

**REPUBLIQUE DE DJIBOUTI
MINISTERE DE L'EQUIPEMENT ET DES TRANSPORTS
DIRECTION DES AFFAIRES MARITIMES**

**RAPPORT DE L'ETUDE PREPARATOIRE
POUR
LE PROJET DE RENFORCEMENT
DE LA CAPACITE DE TRANSPORT
MARITIME ENTRE DJIBOUTI ET
TADJOURAH
EN REPUBLIQUE DE DJIBOUTI**

(2/2)

AOUT 2019

AGENCE JAPONAISE DE COOPERATION INTERNATIONALE

**THE OVERSEAS COASTAL AREA DEVELOPMENT
INSTITUTE OF JAPAN
SANKYO TECHNO CO., LTD.
JAPAN PORT CONSULTANTS, LTD.**

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5. Annexes

5.1. Liste des membres des missions d'étude

(1) Liste des membres des missions d'étude

Nom	Attributions	Appartenance
M. Atsushi NAKAGAWA	Chef de la Mission	Directeur, Groupe des Transports et de la TIC, Equipe 2 Département des Infrastructures et de la Consolidation de la Paix Agence Japonaise de la Coopération Internationale
M. Naoki OTANI	Gestion du Projet	Sous-Directeur Adjoint Groupe des Transports et de la TIC, Equipe 2 Département des Infrastructures et de la Consolidation de la Paix Agence Japonaise de la Coopération Internationale
M. Kazuyuki YAMAGUCHI	Consultant en Chef / Plan du transport maritime / des infrastructures portuaires 1	The Overseas Coastal Area Development Institute of Japan (OCDI)
M. Naomi YOSHIDA	Consultant en Chef adjoint / Plan d'exploitation / maintenance de navires	Sankyo Techno Co. Ltd
M. Tsuneharu KUMORI	Conception des infrastructures portuaires 1	Japan Port Consultants, Ltd.
M, Eiji HASEBE	Conception des infrastructures portuaires 2 / Exploitation des ports / structure d'organisation de maintenance	The Overseas Coastal Area Development Institute of Japan (OCDI)
M. Susumu NISHIMURA	Plan d'exécution des travaux /approvisionnement / estimation de coût	Japan Port Consultants, Ltd.
M. Tatsuya YOSHIDA	Conception de moteurs/ équipements électriques	Sankyo Techno Co. Ltd
M. Koji TAKESHITA	Conception de la coque/ armements navals	Sankyo Techno Co. Ltd (Renfort, SHIPDESIGN K.T)
M. Keisuke WATANABE	Plan d'approvisionnement en équipement / estimation de coûts	Sankyo Techno Co. Ltd (Renfort, Université Tokai)
M. Kenji YASUMOTO	Considérations environnementales et sociales	Japan Port Consultants, Ltd. (Renfort, ERM Japan Ltd.)
M. Koichiro HARADA	Etude des conditions naturelles	Japan Port Consultants, Ltd.

Nom	Attributions	Appartenance
M. Masahiro YOKOGAWA	Vérification	The Overseas Coastal Area Development Institute of Japan (OCDI) (Renfort, PEN Company Limited)
Mme. Emi IKUMA	Interprète (Français)	The Overseas Coastal Area Development Institute of Japan (OCDI) (Renfort, Translation Centre Pioneer)
M. Teruhisa FUJIWARA	Plan du transport maritime / des infrastructures portuaires 2	The Overseas Coastal Area Development Institute of Japan (OCDI)

(2) Mission de l'Etude de terrain (29 juin au 7 septembre, et 23 septembre au 14 octobre 2018)

Nom	Attributions	Appartenance
M. Atsushi NAKAGAWA	Chef de la Mission	Directeur, Groupe des Transports et de la TIC, Equipe 2 Département des Infrastructures et de la Consolidation de la Paix Agence Japonaise de la Coopération Internationale
M. Naoki OTANI	Gestion du Projet	Sous-Directeur Adjoint Groupe des Transports et de la TIC, Equipe 2 Département des Infrastructures et de la Consolidation de la Paix Agence Japonaise de la Coopération Internationale
M. Kazuyuki YAMAGUCHI	Consultant en Chef / Plan du transport maritime / des infrastructures portuaires 1	The Overseas Coastal Area Development Institute of Japan (OCDI)
M. Naomi YOSHIDA	Consultant en Chef adjoint / Plan d'exploitation / maintenance de navires	Sankyo Techno Co. Ltd
M. Tsuneharu KUMORI	Conception des infrastructures portuaires 1	Japan Port Consultants, Ltd.
M, Eiji HASEBE	Conception des infrastructures portuaires 2 / Exploitation des ports / structure d'organisation de maintenance	The Overseas Coastal Area Development Institute of Japan (OCDI)
M. Susumu NISHIMURA	Plan d'exécution des travaux /approvisionnement / estimation de coût	Japan Port Consultants, Ltd.
M. Keisuke WATANABE	Plan d'approvisionnement en équipement / estimation de coûts	Sankyo Techno Co. Ltd (Renfort, Université Tokai)
M. Kenji YASUMOTO	Considérations environnementales et sociales	Japan Port Consultants, Ltd. (Renfort, ERM Japan Ltd.)

Nom	Attributions	Appartenance
M. Koichiro HARADA	Etude des conditions naturelles	Japan Port Consultants, Ltd.
Mme. Emi IKUMA	Interprète (Français)	The Overseas Coastal Area Development Institute of Japon (OCDI) (Renfort, Translation Centre Pioneer)
M. Teruhisa FUJIWARA	Plan du transport maritime / des infrastructures portuaires 2	The Overseas Coastal Area Development Institute of Japon (OCDI)

(3) Mission de la présentation du concept sommaire (24 au 31 mai 2019)

Nom	Attributions	Appartenance
M. Atsushi NAKAGAWA	Chef de la Mission	Directeur, Groupe des Transports et de la TIC, Equipe 2 Département des Infrastructures et de la Consolidation de la Paix Agence Japonaise de la Coopération Internationale
M. Naoki OTANI	Coordinateur du Projet	Sous-Directeur Adjoint Groupe des Transports et de la TIC, Equipe 2 Département des Infrastructures et de la Consolidation de la Paix Agence Japonaise de la Coopération Internationale
M. Kazuyuki YAMAGUCHI	Consultant en Chef / Plan du transport maritime / des infrastructures portuaires 1	The Overseas Coastal Area Development Institute of Japon (OCDI)
M. Naomi YOSHIDA	Consultant en Chef adjoint / Plan d'exploitation / maintenance de navires	Sankyo Techno Co. Ltd
M. Tsuneharu KUMORI	Conception des infrastructures portuaires 1	Japan Port Consultants, Ltd.
M. Kenji YASUMOTO	Considérations environnementales et sociales	Japan Port Consultants, Ltd. (Renfort, ERM Japan Ltd.)
Mme. Yasu KIKUCHI	Interprète (Français)	The Overseas Coastal Area Development Institute of Japon (OCDI) (Renfort, Japan Create)

5.2. Programmes d'études

(1) Mission de l'Etude de terrain (29 juin au 7 septembre, et 23 septembre au 14 octobre 2018)

No.	Date	Jour	Membres officiels (JICA)		Consultant chef Plan Transport Mariti./Infra. port	Consultant chef adjoint/Plan Expl./Mainten.	Concep. Port. 1	Concep. Port. 1 /Expl. Port/ Système Maint.	Plan travaux/appro/ Estimation	Plan Appro. Equipé / Estim.	Considér. Sociale/ Environnement	Etude Conditions Naturelles	Plan Trans. Maritime/Infra. Port 2	Interprète (Français)
			Chef de la Mission	Gestion du Projet										
			M. Aisushi NAKAGAWA	M. Naoki OTANI	M. Kazuyuki YAMAGUCHI	M. Naomi YOSHIDA	M. Tsuneharu KUMORI	M. Eiji HASEBE	M. Susumu NISHIMURA	M. Keisuke WATANABE	M. Kenji YASUMOTO	M. Koichiro HARADA	M. Teruhisa FUJIWARA	Mme. Emi IKUMA
1	29-Juin	Ven	•Dép. NRT ET673 (10:25)						—	•Même que le Consultant en Chef		—	•Même que le Consultant en Chef	
2	30-Juin	Sam	•Arr. ADD (07:10) •Dép. ADD ET362 (09:05) •Arr. Djibouti (10:20) •Séance de travail avec le bureau de la JICA à Djibouti •Présentation et concertation du rapport de commencement avec la Direction des Affaires Maritimes (DAM) •Signature du Procès-verbal des discussions						—	•Même que le Consultant en Chef		—	•Même que le Consultant en Chef	
3	1er-Juil	Dim	•Compte-rendu auprès de l'Ambassade du Japon •Séance de travail avec la DAM						—	•Même que le Consultant en Chef		—	•Même que le Consultant en Chef	
4	2-Juil	Lun	•Visite de la zone d'Escale de la ville de Djibouti (ferry existant, terminal existant, etc.) •Séance travail avec DAM (étude volume de trafic maritime, etc.) •Séance avec DAM (consid. Sociale/émir)		•Séance travail avec DAM (Navire)	•Compilation résultat visite •Pref. Séance avec assist. locaux •Même que le Consultant Chef	•Même que le Consultant en Chef	•Même que le Consultant Chef	—	•Même que le Consultant en Chef •Même que le Consultant en Chef Adjoint	•Visite du port de Djibouti •Même que le Consultant Chef	—	•Même que le Consultant en Chef •Réunion Interne	
5	3-Juil	Mar	•Visite du terminal de ferryboat du port de Djibouti •Visite et embarcation à bord du ferry (Ports de Djibouti - Tadjourah) •Réunion des parties prenantes de la ville de Tadjourah •Visite du terrain du nouveau terminal de ferry de Tadjourah •Visite de la voie terrestre (Djibouti - Tadjourah) •Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)						—	•Même que le Consultant en Chef		—	•Même que le Consultant en Chef	
6	4-Juil	Mer	•Arr. NRT (20:25) •Visite des infrastructures de maintenance (dock flottant) du port de Djibouti et de ferry •Séance de travail avec le directeur du port de Djibouti •Séance de travail avec le directeur de la DAM						—	•Même que le Consultant en Chef		—	•Même que le Consultant en Chef	
7	5-Juil	Jeu	—	•Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)	•Séan. Dir. Envir. MHUE •Séan. MET •Séan. Dir. Envir. MHUE	•Séan. Dir. DAM (Navire) •Même que le Consultant en Chef •Même que le chargé des consid. sociale et enviro.	•Séan. Avec les entreprises de construction locales	—	•Même que le Consultant en Chef Adjoint	•Même que le Consultant en Chef •Séance travail consultant local •Visite du labo. central •Séa. Dir. Environnement •Séa. Dir. Urbanisme	—	•Même que M. Hasebe •Même que M. Kumori		
8	6-Juil	Ven	—	•Arr. NRT (20:25)	•Compilation de documents, élaboration du rapport de terrain			—	•Même que le Consultant en Chef		—	•Même que le Consultant en Chef		
9	7-Juil	Sam	—	—	•Compilation de documents, élaboration du rapport de terrain	•Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)	•Même que le Consultant en Chef	—	•Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)	•Même que le Consultant en Chef	—	•Même que le Consultant en Chef		
10	8-Juil	Dim	—	—	•Elaboration du rapport de terrain	•Arr. NRT (20:25) •Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)	•Séan. Dir. DAM •Compilation de documents	—	•Arr. NRT (20:25)	•Séan. Dir. DAM •Encadrement assistants locaux	—	•Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)	•Même que M. Hasebe	
11	9-Juil	Lun	—	—	•Séan. Dir. Port de Djibouti •Séan. Dir. DAM	—	•Arr. NRT (20:25)	•Compilation de documents	—	—	•Même que le Consultant en Chef	—	•Arr. NRT (20:25)	•Même que M. Hasebe
12	10-Juil	Mar	—	—	•Séan. Dir. DAM	—	—	•Compilation de documents	—	—	•Même que le Consultant en Chef •Réunion parties prenantes port de Djibouti	—	—	•Même que M. Hasebe
13	11-Juil	Mer	—	—	•Séan. Dir. DAM	—	—	•Elab. et distrib. Questionnaires aux sociétés privées	—	—	•Soumission sous-traitants locaux •Prép. Visite port Tadjourah	—	—	•Même que M. Hasebe
14	12-Juil	Jeu	—	—	•Dép. Djibouti ET365 (19:00) •Arr. ADD (20:05) •Dép. ADD ET672 (23:35)	—	—	•Séan. Société const. privées •Compilation de documents	—	—	•Visite port Tadjourah •Encadrement assistants locaux	—	—	•Même que M. Hasebe
15	13-Juil	Ven	—	—	•Arr. NRT (20:25)	—	—	•Compilation de documents	—	—	•Soumission sous-traitants locaux/comp. documents	—	—	•Même que M. Hasebe
16	14-Juil	Sam	—	—	—	—	—	•Compilation de documents	•Dép. Hanoi KA295 (10:35) •Arr. HKG (13:35) •Dép. HKG ET645 (23:55)	—	•Dép. Djibouti ET365 (19:00) •Arr. ADD (19:05) •Dép. ADD ET672 (23:35)	—	—	•Même que M. Hasebe

*Projet de Renforcement de la Capacité de Transport Maritime entre Djibouti et Tadjourah
Rapport de l'étude préparatoire*

No.	Date	Jour	Membres officiels (JICA)		Consultant chef Plan Transport Mariti./Infra. port	Consultant chef adjoint/Plan Expl./Mainten.	Concep. Port. 1	Concep. Port. 1 /Expl. Port/ Système Mainte.	Plan travaux/appro./ Estimation	Plan Appro. Equipé / Estim.	Considér. Sociale/ Environnement.	Etude Conditions Naturelles	Plan Trans. Maritime/Infra. Port 2	Interprète (Français)
			Chef de la Mission	Gestion du Projet										
			M. Ahsushi NAKAGAWA	M. Naoki OTANI										
17	15-Juil	Dim	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Compilation documents • Réunion interne	• Arr. ADD (5:10) • Dép. ADD ET362 (9:05) • Arr. Djibouti (10:20)					M. Nishimura
								• Même que M. Nishimura	• Visite courtoisie Bureau JICA Djibouti • Visite terrain ferry Djibouti					M. Hasebe
18	16-Juil	Lun	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Séan. Dir. DAM • Réunion interne	• Même que M. Hasebe					M. Hasebe
19	17-Juil	Mar	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Récep. Du bureau JICA Djibouti des Doc. Offre de sous-traitants	• Même que M. Hasebe					M. Hasebe
								• Séan. Dir. DAM • Séan. Agence Météo. • Séan. Labo. central • Séan. Entre. Privée EDC						M. Hasebe
20	18-Juil	Mer	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Visite port Tadjourah par voie terrestre • Visite Tadjourah	• Etude de terrain de Tadjourah • Visite Tadjourah					M. Hasebe
								• Etude carrière candidate • Interview ent. const. locaux						M. Hasebe
21	19-Juil	Jeu	-	-	-	-	-	-	-	-	-	-	-	M. Nishimura
								• Compilation de documents	• Visite/interv. Ent. Cons. Locale DJI FU • Dem. Devis					M. Nishimura
22	20-Juil	Ven	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Compilation de documents	• Dem. Devis entre. Tadj.					M. Hasebe
23	21-Juil	Sam	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Etude du port de pêche • Compilation de documents	• Compilation de documents • Etude du port de pêche					M. Hasebe
24	22-Juil	Dim	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Séan. Dir. DAM • Compilation de documents	• Séan. Dir. DAM • Interv. Demande devis ent. locale					M. Hasebe
25	23-Juil	Lun	-	-	-	-	-	-	-	-	-	-	-	M. Nishimura
								• Compilation de documents	Etude zone collère Djibouti			• Dép. NRT ET673 (21:25)		M. Nishimura
26	24-Juil	Mar	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Séan. Agence Météo. • Réunion interne	• Visite. Agence. Météo. Récep. Données • Séan. Dir. DAM			• Arr. ADD (07:10) • Dép. ADD ET362 (09:05) • Arr. Djibouti (10:20) • Eval. Devis Etude		M. Hasebe
27	25-Juil	Mer	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Séan. Dir. DAM	• Séan. Dir. DAM • Séan. Port de Djibouti • Etude dock Flottant / Navire poly. • Etude plateforme dispose entrep. locales			• Visite Ent. Cons. locales • Séan. Assistants études • Eval. Devis Etude		M. Hasebe
28	26-Juil	Jeu	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Dép. Djibouti ET365 (19:00) • Arr. ADD (20:05) • Dép. ADD ET672 (23:35)	• Confir. Page accueil port de Djibouti • Séan. Dir. DAM • Séan. Labo central			• Explic. DAM		• Dép. Djibouti ET365 (19:00) • Arr. ADD (20:05) • Dép. ADD ET672 (23:35)
29	27-Juil	Ven	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
								• Arr. NRT (20:25)	• Visite port Djibouti avec Dir. DAM • Dép. Djibouti ET365 (19:00) • Dép. ADD (20:05) • Dép. ADD ET644 (22:50)			• Visite port Djibouti avec Dir. DAM		• Arr. NRT (20:25)
30	28-Juil	Sam	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
									• Arr. HKG (14:55) • Dép. HKG KA299 (17:45) • Arr. Hanoi (18:55)			• Préparatifs pour la collecte des documents relatifs à la conception		M. Hasebe
31	29-Juil	Dim	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
												• Coord. Prog. Etude avec DAM		M. Hasebe
32	30-Juil	Lun	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
												• Visite ent. const. engins		M. Hasebe
33	31-Juil	Mar	-	-	-	-	-	-	-	-	-	-	-	M. Hasebe
												• Collec. Doc. Niveaux maré		M. Hasebe

