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1. 調査団員・氏名

氏名	担当業務	所属先
小舟 浩治	業務主任者／港湾計画	Ides
伊藤 雅文	港湾施設設計 1	ECOH
竹本 仁之	自然条件調査 1 ／港湾施設設計 2	ECOH
歳原 隆文	水産業／水産物流通	Ides (FEg)
三宅 義則	環境社会配慮	Ides
山本 雄平	施工計画/積算	ECOH
工藤 悠宇 ^{*)}	自然条件調査 2	Ides

*) 自社負担で従事

2. 調査行程

(1) 第一次現地調査 (2023 年 3 月 11 日～6 月 4 日)

2023年	小舟	歳原	三宅	工藤	竹本	伊藤	山本
3月11日 土	NRT-PNI				NRT-PNI		
3月12日 日	準備				再委託業者打合せ		
3月13日 月	JICA、PPA訪問				JICA、PPA訪問 再委託業者打合せ		
3月14日 火	州、連邦政府訪問				再委託業者打合せ		
3月15日 水	PPA事前打合せ				磁気探査管理		
3月16日 木	PPA、IC/DR説明				PPA、IC/DR説明		
3月17日 金	業務工程打合せ				水質・底質試料採取		
3月18日 土	再委託業者と打合せ	NRT-PNI		NRT-PNI	再委託業者と打合せ		
3月19日 日	団内打合せ			団内打合せ			
3月20日 月	PPA作業行程協議	PPA作業行程協議		PPA作業行程協議	PPA作業行程協議		
3月21日 火	PPA港湾部長協議	関係機関訪問 資料・データ収集		大気観測 自然条件調査	再委託業者打合せ		
3月22日 水	データ収集				流況調査		
3月23日 木	PPA環境担当者協議				再委託調査管理		
3月24日 金	運輸通信インフラ省						
3月25日 土	環境省						
3月26日 日	団愛打合せ	団愛打合せ		団愛打合せ	団内打合せ		
3月27日 月	州政府関係局協議	関係機関訪問 資料・データ収集		大気観測 自然条件調査	再委託調査管理		
3月28日 火					流況調査		
3月29日 水	関係機関訪問				再委託調査管理		
3月30日 木							
3月31日 金	PPAとの打合せ						
4月1日 土	自然条件調査管理	資料整理、まとめ		資料整理、まとめ			
4月2日 日		PNI-NRT		PNI-NRT	団内打合せ		
4月3日 月	資料・データ収集				再委託調査管理		
4月4日 火							
4月5日 水	大気観測						
4月6日 木							
4月7日 金	PPAとの打合せ						
4月8日 土	資料整理						
4月9日 日	団内打合せPNI-NRT				資料整理		
4月10日 月					再委託調査管理		
4月11日 火							
4月12日 水							
4月13日 木							
4月14日 金							
4月15日 土							
4月16日 日							
4月17日 月							
4月18日 火							
4月19日 水							
4月20日 木							
4月21日 金					再委託調査管理		

		小舟	歳原	三宅	工藤	竹本	伊藤	山本
4月22日	土					再委託調査管理		
4月23日	日					資料整理		
4月24日	月							
4月25日	火							NRT-GUM
4月26日	水							GUM-PNI
4月27日	木					再委託調査管理		PPA表敬/計画サイト
4月28日	金							計画サイト確認
4月29日	土							
4月30日	日					団内打合せ		団内打合せ
5月1日	月					法令・基準調査		
5月2日	火							
5月3日	水					類似事業情報収集		建設事情調査
5月4日	木							
5月5日	金					気象・海象・地震調査		
5月6日	土					資料整理		
5月7日	日					団内打合せ		団内打合せ
5月8日	月					気象・海象・地震調査		
5月9日	火					土質調査結果確認	NRT-GUM	税金情報収集
5月10日	水						GUM-PNI	
5月11日	木					PPA表敬・打合せ		調達事情調査
5月12日	金					土質調査結果協議		
5月13日	土	NRT-PNI		NRT-PNI		既存施設調査		資料整理
5月14日	日	団内打合せ		団内打合せ		団内打合せ		
5月15日	月	PPAへ調査結果報告		PPAへ調査結果		PPAへの調査結果報告		
5月16日	火	PPA Board プロジェクトの 説明・協議		PPA Board プロジェクトの 説明・協議		既存施設調査		調達事情調査
5月17日	水							
5月18日	木					新岸壁設計関連調査		
5月19日	金	M/M締結		PPA環境担当と協議				
5月20日	土	資料整理		資料整理		資料整理	資料整理	資料整理
5月21日	日	団内打合せ 出発		団内打合せ		団内打合せ		
5月22日	月			環境関係機関への 説明協議			PNI-GUM	
5月23日	火						GUM-NRT	
5月24日	水			PPAと環境許可に関 する打合せ				
5月25日	木			データ解析				
5月26日	金							
5月27日	土							
5月28日	日			資料整理		資料整理		資料整理
5月29日	月							
5月30日	火							
5月31日	水							
6月1日	木			環境関係機関 PPAとの「環境許可に 関する打合せ				
6月2日	金							
6月3日	土					PNI-GUM		PNI-GUM
6月4日	日			PNI-GUM-NRT		GUM-NRT		GUM-NRT
6月5日	月							
6月6日	火							
6月7日	水							

(2) 第1次現地調査の追加調査 2024年2月22日～3月1日

2024年		竹本
2月22日	木	NRT-GUM 移動
2月23日	金	GUM-PNI 計画サイト視察
2月24日	土	土質調査地点土砂サンプル採取
2月25日	日	現地建設会社資機材ヤードサンプル採取
2月26日	月	浚渫予定範囲 から土砂サンプル採取
2月27日	火	浚渫予定範囲の2地点海底土砂サンプル採取
2月28日	水	16:00 JICA ミクロネシア支所報告
2月29日	木	PPA 報告、PNI-GUM 移動
3月1日	金	GUM-NRT 移動

(3) 第2次現地調査 2024年4月20日～4月28日

【JICAのMD協議に同行】

2024年		小舟	竹本
4月20日	土	NRT-GUM-PNI	
4月21日	日	プロジェクトサイト視察	
4月22日	月	PPA 訪問。税金・免税に関する情報収集	
4月23日	火	ポンペイ港視察、PPA との協議	
4月24日	水	DTCI・PPA とのMD 案協議。 世銀プロジェクトマネージャとの協議	
4月25日	木	MDj 金署および	
4月26日	金	MD 署名。JICA 事務所および大使館報告	
4月27日	土	帰国準備	
4月28日	日	PNI-GUM-NRI	

(4) 第2次現地調査の追加調査 2024年7月25日～8月4日

2024年		小舟	三宅
7月25日	木	NRI-GUM 移動	
7月26日	金	GUM-PNI PPA 港湾武功打合せ	
7月27日	土	会議資料作成（最終報告書案、ステークホルダー会議）	
7月28日	日	同上、プロジェクトサイト確認	
7月29日	月	運輸通信インフラ省およびポンペイ知事表敬訪問	
7月30日	火	運輸通信インフラ省次官補への説明・協議	
7月31日	水	連邦政府資源開発局統計局訪問	
8月1日	木	信託統治領委員会訪問、ステークホルダー会議	
8月2日	金	PPA 総裁報告 港湾部長 PPA 負担事項の確認	
8月3日	土	資料整理、帰国準備	
8月4日	日	PNI-GUM-NBRT	

