrations from vehicle and train traffic comply with the country's standards?</p>	<p>① During construction period, generation of noise and vibration can be minimized by the followings: using low noise heavy machineries and construction vehicles, prohibiting construction with noise and vibration in the early morning and at night, and making public announcement of construction plan prior to construction. During operation period, noise level in the area immediate to the road will be minimized through regulation on noise levels. The project may cause insignificant impact of vibration to community or structures.</p>

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 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 protected areas in and around the site.</p> <p>① There are no ecological valuable habitats in and around the site. ② The habitats of endangered species have not been identified in the site and its downstream area. ③ The project will not affect the ecosystem significantly. ④ Species migrating through the site have not been identified. ⑤⑥ Since only extension of existing roads is planned, improving roads will not cause destruction of forest, wetland and no ecosystems of exotic species. Logging of trees will be minimized and compensating mitigation measures such as relocation or planting of tree nurseries will be taken place.</p>
	(2) Ecosystem		
	(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 Significant 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 some slope failures or landslides in and around the site. Actions including soil retaining against slope failures or landslides are required to be taken during and after construction. ③ Actions including soil retaining against soil run-off are required to be taken.</p>

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
4 Social Environment	(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 There are 6 Kiosk owners, approx. 20 small scale traders and 12 owners of plant within the project area who have to move their shops away from the area or resettle.</p> <p>②③ The Kenyan side will form a simplified Resettlement Action Plan (RAP) and inform details of its content of the Project Affected Persons (PAPs). Compensation to restore their livelihood will be paid based on the confirmed PAPs inventory.</p> <p>④ Particular attention to the vulnerable persons including children, women and the elderly is paid by the followings: establishing pedestrian crossings at key points of the corridor during construction, positioning traffic control personnel and making public announcement of construction plan prior to construction.</p> <p>⑤⑥⑦ The Kenyan side will establish the organizational framework and secure a budget for compensation of above PAPs to restore their livelihood.</p>
	(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 Since only extension of existing roads is planned, improving roads will not cause significant impacts on livelihood of the local people and road traffic. The road area is secured and people operating business around the existing road other than the above PAPs will be able to continue their business there after the completion of the construction.</p> <p>⑥ Impacts such as 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 Although there is a cultural institution, Nairobi Club House, along the site, the construction will not affect it</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 Landscape will be altered slightly such as inevitable logging of trees. Logging of trees will be minimized and compensating mitigation measures such as relocation or planting of tree nurseries will be taken place.</p>

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>
5 Others	(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 Yes. Adequate measures such as periodical water spray and sheet cover on track will be employed to reduce dust.</p> <p>② Yes. The number of trees necessary logging was confirmed in cooperation with KURA and CCN department of environment, for impact reduction. They will relocate or plant tree nurseries after logging.</p> <p>③ Yes. KURA will be monitoring the level of income restoration achieved after resettlement, assistance, compensation for PAFs.</p> <p>④ The contractor will provided health and safety education for project personal.</p>
	(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 Yes. Environmental monitoring programs including air quality, water quality, noise level, etc.</p> <p>② Yes. JICA and KURA agreed the monitoring format, including the appropriate assignment / recruitment of the necessary staff.</p> <p>③ Yes. KURA will prepare budget for establishing such Monitoring team.</p> <p>④ Yes. Concrete measures are described in the monitoring format.</p>
	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>	-
6 Note	Note on Using Environmental Checklist	<p>① 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.