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No.	Date	Jour	Membres officiels (JICA)		Consultant chef Plan Transport Mariti./Infra. port	Consultant chef adjoint/Plan Expl./Mainten.	Concep. Port. 1	Concep. Port. 1 /Expl. Port/ Système Mainte.	Plan travaux/appro/ Estimation	Plan Appro. Équipe / Estim.	Considér. Sociale/ Environnement	Etude Conditions Naturelles	Plan Trans. Maritime/Infra. Port 2	Interprète (Français)
			Chef de la Mission	Gestion du Projet										
			M. Aisushi NAKAGAWA	M. Naoki OTANI										
				M. Kazuyuki YAMAGUCHI	M. Naomi YOSHIDA	M. Tsuneharu KUMORI	M. Eiji HASEBE	M. Susumu NISHIMURA	M. Keisuke WATANABE	M. Kenji YASUMOTO	M. Koichiro HARADA	M. Teruhisa FUJIMARA	Mme. Emi IKUMA	
34	1er-Août	Mer	—	—	—	—	—	—	—	—	—	—	—	—
35	2-Août	Jeu	—	—	—	—	—	—	—	—	—	—	—	—
36	3-Août	Ven	—	—	—	—	—	—	—	—	—	—	—	—
37	4-Août	Sam	—	—	—	—	—	—	—	—	—	—	—	—
38	5-Août	Dim	—	—	—	—	—	—	—	—	—	—	—	—
39	6-Août	Lun	—	—	—	—	—	—	—	—	—	—	—	—
40	7-Août	Mar	—	—	—	—	—	—	—	—	—	—	—	—
41	8-Août	Mer	—	—	—	—	—	—	—	—	—	—	—	—
42	9-Août	Jeu	—	—	—	—	—	—	—	—	—	—	—	—
43	10-Août	Ven	—	—	—	—	—	—	—	—	—	—	—	—
44	11-Août	Sam	—	—	—	—	—	—	—	—	—	—	—	—
45	12-Août	Dim	—	—	—	—	—	—	—	—	—	—	—	—
46	13-Août	Lun	—	—	—	—	—	—	—	—	—	—	—	—
47	14-Août	Mar	—	—	—	—	—	—	—	—	—	—	—	—
48	15-Août	Mer	—	—	—	—	—	—	—	—	—	—	—	—
49	16-Août	Jeu	—	—	—	—	—	—	—	—	—	—	—	—
50	17-Août	Ven	—	—	—	—	—	—	—	—	—	—	—	—
51	18-Août	Sam	—	—	—	—	—	—	—	—	—	—	—	—
52	19-Août	Dim	—	—	—	—	—	—	—	—	—	—	—	—
53	20-Août	Lun	—	—	—	—	—	—	—	—	—	—	—	—
54	21-Août	Mar	—	—	—	—	—	—	—	—	—	—	—	—
55	22-Août	Mer	—	—	—	—	—	—	—	—	—	—	—	—
56	23-Août	Jeu	—	—	—	—	—	—	—	—	—	—	—	—
57	24-Août	Ven	—	—	—	—	—	—	—	—	—	—	—	—
58	25-Août	Sam	—	—	—	—	—	—	—	—	—	—	—	—
59	26-Août	Dim	—	—	—	—	—	—	—	—	—	—	—	—
60	27-Août	Lun	—	—	—	—	—	—	—	—	—	—	—	—
61	28-Août	Mar	—	—	—	—	—	—	—	—	—	—	—	—
62	29-Août	Mer	—	—	—	—	—	—	—	—	—	—	—	—
63	30-Août	Jeu	—	—	—	—	—	—	—	—	—	—	—	—
64	31-Août	Ven	—	—	—	—	—	—	—	—	—	—	—	—
65	1-Sep	Sam	—	—	—	—	—	—	—	—	—	—	—	—
66	2-Sep	Dim	—	—	—	—	—	—	—	—	—	—	—	—
67	3-Sep	Lun	—	—	—	—	—	—	—	—	—	—	—	—
68	4-Sep	Mar	—	—	—	—	—	—	—	—	—	—	—	—
69	5-Sep	Mer	—	—	—	—	—	—	—	—	—	—	—	—
70	6-Sep	Jeu	—	—	—	—	—	—	—	—	—	—	—	—
71	7-Sep	Ven	—	—	—	—	—	—	—	—	—	—	—	—
72	23-Sep	Dim	—	—	—	—	—	—	—	—	—	—	—	—
73	24-Sep	Lun	—	—	—	—	—	—	—	—	—	—	—	—
74	25-Sep	Mar	—	—	—	—	—	—	—	—	—	—	—	—
75	26-Sep	Mer	—	—	—	—	—	—	—	—	—	—	—	—

*Projet de Renforcement de la Capacité de Transport Maritime entre Djibouti et Tadjourah
Rapport de l'étude préparatoire*

No.	Date	Jour	Membres officiels (JICA)		Consultant chef Plan Transport Mariti/Infra. port	Consultant chef adjoint/Plan Expl/Mainten.	Concep. Port. 1	Concep. Port. 1 /Expl. Port/ Système Mainie.	Plan travaux/appro./ Estimation	Plan Appro. Equipe / Estim.	Considér. Sociale/ Environnement	Etude Conditions Naturelles	Plan Trans. Maritime/Inf. Port 2	Interprète (Français)
			Chef de la Mission	Gestion du Projet										
			M. Atsushi NAKAGAWA	M. Naoki OTANI										
76	27-Sep	Jeu	-	-	-	-	-	-	-	-	-	-	-	-
77	28-Sep	Ven	-	-	-	-	-	-	-	-	-	-	-	-
78	29-Sep	Sam	-	-	-	-	-	-	-	-	-	-	-	-
79	30-Sep	Dim	-	-	-	-	-	-	-	-	-	-	-	-
80	1-Oct	Lun	-	-	-	-	-	-	-	-	-	-	-	-
81	2-Oct	Mar	-	-	-	-	-	-	-	-	-	-	-	-
82	3-Oct	Mer	-	-	-	-	-	-	-	-	-	-	-	-
83	4-Oct	Jeu	-	-	-	-	-	-	-	-	-	-	-	-
84	5-Oct	Ven	-	-	-	-	-	-	-	-	-	-	-	-
85	6-Oct	Sam	-	-	-	-	-	-	-	-	-	-	-	-
86	7-Oct	Dim	-	-	-	-	-	-	-	-	-	-	-	-
87	8-Oct	Lun	-	-	-	-	-	-	-	-	-	-	-	-
88	9-Oct	Mar	-	-	-	-	-	-	-	-	-	-	-	-
89	10-Oct	Mer	-	-	-	-	-	-	-	-	-	-	-	-
90	11-Oct	Jeu	-	-	-	-	-	-	-	-	-	-	-	-
91	12-Oct	Ven	-	-	-	-	-	-	-	-	-	-	-	-
92	13-Oct	Sam	-	-	-	-	-	-	-	-	-	-	-	-
93	14-Oct	Dim	-	-	-	-	-	-	-	-	-	-	-	-

(2) Mission de la présentation du concept sommaire (24 au 31 mai 2019)

No.	Date	Jour	Membres officiels (JICA)		Consultant en chef Plan Transport Mariti. / Infra. port M. Kazuyuki YAMAGUCHI	Consultant chef adjoint / Plan Expl./Mainten. M. Naomi YOSHIDA	Conception ports 1 M. Tsuneharu KUMORI	Considér. Sociale/ Environnementale M. Kenji YASUMOTO	Interprète (Français) Mme. Yasu KIKUCHI
			Chef de la Mission	Gestion du Projet					
			M. Atsushi NAKAGAWA	M. Naoki OTANI					
1	24-Mai	Ven	•Dép. NRT ET673 (10:25)						
			•Arr. ADD (07:10)						
2	25-Mai	Sam	•Dép. ADD ET362 (09:05)						
			•Arr. Djibouti (10:20)						
3	26-Mai	Dim	• Séance de travail au bureau de la JICA à Djibouti						
			• Séance de travail pour l'explication à l'Ambassade du Japon						
			• Séance de travail avec le Directeur de la Direction des Affaires Maritimes						
4	27-Mai	Lun	• Séance de travail avec le Directeur de la Direction des Affaires Maritimes						
			• Séance de travail avec la Direction de la Pêche						
			• Séance de travail avec la Direction de l'Environnement						
			• Séance de travail avec le Directeur de la Direction des Affaires Maritimes						
5	28-a	Mar	• Visite du ferryboat pour la situation d'exploitation						
			• Embarquement à bord du ferryboat (Aller-retour Djibouti-Tadjourah)						
			• Visite du port de Tadjourah						
6	43614	Mer	• Signature PV						
			• CR à l'Ambas. du Japon						
7	43615	Jeu	• Réunion interne / élaboration du rapport						
			•Dép. Djibouti ET365 (19:00)						
			•Arr. ADD (19:05)						
			•Dép. ADD ET672 (23:35)						
8	43616	Ven	•Arr. NRT (20:25)						

5.3. Liste des personnes rencontrées

Ministère de l'Équipement et des Transports (MET)

M. Mohamed Abdoukader Mousa Ministre (jusqu'à avril 2019)
M. Moussa Mohamed Ahmed Ministre (depuis mai 2019)

Direction des Affaires Maritimes

M. Ali-Mirah Chehem Daoud Directeur
M. Ahmed Moussa Ahmed Chef du département des transports maritimes
M. Aboi Absieh Samireh Chef d'exploitation
M. Nafissa Mohamed Dato Assistant
M. Habon Mohamed Elmi Assistant

Mohamed Bourham Kassim

M. Bourhan Mohamed Abas Capitaine
M. Abdi Uahi Aden Chef mécanicien

Port de Djibouti

M. Mohamoud Hassan Djama Head, Division for Marine Services
M. Rodney Dixon Fleet Operations Manager
Division for Marine Services

Autorité des Ports et des Zones Libres de Djibouti

M. Mohamed Moussa Abar Directeur du port

Direction de la Statistique et des Etudes Démographiques

M. Omar Abdoukader M. Directeur Adjoint
Statisticien - Economiste

Agence Nationale de la Météorologie de Djibouti

M. Haidar Mohamed Ali Ingénieur en Maintenance
M. Omar Hassan Iltireh Division de la Météorologie Aéronautique

Ministère de l'Habitat, de l'Urbanisme et de l'Environnement, chargé du Logement

M. Mohamed Ali Kaourah Directeur Adjoint de l'Urbanisme

Ministère de l'Habitat, de l'Urbanisme et de l'Environnement, chargé de l'Environnement

M. Houssein Rirache Robleh Director de l'Environnement et du Développement Durable
M. Idris Ismael Nour
M. Mahamoud Hossein Ali

Ministère de l'Agriculture, de l'Eau, de la Pêche, de l'Elevage et des Ressources halieutiques

Mr. Ahmed Darar Djibril Directeur de la Pêche, Programme d'Appui à la Réduction de la
Vulnérabilité dans les Zones de Pêches Cotières (PRAREV)
M. Aman Mohamed Aman Responsable du PRAREV
Mme. Barwako Abdi Wais Responsable du PRAREV
Mme. Beydane Mohamed Miyir Coordinatrice du programme

Ministère des Affaires Etrangères et de la Coopération Internationale

M. Yacin Houssein Douale Directeur des Relations Bilatérales

Ministère de l'Économie et des Finances chargé du Budget

M. Houssein Mamamoud Basset Directeur des Domaines
M. Hisam Abas Rabache Chef du Service du Système d'information Géographique appliqué
au Cadastre,
Direction des Domaines et de la Conservation Foncière

Région de Tadjourah

M. Abdoulmalik Mohamed Banoita Gouverneur de Tadjourah
M. Mohamed Ahmed Chef de la Division de Maintenance

Région d'Obock

M. Hasssan Dabaleh Ahmed Gouverneur d'Obock

Ambassade du Japon à Djibouti

M. Koji Yonetani Ambassadeur Extraordinaire et Plénipotentiaire
M. Soya Otani Deuxième Secrétaire

Bureau de la JICA à Djibouti

M.Touru Togawa Représentant Résident
M.Koji Oohashi Conseiller Formulation des Projets

Entreprises de construction

ENTREPRISE DAWALEH CONSTRUCTION

Mr.Houssein Daher Youssouf Director, Engineering Department

DJI FU SARL

M. Wan Hong bing Directeur Général
M. Feng Gang Directeur Adjoint

BARA GANTE SARL

M. Bara gante Président

SCOPIE SARL

M. Kassim Mohamed Ingénieur-Architect

Consultant

MAURITANIA CONSULTING GROUP

M. Marek Ahmed Taleb Représentant du Bureau de Djibouti

Hydro terra Engineering SARL

M. Jean Alexandre Bassani Directeur

INSUCO DJIBOUTI SARL

Mme. Caroline Amro Directeur Pays Djibouti

CONSULTANT INDEPENDENT

M. Alessandro Aubry Consultant indépendant Eau-Assainissement-Génie civil

5.4 Procès-Verbaux des Discussions

Minutes of Discussions
on the Preparatory Survey on Reinforcement of
Maritime Transport at Gulf of Tadjourah
(Explanation on Draft Preparatory Survey Report)
2019/05/29
No.18 Tariff Book Djibouti Ports 2018

Procès-verbal des Discussions sur l'Etude Préparatoire
Pour le Projet de renforcement de la Capacité de Transport Maritime entre Djibouti et Tadjourah
(Présentation de l'Avant-Projet du Rapport de l'Étude Préparatoire)
29 mai 2019

Minutes of Discussions
on the Preparatory Survey for the Project for
Maritime Transport Capacity between Djibouti and Tadjourah
(Explanation on Draft Preparatory Survey Report)

With reference to the minutes of discussions signed between The Direction des Affaires Maritimes and the Japan International Cooperation Agency (hereinafter referred to as "JICA") on 1st July, 2018 and in response to the request from the Government of Republic of Djibouti (hereinafter referred to as "Djibouti") dated August 2017, JICA dispatched the Preparatory Survey Team (hereinafter referred to as "the Team") for the explanation of Draft Preparatory Survey Report (hereinafter referred to as "the Draft Report") for the Project for Maritime Transport Capacity between Djibouti and Tadjourah (hereinafter referred to as "the Project").

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

Djibouti, 29th May, 2019



Atsushi NAKAGAWA

Leader

Preparatory Survey Team

Japan International Cooperation Agency

Japan



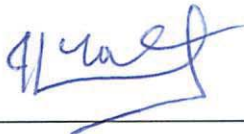
Ali-Mirah Chehem Daoud

Directeur des Affaires Maritimes

Ministère de l'Équipement et des Transports

République de Djibouti

In Witness whereof,



Yacin Houssein Doualé

Directeur des Relations Bilatérales

Ministère des Affaires Étrangères et de la

Coopération Internationale

ATTACHEMENT

1. Objective of the Project

The objective of the Project is to reinforce maritime transport capacity between Djibouti and Tadjourah by providing a ferry and construction of berthing facilities, thereby contributing to economic growth of Djibouti in particular in the Northern Region.

2. Title of the Preparatory Survey

Both sides confirmed the title of the preparatory survey as “the Preparatory Survey on the Project for Reinforcement of Maritime Transport Capacity between Djibouti and Tadjourah”.

3. Project site

Both sides confirmed that the site of the Project is Djibouti Escale and Tadjourah Escale, which is shown in Annex 1. A provided ferry will be under service between Djibouti and Tadjourah.

4. Responsible authority for the Project

Both sides confirmed the authorities responsible for the Project are as follows:

4-1. The Direction des Affaires Maritimes will be the executing agency for the Project (hereinafter referred to as “the Executing Agency”). The Executing Agency shall coordinate with all the relevant authorities to ensure smooth implementation of the Project and ensure that the undertakings for the Project shall be managed by relevant authorities properly and on time. The organization charts are shown in Annex 2.

4-2. The line ministry of the Executing Agency is the Ministère de l'Équipement et des Transports. The Ministère de l'Équipement et des Transports shall be responsible for supervising the Executing Agency on behalf of the Government of Djibouti.

5. Contents of the Draft Report

After the explanation of the contents of the Draft Report by the Team, the Djiboutian side agreed to its contents.

6. Cost estimate

Both sides confirmed that the cost estimate including the contingency explained by

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the Team is provisional and will be examined further by the Government of Japan for its approval. The contingency would cover the additional cost against natural disaster, unexpected natural conditions, etc.

7. Confidentiality of the cost estimate and technical specifications

Both sides confirmed that the cost estimate and technical specifications of the Project should never be disclosed to any third parties until all the contracts under the Project are concluded.

8. Procedures and Basic Principles of Japanese Grant

The Djiboutian side agreed that the procedures and basic principles of Japanese Grant as described in Annex 3 shall be applied to the Project. In addition, the Djiboutian side agreed to take necessary measures according to the procedures.

9. Timeline for the project implementation

The Team explained to Direction des Affaires Maritimes that the expected timeline for the project implementation is as attached in Annex 4.

10. Expected outcomes and indicators

Both sides agreed that key indicators for expected outcomes are as follows. The Djiboutian side will be responsible for the achievement of agreed key indicators targeted in year 2024 and shall monitor the progress based on those indicators.

[Quantitative indicators]

index	Base Line (2016)	Target (3 years after completion of the Project)
The number of passengers (people / year)	47,193	104,000
The number of cars (cars / year)	5,085	9,000
The number of cancellation (times / year)	71	10

[Qualitative indicators]

- 1) Stability and Efficiency of transport network between Djibouti city and northern region
- 2) Improvement of cargo handling efficiency
- 3) Improvement of livelihood of citizens in the northern region
- 4) Stimulation of economic development in both northern and southern region.

11. Undertakings of the Project

Both sides confirmed the undertakings of the Project as described in Annex 5. With regard to exemption of customs duties, internal taxes and other fiscal levies as stipulated in (2)-5 of Annex 5, both sides confirmed that such customs duties, internal taxes and other fiscal levies, which shall be clarified in the bid documents by Direction des Affaires Maritimes during the implementation stage of the Project. The Djiboutian side assured to take the necessary measures and coordination including allocation of the necessary budget which are preconditions of implementation of the Project. It is further agreed that the costs are indicative, i.e. at Outline Design level. More accurate costs will be calculated at the Detailed Design stage.

Both sides also confirmed that the Annex 5 will be used as an attachment of G/A.

12. Monitoring during the implementation

The Project will be monitored by the Executing Agency and reported to JICA by using the form of Project Monitoring Report (PMR) attached as Annex 6. The timing of submission of the PMR is described in Annex 5.

13. Project completion

Both sides confirmed that the project completes when all the facilities constructed and equipment procured by the grant are in operation. The completion of the Project will be reported to JICA promptly, but in any event not later than six months after completion of the Project.

14. Ex-Post Evaluation

JICA will conduct ex-post evaluation after three (3) years from the project completion, in principle, with respect to five evaluation criteria (Relevance, Effectiveness, Efficiency, Impact, Sustainability). The result of the evaluation will be publicized. The Djiboutian side is required to provide necessary support for the data collection.

15. Schedule of the Study

JICA will finalize the Preparatory Survey Report based on the confirmed items. The report will be sent to the Djiboutian side around August 2019.



16. Environmental and Social Considerations

16-1 General Issues

16-1-1 Environmental Guidelines and Environmental Category

The Team explained that ‘JICA Guidelines for Environmental and Social Considerations (April 2010)’ (hereinafter referred to as “the Guidelines”) is applicable for the Project. The Project is categorized as B because the Project is not considered to be a large-scale ports and harbors project, is not located in a sensitive area, and has none of the sensitive characteristics under the JICA guidelines for environmental and social considerations(April 2010), it is not likely to have a significant adverse impact on the environment.