3. 面会者リスト

3. 面会者リスト

番号	氏名	所属	略記	役職
1	Carlson D. Apis	Department of Transportation, Communication and Infrastructure	DTCI	Secretary
	Thomas F. Kostka	Department of Transportation, Communication and Infrastructure	DTCI	Assistant Secretary
	Lorina Rae Seady	Department Foreign Affairs	DOFA	Customs Operations Manager
2	Francisca S. Obispo			
3	Reed B. Oliver	Pohnpei State Government		Governor
4	Grilly Jack	Pohnpei Port Authority	PPA	General Manager
5	Baron Mendiola	Pohnpei Port Authority	PPA	Seaport Manager
6	Zorro Diego Donre	Pohnpei Port Authority	PPA	Human Resources Manager
7	Bronson Sam	Pohnpei Port Authority	PPA	Facility Maintenance and Infrastructure Development (FM & ID) Manager
8	Coltrick Albert	Pohnpei Port Authority	PPA	Marketing Manager
9	Francisco Celestine	Pohnpei Environmental Protection Agency	EPA	Executive Officer
10	Donna Schering	Pohnpei Environmental Protection Agency	EPA	Environmental Consultant
	Eugene Joseph	Conservation Society of Pohnpei	CSP	Executive Director
11	Trasleen Neth	Historic Preservation Office	HPO	Field Researcher
12	Patricia Jack	National Fisheries Corporation	NFC	President
13	Benson Deng	Luen Cheng Overseas Fishery (FSM) Co. Ltd.		Base Manager
14	Dabte Falen	Caroline Fishing Company	CFC	Port Engineer
15	Jun Tamps	Ocean Care Company	OCC	(President)
16	Eval Pelep	Statistics Division Pohnpei State		Branch Manager
17	Marina Ioanis	Statistics Division Pohnpei State		Branch Office
18	Brihmer Johnson	FSM Division of Statistics		Assistant Secretary for Statistics Div.
19	Cindy Ehmes	FSM Environment, Climate Change and Disaster Risk Management Office	DECEM	Assistant Secretary
20	Patti Pedrus	FSM Environment, Climate Change and Disaster Risk Management Office	DECEM	Deputy Assistant Secretary
21	Dahker Abraham	Office of Fisheries and Aquaculture	OFA	Administrator
22	Hubert Yamada	Pohnpei State, R & D Department	R & D Dept.	Director, R & D Department
23	Eugene Eperiam	Pohnpei State, R & D Department	R & D Dept.	Director, Forestry Division
24	Scotty Malakai	Pohnpei State, R & D Department	R & D Dept.	Director, Marine Resources Management Div.
25	Luciano Abraham	Department of Land, Office of the Governor, Pohnpei State		Director, Department of Land
26	杉山 浩二	在ミクロネシア日本国大使館		参事官
27	牧 賢司	在ミクロネシア日本国大使館		二等書記官
28	岡本 康孝	在ミクロネシア日本国大使館		二等書記官
29	村岡 敬一	JICAミクロネシア支所		支所長
30	山内 邦裕	JICAミクロネシア支所		支所長
31	野口 俊和	JICAミクロネシア支所		
32	内田 和久	海外漁業協力財団 ミクロネシア出張所		所長

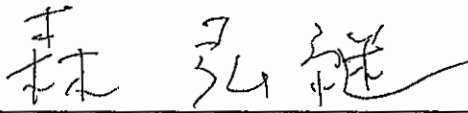
4. 協議議事録-1

**Minutes of Discussions
on the Preparatory Survey for the Project for Pohnpei Port Expansion**

In response to the request from the Government of Federated States of Micronesia (hereinafter referred to as “FSM”), Japan International Cooperation Agency (hereinafter referred to as “JICA”) dispatched the Preparatory Survey Team for the Outline Design (hereinafter referred to as “the Team”) of the Project for Pohnpei Port Expansion (hereinafter referred to as “the Project”) to FSM.

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

Pohnpei, 17 May 2023



MORI Hirotugu
Leader
Preparatory Survey Team

Japan International Cooperation Agency
Japan



Carlson D. Apis
Secretary
Department of Transport, Communication and
Infrastructure
Federated States of Micronesia



Grilly Jack
General Manager
Pohnpei Port Authority
Federated States of Micronesia

ATTACHMENT

1. Objective of the Project

The objective of the Project is to reduce congestion and improve safety by construction a new quay with ship mooring facilities at Pohnpei Port, thereby it will contribute to the improvement of logistics in maritime transportation of FSM.

2. Title of the Preparatory Survey

Both sides confirmed the title of the Preparatory Survey as "the Preparatory Survey for the Project for Pohnpei Port Expansion".

3. Project Site

Both sides confirmed that the site of the Project is Pohnpei Port, which is shown in Annex 1.

4. Responsible authority for the Project

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

4-1. The Pohnpei Port Authority (hereinafter referred to as "PPA") 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 chart of PPA is shown in Annex 2.

4-2. The Department of Transport, Communication and Infrastructure (hereinafter referred to as "DOTCI") shall be responsible for supervising the Executing Agency on behalf of the Government of FSM.

5. Items requested by the Government of FSM

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

Scope of the Project
1. Construction of a new quay designed for a container ship having a capacity of 15,000 DWT: 160m long, 30m wide, 10m deep below DL including apron pavement and mooring posts
2. Construction of a new container yard
3. Construction of an access road to the new quay

5-2. JICA will assess the feasibility of the above requested items through the 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

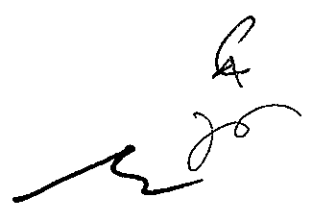
- 6-1. The FSM side agreed that the procedures and basic principles of Japanese Grant (hereinafter referred to as “the Grant”) as described in Annex 3 shall be applied to the Project. As for the monitoring of the implementation of the Project, JICA require FSM side to submit the Project Monitoring Report that the form is attached as Annex 4.
- 6-2. The FSM side agreed to take the necessary measures, as described in Annex 5, for smooth implementation of the Project. The contents of the Annex 5 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 5 will be updated as the Preparatory Survey progresses, and eventually, will be used as an attachment to the Grant Agreement (hereinafter referred to as “G/A”).

7. Schedule of the Survey

- 7-1. JICA will prepare a draft Preparatory Survey Report in English and dispatch a mission to FSM in order to explain its contents around February 2024.
- 7-2. If the contents of the Draft Preparatory Survey Report are accepted and the undertakings for the Project are fully agreed by the FSM side, JICA will finalize the Preparatory Survey Report and send it to FSM around May 2024.
- 7-3. The above schedule is tentative and subject to change.

8. Environmental and Social Considerations

- 8-1. The FSM 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).
- 8-2. The Project is categorized as “B” from the following considerations:
The project is not considered to be a large-scale port 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.
- 8-3. The FSM side confirmed to conduct the necessary procedures concerning the environmental assessment (including stakeholder meetings, Environmental Impact Assessment (EIA)/Initial Assessment (IA) and information disclosure, etc.) and make EIA/IA report of the Project. The EIA/IA approval shall be received from the responsible authorities and submitted to JICA by within one month after the signing of the G/A.



9. Other Relevant Issues

9-1. Gender Mainstreaming

Both sides confirmed that following gender elements shall be duly reflected in the scope of Preparatory Survey.

- (a) Collection of information and gender disaggregated data for assessment of gender needs.
- (b) Examination of gender-responsive measures based on the assessment, such as:
 - ✓ Facility design that reflects gender-specific needs.
 - ✓ Evaluation on possibilities of women's employment opportunities and capacity building regarding port operation.

9-2. The FSM side shall ensure that the customs duties, internal taxes and other fiscal levies, which may be imposed in FSM with respect to the purchase of the products and/or the services, should be either exempted or borne by its designated authority without using the Grant.