16-1-2 Environmental Checklist

The environmental and social considerations including major impacts and mitigation measures for the Project are summarized in the Environmental Checklist attached as Annex 7. Both sides confirmed that in case of major modification of the content of the Environmental Checklist, the Djiboutian side shall submit the modified version to JICA in a timely manner.

16-2 Environmental Issues

16-2-1 Environmental Impact Assessment (EIA)

Djiboutian side assures the EIA report will be approved by Directeur de l’Environnement et du Developpement durable no later than December 2019.

16-2-2 Environmental Management Plan and Environmental Monitoring Plan

Both sides confirmed Environmental Management Plan (EMP) and Environmental Monitoring Plan (EMoP) of the Project is as Annex 8, respectively. Both side agreed that environmental mitigation measures and monitoring shall be conducted based on the EMP and EMoP, which may be updated during the detailed design stage.

16-2-3 Other specific environmental issues which need to be confirmed/agreed between the parties.

Both sides confirmed that coral in Tadjourah Escaleshall be monitored by contractor during construction, and by Direction des Affaires Maritimes after completion of the project.



16-3 Environmental and Social Monitoring

16-3-1 Environmental Monitoring

Both sides agreed that the Djiboutian side will submit results of environmental monitoring to JICA with PMR by using the monitoring form attached as Annex 9. The timing of submission of the monitoring form is described in Annex 5.

16-3-2 Information Disclosure of Monitoring Results

Both sides confirmed that the Djiboutian side will disclose results of environmental and social monitoring to local stakeholders through their website or in their field offices.

The Djiboutian side agreed JICA will disclose results of environmental and social monitoring submitted by the Djiboutian side as the monitoring forms attached as Annex 9 on its website.

17. Other Relevant Issues

17-1. Disclosure of Information

Both sides confirmed that the Preparatory Survey Report from which project cost is excluded will be disclosed to the public after completion of the Preparatory Survey. The comprehensive report including the project cost will be disclosed to the public after all the contracts under the Project are concluded.

17-2. Regarding the construction of Djibouti Escal and Tadjourah Escal, Djiboutian side assured that it will obtain the approval for reclamation according to Djiboutian regulations and procedures before the conclusion of Grant Agreement.

17-3. Djiboutian side understood that new division should be established for maintenance of the berthing facilities proposed in the Draft Report.

17-4. Djiboutian side understood that it shall reinforce the human capacity for the operation of new ferry.

17-5. In connection with International Fund for Agricultural Development (IFAD) project in Tadjourah in which fishery facility is to be built in an adjacent area to the Project site, both sides confirmed that Direction des Affaires Maritimes is responsible for coordination with Direction of Fisheries for smooth implementation of two projects.

17-6. Both sides shared understanding that periodic maintenance of ferry including overhaul of engine to be conducted in every 5 years is quite important for safe and economic use of both new and existing ferries.



- Annex 1 Project Site
- Annex 2 Organization Chart
- Annex 3 Japanese Grant
- Annex 4 Project Implementation Schedule
- Annex 5 Major Undertakings to be taken by the Government of Djibouti
- Annex 6 Project Monitoring Report (template)
- Annex 7 Environmental Check List
- Annex 8 Environmental Management Plan/Environmental Monitoring Plan
- Annex 9 Environmental and Social Monitoring Form
- Annex 10 Temporary Construction Yard and Stock Yard

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Project Site

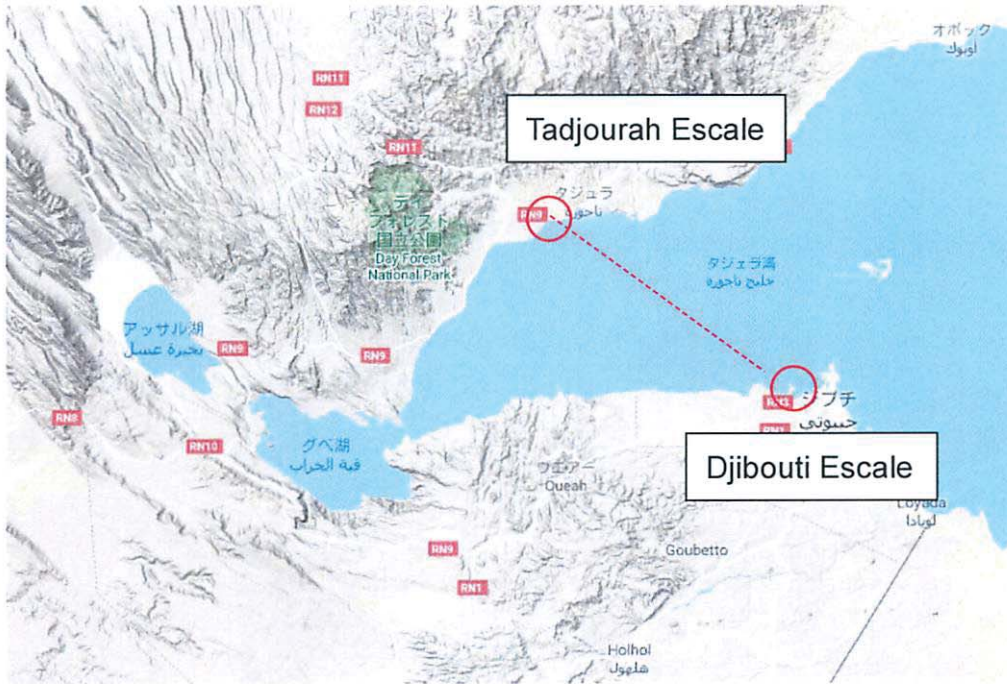


Figure 1

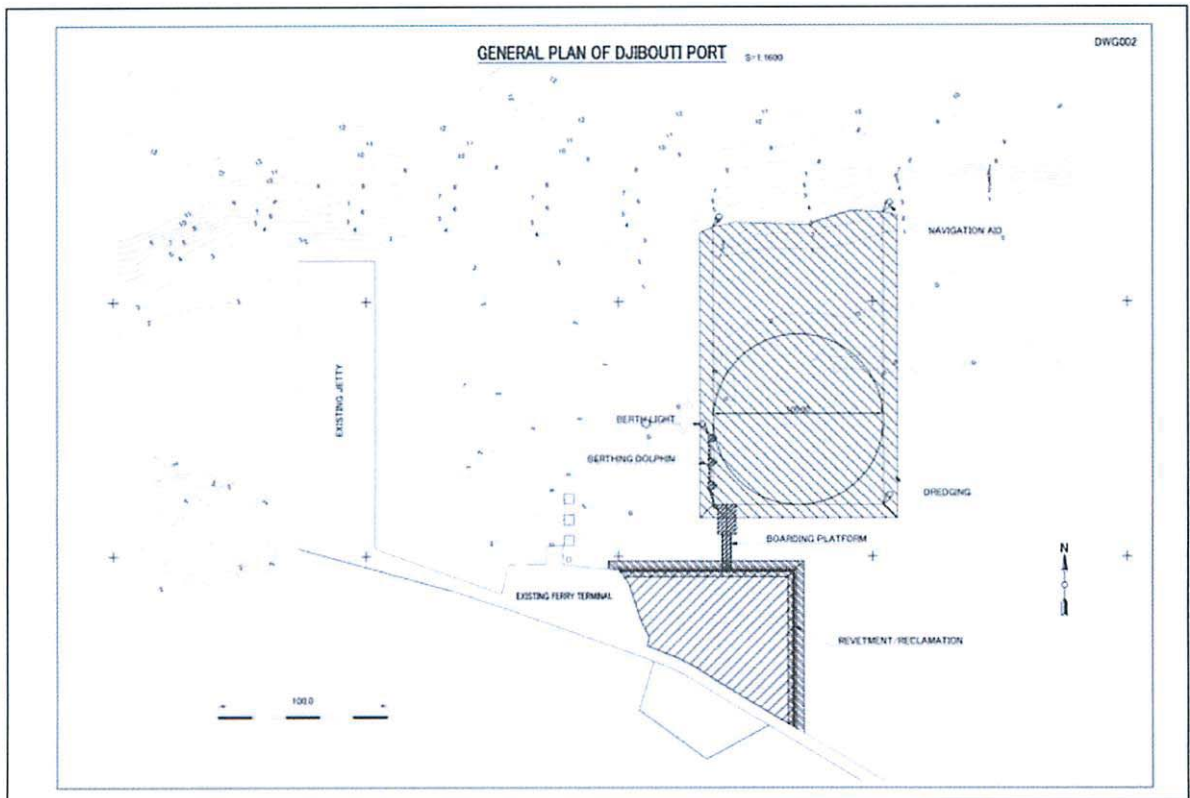


Figure 2 Djibouti Escale

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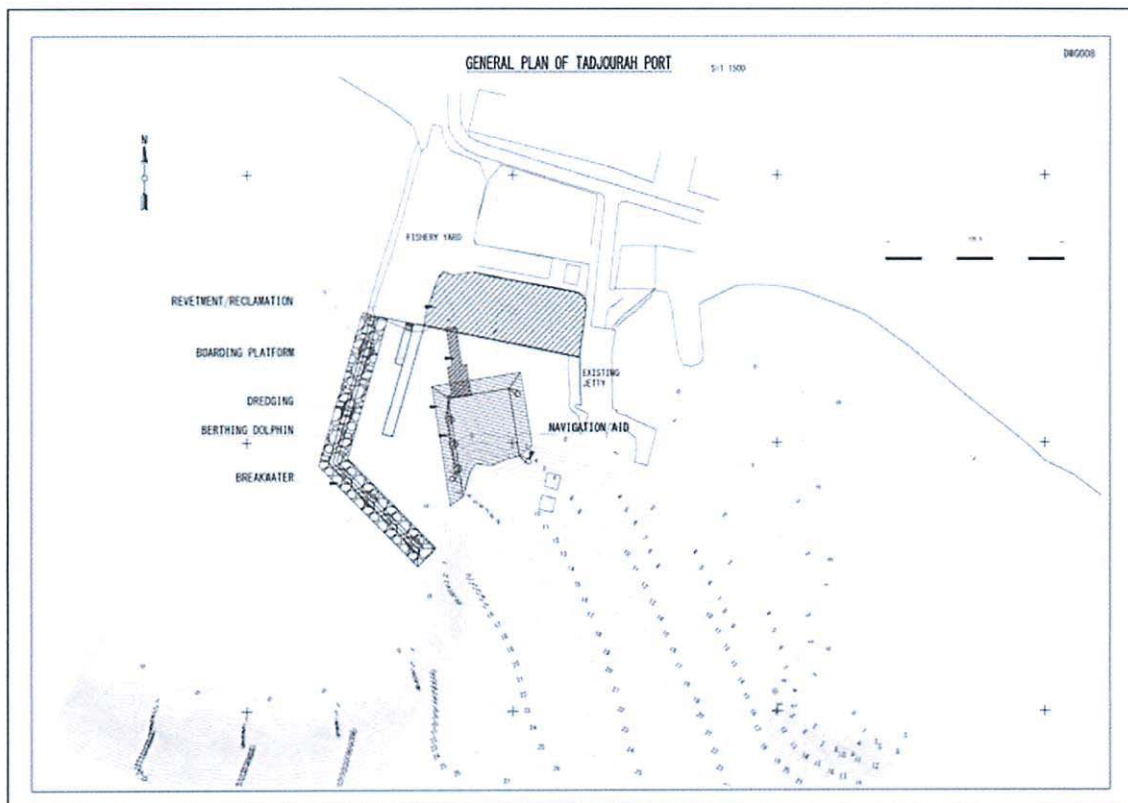
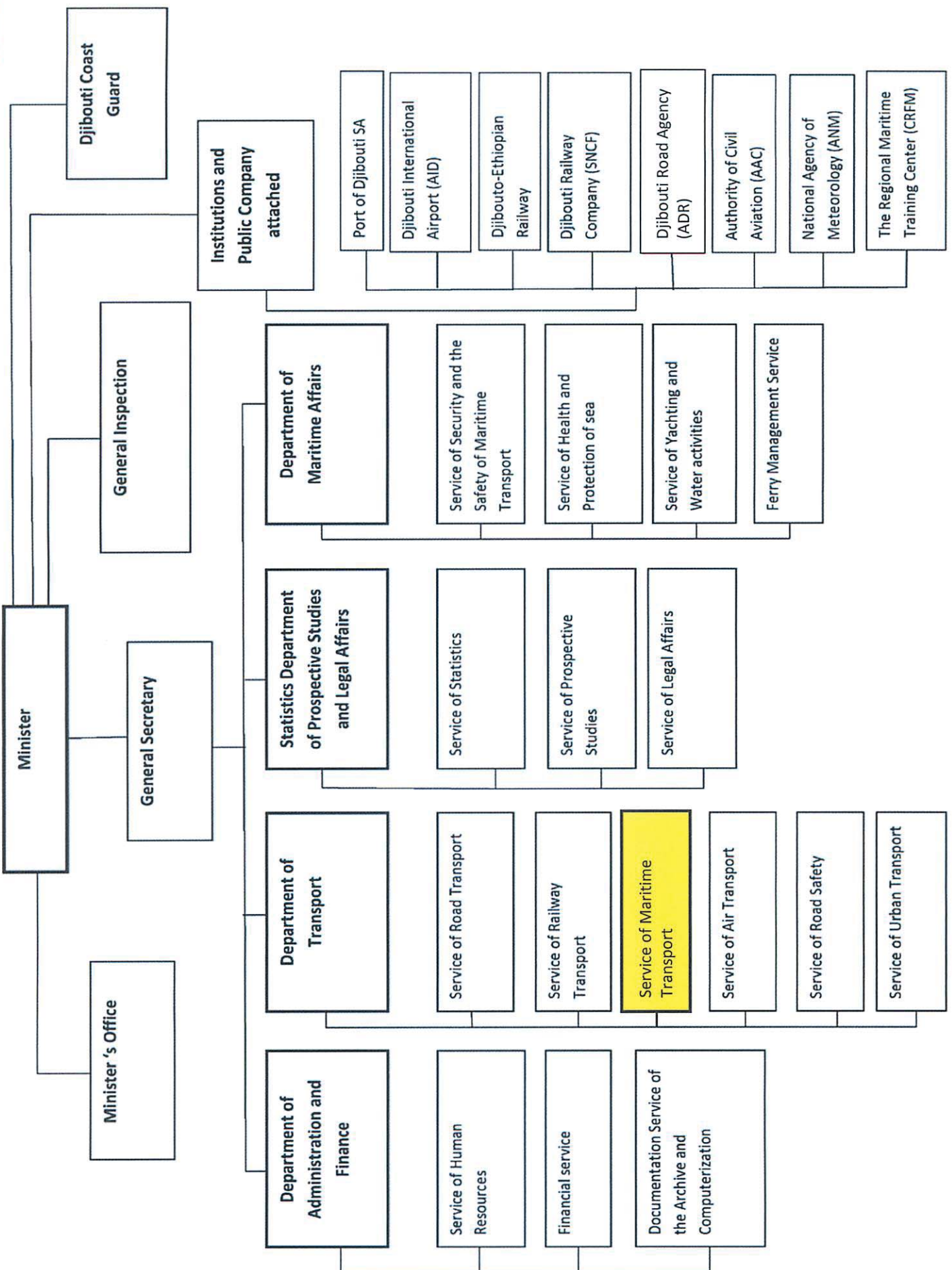


Figure 3 Tadjourah Escale

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JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as “the Recipient”) to purchase the products and/or 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. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as “Project Grants”).

1. Procedures of Project Grants

Project Grants are conducted through following procedures (See “PROCEDURES OF JAPANESE GRANT” for details):

(1) Preparation

- The Preparatory Survey (hereinafter referred to as “the Survey”) conducted by JICA

(2) Appraisal

-Appraisal by the government of Japan (hereinafter referred to as “GOJ”) and JICA, and Approval by the Japanese Cabinet

(3) Implementation

Exchange of Notes

-The Notes exchanged between the GOJ and the government of the Recipient

Grant Agreement (hereinafter referred to as “the G/A”)

-Agreement concluded between JICA and the Recipient

Banking Arrangement (hereinafter referred to as “the B/A”)

-Opening of bank account by the Recipient in a bank in Japan (hereinafter referred to as “the Bank”) to receive the grant

Construction works/procurement

-Implementation of the project (hereinafter referred to as “the Project”) on the basis of the G/A

(4) Ex-post Monitoring and Evaluation

-Monitoring and evaluation at post-implementation stage

2. Preparatory Survey

(1) Contents of the Survey

The aim of the Survey is to provide basic documents necessary for the appraisal of the 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 necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant 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 an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

The contents of the original request by the Recipient are not necessarily approved in their initial form. The Outline Design of the Project is confirmed based on the guidelines of the Japanese Grant.

JICA requests the Recipient to take 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 executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Survey, JICA contracts with (a) 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 feasibility of the Project.

3. Basic Principles of Project Grants

(1) Implementation Stage

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 to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the “General Terms and Conditions for Japanese Grant (January 2016).”



2) Banking Arrangements (B/A) (See “Financial Flow of Japanese Grant (A/P Type)” for details)

a) The Recipient shall open an account or shall cause its designated authority to open an account under the name of the Recipient in the Bank, in principle. JICA will disburse the Japanese Grant in Japanese yen for the Recipient to cover the obligations incurred by the Recipient under the verified contracts.

b) The Japanese Grant will be disbursed when payment requests are submitted by the Bank to JICA under an Authorization to Pay (A/P) issued by the Recipient.

3) Procurement Procedure

The products and/or services necessary for the implementation of the Project shall be procured in accordance with JICA's procurement guidelines as stipulated in the G/A.

4) 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 to continue to work on the Project's implementation after the E/N and G/A.

5) Eligible source country

In using the Japanese Grant disbursed by JICA for the purchase of products and/or services, the eligible source countries of such products and/or services shall be Japan and/or the Recipient. The Japanese Grant may be used for the purchase of the products and/or services of a third country as eligible, if necessary, taking into account the quality, competitiveness and economic rationality of products and/or services necessary for achieving the objective of the Project. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm, which enter into contracts with the Recipient, are limited to "Japanese nationals", in principle.

6) Contracts and Concurrence by JICA

The Recipient will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be concurred by JICA in order to be verified as eligible for using the Japanese Grant.

7) Monitoring

The Recipient is required to take their initiative to carefully monitor the progress of the Project in order to ensure its smooth implementation as part of their responsibility in the G/A, and to regularly report to JICA about its status by using the Project Monitoring Report (PMR).

8) Safety Measures

The Recipient must ensure that the safety is highly observed during the implementation of the Project.

9) Construction Quality Control Meeting

Construction Quality Control Meeting (hereinafter referred to as the “Meeting”) will be held for quality assurance and smooth implementation of the Works at each stage of the Works. The member of the Meeting will be composed by the

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Recipient (or executing agency), the Consultant, the Contractor and JICA. The functions of the Meeting are as followings:

- a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.
- b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.

(2) Ex-post Monitoring and Evaluation Stage

- 1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes.
- 2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.

(3) Others

1) Environmental and Social Considerations

The Recipient shall carefully consider environmental and social impacts by the Project and must comply with the environmental regulations of the Recipient and JICA Guidelines for Environmental and Social Considerations (April, 2010).

2) Major undertakings to be taken by the Government of the Recipient

For the smooth and proper implementation of the Project, the Recipient is required to undertake necessary measures including land acquisition, and bear an advising commission of the A/P and payment commissions paid to the Bank as agreed with the GOJ and/or JICA. The Government of the Recipient shall ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the Recipient with respect to the purchase of the Products and/or the Services be exempted or be borne by its designated authority without using the Grant and its accrued interest, since the grant fund comes from the Japanese taxpayers.

3) Proper Use

The Recipient is required to maintain and use properly and effectively the products and/or services under the Project (including the facilities constructed and the equipment purchased), to assign staff necessary for this operation and maintenance and to bear all the expenses other than those covered by the Japanese Grant.



4) Export and Re-export

The products purchased under the Japanese Grant should not be exported or re-exported from the Recipient.

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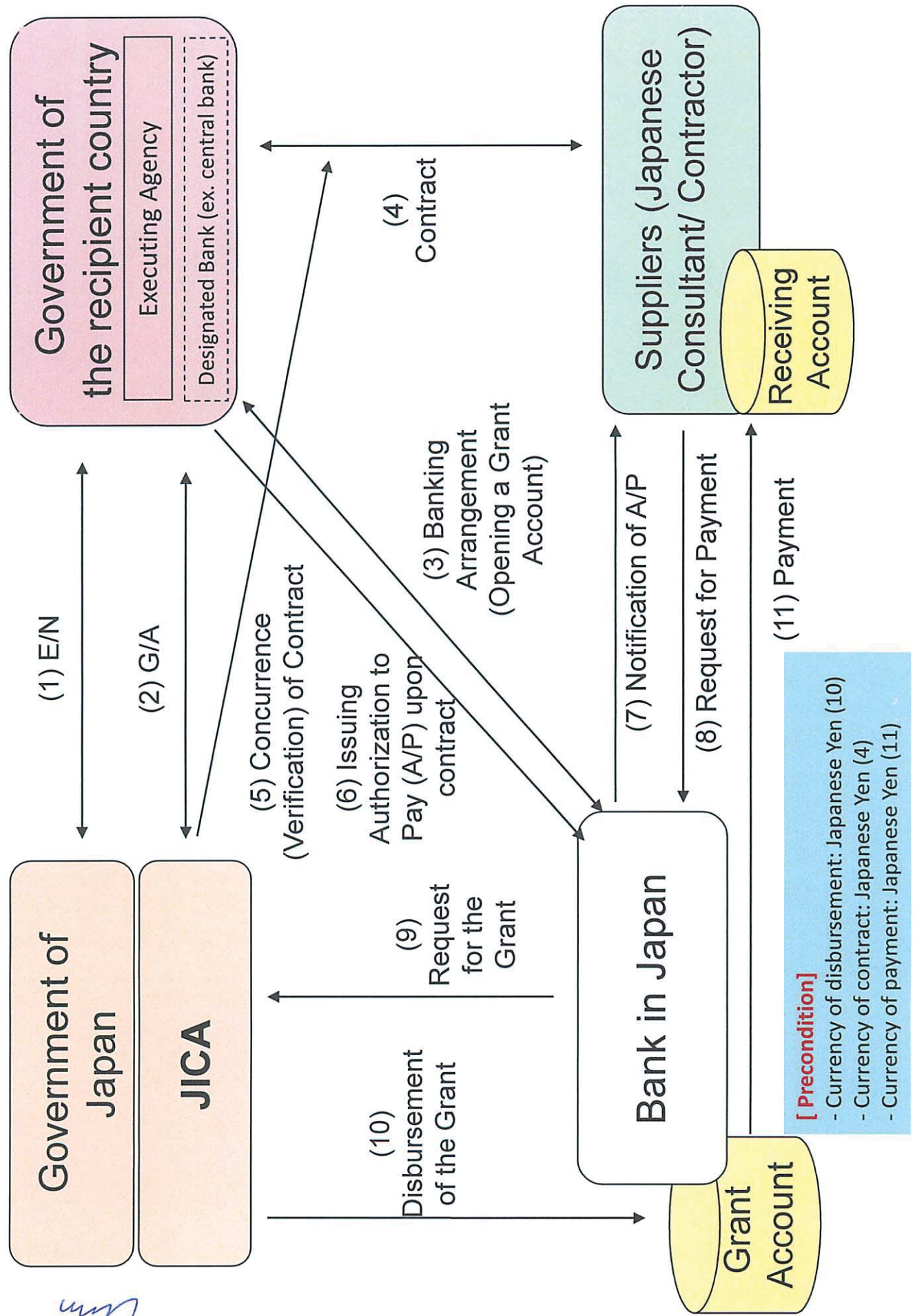
PROCEDURES OF JAPANESE GRANT

Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost estimate		x		x	x		
2. Appraisal	(2) Preparatory Survey Explanation of draft outline design, including cost estimate, undertakings, etc.		x		x	x		
	(3) Agreement on conditions for implementation	Conditions will be explained with the draft notes (E/N) and Grant Agreement (G/A) which will be signed before approval by Japanese government.	x	x (E/N)	x (G/A)			
	(4) Approval by the Japanese cabinet			x				
3. Implementation	(5) Exchange of Notes (E/N)		x	x				
	(6) Signing of Grant Agreement (G/A)		x		x			
	(7) Banking Arrangement (B/A)	Need to be informed to JICA	x					x
	(8) Contracting with consultant and issuance of Authorization to Pay (A/P)	Concurrence by JICA is required	x			x		x
	(9) Detail design (D/D)		x			x		
	(10) Preparation of bidding documents	Concurrence by JICA is required	x			x		
	(11) Bidding	Concurrence by JICA is required	x			x	x	
	(12) Contracting with contractor/supplier and issuance of A/P	Concurrence by JICA is required	x				x	x
	(13) Construction works/procurement	Concurrence by JICA is required for major modification of design and amendment of contracts.	x			x	x	
	(14) Completion certificate		x			x	x	
4. Ex-post monitoring & evaluation	(15) Ex-post monitoring	To be implemented generally after 1, 3, 10 years of completion, subject to change	x		x			
	(16) Ex-post evaluation	To be implemented basically after 3 years of completion	x		x			

notes:

1. Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.
2. Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

Financial Flow of Japanese Grant (A/P Type)



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Project Implementation Schedule

Estimated Timeline for the Project Implementation is as follows:
 (The Timeline is tentative and subject to change)

Timeline

E/N and G/A	August 2019
Detailed Design and Procurement of Contractor	Port September 2019 - May 2020 Ferry September 2019 - February 2020
Construction of Civil and Building a Ferry	Port June 2020 - July 2021 Ferry March 2020 - September 2021
Defect Liability Inspection	Port July 2022 Ferry October 2022



Major Undertakings to be taken by the Government of Djibouti

1. Specific obligations of the Government of Djibouti which will not be funded with the Grant

(1) Before the Bidding

No.	Items	Deadline	In charge	Cost	Ref.
1	To open Bank Account (Banking Arrangement (B/A))	within 1 month after signing of the G/A	Ministry of Foreign Affairs and International Cooperation		
2	To issue the Authorization to Pay (A/P) to a bank in Japan (the Agent Bank) for the payment to the Consultant	within 1 month after signing of the contract	Ministry of Foreign Affairs and International Cooperation		
3	To approve EIA (Conditions of approval should be fulfilled, if any) and secure the necessary budget for implementation of countermeasures obligated in the EIA.	before preparation of bidding documents	The Ministry of Urban Planning, Environment and Tourism, /The Direction des Affaires Maritimes	7,620,380 DJF	
4	To secure and clear the following lands 1) project sites described in ANNEX 1 2) temporary construction yard and stock yard near the Project area described in ANNEX 10 3) disposal site near the Project area	before notice of the bidding document(s)	The Direction des Affaires Maritimes	4,000US\$	
5	To obtain the planning, zoning, building permit	before notice of the bidding document(s)	The Direction des Affaires Maritimes		
6	To clear wreck in the port facility planning area in Djibouti port	before notice of the bidding document(s)	The Direction des Affaires Maritimes		
7	To submit Project Monitoring Report (with the result of Detailed Design (DD))	before preparation of bidding document(s)	The Direction des Affaires Maritimes		

(2) During the Project Implementation

No.	Items	Deadline	In charge	Cost	Ref.
1	To issue A/P(s) to the Agent Bank in Japan for the payment(s) to the Supplier(s)	within 1 month after signing of the contract(s)	Ministry of Foreign Affairs and International Cooperation		
2	To bear the following commissions to the Agent Bank in Japan for the banking services based upon the B/A	during the Project			
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	Ministry of Foreign Affairs and International Cooperation		
	2) Payment commission for A/P	every payment	Ministry of Foreign Affairs and International Cooperation	40,000 US\$	
3	To ensure prompt unloading and customs clearance at the ports of disembarkation in the country of Recipient and to assist the Supplier with internal transportation therein		The Direction des Affaires Maritimes		

4	To accord Japanese physical persons and/or physical persons of third countries 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 country of the Recipient and stay therein for the performance of their work	during the Project	The Direction des Affaires Maritimes		
5	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the country of the Recipient with respect to the purchase of the products and/or the services be exempted	during the Project	Ministry of Budget /The Direction des Affaires Maritimes		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	The Direction des Affaires Maritimes		
7	1) To submit Project Monitoring Report	every month	The Direction des Affaires Maritimes		
	2) To submit Project Monitoring Report (Final).	within one month after signing of Certificate of Completion of the Work under the contract(s)	The Direction des Affaires Maritimes		
8	To submit a report concerning completion of the Project	within six months after completion of the Project	The Direction des Affaires Maritimes		
9	To provide facilities for distribution of electricity, water supply and drainage and other incidental facilities necessary for the implementation of the Project outside the site(s) 1) Electricity; The distributing line to the site 2) Water Supply; The city water distribution main to the site 3) Drainage; The city drainage main (for storm, sewer and others) to the site 4) Passenger waiting building, furniture and Equipment; General furniture	before the commencement of new port facility	The Direction des Affaires Maritimes	3,758,000 US\$	
10	To take necessary measure for safety construction - traffic control - rope off (prohibition for entering)	during the construction	The Direction des Affaires Maritimes		
11	To implement Environmental Management Plan (EMP) and Environmental Monitoring Programme (EMoP)	during the construction	The Direction des Affaires Maritimes		
12	To submit results of environmental monitoring to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	during the construction	The Direction des Affaires Maritimes		

(3) After the Project

No.	Items	Deadline	In charge	Cost	Ref.
1	To implement EMP and EMoP	for a period based on EMP and EMoP	The Direction des Affaires Maritimes		
2	To submit results of environmental monitoring to JICA, by using the monitoring form, semi-annually - The period of environmental monitoring may be extended if any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the agreement between The Direction des Affaires Maritimes and JICA.	for three years after the Project	The Direction des Affaires Maritimes		
3	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid 1) Allocation of maintenance cost 2) Operation and maintenance structure 3) Routine check/Periodic inspection	After completion of the construction	The Direction des Affaires Maritimes	97.992.000 DJF/year	

Other obligations funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
1	= Construction of Berthing facility in Djibouti Port and Tadjourah Port. = Procurement of 1(one) Ferry		
2	Implementation of detailed design, bidding support , construction supervision and procurement supervision (Consulting Service)		
3	Contingencies		
	Total		

*The Amount is provisional. This is subject to the approval of the Government of Japan.

Project Monitoring Report
on
Project Name
Grant Agreement No. XXXXXXXX
20XX, Month

Organizational Information

Signer of the G/A (Recipient)	<p>_____ Person in Charge (Designation)</p> <p>Contacts _____ Address: Phone/FAX: Email:</p>
Executing Agency	<p>_____ Person in Charge (Designation)</p> <p>Contacts _____ Address: Phone/FAX: Email:</p>
Line Ministry	<p>_____ Person in Charge (Designation)</p> <p>Contacts _____ Address: Phone/FAX: Email:</p>

General Information:

Project Title	
E/N	Signed date: Duration:
G/A	Signed date: Duration:
Source of Finance	Government of Japan: Not exceeding JPY _____ mil. Government of (_____): _____

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(P1)

1: Project Description

1-1 Project Objective

1-2 Project Rationale

- Higher-level objectives to which the project contributes (national/regional/sectoral policies and strategies)
- Situation of the target groups to which the project addresses

1-3 Indicators for measurement of "Effectiveness"

Quantitative indicators to measure the attainment of project objectives		
Indicators	Original (Yr)	Target (Yr)
Qualitative indicators to measure the attainment of project objectives		

2: Details of the Project

2-1 Location

Components	Original <i>(proposed in the outline design)</i>	Actual
1.		

2-2 Scope of the work

Components	Original* <i>(proposed in the outline design)</i>	Actual*
1.		

Reasons for modification of scope (if any).

(PMR)

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2-3 Implementation Schedule

Items	Original		Actual
	<i>(proposed in the outline design)</i>	<i>(at the time of signing the Grant Agreement)</i>	

Reasons for any changes of the schedule, and their effects on the project (if any)

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2-4 Obligations by the Recipient

2-4-1 Progress of Specific Obligations

See Attachment 2.

2-4-2 Activities

See Attachment 3.

2-4-3 Report on RD

See Attachment 11.

2-5 Project Cost

2-5-1 Cost borne by the Grant(Confidential until the Bidding)

Components			Cost (Million Yen)	
	Original <i>(proposed in the outline design)</i>	Actual <i>(in case of any modification)</i>	Original ^{1),2)} <i>(proposed in the outline design)</i>	Actual
1.				
Total				

Note: 1) Date of estimation:
 2) Exchange rate: 1 US Dollar = Yen

2-5-2 Cost borne by the Recipient

Components			Cost (1,000 Taka)	
	Original <i>(proposed in the outline design)</i>	Actual <i>(in case of any modification)</i>	Original ^{1),2)} <i>(proposed in the outline design)</i>	Actual
1.				

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- Note: 1) Date of estimation:
2) Exchange rate: 1 US Dollar =

Reasons for the remarkable gaps between the original and actual cost, and the countermeasures (if any)

(PMR)

2-6 Executing Agency

- Organization's role, financial position, capacity, cost recovery etc,
- Organization Chart including the unit in charge of the implementation and number of employees.

Original (at the time of outline design)

name:

role:

financial situation:

institutional and organizational arrangement (organogram):

human resources (number and ability of staff):

Actual (PMR)

2-7 Environmental and Social Impacts

- The results of environmental monitoring based on Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- The results of social monitoring based on in Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- Disclosed information related to results of environmental and social monitoring to local stakeholders (whenever applicable).

3: Operation and Maintenance (O&M)

3-1 Physical Arrangement

- Plan for O&M (number and skills of the staff in the responsible division or section, availability of manuals and guidelines, availability of spareparts, etc.)

Original (at the time of outline design)

Actual (PMR)

3-2 Budgetary Arrangement

- Required O&M cost and actual budget allocation for O&M

Original (at the time of outline design)

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Actual (PMR)

4: Potential Risks and Mitigation Measures

- Potential risks which may affect the project implementation, attainment of objectives, sustainability
- Mitigation measures corresponding to the potential risks

Assessment of Potential Risks (at the time of outline design)

Potential Risks	Assessment
1. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
2. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
3. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:

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	Contingency Plan (if applicable):
Actual Situation and Countermeasures	
(PMR)	

5: Evaluation and Monitoring Plan (after the work completion)

5-1 Overall evaluation

Please describe your overall evaluation on the project.

5-2 Lessons Learnt and Recommendations

Please raise any lessons learned from the project experience, which might be valuable for the future assistance or similar type of projects, as well as any recommendations, which might be beneficial for better realization of the project effect, impact and assurance of sustainability.

5-3 Monitoring Plan of the Indicators for Post-Evaluation

Please describe monitoring methods, section(s)/department(s) in charge of monitoring, frequency, the term to monitor the indicators stipulated in 1-3.