9-3. JICA explained that the Japanese government may not approve the grants to cover all the components of the original scope of the Project due to the effects of soaring fuel costs and transportation costs, and the depreciation of Japanese Yen to US dollar. The FSM side understood the current situation and both sides confirmed the priority of the components as follows;

Priority	Scope of the Project
1	Construction of a new quay designed for a container ship having a capacity of 15,000 DWT: 160m long, 30m wide, 10m deep below DL including apron pavement and mooring posts
2	Construction of a new container yard
3	Construction of an access road to the new quay

Annex 1: Project Site

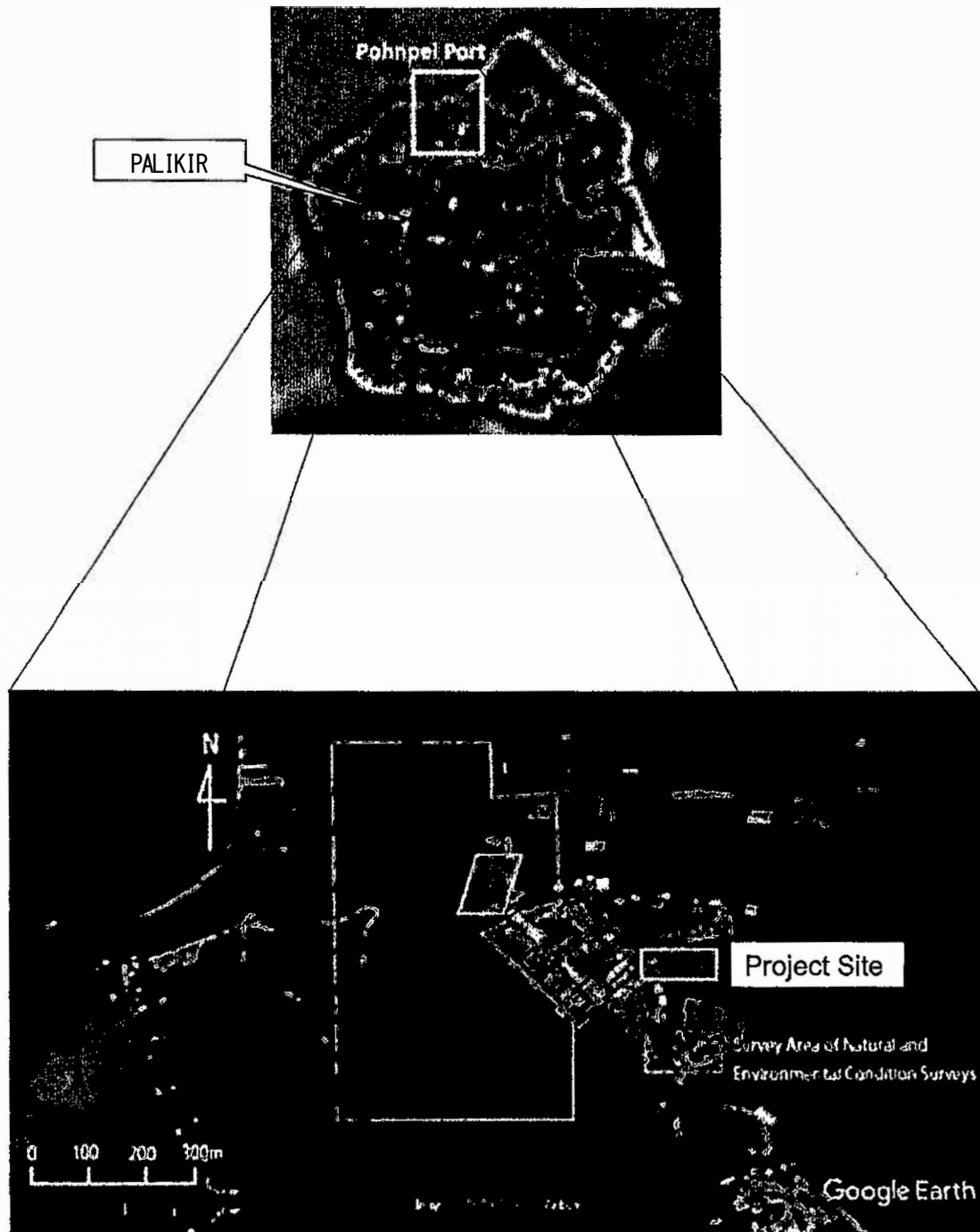
Annex 2: Organization Chart

Annex 3: Japanese Grant

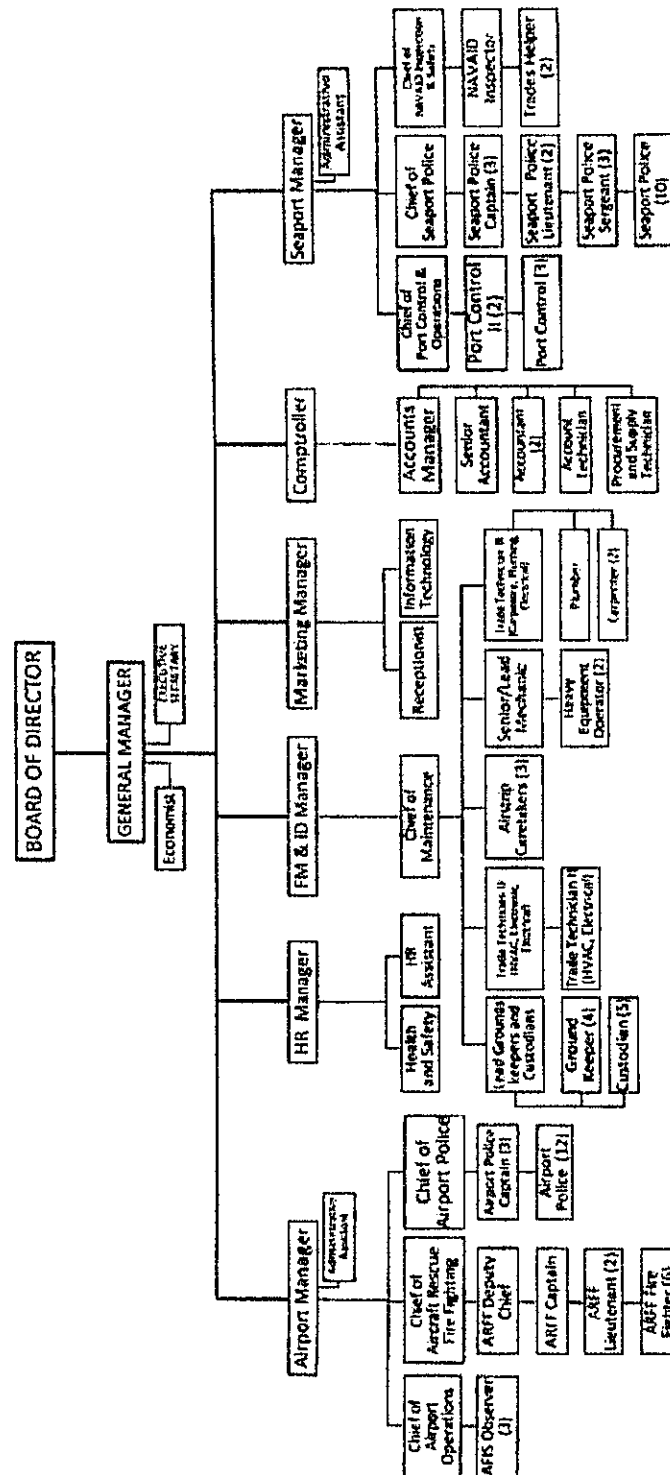
Annex 4: Project Monitoring Report (template)

Annex 5: Major Undertakings to be taken by the Government of FSM

PROJECTSITE



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ORGANIZATION CHART OF PPA

Approved by the Port Authority Board of Directors on: 7/1/20

Linamman Hegenberger
Chairwoman, Board of Directors

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 “Attachment-1: 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 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 “Attachment 2: Financial Flow of Japanese Grant (A/P Type)” for details)

- 1) 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.
- 2) 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

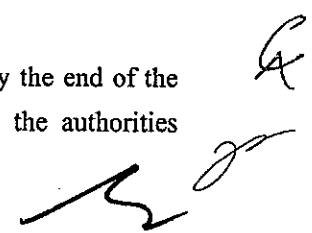
The Recipient shall carefully consider environmental and social impacts by the Project and must comply with the environmental regulations of the Recipient and JICA Guidelines for Environmental and Social Considerations (April, 2010).