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Attachment

1. Project Location Map
 2. Specific obligations of the Recipient which will not be funded with the Grant
 3. Monthly Report submitted by the Consultant
- Appendix - Photocopy of Contractor's Progress Report (if any)
- Consultant Member List
 - Contractor's Main Staff List
4. Check list for the Contract (including Record of Amendment of the Contract/Agreement and Schedule of Payment)
 5. Environmental Monitoring Form / Social Monitoring Form
 6. Monitoring sheet on price of specified materials (Quarterly)
 7. Report on Proportion of Procurement (Recipient Country, Japan and Third Countries) (PMR (final) only)
 8. Pictures (by JPEG style by CD-R) (PMR (final) only)
 9. Equipment List (PMR (final) only)
 10. Drawing (PMR (final) only)
 11. Report on RD (After project)



Monitoring sheet on price of specified materials

1. Initial Conditions (Confirmed)

Items of Specified Materials	Initial Volume A	Initial Unit Price (¥) B	Initial total Price C=A×B	1% of Contract Price D	Condition of payment Price (Decreased) E=C-D	Condition of payment Price (Increased) F=C+D
Item 1	●●t	●	●	●	●	●
Item 2	●●t	●	●	●		
Item 3						
Item 4						
Item 5						

2. Monitoring of the Unit Price of Specified Materials

(1) Method of Monitoring : ●●

(2) Result of the Monitoring Survey on Unit Price for each specified materials

Items of Specified Materials	1st month, 2015	2nd month, 2015	3rd month, 2015	4th	5th	6th
Item 1	●	●	●			
Item 2						
Item 3						
Item 4						
Item 5						

(3) Summary of Discussion with Contractor (if necessary)

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Report on Proportion of Procurement (Recipient Country, Japan and Third Countries)
(Actual Expenditure by Construction and Equipment each)

	Domestic Procurement (Recipient Country) A	Foreign Procurement (Japan) B	Foreign Procurement (Third Countries) C	Total D
Construction Cost	(A/D%)	(B/D%)	(C/D%)	
Direct Construction	(A/D%)	(B/D%)	(C/D%)	
Cost others	(A/D%)	(B/D%)	(C/D%)	
Equipment Cost	(A/D%)	(B/D%)	(C/D%)	
Design and Supervision Cost	(A/D%)	(B/D%)	(C/D%)	
Total	(A/D%)	(B/D%)	(C/D%)	

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Environmental Check List

Table: Environmental Check List (draft)

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
1. Permits and Explanation	(1) EIA and Environmental Permits	(a) Have EIA reports been already prepared in official process?	(a) N	(a)-(b) EIA report is planned to be submitted to MHUPE and approved by MHUPE under the responsibility of Djiboutian government. (c) The conditions will be general issues such as regular reporting to MHUPE, so will be satisfied by DMA. (d) No additional approval is required.
		(b) Have EIA reports been approved by authorities of the host country's government?	(b) N	
		(c) Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied?	(c) N	
(d) In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?	(d) N/A			
(2) Explanation to the Local Stakeholders		(a) Have contents of the project and the potential impacts been adequately explained to the Local stakeholders based on appropriate procedures, including information disclosure? Is understanding obtained from the Local stakeholders?	(a) Y	(a) Stakeholder meetings were conducted in Djibouti on 10 July 2018, and in Tadjourah on 3 and 12 July 2018. During the meetings, the project outlines were explained, and their concerns on environmental and social considerations were discussed. No opposition against the project was raised. In the local law, the public consultations are required at the EIA scoping and draft report stage. In the course of EIA, stakeholder meetings will be conducted in line with JICA guidelines and local laws/ regulations. (b) Main comments raised during meetings were reflected on the project design.
		(b) Have the comment from the stakeholders (such as local residents) been reflected to the project design?	(b) Y	
(3) Examination of Alternatives		(a) Have alternative plans of the project been examined with social and environmental considerations?	(a) Y	(a) Regarding port facilities in Djibouti port and a breakwater in Tadjourah port, alternative plans, including no-project option, were examined from the viewpoints of benefits to the public, impacts on natural, social and economic aspects.
		(a) Do air pollutants, such as sulfur oxides (SOx), nitrogen oxides (NOx), and soot and dust emitted from ships, vehicles and project equipment comply with the country's emission standards? Are any mitigating measures taken?	(a) Y	(a) Due to the operation of heavy machineries during the construction work, temporary impacts on air pollution are expected. Exhaust gas from construction vehicles etc. will be largely mitigated by safety management measures obliged for the contractor. Engines complying with international air pollution prevention (IMO Tier II standards) will be installed. There are no local emission standards in Djibouti.
2 Pollution Control	(1) Air Quality			

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)	Yes: Y No: N
	<p>(2) Water Quality</p> <p>(a) Do effluents from the project facilities comply with the country's effluent and environmental standards?</p> <p>(b) Do effluents from the ships and other project equipment comply with the country's effluent and environmental standards?</p> <p>(c) Does the project prepare any measures to prevent leakages of oils and toxicants?</p> <p>(d) Does the project cause any alterations in coastal lines and disappearance/appearance of surface water to change water temperature or quality by decrease of water exchange or changes in flow regimes?</p> <p>(e) Does the project prepare any measures to prevent polluting surface, sea or underground water by the penetration from reclaimed lands?</p>	<p>(a) This project is to develop port facilities (land reclamation for a terminal, construction of revetment, berthing facilities, breakwater). Hence, no effluents from these facilities are predicted.</p> <p>(b) In case disposal of wastewater from ships is not done properly during the operation, water quality may be deteriorated. However, since the wastewater from ships will be disposed properly in line with MARPOL Convention, no significant impacts on water quality are expected. There are no local effluent standards.</p> <p>(c) Waste generated by ships will be properly disposed in accordance with MARPOL Convention (Oily water separators will be installed on vessels).</p> <p>(d) 【Djibouti port】 The project is located within the existing port, and the affected area is geographically limited. Hence, no significant impacts on geology and flow regimes were predicted.</p> <p>【Tadjourah port】 A newly developed area is approximately 1.3 ha for land reclamation, dredging, jetty and breakwater. However, the development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on geology and flow regimes are predicted.</p> <p>(e) The soil for land reclamation is not contaminated, and no contamination by the penetration from reclaimed lands is predicted.</p>	<p>(a) N/A</p> <p>(b) Y</p> <p>(c) Y</p> <p>(d) N</p> <p>(e) N/A</p>	
<p>(3) Wastes</p>	<p>(a) Are wastes generated from the ships and other project facilities properly treated and disposed of in accordance with the country's regulations?</p> <p>(b) Is offshore dumping of dredged soil properly disposed in accordance with the country's regulations?</p> <p>(c) Does the project prepare any measures to avoid dumping or discharge toxicants?</p>	<p>(a) Djibouti has ratified MARPOL Convention, and the waste generated by the project will be disposed in accordance with MARPOL Convention.</p> <p>(b) The project requires dredging. The amount of dredged soil is 64,259m³ for Djibouti port and 9,827m³ for Tadjourah port. The required period for dredging is 67 days for Djibouti port and 12 days for Tadjourah port. There are no local standards on disposal of dredged soil; however, final disposal points of dredged soil will be the location with a depth of -20mCD, where there is a flow in a seabed layer, so that no negative impacts on the surrounding sea area will be caused. (Note that the location of the disposal site has not been determined yet, but the current plan is to select a disposal site used previously.)</p> <p>(c) Since Djiboutian government ratified MARPOL Convention, any hazardous waste generated by the project will be treated and disposed in accordance with MARPOL Convention (Oily water separators will be installed on vessels).</p>	<p>(a) Y</p> <p>(b) Y</p> <p>(c) Y</p>	

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)	
	(4) Noise and Vibration	(a) Do noise and vibrations from the vehicle and train traffic comply with the country's standards?	(a) Y	(a) Temporal increase of noise and vibration is predicted due to the operation of heavy machineries during the construction. However, since considerations for operational hour etc. will be taken, no significant impacts will be caused by noise and vibration.	
		(5) Subsidence	(a) N/A	(a) This project does not require a large volume groundwater.	
		(6) Odor	(a) N	(a) No odor source is predicted from the facilities constructed by the project.	
	(7) Sediment	(a) Are adequate measures taken to prevent contamination of sediments by discharges or dumping of hazardous materials from the ships and related facilities?	(a) Y	(a) Since Djiboutian government ratified MARPOL Convention, any hazardous waste generated by the project will be treated and disposed in accordance with MARPOL Convention (An oily water separator will be installed on vessels).	
		(1) Protected Areas	(a) N	(a) There is no protected area near the project site.	
	3 Natural Environment	(2) Ecosystem	(a) Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)?	(a) N	(a)-(c) 【Djibouti port】 The mangroves are located 1.4 km east of the Port of Djibouti; however, there is sufficient distance from the project site, and no significant impacts are expected. Since the project is a rehabilitation work within the existing port, no significant impacts on ecosystem is predicted during the construction and operation. 【Tadjourah port】 40 species of coral were confirmed in the area. Of these species, one (1) is classified as VU (Vulnerable) and 11 as NT (Near Threatened) under IUCN Red List. These species are not considered endemic, because they can be found not only in Djibouti, but also in areas all around the world. Hence, the project site is not considered as Critical habitat as defined in the JICA guidelines for environmental and social considerations. The above-mentioned species classified as VU under IUCN Red List is also distributed all over Djibouti; hence, it is not considered as rare species in Djibouti.
			(b) Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions?	(b) N	
(c) If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem?			(c) N/A		
		(d) Is there a possibility that the project will adversely affect aquatic organisms? Are adequate measures taken to reduce negative impacts on aquatic organisms?	(d) N	(d) Silt screen will be installed in consideration of water flow direction, in order to avoid silt dispersion during construction. Waste from ship (wastewater and waste oil etc.) will be properly treated and disposed in accordance with the MARPOL Convention. In addition, Djibouti port	
		(e) Is there a possibility that the project will adversely affect vegetation or wildlife of coastal zones? If any negative impacts are anticipated, are adequate measures taken to reduce the impacts on vegetation and wildlife?	(e) N		

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
				<p>and Tadjourah port are both located in the Gulf of Tadjourah. The vessels concerned with this Project do not include those coming from outside of the gulf, so there would be no significant impact due to ballast water. Hence, no significant impacts on aquatic organisms are predicted.</p> <p>(e) The development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on vegetation and wildlife of coastal zones are predicted.</p>
(3)	Hydrology	(a) Do the project facilities affect adversely flow regimes, waves, tides, currents of rivers and etc if the project facilities are constructed on/by the seas?	(a) N	<p>(b) 【Djibouti port】 The project is a rehabilitation work within the existing port, and the impact is considered to be localized. Hence, no significant impacts on hydrology are predicted.</p> <p>【Tadjourah port】 A newly developed area is approximately 1.3 ha for land reclamation, dredging, jetty and breakwater. However, the development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on hydrology are predicted.</p>
(4)	Topography and Geology	(a) Does the project require any large scale changes of topographic/geographic features or cause disappearance of the natural seashore?	(a) N	<p>(a) 【Djibouti port】 The project is a rehabilitation work within the existing port, and the impact is considered to be localized. Hence, no significant impacts on topography and geology are predicted.</p> <p>【Tadjourah port】 A newly developed area is approximately 1.3 ha for land reclamation, dredging, jetty and breakwater. However, the development is done within the existing port, and the impact is considered to be localized. Hence, no significant impacts on topography and geology are predicted.</p>
4 Social Environment	(1) Resettlement	<p>(a) 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>(b) Is adequate explanation on compensation and resettlement assistance given to affected people prior to resettlement?</p> <p>(c) Is the resettlement plan, including compensation with full replacement costs, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement?</p> <p>(d) Are the compensations going to be paid prior to the resettlement?</p>	<p>(a) N/A (b) N/A (c) N/A (d) N/A (e) N/A (f) N/A (g) N/A (h) N/A (i) N/A (j) N/A</p>	<p>(a)-(j) No involuntary resettlement is expected.</p>

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
		<p>(e) Are the compensation policies prepared in document?</p> <p>(f) Does the resettlement plan pay particular attention to vulnerable groups or people, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples?</p> <p>(g) Are agreements with the affected people obtained prior to resettlement?</p> <p>(h) Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan?</p> <p>(i) Are any plans developed to monitor the impacts of resettlement?</p> <p>(j) Is the grievance redress mechanism established?</p>		
		<p>(a) Is there a possibility that the project will adversely affect the living conditions of inhabitants? Are adequate measures considered to reduce the impacts, if necessary?</p> <p>(b) Is there a possibility that changes in water uses (including fisheries and recreational uses) in the surrounding areas due to project will adversely affect the livelihoods of inhabitants?</p> <p>(c) Is there a possibility that port and harbor facilities will adversely affect the existing water traffic and road traffic in the surrounding areas?</p> <p>(d) Is there a possibility that diseases, including infectious diseases, such as HIV will be brought due to immigration of workers associated with the project? Are considerations given to public health, if necessary?</p>	<p>(a) N/A</p> <p>(b) N/A</p> <p>(c) N/A</p> <p>(d) N/A</p>	<p>(a)-(j) The project area has been already developed, and no resettlement is required. Hence, the impact on living and livelihood is not predicted.</p>
(2)	Living and Livelihood			
(3)	Heritage	<p>(a) Is there a possibility that the project will damage the local archeological, historical, cultural, and religious heritage? Are adequate measures considered to protect these sites in accordance with the country's laws?</p>	<p>(a) N</p>	<p>(a) There is no local archeological, historical, cultural, and religious heritage in and around the project site.</p>
(4)	Landscape	<p>(a) Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?</p>	<p>(a) N</p>	<p>(a) The project requires land reclamation. However, the project is located within the existing ports, and no significant impacts on landscape were expected.</p>
(5)	Ethnic Minorities and	<p>(a) Are considerations given to reduce impacts on the culture and lifestyle of ethnic minorities and indigenous peoples?</p> <p>(b) Are all of the rights of ethnic minorities and indigenous</p>	<p>(a) N/A</p> <p>(b) N/A</p>	<p>(a)-(b) There are no ethnic minorities and indigenous people affected by the project.</p>

Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	Indigenous Peoples	<p>peoples in relation to land and resources respected?</p> <p>(a) Is the project proponent not violating any laws and ordinances associated with the working conditions of the country which the project proponent should observe in the project?</p> <p>(b) Are tangible safety considerations in place for individuals involved in the project, such as the installation of safety equipment which prevents industrial accidents, and management of hazardous materials?</p> <p>(c) Are intangible measures being planned and implemented for individuals involved in the project, such as the establishment of a safety and health program, and safety training (including traffic safety and public health) for workers etc.?</p> <p>(d) Are appropriate measures taken to ensure that security guards involved in the project not to violate safety of other individuals involved, or local residents?</p>	<p>(a) N (b) Y (c) Y (d) Y</p>	<p>(a)-(d) DMA observes all laws and ordinances associated with working conditions of the country, conducting necessary tangible and intangible safety measures.</p>
5	Others	<p>(a) Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)?</p> <p>(b) If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts?</p> <p>(c) If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?</p>	<p>(a) Y (b) Y (c) N</p>	<p>(a) Pollution control measures are planned in line with local laws and regulation. The expected impacts are dust, exhaust gas, noise, vibration and waste etc. Mitigation measures will be taken such as water spraying, cover for dust prevention, restriction of construction time.</p> <p>(b) 【Djibouti port】 The mangroves are located 1.4 km east of the Port of Djibouti; however, there is sufficient distance from the project site, and no significant impacts are expected. Since the project is a rehabilitation work within the existing port, no significant impacts on ecosystem is predicted during the construction.</p> <p>【Tadjourah port】 40 species of coral were confirmed in the area. Of these species, one (1) is classified as VU (Vulnerable) and 11 as NT (Near Threatened) under IUCN Red List. Since the construction work might affect these species, mitigations measures will be taken including installation of silt screen.</p> <p>(c) There is a possibility of temporary increase in traffic volume due to the vehicles transporting materials etc.; however, the project is a rehabilitation work within the existing port, and the impact on the surrounding traffic is limited. Since the project area has been already</p>

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Category	Environmental Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures) developed, no significant impacts on water use or water right are expected during the construction.
	(2) Monitoring	(a) Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts? (b) What are the items, methods and frequencies of the monitoring program? (c) Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)? (d) 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?	(a) Y (b) Y (c) Y (d) Y	(a)-(c) DMA is responsible to conduct monitoring for the items to be affected by the project, in line with the monitoring plan developed under this study. The monitoring framework will be described in the EIA report. (d) The monitoring results will be reported to MHUPE on a regular basis in accordance with local laws/regulations.
6 Note	Note on Using Environmental Checklist	(a) Where necessary, impacts on groundwater hydrology (groundwater level drawdown and salinization) that may be caused by alteration of topography, such as land reclamation and canal excavation should be considered, and impacts, such as land subsidence that may be caused by groundwater uses should be considered. If significant impacts are anticipated, adequate mitigation measures should be taken. (b) 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).	(a) N/A (b) N/A	(a) The project requires land reclamation. However, the project is located within the existing ports, and the affected area is considered to be limited. Hence, no significant impacts on groundwater hydrology were predicted. Groundwater use is not planned for the project. (b) Since the project is geographically limited and completed within short period, no impacts to transboundary or global issues are expected.

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Environmental Management Plan (EMP) <draft>

Impact Evaluation

The impacts of the project are evaluated and compared to the evaluations at the time of scoping as shown in next Table.

Table: Impact Evaluation (Djibouti Port, Tadjourah Port)

	No.	Item	Evaluation at Scoping		Evaluation Based on Results (*1)		Reason for Evaluation
			Construction Phase	Operation Phase	Construction Phase	Operation Phase	
Social environment	1	Involuntary Resettlement	D	D	N/A	N/A	
	2	Poverty	D	D	N/A	N/A	
	3	Indigenous/Minorities	D	D	N/A	N/A	
	4	Economic activities, living and livelihood	B±	B±	B+	A+	There will be no impacts on fishery during construction and operation. The construction and operation of the port will positively impact the local economy etc.
	5	Land Use and Utilization of local resources	D	D	N/A	N/A	
	6	Water Use and Water Right	D	D	N/A	N/A	
	7	Existing social infrastructure and services	D	A+	N/A	A+	During operation, vessels that can operate during Khamsin season will be in operation, thereby improving distribution services. Through the installation of breakwaters at Tadjourah port, calmness will be guaranteed during Khamsin season, improving the functionality of the port.
	8	Social institutions such as social infrastructure and local decision-making institutions	D	D	N/A	N/A	
	9	Misdistribution of benefits & damages	D	D	N/A	N/A	
	10	Local conflicts of interest	D	D	N/A	N/A	
	11	Heritage	D	D	N/A	N/A	
	12	Landscape	D	D	N/A	N/A	
	13	Gender	D	B+	N/A	B+	With the improved logistics of port services, women may receive income from increased, small-scale business opportunities, such as operating shops near the port.
	14	Children's right	D	D	N/A	N/A	

	No.	Item	Evaluation at Scoping		Evaluation Based on Results (*1)		Reason for Evaluation
			Construction Phase	Operation Phase	Construction Phase	Operation Phase	
	15	Infectious Disease (HIV/AIDS, etc.)	D	D	N/A	N/A	
	16	Occupational health hazards	B-	D	B-	N/A	The impact is only caused during construction phase and can be mitigated with general measures.
Natural environment	17	Protected Areas	D	D	N/A	N/A	
	18	Ecosystem	B-	B-	B-	B-	<p>【Djibouti port】 The impact on ecosystem during the construction can be mitigated. Since the surrounding area has been developed, impact during the operation is also limited.</p> <p>【Tadjourah port】 Coral was identified in Tadjourah port; however, The impact on ecosystem during the construction can be avoided by mitigation measures. Since the surrounding area has been developed, impact during the operation is also limited.</p>
	19	Hydrology	B-	D	D	N/A	No significant negative impacts on hydrology are predicted, because the project is a rehabilitation work within the existing port and the development area is limited.
	20	Geological Features	B-	D	D	N/A	No significant negative impacts on geological features are predicted, because the project is a rehabilitation work within the existing port and the development area is limited.
	21	Air Pollution	B-	D	B-	N/A	The impact is only during construction phase and the affected area is limited Hence, the impacts can be mitigated with general measures.
Pollution control	22	Water Pollution	B-	B-	B-	B-	The impacts are expected during construction and operation phase; however, those impacts can be mitigated with general measures.
	23	Soil Pollution	D	D	N/A	N/A	
	24	Waste	B-	B-	B-	B-	The impacts are expected during construction and operation phase; however, since the affected area is limited, those impacts can be mitigated with general measures.
	25	Noise/Vibration	B-	D	B-	D	The impact is expected during construction phase; however, those impacts can be mitigated with general measures.
	26	Ground subsidence	D	D	N/A	N/A	

	No.	Item	Evaluation at Scoping		Evaluation Based on Results (*1)		Reason for Evaluation
			Construction Phase	Operation Phase	Construction Phase	Operation Phase	
	27	Odor	D	D	N/A	N/A	
	28	Bottom sediment	B-	D	B-	N/A	The impact is only expected during construction phase; however, those impacts can be mitigated with general measures.
Others	29	Accidents	B-	B-	B-	B-	The impacts are expected during construction and operation phase; however, those impacts can be mitigated with general measures.
	30	Global warming	D	D	N/A	N/A	

(*1) For the items evaluated as "D" at Scoping, "N/A" was applied in the Impact Evaluation.