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) Measures to ensure more efficient implementation of the Grant

- i) In the event that the E/N and the G/A concerning a project cannot be signed by the end of the following Japanese fiscal year of the cabinet decision concerned by the GOJ, the authorities



concerned of the two Governments will discuss the cancellation of the project.

ii) In the event that the period, specified in the G/A, during which the grant is available expires before the completion of the disbursement, the authorities concerned of the GO J will thoroughly review the status, situation and perspective of the implementation of the project concerned before extending the said period. The authorities concerned of the two Governments will discuss the termination of the project including a refund, unless there are concrete prospects for its completion.

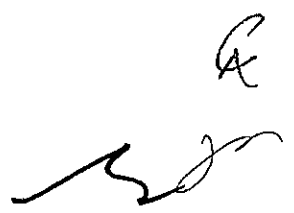
iii) Regardless of the period mentioned in ii) above, the authorities concerned of the two Governments will, in the event that five years have passed since the cabinet decision concerned by the GOJ before the completion of the disbursement, except as otherwise confirmed between them, discuss the termination of a project including a refund, unless there are concrete prospects for its completion

4) 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.

5) 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

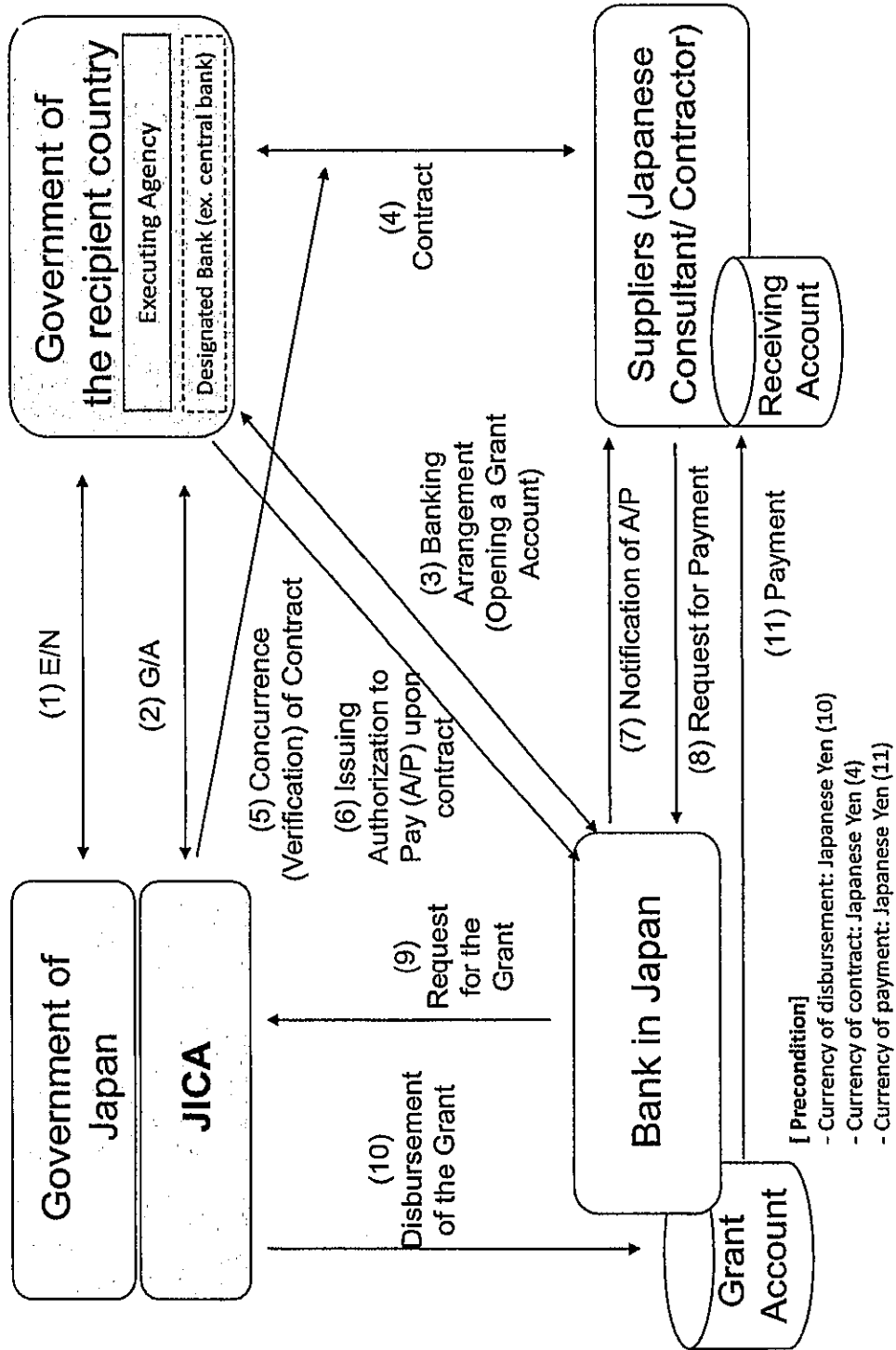
Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	x				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost 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)



<u>Project Monitoring Report</u> on <u>Project Name</u> <u>Grant Agreement No. XXXXXXXX</u> 20XX, Month
--

Organizational Information

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

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 (_____): _____

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 (proposed in the outline design)	Actual
1.		

2-2 Scope of the work

Components	Original* (proposed in the outline design)	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)

--

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.			

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)

Actual (PMR)

A
2
✓

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:
Actual Situation and Countermeasures	
(PMR)	

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

5-1 Overall evaluation

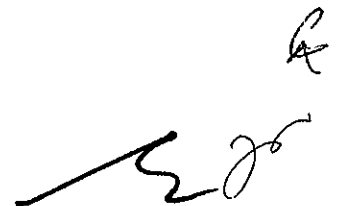
Please describe your overall evaluation on the project.

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.