Mitigation Measures

Mitigation measures towards the items with adverse impacts are summarized in next Table.

Table Environmental management plan (Djibouti port, Tadjourah port)

No.	Item	Impact	Mitigation Measures	Implementation/ Responsible Body	Cost
Construction Phase					
16	Occupational health hazards	Health and safety of port construction workers	<ul style="list-style-type: none"> Based on laboring laws, providing protective gear to workers, ensuring them to wear them and providing safe working environment. Conducting safety management to avoid or minimize the risk of accidents Ensuring that construction site will be fenced, lighted and guarded by security guards to prevent intruders and theft 	DMA/ Contractor	Included in construction cost
18	Ecosystem	Loss or deterioration of coral during the construction	<ul style="list-style-type: none"> Installing silt screen in consideration of current direction, in order to avoid silt dispersion during construction Minimizing and properly disposing construction waste Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention. 	DMA/ Contractor	Included in construction cost
21	Air Pollution	Air pollution caused by operation of heavy machineries	<ul style="list-style-type: none"> Conducting inspection of vehicles Sprinkling water at the site to avoid dust Controlling vehicle speed in unpaved roads Installing the cover of trucks for 	DMA/ Contractor	Included in construction cost

No.	Item	Impact	Mitigation Measures	Implementation/ Responsible Body	Cost
			construction works		
22	Water Pollution	Water quality deterioration caused by dredging, reclamation work, disposal of wastewater and oil etc.	<ul style="list-style-type: none"> Installing silt screen. Set threshold of turbidity levels to determine when construction should be stopped¹. 	DMA/ Contractor	Included in construction cost
24	Waste	Waste including dredged soil and construction waste	<ul style="list-style-type: none"> Selecting final disposal points of dredged soil for the location with a depth of -20mCD, where there is a flow in a seabed layer. Reusing construction waste and handling over unusable materials to licensed waste management companies. Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention. 	DMA/ Contractor	Included in construction cost
28	Bottom sediment				
25	Noise/ Vibration	Noise during construction	<ul style="list-style-type: none"> Controlling operation time (7a.m.-5p.m.) to reduce impact by noise as much as possible. Conducting inspection of vehicles 	DMA/ Contractor	Included in construction cost
30	Accidents	Accidents involving workers and residents	<ul style="list-style-type: none"> Conducting safety management to avoid or minimize the risk of accidents Ensuring that construction site (especially the storage site) will be fenced, lighted and guarded by security guards to prevent intruders and theft 	DMA/ Contractor	Included in construction cost
Operation Phase					
18	Ecosystem	Loss or deterioration of coral during the operation	<ul style="list-style-type: none"> Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention². Install oily water separators on vessels, and select equipment that can be used with engines complying with international air pollution prevention (IMO Tier II standards). 	DMA	N/A
22	Water Pollution	Water quality deterioration caused by wastewater and waste oil etc. from ships	<ul style="list-style-type: none"> Treating waste from ship (wastewater and waste oil etc.) properly in accordance with the MARPOL Convention. Install oily water separators on vessels. 	DMA	N/A
24	Waste	Wastewater and waste	<ul style="list-style-type: none"> Treating waste from ship (wastewater 	DMA	N/A

¹ It is expected that, compared to the current turbidity of the Project site, increased turbidity level due to construction would not exceed suspended particulates (SS) +2 mg/L (source: JICA Final Report on Global Coral Reef Environmental Consideration Handbook (2016)).

² According to MARPOL Annex 1, the oil content of the effluent without dilution must not exceed 15 ppm.

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Annex8

No.	Item	Impact	Mitigation Measures	Implementation/ Responsible Body	Cost
28	Bottom sediment	oil etc. generated from ships	and waste oil etc.) properly in accordance with the MARPOL Convention. <ul style="list-style-type: none"> • Install oily water separators on vessels. 		
30	Accidents	Accidents by ships etc.	<ul style="list-style-type: none"> • Setting restriction area to inform users of surrounding sea areas • Restricting ship speed • Securing safety in accordance with international agreements etc. to ensure the safety of human life 	DMA	N/A

Source: Study team

Environmental and Social Monitoring form

Draft monitoring forms for environmental management are shown below.

I. Environmental permit

Monitoring Item	Monitoring results		
Environmental permit	<input type="checkbox"/> Obtained	Application Date: YYYY/MM/DD	Obtained Date: YYYY/MM/DD
	<input type="checkbox"/> Not obtained		

II. Construction Phase**2.1 Response /Action to comments and guidance from government authorities and public**

Monitoring Item	Monitoring Results
Number of comments made by the public and government agencies	
Contents of comments made by the public and government agencies	
Actions to be taken	

2.2 Occupational health hazards/ Accidents

Monitoring Item	Monitoring Results
No. of workers provided with occupational health trainings	
No. of workers provided with protective clothing & equipment:	
Accident records (if any)	

2.3 Ecosystem

Monitoring Item	Monitoring Results
Aquatic flora and fauna including coral	Date / Time:
	Type of Species observed:
	The result of observation:
	Required Action:

2.4 Air quality (Dust)

Monitoring Item	Monitoring Results
Results of vehicle inspection	
Interview results with surrounding communities	

2.5 Water quality

Measurement period		Any issue observed (Yes/No) If yes, please describe the outline of planned mitigation measures.
Measurement method		
Measurement points	Please attach map if necessary	

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Parameter*1	Unit	Measured Value			Baseline data (*1)	National Standards (*2)	Referred Standards (*3)
		Point 1	Point 2	Point 3			
Djibouti port							
Water temperature	°C				25	N/A	-
pH	-				7.42-8.29		7.0-8.3
COD	mg/l				60-90		<8mg/L
DO	mg/l				7.0-8.0		>2mg/L
Salinity/ Conductivity	µS/cm				53.8-55.2		-
SS/ turbidity	FNU				0.43-0.65		-
Tadjourah port							
Water temperature	°C				25	N/A	-
pH	-				8.23-8.41		7.0-8.3
COD	mg/l				50-70		<8mg/L
DO	mg/l				8.2-9.0		>2mg/L
Salinity/ Conductivity	µS/cm				56.5-56.7		-
SS/ turbidity	FNU				0.12-0.49		-

(*1) Baseline results conducted in October 2018.

(*2) No local standards on water quality in Djibouti

(*3) Environmental Standards in Japan (Sea water quality (category C: environmental conservation))

2.6 Waste (including dredged soil)

Monitoring Item	Monitoring Results
Waste type	
Waste amount/volume	
Disposal location and conditions	

2.7 Noise

Measurement period		Any issue observed (Yes/No) If yes, please describe the outline of planned mitigation measures.
Measurement method		
Measurement points	Please attach map if necessary	

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Monitoring Item	Unit	Measured Value (Mean)	Measured Value (Max.)	Baseline data (*1)	Country's Standards (*2)	Referred International Standards (*3)
Noise Level Leq						
Djibouti port (1)	dB(A)			44.6-51.1	N/A	55 or maximum increase in background levels of 3dB
Tadjourah port (1)				53.8-59.9		
Tadjourah port (2)				48.8-58.8		

(*1) Baseline results conducted in November 2018. The measured values should be within a maximum increase in background level of 3dB, as defined in IFC EHS Guidelines, General EHS Guidelines.

(*2) No local standards on noise in Djibouti

(*3) IFC EHS Guidelines, General EHS Guidelines (Daytime (07:00-22:00))

III. Operation Phase

3.1 Response /Action to comments and guidance from government authorities and public

Monitoring Item	Monitoring Results
Number of comments made by the public and government agencies	
Contents of comments made by the public and government agencies	
Actions to be taken	

3.2 Accidents

Monitoring Item	Monitoring Results
Accident records (if any)	

3.3 Ecosystem

Monitoring Item	Monitoring Results
Aquatic flora and fauna including coral	Date / Time:
	Type of Species observed:
	The result of observation:
	Required Action:

3.4 Water quality

Measurement period		Any issue observed (Yes/No) If yes, please describe the outline of planned mitigation measures.
Measurement method		
Measurement points	Please attach map if necessary	

Parameter*1	Unit	Measured Value			Baseline data (*1)	National Standards (*2)	Referred Standards (*3)
		Point 1	Point 2	Point 3			
Djibouti port							
Water temperature	°C				25	N/A	-
pH	-				7.42-8.29		7.0-8.3
COD	mg/l				60-90		<8mg/L
DO	mg/l				7.0-8.0		>2mg/L
Salinity/ Conductivity	µS/cm				53.8-55.2		-
SS/ turbidity	FNU				0.43-0.65		-
Tadjourah port							
Water temperature	°C				25	N/A	-
pH	-				8.23-8.41		7.0-8.3
COD	mg/l				50-70		<8mg/L
DO	mg/l				8.2-9.0		>2mg/L
Salinity/ Conductivity	µS/cm				56.5-56.7		-
SS/ turbidity	FNU				0.12-0.49		-

(*1) Baseline results conducted in October 2018.

(*2) No local standards on water quality in Djibouti

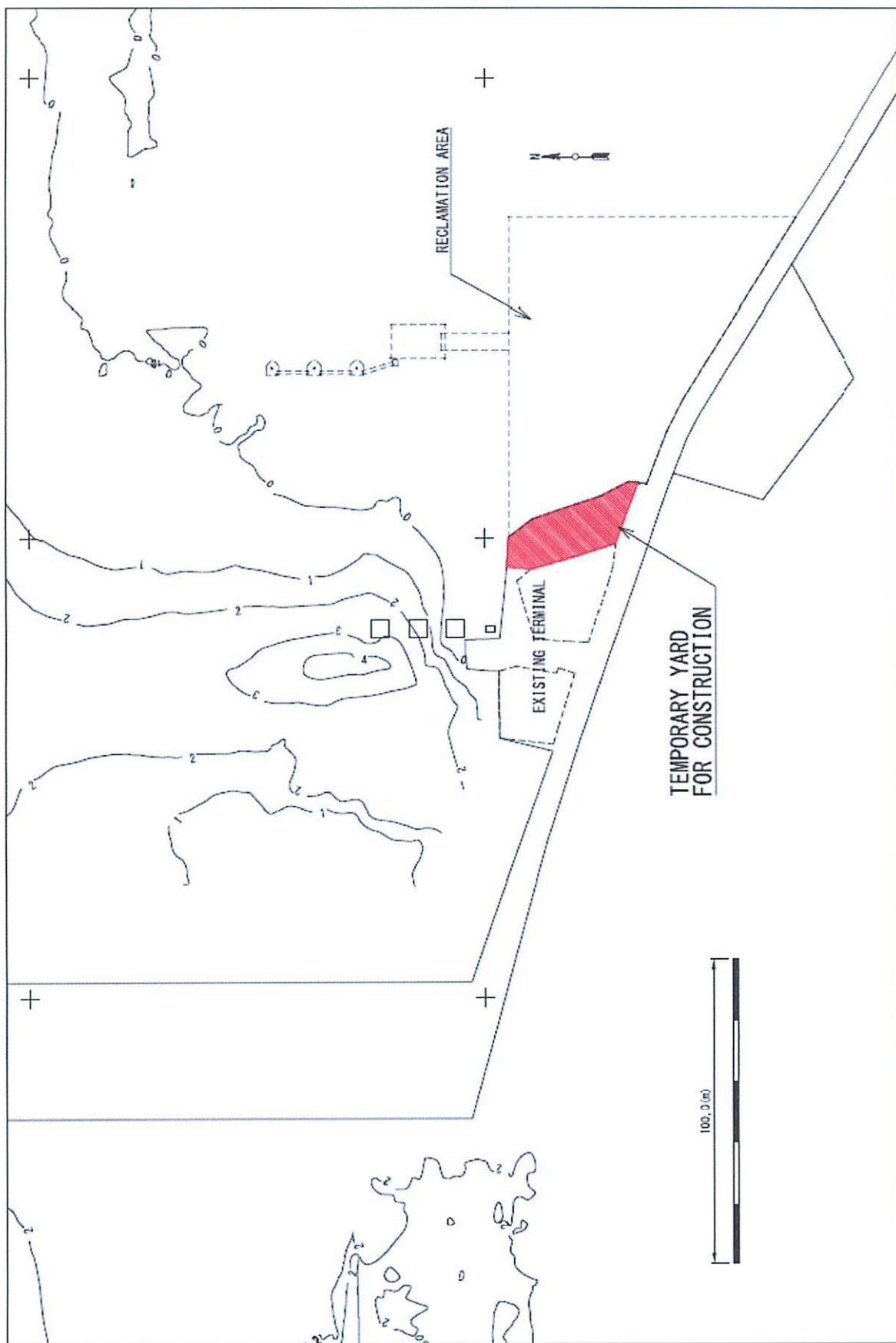
(*3) Environmental Standards in Japan (Sea water quality (category C: environmental conservation))

3.5 Waste (including dredged soil)

Monitoring Item	Monitoring Results
Waste type	
Waste amount/volume	
Disposal location and conditions	

TEMPORARY YARD PLAN (DJIBOUTI PORT)

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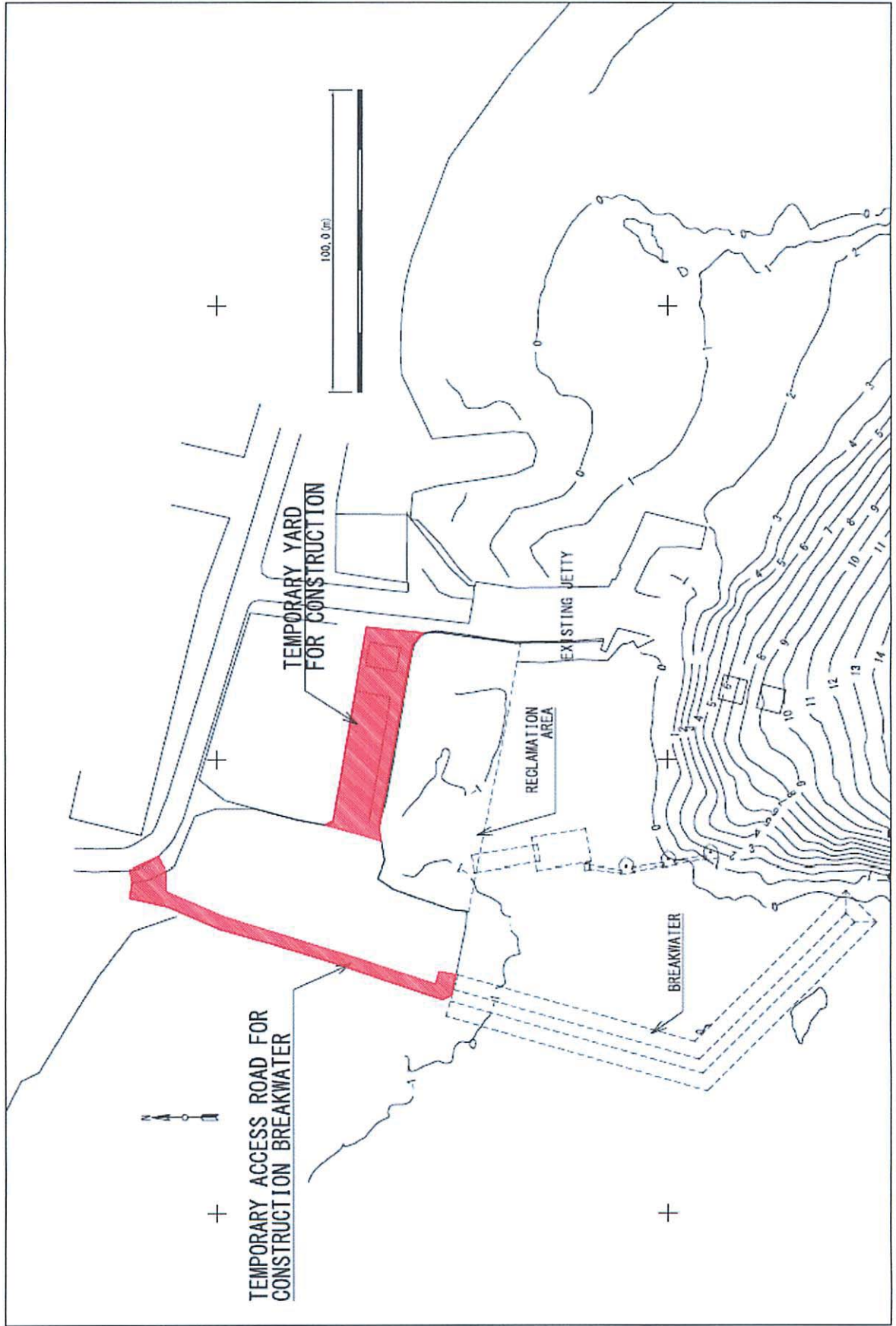
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TEMPORARY YARD PLAN (TADJOURAH PORT)

Scale: 1:1000



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Minutes of Discussions
on the Preparatory Survey on Reinforcement of
Maritime Transport at Gulf of Tadjourah
2018/07/01

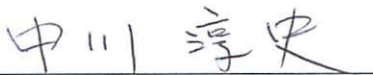
Procès-verbal des Discussions sur l'Etude Préparatoire sur
la Capacité de Transport Maritime entre Djibouti et Tadjourah
1^{er} juillet 2018

Minutes of Discussions
on the Preparatory Survey on Reinforcement of
Maritime Transport Capacity between Djibouti and Tadjourah

In response to the request from the Government of Republic of Djibouti (hereinafter referred to as “Djibouti”), Japan International Cooperation Agency (hereinafter referred to as “JICA”) dispatched a preparatory survey team for the outline design (hereinafter referred to as “the Team”) of the Project for Reinforcement of Maritime Transport Capacity between Djibouti and Tadjourah (hereinafter referred to as “the Project”) to Djibouti.

The Team held a series of discussions with the officials of the Government of Djibouti and conducted a field survey. In the course of the discussions, both sides have confirmed the main items described in the attached sheets.

Djibouti, 1st July, 2018



Atsushi NAKAGAWA

Leader

Preparatory Survey Team

Japan International Cooperation Agency



Ali-Mirah Chehem Daoud


Directeur

Direction des Affaires Maritimes

Ministère de l'Équipement et des Transports

République de Djibouti

In Witness whereof,



Yacin Houssein Doualé

Directeur des Relations Bilatérales

Ministère des Affaires Étrangères et de la

Coopération Internationale

ATTACHMENT

1. Objective of the Project

The objective of the Project is to reinforce maritime transport capacity between Djibouti and Tadjourah by providing a ferry and repairing port facilities, thereby contributing to economic growth of Djibouti.