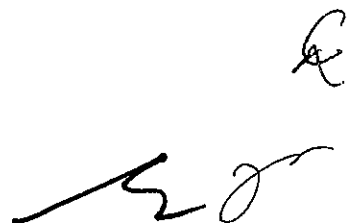
5-3 Monitoring Plan of the Indicators for Post-Evaluation

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



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)
12. Report on the Management of Safety for Construction Works



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						

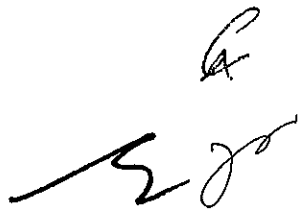
2. Monitoring of the Unit Price of Specified Materials

(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)



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%)	

Report on the Management of Safety for Construction Works

Month/Year 2022 年 × 月	Cumulative number of labor 労働延人数	Cumulative number of public accident 公衆災害件数	Cumulative hours worked 延べ実労働時 間数	Number of deaths and injuries due to industrial accidents 労働災害による死傷者				Frequency rate 度数率	Severity rate 強度率
				Death and injuries 死傷者数	Aggregated number of calendar days absent 延べ休業日数	Aggregated number of work- days lost 延べ労働損失日数			
This Month 当月				Death 死者					
				More than 4 calendar days absent 休業 4 日以上					
				1 to 3 calendar days absent 休業 1～3 日					
				Total 計					
Total including this month 当月迄累計				Death 死者					
				More than 4 calendar days absent 休業 4 日以上					
				1 to 3 calendar days absent 休業 1～3 日					
				Total 計					
				Note 注)					
				1. Frequency rate is the frequency of occurrence of industrial accidents. 度数率 = (Number of deaths and injuries due to industrial accidents ÷ Cumulative hours worked) × 1,000,000 度数率 = (労働災害による死傷者数 ÷ 延べ実労働時間数) × 100 万時間 2. Severity rate is degree of seriousness of the industrial accident. Severity rate = (Aggregated number of work-days lost ÷ Cumulative hours worked) × 1,000 強度率 = (延べ労働損失日数 ÷ 延べ実労働時間数) 1000 時間 3. Aggregated number of work-days lost = Aggregated number of calendar days absent × (300 ÷ 365) Death (7,500 days) : death as a result of an industrial accident includes not only instantaneous death but also death as a result of occupational injury or disease. 延べ労働損失日数 = 延べ休業日数 × (300 ÷ 365) . . . 死亡 7500 日 (即死のほか負傷が原因で死亡したものを含む) 4. Frequency rate and severity rate are rounding off the third decimal place. 度数率・強度率は小数点第 3 位以下四捨五入					

MAJOR UNDERTAKINGS TO BE TAKEN BY
THE GOVERNMENT OF FSM

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

(1) Before the Tender

No.	Items	Deadline	In charge	Estimated Cost	Ref.
1	To sign the banking arrangement (B/A) with a bank in Japan (the Agent Bank) to open bank account for the Grant	within 1 month after signing of the G/A	DOFA		
2	To issue A/P to the Agent Bank for the payment to the consultant	within 1 month after signing of the agreement with the consultant	DOFA		
3	To bear the following commissions to the Agent Bank for the banking services based upon B/A				
	1) Advising commission of A/P	within 1 month after signing of the agreement with the consultant	DOFA		
	2) Payment commission for A/P	every payment for the consultant	DOFA		
4	To approve EIA/IA (Conditions of approval should be fulfilled, if any) and secure the necessary budget for implementation for Environmental Management Plan(EMP) and Environmental Monitoring Plan (EMoP) (and fulfilling conditions of approval, if any).	within 1 month after the signing of the G/A	PPA		
5	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 documents	PPA		
6	To compensate with full replacement cost in accordance with RAP	before any physical impact by land acquisition such as resettlement	PPA		
7	To secure the lots of land necessary for the Project including land for site office, plant yard, material storage yard, motor pool, temporary construction yard, and waste disposal site with good access to the Project sites.	before notice of the bidding documents	PPA		
8	To obtain or arrange for license, permission and other necessary procedures for the Project.	before notice of the bidding documents	PPA		
9	To clear, level and reclaim the following sites 1) remove utilities 2) existing facilities 3) leveling and reclaiming the sites	before notice of the bidding documents	PPA		

4


10	To submit Project Monitoring Report (with the result of Detailed Design)	before preparation of the bidding documents	PPA		
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B/A: Banking Arrangement

A/P: Authorization to Pay

DOFA: Department of Finance and Administration

PPA: Pohnpei Port Authority

(2) During the Project Implementation

No	Items	Deadline	In charge	Estimated Cost	Ref.
1	To issue A/P to the Agent Bank for the payment to the supplier and the contractor	within 1 month after signing of the contract(s)	DOFA		
2	To bear the following commissions to the Agent Bank for the banking services based upon the B/A				
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	DOFA		
	2) Payment commission for A/P	every payment	DOFA		
3	To ensure prompt unloading and customs clearance at ports of disembarkation in recipient country and to assist the contractor(s) and/or supplier(s) with internal transportation therein	during the Project	PPA		
4	To accord Japanese nationals 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	PPA		
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 by its designated authority without using the Grant	during the Project	PPA		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	PPA		
7	To notify JICA promptly of any incident or accident, which has, or is likely to have, a significant adverse effect on the environment, the affected communities, the public or workers.	during the construction	PPA		
8	1) To submit Project Monitoring Report	every month	PPA		
	2) To submit Project Monitoring Report after each work under the contract(s) such as shipping, hand over, installation and operational training	within 1 month after completion of each work	PPA		
	3) To submit Project Monitoring Report (final) (including as-built drawings, equipment list, photographs, etc.)	within 1 month after issuance of Certificate of Completion for the works under the contract(s)	PPA		
9	To submit a notice concerning completion of the Project	within 6 months after completion of the Project	PPA		

10	To provide facilities for electric power supply and other incidental facilities necessary for the implementation of the Project outside the site(s)	before start of the construction	PPA		
11	To ensure the safety of persons engaged in the implementation of the Project	during the Project	PPA		
12	To take necessary measures for security and safety of the Project site 1) maintaining the safety of workers and the general public by thorough implementation of safety measures and immediate action in the case of accident 2) traffic control around the site(s) and on transportation routes of construction materials	during the construction	PPA		
13	To implement EMP and EMoP	during the construction	PPA		
14	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	PPA		

(3) After the Project

No.	Items	Deadline	In charge	Estimated Cost	Ref.
1	To implement EMP and EMoP	for a period based on EMP and EMoP	PPA		
2	To submit results of environmental monitoring to JICA, by using the monitoring form, semiannually - 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 PPA and JICA.	for 3 years after the Project	PPA		
3	To operate and maintain properly and effectively the facilities constructed and equipment provided under the Grant Aid 1) Allocation of operation and maintenance cost 2) Operation and maintenance of facilities/equipment 3) Routine check/periodical inspection	after completion of the construction	PPA		

2. Other obligations of the Government of FSM funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
1	To construct the following facilities 1) New quay designed for a container ship having a capacity of 15,000 DWT: 160m long, 30m wide, 10m deep below DL including apron pavement and mooring posts 2) New container yard 3) Access road to the new quay ※ Subject to change (depending on the project cost) and/ or other donor's intention.		
2	To implement detailed design, bidding support and construction supervision (Consulting Service)		
3	Contingencies		
	Total		To be estimated

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

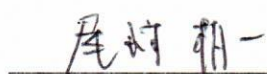
4. 協議議事録（2）

**Minutes of Discussions
on the Preparatory Survey for the Project for
Pohnpei Port Expansion
(Explanation on Draft Preparatory Survey Report)**

With reference to the minutes of discussions signed between the Government of Federated States of Micronesia (hereinafter referred to as "FSM") and the Japan International Cooperation Agency (hereinafter referred to as "JICA") on May 17th, 2023, and in response to the request from the Government of FSM dated August 16th, 2019, 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 Pohnpei Port Expansion (hereinafter referred to as "the Project").

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

Pohnpei, April 26th, 2024

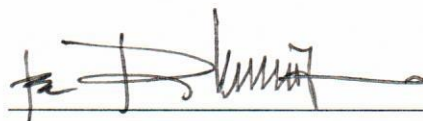


Ozaki Seiichi

Leader

Preparatory Survey Team

Japan International Cooperation Agency
Japan

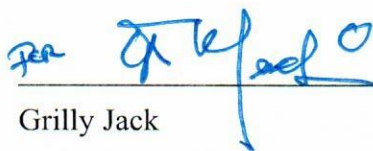


Carlson D. Apis

Secretary

Department of Transport, Communication
and Infrastructure

Federated States of Micronesia



Grilly Jack

General Manager

Pohnpei Port Authority

Federated States of Micronesia

ATTACHEMENT

1. Contents of the Draft Report

After the explanation of the contents of the Draft Report by the Team, the FSM side agreed to its contents. JICA will finalize the Preparatory Survey Report based on the confirmed items. The report will be sent to the FSM side around August 2024.

2. Cost estimate

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

3. 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.

4. Timeline for the project implementation

The Team explained to the FSM side that the expected timeline for the project implementation is as attached in Annex 1.

5. Expected outcomes and indicators

Both sides agreed that key indicators for expected outcomes are as follows. The FSM side will be responsible for the achievement of agreed key indicators targeted in year 2031 and shall monitor the progress for Ex-Post Evaluation based on those indicators.

[Quantitative indicators]

Indicator	Base Value (Before implementation)	Target Value (After implementation)
The ratio of the days when purse seiners were evacuated to that of call per year	16%	8%
The ratio of the total number of purse seiners evacuated to that of call per year	15%	6%
The ratio of the total number of fish carriers that conduct CIQ at sea due to congestion to that of call per year	13%	5%

[Qualitative indicators]

To improve safety at port entry/ departure and evacuation

To improve maritime logistics through smooth navigation of cargo and fishing vessels

6. 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 FSM side is required to provide necessary support for the data collection.

7. Undertakings of the Project

Both sides confirmed the undertakings of the Project as described in Annex 2. With regard to exemption of customs duties, internal taxes and other fiscal levies as stipulated in 1. (2) 5 of Annex 2, both sides confirmed that such customs duties, internal taxes and other fiscal levies, which shall be clarified in the bid documents by the Pohnpei Port Authority (hereinafter referred to as "PPA") during the implementation stage of the Project.

The FSM 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. More accurate costs will be calculated at the Detailed Design stage.

Both sides also confirmed that the Annex 2 will be used as an attachment of G/A.

8. 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 3. The timing of submission of the PMR is described in Annex 2.

9. Project completion

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

10. Environmental and Social Considerations

10-1 General Issues

10-1-1 Environmental Guidelines and Environmental Category

The Team explained that 'JICA Guidelines for Environmental and Social Considerations (January 2022)' (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 port project, is not located in a sensitive area, and has none of the sensitive characteristics under the JICA guidelines for environmental and social considerations (January 2022), it is not likely to have a significant adverse impact on the environment.

10-1-2 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 4. The FSM side assured that they shall take the necessary measures in accordance with the Environmental Checklist. Both sides agreed that in case of major modification of the content of the Environmental Checklist, the FSM side shall submit the modified version to JICA in a timely manner.

10-2 Environmental Issues

10-2-1 Environmental Impact Assessment (EIA)

Both sides confirmed the IA (Initial Assessment) report will be submitted to Environmental Protection Agency in May 2024 and approved by Environmental Protection Agency in June 2024 and the EIA report will not be required for the Project in the state's legal system.

10-2-2 Environmental Management Plan and Environmental Monitoring Plan

Both sides confirmed Environmental Management Plan (EMP) and Environmental Monitoring Plan (EMoP) of the Project are as Annex 5, 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.

10-2-3 Consultation with Local Stakeholders

The FSM side explained that local stakeholder meeting on the Project with relevant stakeholders and local residents with particular attention to directly affected peoples by the Project was held at the conference room of PPA administration building on April 16th, 2024. Advance announcements were posted on the bulletin boards of PPA administration building, Pohnpei State Government office and Sokehs Municipal Government office. Questions about the development plans for fishery activities and the future plan for use of the quay to be constructed in the Project were raised by attendees. There were no objections to the implementation of the Project. Details of the discussions in the stakeholder meeting are summarized as per Annex 6.

10-2-4 Other specific environmental issues which need to be confirmed/agreed between the parties.

Both sides confirmed that mitigation measures for the impacts on coral reefs will be implemented by placing rubble mats on the north side of the quay wall as alternative habitats for reef dwelling, and that partial relocation of the blue corals will be implemented. During the Project implementation, the contractor will monitor the survival and growth of transplanted corals. After the Project, the periodic monitoring by the FSM side is recommended

10-3 Environmental and Social Monitoring

10-3-1 Environmental Monitoring

Both sides agreed that the FSM side will submit the results of environmental monitoring to JICA as a part of Monthly Progress Report by using the monitoring form attached as Annex 7. The timing of submission of the monitoring form is described in Annex 2. In case JICA finds that there is a need for improvement in a situation with respect to environmental considerations after the agreed monitoring period, JICA may request to extend the period of monitoring and reporting until JICA confirms the issues have been properly addressed. The extension of the monitoring will be decided in accordance with the agreement between the Government of FSM and JICA.

10-3-2 Information Disclosure of Monitoring Results

Both sides confirmed that it will take stipulated procedures for information disclosure in accordance with the state's legal system. In addition, the Team requested the FSM side to disclose the results of environmental and social monitoring to local stakeholders and the FSM side agreed to disclose monitoring results through their website / in their field offices by date.

The FSM side agreed JICA will disclose the results of environmental and social monitoring submitted by the FSM side as the monitoring forms attached as Annex 7 on its website. If the third parties request further information, JICA disclose the information, which is subject to approval by FSM.

11. Other Relevant Issues

11-1 Disclosure of Information

Both sides confirmed that the Preparatory Survey Report from which the cost estimate and technical specifications of the Project are 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.

Annex 1 Project Implementation Schedule

Annex 2 Major Undertakings to be taken by the Government of FSM

Annex 3 Project Monitoring Report (template)

Annex 4 Environmental Check List

Annex 5 Environmental Management Plan/Environmental Monitoring Plan

Annex 6 Details of the Discussions in the Stakeholder Meeting

Annex 7 Environmental and Social Monitoring Form

PROJECT IMPLEMENTATION SCHEDULE

The estimated timeline of the Project Implementation is as follows:

- | | |
|---|-------------------------------|
| - Exchange of Note (E/N): | July 2024 |
| - Grant Agreement (G/A): | August 2024 |
| - Opening of Bank Account for Grant: | September 2024 |
| - Consulting Service Agreement: | September 2024 |
| - Detailed Design: | September 2024 – January 2025 |
| - Procurement of the Contractor/Supplier: | January 2025 – May 2025 |
| - Construction Works: | June 2025 – April 2028 |
| - Defect Liability Inspection: | April 2029 |

MAJOR UNDERTAKINGS TO BE TAKEN BY
THE GOVERNMENT OF FSM

1. Specific obligations of the Government of FSM which will not be funded with the Grant
(1) Before the Tender

No.	Items	Deadline	In charge	Estimated Cost	Ref.
1	To sign the banking arrangement (B/A) with a bank in Japan (the Agent Bank) to open bank account for the Grant	within 1 month after signing of the G/A	DOFA		
2	To issue A/P to the Agent Bank for the payment to the consultant	within 1 month after signing of the agreement with the consultant	DOFA		
3	To bear the following commissions to the Agent Bank for the banking services based upon B/A				
	1) Advising commission of A/P	within 1 month after signing of the agreement with the consultant	DOFA	30USD	
	2) Payment commission for A/P	every payment for the consultant	DOFA	530USD	
4	To approve IA	June 2024	PPA/EPA		
5	To secure the necessary budget for implementation of EMP and EMoP	within 1 month after the signing of the G/A	PPA		
6	To clear the following lands 1) Project sites for the quay, the container yard and the access road 2) Demolition of existing buildings abandoned boat, waste, power distribution line and trees 3) Temporary construction yard and stock yard 4) Borrow pit and disposal site near the Project area	December 2024	PPA	184,000 USD	
7	To provide facilities for electric power supply and other incidental facilities necessary for the implementation of the Project outside the site(s)	before start of the construction	PPA		
8	To obtain or arrange for license, permission and other necessary procedures for the Project as follows. 1) Earthmoving Permit 2) Department of Land Application 3) Historic Preservation 4) Marine Resources Assessment Report 5) Municipal Government Clearance	before notice of the bidding documents	PPA EPA		
9	To submit Project Monitoring Report (with the result of Detailed Design)	before preparation of the bidding documents	PPA		