2. Title of the Preparatory Survey

Both sides confirmed the title of the preparatory survey as “the Preparatory Survey on the Project for Reinforcement of Maritime Transport Capacity between Djibouti and Tadjourah”.

3. Project site

Both sides confirmed that the site of the Project is Djibouti port and Tadjourah port, which is shown in Annex 1. A provided ferry will be under service between Djibouti port and Tadjourah port.

4. Responsible Authority and Execution Agency (Organization) for the Project

Both sides confirmed the authority responsible and the executing Agency for the Project are as follows:

4-1. The Direction des Affaires Maritimes will be the executing agency for the Project (hereinafter referred to as “the Executing Agency”). The Executing Agency shall coordinate with all the relevant authorities to ensure smooth implementation of the Project and ensure that the undertakings for the Project shall be managed by relevant authorities properly and on time. The organization charts are shown in Annex 2.

4-2. The line ministry of the Executing Agency is the Ministère de l’Équipement et des Transports. The Ministère de l’Équipement et des Transports shall be responsible for supervising the Executing Agency on behalf of the Government of Djibouti.

5. Items Requested by the Government of Djibouti

5-1. As a result of discussions, both sides confirmed that the following items are requested by the Government of Djibouti ;

1. procurement of 1(one) ferry
2. construction of port facilities both in Djibouti port and Tadjourah port. The facility includes;
 - new berthing facility,
 - land reclamation,



- dredging and
- breakwater (Tadjourah Port only)

5-2. JICA will assess the feasibility of the above requested items through the preparatory survey and will report the findings to the Government of Japan. The final scope of the Project will be decided by the Government of Japan.

6. Procedures and Basic Principles of Japanese Grant

6-1. The Djiboutian side agreed that the procedures and basic principles of Japanese Grant as described in Annex 3, Annex 4 and Annex 5 shall be applied to the Project.

As for the monitoring of the implementation of the Project, JICA requires Djiboutian side to submit the Project Monitoring Report, the form of which is attached as Annex 6.

6-2. The Djiboutian side agreed to take the necessary measures, as described in Annex 7, for smooth implementation of the Project. The contents of the Annex 7 will be elaborated and refined during the preparatory survey and be agreed in the mission dispatched for explanation of the draft preparatory survey report.

The contents of Annex 7 will be updated as the preparatory survey progresses, and eventually, will be used as an attachment to the Grant Agreement.

7. Schedule of the Preparatory Survey

7-1 The Team will continue the first field survey in Djibouti until the end of July, 2018.

7-2 The Team will prepare a draft preparatory survey report in French/English and explain its contents in Djibouti around March, 2019.

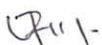
7-3 If the Djiboutian side accepts the report and the undertakings for the Project, JICA will finalize the report and send it to Djibouti around the end of April, 2019.

7-4 The above schedule is tentative and subject to change.

8. Environmental and Social Considerations

8-1. The Djiboutian side confirmed to give due environmental and social considerations before and during implementation, and after completion of the Project, in accordance with the JICA Guidelines for Environmental and Social Considerations (April, 2010) (hereinafter referred to as “the Guidelines”).

8-2. The Project is categorized as “B” from the following considerations: The project is not considered to be a large-scale ports, is not located in a sensitive area, and has none of the sensitive characteristics under the JICA Guidelines for



Environmental and Social Considerations (April, 2010), it is not likely to have a significant adverse impact on the environment. The guidelines can be downloaded at the following URL.

https://www.jica.go.jp/english/our_work/social_environmental/guideline/pdf/guideline_french.pdf

The Djiboutian side confirmed to conduct the necessary procedures concerning the environmental assessment (including stakeholder meetings, Environmental Impact Assessment (EIA) / Initial Environmental Examination (IEE) and information disclosure, etc.) and make EIA/IEE report of the Project. The EIA/IEE approval shall be received from the responsible authorities and submitted to JICA by February, 2019.

9. Outline of a ferry

As a result of the discussion, both sides agreed and confirmed on the specification and etc. as follows,

- 1) Japanese Design Standard shall be applied,
- 2) Length of a ferry shall be under 50m considering the capacity of the dock available in Djibouti,
- 3) A ferry will be under service between Djibouti port and Tadjourah port.
- 4) A ferry shall be capable to operate even in Khamsin season,
- 5) Djiboutian side requested that carrying capability is 250 passengers, the clear height of cargo space is over 4.05m, and the dead weight is around 200tf.

10. Outline of the Port Facility

10-1. Draft layout of the Port Facilities to be constructed in Djibouti and Tadjourah are described in Figure2 and Figure3. in Annex 1

10-2. Both sides confirmed that the following works shall be done by Djiboutian side;

- pavement of new reclamation area,
- construction of passenger waiting building including ticketing booth,
- installation of utilities (water supply, sewage system, electricity and etc.) and
- installation of security system such as gate, fence, light and etc.

11. Other Relevant Issues

11-1. The Team explained a method of the preparatory survey based on an inception report submitted by the Team. The Djiboutian side understood the contents and accepted the method.

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11-2. The Djiboutian side shall, at its own expense, provide the Team with following items;

- 1) Necessary data and information for the preparatory survey,
- 2) Answers to the questionnaire submitted by the Team,
- 3) Counterpart personnel,
- 4) Permissions for entering private properties and restricted places and for taking photographs,
- 5) Security information in a timely manner,
- 6) Permissions of conducting field activities, such as a topographic survey, geotechnical investigations, environmental and social considerations, a traffic volume survey, etc., by local consulting firms entrusted by the Team and issuing identification cards for members of the said firms,
- 7) Permissions of field activities (topographic survey and field survey on Djibouti and Tadjourah port areas) around premises of the coastal areas,
- 8) Securing traffic safety through the field survey in cooperation with relevant authorities (e.g. gendarmerie, etc.), and
- 9) An office space for the Team.

11-3. Regarding the construction of Djibouti port and Tadjourah port, Djiboutian side assured that it will obtain the approval for land acquisition and reclamation according to Djiboutian regulations and procedures before the conclusion of Grant Agreement.

11-4. Djiboutian side confirmed that reclamation in Tadjourah will not violate the right of the private company which possesses the land facing to the port. Thus it is not necessary to obtain any approval from the company.

11-5. Djiboutian side understood that new division should be established for maintenance of the port facilities. The Team will assess the capacity of Maritime Department and propose the outline of the new division during the survey.

11-6. Djiboutian side understood that it shall reinforce the human capacity for the operation of new ferry.

11-7. Djiboutian side confirmed that it will conduct a meeting with participation of various stakeholders to explain the outline of the Project before 12th July, 2018.



Annex 1 Project Site

Annex 2 Organization Chart

Annex 3 Japanese Grant

Annex 4 Procedures of Japanese Grant

Annex 5 Financial Flow of Japanese Grant

Annex 6 Project Monitoring Report (template)

Annex 7 Major Undertakings to be taken by the Government of Djibouti

Annex 8 Language used in each Document

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Project Site

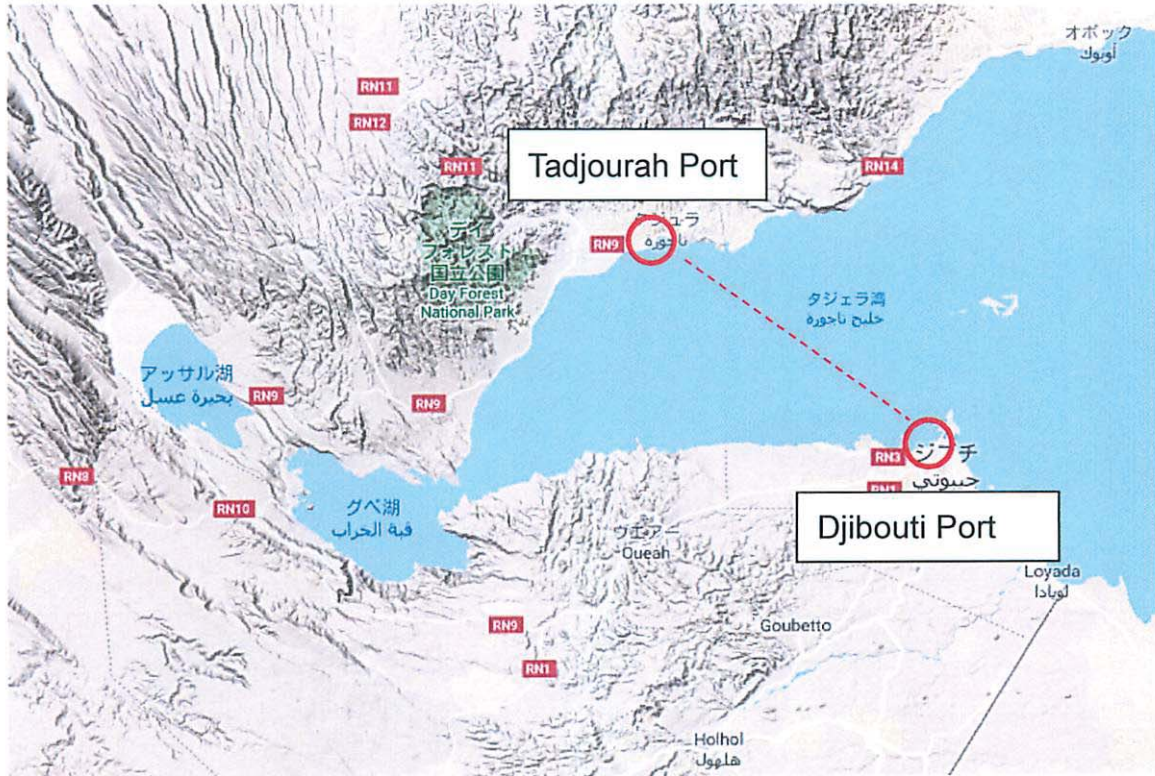


Figure 1

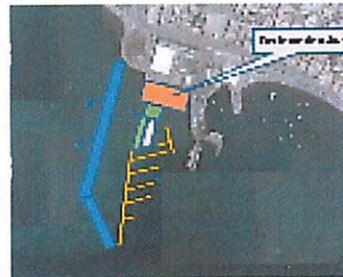
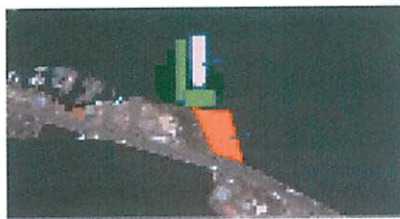


Figure 2 Djibouti Port

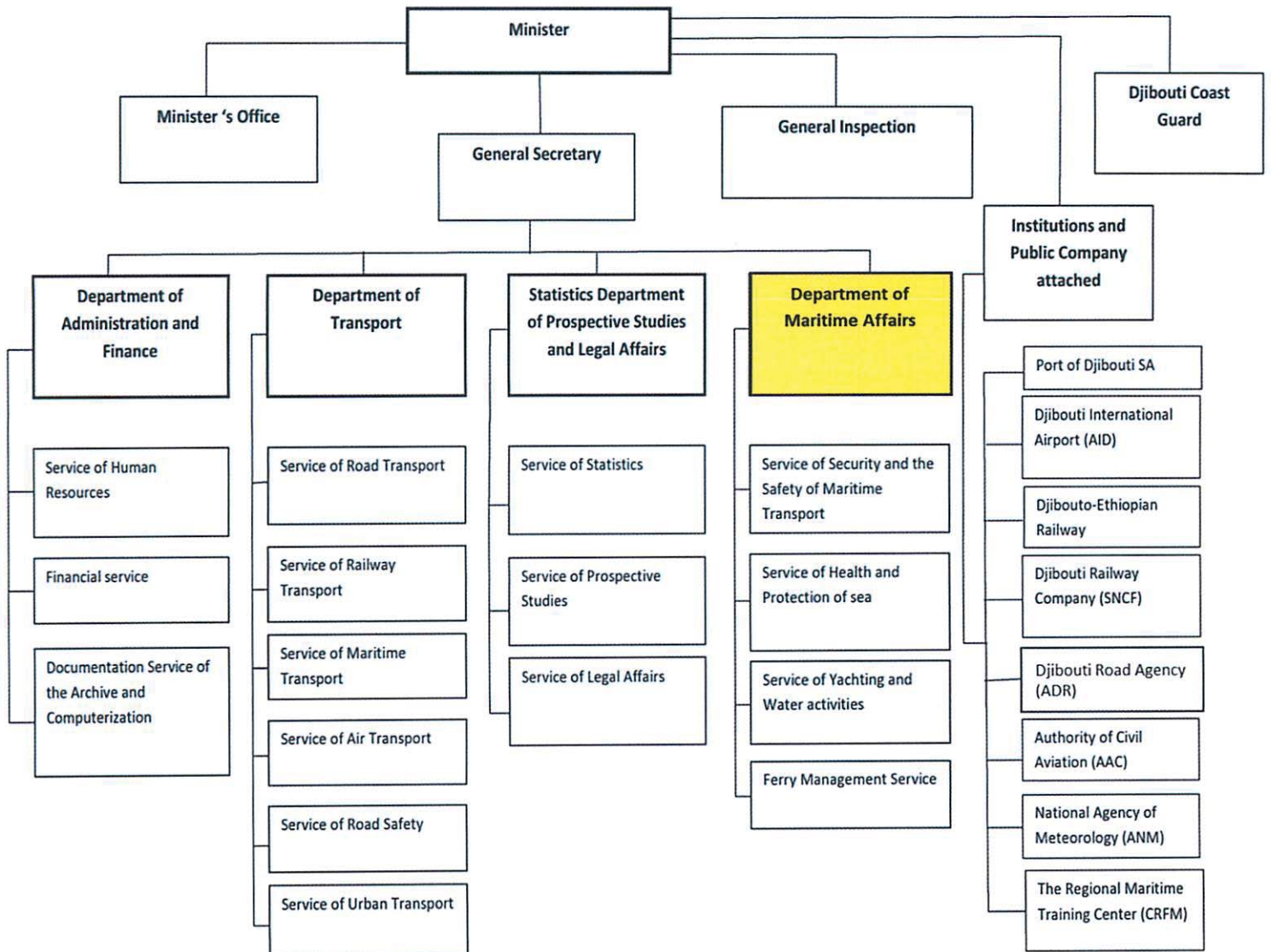
Figure 3 Tadjourah Port

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Organization Chart



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JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as “the Recipient”) to purchase the products and/or 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. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as “Project Grants”).

1. Procedures of Project Grants

Project Grants are conducted through following procedures (See “PROCEDURES OF JAPANESE GRANT” for details):

(1) Preparation

- The Preparatory Survey (hereinafter referred to as “the Survey”) conducted by JICA

(2) Appraisal

- Appraisal by the government of Japan (hereinafter referred to as “GOJ”) and JICA, and Approval by the Japanese Cabinet

(3) Implementation

Exchange of Notes

- The Notes exchanged between the GOJ and the government of the Recipient

Grant Agreement (hereinafter referred to as “the G/A”)

- Agreement concluded between JICA and the Recipient

Banking Arrangement (hereinafter referred to as “the B/A”)

- Opening of bank account by the Recipient in a bank in Japan (hereinafter referred to as “the Bank”) to receive the grant

Construction works/procurement

- Implementation of the project (hereinafter referred to as “the Project”) on the basis of the G/A

(4) Ex-post Monitoring and Evaluation

- Monitoring and evaluation at post-implementation stage

2. Preparatory Survey

(1) Contents of the Survey

The aim of the Survey is to provide basic documents necessary for the appraisal of the 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 necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant 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 an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

The contents of the original request by the Recipient are not necessarily approved in their initial form. The Outline Design of the Project is confirmed based on the guidelines of the Japanese Grant.

JICA requests the Recipient to take 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 executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Survey, JICA contracts with (a) 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 feasibility of the Project.

3. Basic Principles of Project Grants

(1) Implementation Stage

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 to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the “General Terms and Conditions for Japanese Grant (January 2016).”

2) Banking Arrangements (B/A) (See “Financial Flow of Japanese Grant (A/P Type)” for details)

- a) The Recipient shall open an account or shall cause its designated authority to open an account under the name of the Recipient in the Bank, in principle. JICA will disburse the Japanese Grant in Japanese yen for the Recipient to

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cover the obligations incurred by the Recipient under the verified contracts.

b) The Japanese Grant will be disbursed when payment requests are submitted by the Bank to JICA under an Authorization to Pay (A/P) issued by the Recipient.

3) Procurement Procedure

The products and/or services necessary for the implementation of the Project shall be procured in accordance with JICA's procurement guidelines as stipulated in the G/A.

4) 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 to continue to work on the Project's implementation after the E/N and G/A.

5) Eligible source country

In using the Japanese Grant disbursed by JICA for the purchase of products and/or services, the eligible source countries of such products and/or services shall be Japan and/or the Recipient. The Japanese Grant may be used for the purchase of the products and/or services of a third country as eligible, if necessary, taking into account the quality, competitiveness and economic rationality of products and/or services necessary for achieving the objective of the Project. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm, which enter into contracts with the Recipient, are limited to "Japanese nationals", in principle.

6) Contracts and Concurrence by JICA

The Recipient will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be concurred by JICA in order to be verified as eligible for using the Japanese Grant.

7) Monitoring

The Recipient is required to take their initiative to carefully monitor the progress of the Project in order to ensure its smooth implementation as part of their responsibility in the G/A, and to regularly report to JICA about its status by using the Project Monitoring Report (PMR).

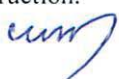
8) Safety Measures

The Recipient must ensure that the safety is highly observed during the implementation of the Project.

9) Construction Quality Control Meeting

Construction Quality Control Meeting (hereinafter referred to as the "Meeting") will be held for quality assurance and smooth implementation of the Works at each stage of the Works. The member of the Meeting will be composed by the Recipient (or executing agency), the Consultant, the Contractor and JICA. The functions of the Meeting are as followings:

a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.



- b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.

(2) Ex-post Monitoring and Evaluation Stage

- 1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes.

- 2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.

(3) Others

1) Environmental and Social Considerations

The Recipient shall carefully consider environmental and social impacts by the Project and must comply with the environmental regulations of the Recipient and JICA Guidelines for Environmental and Social Considerations (April, 2010).

2) Major undertakings to be taken by the Government of the Recipient

For the smooth and proper implementation of the Project, the Recipient is required to undertake necessary measures including land acquisition, and bear an advising commission of the A/P and payment commissions paid to the Bank as agreed with the GOJ and/or JICA. The Government of the Recipient shall ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the Recipient with respect to the purchase of the Products and/or the Services be exempted or be borne by its designated authority without using the Grant and its accrued interest, since the grant fund comes from the Japanese taxpayers.

3) Proper Use

The Recipient is required to maintain and use properly and effectively the products and/or services under the Project (including the facilities constructed and the equipment purchased), to assign staff necessary for this operation and maintenance and to bear all the expenses other than those covered by the Japanese Grant.

4) Export and Re-export

The products purchased under the Japanese Grant should not be exported or re-exported from the Recipient.



PROCEDURES OF JAPANESE GRANT

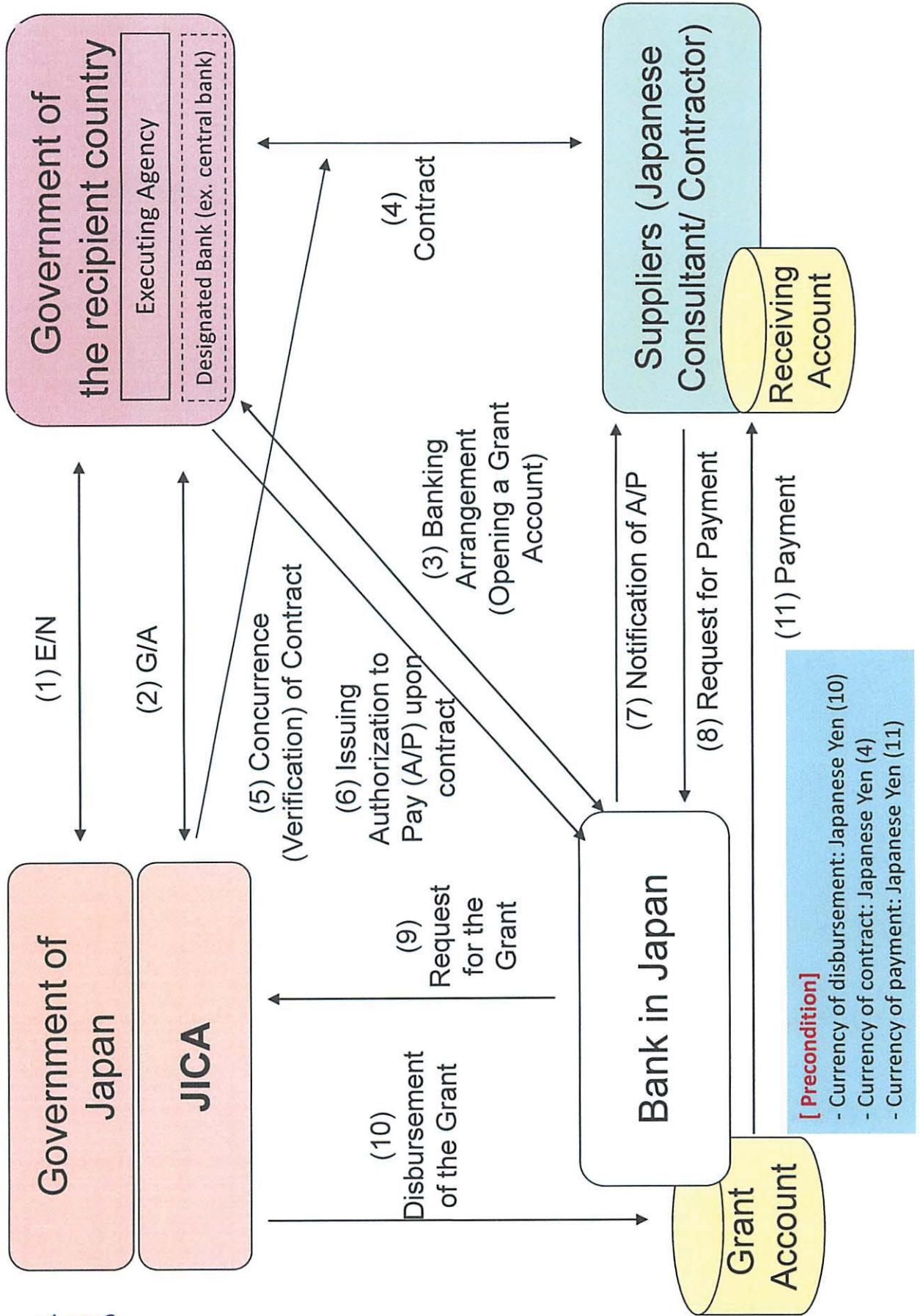
Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost estimate		x		x	x		
2. Appraisal	(2) Preparatory Survey Explanation of draft outline design, including cost estimate, undertakings, etc.		x		x	x		
	(3) Agreement on conditions for implementation	Conditions will be explained with the draft notes (E/N) and Grant Agreement (G/A) which will be signed before approval by Japanese government.	x	x (E/N)	x (G/A)			
	(4) Approval by the Japanese cabinet			x				
3. Implementation	(5) Exchange of Notes (E/N)		x	x				
	(6) Signing of Grant Agreement (G/A)		x		x			
	(7) Banking Arrangement (B/A)	Need to be informed to JICA	x					x
	(8) Contracting with consultant and issuance of Authorization to Pay (A/P)	Concurrence by JICA is required	x			x		x
	(9) Detail design (D/D)		x			x		
	(10) Preparation of bidding documents	Concurrence by JICA is required	x			x		
	(11) Bidding	Concurrence by JICA is required	x			x	x	
	(12) Contracting with contractor/supplier and issuance of A/P	Concurrence by JICA is required	x				x	x
	(13) Construction works/procurement	Concurrence by JICA is required for major modification of design and amendment of contracts.	x			x	x	
	(14) Completion certificate		x			x	x	
4. Ex-post monitoring & evaluation	(15) Ex-post monitoring	To be implemented generally after 1, 3, 10 years of completion, subject to change	x		x			
	(16) Ex-post evaluation	To be implemented basically after 3 years of completion	x		x			

notes:

1. Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.
2. Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

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Financial Flow of Japanese Grant (A/P Type)



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Project Monitoring Report
on
Project Name
Grant Agreement No. XXXXXXXX
20XX, Month

Organizational Information

Signer of the G/A (Recipient)	<p>Person in Charge (Designation) _____</p> <p>Contacts Address: _____</p> <p> Phone/FAX: _____</p> <p> Email: _____</p>
Executing Agency	<p>Person in Charge (Designation) _____</p> <p>Contacts Address: _____</p> <p> Phone/FAX: _____</p> <p> Email: _____</p>
Line Ministry	<p>Person in Charge (Designation) _____</p> <p>Contacts Address: _____</p> <p> Phone/FAX: _____</p> <p> Email: _____</p>

General Information:

Project Title	
E/N	Signed date: Duration:
G/A	Signed date: Duration:
Source of Finance	Government of Japan: Not exceeding JPY _____ mil. Government of (_____): _____

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1: Project Description

1-1 Project Objective

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1-2 Project Rationale

- Higher-level objectives to which the project contributes (national/regional/sectoral policies and strategies)
- Situation of the target groups to which the project addresses

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1-3 Indicators for measurement of "Effectiveness"

Quantitative indicators to measure the attainment of project objectives		
Indicators	Original (Yr)	Target (Yr)
Qualitative indicators to measure the attainment of project objectives		

2: Details of the Project

2-1 Location

Components	Original <i>(proposed in the outline design)</i>	Actual
1.		

2-2 Scope of the work

Components	Original* <i>(proposed in the outline design)</i>	Actual*
1.		

Reasons for modification of scope (if any).

(PMR)

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2-3 Implementation Schedule

Items	Original		Actual
	(proposed in the outline design)	(at the time of signing the Grant Agreement)	

Reasons for any changes of the schedule, and their effects on the project (if any)

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2-4 Obligations by the Recipient

2-4-1 Progress of Specific Obligations

See Attachment 2.

2-4-2 Activities

See Attachment 3.

2-4-3 Report on RD

See Attachment 11.

2-5 Project Cost

2-5-1 Cost borne by the Grant(Confidential until the Bidding)

Components			Cost (Million Yen)	
	Original (proposed in the outline design)	Actual (in case of any modification)	Original ^{1),2)} (proposed in the outline design)	Actual
	1.			
Total				

Note: 1) Date of estimation:
 2) Exchange rate: 1 US Dollar = Yen

2-5-2 Cost borne by the Recipient

Components			Cost (1,000 Taka)	
	Original (proposed in the outline design)	Actual (in case of any modification)	Original ^{1),2)} (proposed in the outline design)	Actual
	1.			
Total				

7(1)




- Note: 1) Date of estimation:
2) Exchange rate: 1 US Dollar =

Reasons for the remarkable gaps between the original and actual cost, and the countermeasures (if any)

(PMR)

2-6 Executing Agency

- Organization's role, financial position, capacity, cost recovery etc,
- Organization Chart including the unit in charge of the implementation and number of employees.

Original (at the time of outline design) name: role: financial situation: institutional and organizational arrangement (organogram): human resources (number and ability of staff):
Actual (PMR)

2-7 Environmental and Social Impacts

- The results of environmental monitoring based on Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- The results of social monitoring based on in Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- Disclosed information related to results of environmental and social monitoring to local stakeholders (whenever applicable).

3: Operation and Maintenance (O&M)

3-1 Physical Arrangement

- Plan for O&M (number and skills of the staff in the responsible division or section, availability of manuals and guidelines, availability of spareparts, etc.)

Original (at the time of outline design)
Actual (PMR)

3-2 Budgetary Arrangement

- Required O&M cost and actual budget allocation for O&M

Original (at the time of outline design)

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Actual (PMR)

4: Potential Risks and Mitigation Measures

- Potential risks which may affect the project implementation, attainment of objectives, sustainability
- Mitigation measures corresponding to the potential risks

Assessment of Potential Risks (at the time of outline design)

Potential Risks	Assessment
1. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
	Contingency Plan (if applicable):
2. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
	Contingency Plan (if applicable):
3. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:

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	Contingency Plan (if applicable):
Actual Situation and Countermeasures	
(PMR)	

5: Evaluation and Monitoring Plan (after the work completion)

5-1 Overall evaluation

Please describe your overall evaluation on the project.

5-2 Lessons Learnt and Recommendations

Please raise any lessons learned from the project experience, which might be valuable for the future assistance or similar type of projects, as well as any recommendations, which might be beneficial for better realization of the project effect, impact and assurance of sustainability.

5-3 Monitoring Plan of the Indicators for Post-Evaluation

Please describe monitoring methods, section(s)/department(s) in charge of monitoring, frequency, the term to monitor the indicators stipulated in 1-3.

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Attachment

1. Project Location Map
2. Specific obligations of the Recipient which will not be funded with the Grant
3. Monthly Report submitted by the Consultant
- Appendix - Photocopy of Contractor's Progress Report (if any)
 - Consultant Member List
 - Contractor's Main Staff List
4. Check list for the Contract (including Record of Amendment of the Contract/ Agreement and Schedule of Payment)
5. Environmental Monitoring Form / Social Monitoring Form
6. Monitoring sheet on price of specified materials (Quarterly)
7. Report on Proportion of Procurement (Recipient Country, Japan and Third Countries) (PMR (final) only)
8. Pictures (by JPEG style by CD-R) (PMR (final) only)
9. Equipment List (PMR (final) only)
10. Drawing (PMR (final) only)
11. Report on RD (After project)



Monitoring sheet on price of specified materials

1. Initial Conditions (Confirmed)

Items of Specified Materials		Initial Volume A	Initial Unit Price (¥) B	Initial total Price C=A×B	1% of Contract Price D	Condition of payment	
						Price (Decreased) E=C-D	Price (Increased) F=C+D
1	Item 1	●●t	●	●	●	●	●
2	Item 2	●●t	●	●			
3	Item 3						
4	Item 4						
5	Item 5						

2. Monitoring of the Unit Price of Specified Materials

(1) Method of Monitoring : ●●

(2) Result of the Monitoring Survey on Unit Price for each specified materials

Items of Specified Materials		1st month, 2015	2nd month, 2015	3rd month, 2015	4th	5th	6th
1	Item 1	●	●	●			
2	Item 2						
3	Item 3						
4	Item 4						
5	Item 5						

(3) Summary of Discussion with Contractor (if necessary)

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Report on Proportion of Procurement (Recipient Country, Japan and Third Countries)
(Actual Expenditure by Construction and Equipment each)

	Domestic Procurement (Recipient Country) A	Foreign Procurement (Japan) B	Foreign Procurement (Third Countries) C	Total D
Construction Cost	(A/D%)	(B/D%)	(C/D%)	
Direct Construction Cost	(A/D%)	(B/D%)	(C/D%)	
others	(A/D%)	(B/D%)	(C/D%)	
Equipment Cost	(A/D%)	(B/D%)	(C/D%)	
Design and Supervision Cost	(A/D%)	(B/D%)	(C/D%)	
Total	(A/D%)	(B/D%)	(C/D%)	

Major Undertakings to be taken by the Government of Djibouti

1. Specific obligations of the Government of Djibouti which will not be funded with the Grant**(1) Before the Bidding**

No.	Items	Deadline	In charge	Cost	Ref.
1	To open Bank Account (Banking Arrangement (B/A))	within 1 month after signing of the G/A			
2	To issue the Authorization to Pay (A/P) to a bank in Japan (the Agent Bank) for the payment to the Consultant	within 1 month after signing of the contract			
3	To approve IEE/EIA (Conditions of approval should be fulfilled, if any) and secure the necessary budget for implementation of countermeasures obligated in the IEE/EIA.	within 1 month after signing of the G/A			
4	To secure the necessary budget and implement land acquisition and resettlement (including preparation of resettlement sites), and compensation with full replacement cost in accordance with RAP	before notice of the bidding document(s)	X		
5	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	till land acquisition and resettlement complete	X		
6	To secure and clear the following lands 1) project sites described in ANNEX 1 2) right of way for the Project 3) temporary construction yard and stock yard near the Project area 4) diversion route for the existing road 5) borrow pit and disposal site near the Project area	before notice of the bidding document(s)	X		
7	To obtain the planning, zoning, building permit	before notice of the bidding document(s)	X		
8	To clear, level and reclaim the sites, which will be confirmed in the draft final report	before notice of the bidding document(s)	X		
9	To submit Project Monitoring Report (with the result of Detailed Design (DD))	before preparation of bidding document(s)	X		

Note: X: Direction des Affaires Maritime et des Gens de Mer

(2) During the Project Implementation

No.	Items	Deadline	In charge	Cost	Ref.
1	To issue A/P(s) to the Agent Bank in Japan for the payment(s) to the Supplier(s)	within 1 month after signing of the contract(s)	X		
2	To bear the following commissions to the Agent Bank in Japan for the banking services based upon the B/A	during the Project			
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	X		
	2) Payment commission for A/P	every payment	X		
3	To ensure prompt unloading and customs clearance at the ports of disembarkation in the country of Recipient and to assist the Supplier with internal transportation therein		X		





4	To accord Japanese physical persons and/or physical persons of third countries 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 country of the Recipient and stay therein for the performance of their work	during the Project	X		
5	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the country of the Recipient with respect to the purchase of the products and/or the services be exempted	during the Project	X		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	X		
7	1) To submit Project Monitoring Report	every month	X		
	2) To submit Project Monitoring Report (Final).	within one month after signing of Certificate of Completion of the Work under the contract(s)	X		
8	To submit a report concerning completion of the Project	within six months after completion of the Project	X		
9	To construct access roads 1) Outside the site	3 months before completion of the construction			
10	To provide facilities for distribution of electricity, water supply and drainage and other incidental facilities necessary for the implementation of the Project outside the site(s) 1) Electricity; The distributing line to the site 2) Water Supply; The city water distribution main to the site 3) Drainage; The city drainage main (for storm, sewer and others) to the site 4) Furniture and Equipment; General furniture	1) before start of construction 2)3) 6 months before completion of the construction 4) 1 month before completion of the construction			
11	To take necessary measure for safety construction - traffic control - rope off (prohibition for entering)	during the construction	X		
12	To implement Environmental Management Plan (EMP) and Environmental Monitoring Programme (EMoP)	during the construction			
13	To submit results of environmental monitoring to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	during the construction			
14	To implement RAP (livelihood restoration program, if needed)	for a period based on livelihood restoration program			
15	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report - Period of the monitoring may be extended if affected persons' livelihoods are not sufficiently restored. Extension of the monitoring will be decided based on agreement between Direction des Affaires Maritime et des Gens de Mer and JICA.	- until the end of livelihood restoration program (In case that livelihood restoration program is provided)			



(3) After the Project

No.	Items	Deadline	In charge	Cost	Ref.
1	To implement EMP and EMoP	for a period based on EMP and EMoP			
2	To submit results of environmental monitoring to JICA, by using the monitoring form, semi-annually - The period of environmental monitoring may be extended if any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the agreement between X and JICA.	for three years after the Project			
3	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid 1) Allocation of maintenance cost 2) Operation and maintenance structure 3) Routine check/Periodic inspection	After completion of the construction			





Other obligations of the Government of Djibouti funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
1	To reinforce maritime transport capacity between Djibouti and Tadjourah by providing a ferry and constructing port facilities		/
2	To implement detailed design, bidding support and construction supervision (Consulting Service)		
3	Contingencies		/
	Total		

*The Amount is provisional. This is subject to the approval of the Government of Japan.



Language used in each Document

No	Item	Prepared by	Language	
			French	English
I	PREPARATORY SURVEY STAGE			
1.	Field Survey Report	Consultant		○
2.	Draft Preparatory Survey Report (Draft Final Report) Note: Technical contents (Technical Drawings, etc.)	Consultant	○	○ (Note)
3.	Preparatory Survey Report (Final Report) Note: Technical contents (Technical Drawings, etc.)	Consultant	○	○ (Note)
II	IMPLEMENTATION STAGE			
1.	Documents for the Agreement for Consulting Services			
1.1	Agreement for Consulting Services	Consultant	○	
1.2	Recommendation of Consultant	JICA	○	
1.3	Documents for Banking Arrangement (B/A, A/P)	Bank	○	
1.4	Documents for Payment	Consultant	○	
2.	Documents for the Contract with Supplier			
2.1	Tender Announcement	Consultant		○
2.2	Tender Documents			
	Volume I Tender Conditions and Contract	Consultant		○
	Part I : Instructions to Tenderers	Consultant		○
	Part II : Forms of Tender	Consultant		○
	Part III : Form of Contract	Consultant	○	
	Volume II Specifications	Consultant		○
2.3	Questions and Answers to Tender Documents	Tenderer/ Consultant		○
2.4	Document of Submissions of Tenders	Tenderer (Contractor)		○
2.5	Tender Evaluation Report	Consultant	○	○
2.6	Contract for execution	Contractor	○	
2.7	Documents for Banking Arrangement (B/A, A/P)	Bank	○	
2.8	Documents for Payment	Contractor	○	
2.9	Completion Certificate	Consultant/Buyer	○	
2.10	Technical Documents for Approval	Contractor		○

Note: A language used at the implementation stage shall follow the one used in the Exchange of Notes (E/N) regardless of the above table.