B/A: Banking Arrangement

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A/P: Authorization to Pay
DOFA: Department of Finance and Administration
EPA: Environmental Protection Agency
PPA: Pohnpei Port Authority

(2) During the Project Implementation

No	Items	Deadline	In charge	Estimated Cost	Ref.
1	To issue A/P to the Agent Bank for the payment to the supplier and the contractor	within 1 month after signing of the contract(s)	DOFA		
2	To bear the following commissions to the Agent Bank for the banking services based upon the B/A				
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	DOFA	26,000 USD	
	2) Payment commission for A/P	every payment	DOFA		
3	To ensure prompt unloading and customs clearance at ports of disembarkation in the country of the Recipient and to assist the contractor(s) and/or supplier(s) with internal transportation therein	during the Project	PPA CTA		
4	To accord Japanese nationals 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	PPA		
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	PPA CTA DRT		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	PPA		
7	To notify JICA promptly of any incident or accident, which has, or is likely to have, a significant adverse effect on the environment, the affected communities, the public or workers.	during the construction	PPA		
8	1) To submit Project Monitoring Report	every month	PPA		
	2) To submit Project Monitoring Report (final) (including as-built drawings, equipment list, photographs, etc.)	within 1 month after issuance of Certificate of Completion for the works under the contract(s)	PPA		
9	To submit a notice concerning completion of the Project	within 6 months after completion of the Project	PPA		
10	To relocate the tide gauge	during the Project	PPA	35,000 USD	
11	To ensure the safety of persons engaged in the implementation of the Project	during the Project	PPA		
12	To take necessary measures for security and safety of the Project site 1) maintaining the safety of workers and the general public	during the construction	PPA		

	by thorough implementation of safety measures and immediate action in the case of accident 2) traffic control around the site(s) and on transportation routes of construction materials				
13	To implement EMP and EMoP	during the construction	PPA		
14	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	PPA		

CTA: FSM Customs & Tax Administration

DRT: Pohnpei State Government, Division of Revenue and Taxation

(3) After the Project

No.	Items	Deadline	In charge	Estimated Cost	Ref.
1	To construct the fence	after completion of the construction	PPA	111,000 USD	
2	To implement EMP and EMoP	for a period based on EMP and EMoP	PPA		
3	To submit results of environmental monitoring to JICA, by using the monitoring form, semiannually - 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 PPA and JICA.	for 3 years after the Project	PPA		
4	To operate and maintain properly and effectively the facilities constructed and equipment provided under the Grant Aid, and are not used for military purposes 1) Allocation of operation and maintenance cost 2) Operation and maintenance of facilities/equipment 3) Routine check/periodical inspection	after completion of the construction	PPA		

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2. Other obligations of the Government of FSM funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
1	To construct the following facilities 1) New quay 2) Yard 3) Access road to the new quay	April 2028	
2	To implement detailed design, bidding support and construction supervision (Consulting Service)		
3	Contingencies		
	Total		4,246

* 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)	Person in Charge	(Designation)
	Contacts	Address:
		Phone/FAX:
		Email:
Executing Agency	Person in Charge	(Designation)
	Contacts	Address:
		Phone/FAX:
		Email:
Line Ministry	Person in Charge	(Designation)
	Contacts	Address:
		Phone/FAX:
		Email:

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 (_____): _____

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 (proposed in the outline design)	Actual
1.		

2-2 Scope of the work

Components	Original* (proposed in the outline design)	Actual*
1.		

Reasons for modification of scope (if any).

Annex 3-2

(PMR)

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)
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Annex 3-3

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	Original (proposed in the outline design)	Actual (in case of any modification)	Original ^{1),2)} (proposed in the outline design)	Actual
	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 spare parts, 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)

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:
3. (Description of Risk)	Contingency Plan (if applicable):
	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):
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.

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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.

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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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ENVIRONMENTAL CHECK LIST

JICA Environmental Checklist 11: Ports and Harbors

Points to Note:

1. Answers should not be limited to only Yes/No, but the rationale of the answer and mitigation measures should also be described in the "Confirmation of Environmental Considerations" column.
2. If you have any questions about terminology, etc., please refer to "Japan International Cooperation Agency Guidelines For Environmental and Social Considerations (January 2022)" (the JICA Guidelines) and "Answers to Frequently Asked Questions about the Japan International Cooperation Agency Guidelines For Environmental and Social Considerations (January 2022)" (FAQ).

Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
1. Permits and Consultations	(1) Environmental Assessment and Environmental Permits	(a) Have EIA reports been already prepared in official process? (b) Are the EIA reports written in the official or widely used language of the host country? (c) Have EIA reports been approved by authorities of the host country government? (If not yet approved, write the expected date of the approval in the "Confirmation of Environmental Considerations" column.) (d) Have EIA reports been approved with any conditions? If conditions are imposed on the approval of EIA reports, are the conditions satisfied? (e) In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government? (f) Do the EIA reports cover the items described in Appendix 2 of the JICA Guidelines? (The scope and detail of the impact assessment may be adjusted according to the impact of the project.) (g) Do the environmental and social consideration confirmation cover the project's whole scope, cumulative impacts, derivative and secondary impacts, as well as impacts of indivisible projects?	(a) N (b) Y (c) N (d) Y (e) N (f) Y (g) Y	(a) IA (Initial Assessment) Application form, including IA result, is currently under preparation. (b) In correspondence with Pohnpei EIA Regulation, the IAEIA documents shall also be published by Micronesian language. (c) Currently preparing IA application. (d) Land use permit, Earthmoving permit, Forestry clearance, Marine resource assessment, and Historical Preservation Review Permits are required to be approved or acquired. The applications are currently under preparation. (e) Following permits or approvals are required to be acquired from each respective departments or office of Pohnpei State: Land Use permit : Land Dept., EIA, Earthmoving Permit : Pohnpei EPA, Forestry Clearance, Marine Resource Assessment: Pohnpei Resource & Development (R & D) Dept., Historic Preservation Permit: Historic Preservation Office. (f) Yes they are covered. (g) There is a plan to have a certain one company facilities to be moved to an adjacent land of the project site, but apart from that, there are no other projects that are indivisible to the subject project.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(2) Explanation and Consultation with Local Stakeholders	(a) Are local stakeholders properly analyzed and identified? (b) Does the project provide appropriate explanations to local stakeholders about the content and impact of the project, and gain their understanding, through the process of ensuring meaningful consultation including information disclosure? (c) For local stakeholder consultations, are records of consultations prepared, including the gender and other attributes of the participants? (d) Have comments from local stakeholders (such as local residents) been reflected to the project design, etc.?	(a) Y (b) N (c) N (d) N.A.	(a) Conducted stakeholder analysis, including project proponent, related agencies, municipal governments, beneficiaries, NGOs and project affected persons, etc., and identified on relative stakeholders that should be invited to the stakeholder meeting. (b) To be held during IA Draft stage. (c) Participants list, including gender information shall be taken as part of the minutes record. (d) If any comments are raised from the stakeholders, they will be incorporated into the I/EIA document, including project designing if necessary.
	(3) Examination of Alternatives	(a) Is the project/plan's scope of multiple alternatives adequately considered? (b) Are alternatives that are feasible in terms of technical, financial, and environmental and social aspects considered from the view point of environmental and social items and, if necessary, reducing total greenhouse gas emissions? (c) Are comparisons made with the "without project" scenario?	(a) Y (b) Y (c) Y	(a) Consideration of Alternatives was conducted, including confirmation on project site selection, alternative of not implementing the project, and alternatives regarding the new wharf designing. (b) Proposed on alternative of facilities that emit less or no GHG emission. (c) Alternative including alternative of not implementing the project was considered.
2. Pollution Control	(1) Air Quality	(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 emission standards of the host county, etc. ? (b) Do air pollutants emitted from the project cause areas that do not comply with the ambient air quality standards of the host country, etc. ? (c) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y (b) N (c) N	(a) As for all measured parameters, had all met the environmental standard. (b) No result on ambient air pollution was detected through the baseline survey, and throughout all construction phase and after operation phases, it is assumed that the level of ambient air quality will remain clean meeting with the environmental standard. (c) Mitigation measures, such as regular maintenance of construction vehicle and/or equipment, etc., regular sprinkling of water, mitigation measures, and posting traffic control personnel, etc. will be considered.

Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
2. Pollution Control	(2) Water Quality	(a) Do effluents from the project facilities comply with the effluent standards of the host country, etc. ? (b) Do effluents from ships and ancillary equipment such as dock comply with the effluent standards of the host country, etc. ? (c) Are adequate measures taken to prevent leakages of oil and hazardous materials into surrounding waters? (d) Do oceanographic changes, such as alteration of ocean currents and reduction in seawater exchange rates (deterioration of seawater circulation) due to modification of water areas such as shoreline modifications, reduction in water areas, and creation of new water areas, cause changes in water temperature and water quality? (e) In the case of the projects including land reclamation, are adequate measures taken to prevent contamination of surface water, seawater, and groundwater by leachates from the reclamation areas? (f) Does the quality of sanitary wastewater and stormwater comply with the effluent standards of the host country? (g) Do effluents from the project cause areas that do not comply with the ambient water quality standards of the host country? (h) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y. (b) Y. (c) Y (d) N (e) N (f) Y (g) N (h) Y	(a) Based on water treatment facility, general wastewater will be treated, therefore, treated wastewater shall meet with the environmental standard. (b) Treated wastewater to be discharged from vessels shall meet with the environmental standard, since the Pohnpei Port Rehabilitation Masterplan incorporates compliance with the IMO Conventions in terms of docking vessels to Pohnpei Port. (c) Waste oil and other pollutants will be properly managed on daily basis at a designated area. (d) The new quay is designed parallel to the shoreline, therefore, water current change should not be anticipated (e) Measures will be taken to prevent leachates from leaking into the ecosystem. (f) Same as above item (a). (g) There will be no section that will not comply with the environmental standard. (h) Monitoring and prevention measure to avoid spread of turbid water shall be taken place, at dredging works period, due to expectation of impact on seawater turbidity that will be anticipated during its period.

Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(3) Wastes	(a) Are wastes generated from ships and the related facilities properly treated and disposed of in accordance with the regulations of the host country? (b) Is offshore dumping of dredged materials and soils properly treated and disposed of in accordance with the regulations of the host country to prevent impacts on the surrounding water areas (or land areas)? (c) Are adequate measures taken to prevent discharge or dumping of hazardous materials to the surrounding water areas? (d) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y (b) Y (c) Y (d) N	(a) Wastes to be generated from vessels shall be properly managed and disposed, since the Pohnpei Port Rehabilitation Masterplan incorporates compliance with the IMO Conventions in terms of docking vessels to Pohnpei Port. (b) Dredged soil will be reused as reclamation material (c) Adequate measures will be adopted. (d) Negative impact will not be anticipated, but wasted will be daily managed at a designated area.
	(4) Soil Contamination	(a) Has the soil at the project site been contaminated in the past? (b) Are adequate measures taken to prevent soil contamination? (c) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y (b) Y (c) N	(a) Several heavy metal concentration rate are high, most probably by natural phenomenon reason. (b) Measures will be taken to prevent leachates from leaking into the ecosystem. (c) No negative impact is anticipated.
	(5) Noise and Vibration	(a) Does the noise generated by operation comply with standards of the host country, etc.? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y (b) N	(a) Baseline noise intensity measurement reveals that at present the noise is meeting with the environmental standard. (b) There is a certain amount of distance between the construction area and residential area, and so no specific impact should be anticipated, however, monitoring will be required during construction periods when large noise intensity is expected.
	(6) Subsidence	(a) Is there a possibility that the extraction of a large volume of groundwater causes subsidence? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) N (b) N	(a) No plan to pump up large volume of groundwater, therefore, inapplicable (b) No negative impact anticipated.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
2. Pollution Control	(7) Odor	(a) Are there any odor sources? Are adequate odor control measures taken? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y (b) N	(a) Dredged soil may become a source of offensive odor, however, since they will be reused as reclamation material, and so impact should be limited. (b) Impact is limited, but monitoring will be required by observation/
	(8) Sediment	(a) Are adequate measures taken to prevent contamination of sediments by discharges or dumping of hazardous materials from ships and related facilities? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) Y (b) N	(a) Hazardous waste will be stored and managed properly at a designated area, and will also be transported and disposed properly. (b) No negative impact is anticipated, since bottom sediment quality at dredging area basically meets with the environmental standard.
3. Natural Environment	(1) Protected Areas	(a) Is the project site located in protected areas designated by the country's laws or international treaties/ conventions? (b) Does the project affect the protected areas? (c) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) N (b) N (c) N	(a) Not applicable (b) Adequate measures will be taken not to cause impact. (c) Impact will not be anticipated to occur.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(2) Biodiversity	(a) Does the project site encompass primary forests, natural forests in tropical areas, habitats with important ecological value (coral reefs, mangrove wetlands, tidal flats, etc.)? (b) Does the project site encompass habitats of rare species that require protection under domestic legislation, international treaties, etc.? (c) Are there any concerns about the significant impact on biodiversity by the project, with significant conversion or significant degradation of critical habitats or critical forests? If yes, are appropriate measures taken to address the impact on biodiversity? (d) Does the project have negative impacts on aquatic organisms? (e) Does the project have negative impacts on vegetation or wildlife of coastal zones? (f) If there are any other concerns about significant impacts on biodiversity, are measures taken to reduce the impacts on biodiversity? (g) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) N (b) Y (c) N (d) N (e) Y (f) N (g) N	(a) Although there is a mangrove forest at hinterland of the project site, the construction activity will not cause any negative impact to it. (b) The blue coral is a vulnerable species under IUCN category, and will be a subject of impact. (c) Confirmed the distribution of blue coral in other waters off the coast of Pohnpei State and, in the opinion of the Pohnpei State Resource Development (R&D) Department, that there is no legal obligation to take compensatory measures such as transplantation associated with dredging work based on such existence also in other areas of the State. However, in accordance with the consultation with two Japanese experts of coral regarding common procedure in Japan for mitigation of the removal of corals, it was decided that some portion of blue coral would be transplanted. (d) Humphead wrasse, an endangered species, was observed in the water area of the project site during a subcontracted survey. However, the situation was recognized as not of an issue, since observed species were two juveniles and so the subject water area was not considered as a spawning ground, but only migratory fish by the R&D Department. (e) Same as (c) above (f) Following confirmation of (c) above, no special measures will be taken. (g) Monitoring the same species distributed around the construction area to confirm whether there is any impact from the construction.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(3) Hydrology	(a) Does the installation of the port and harbor facilities cause oceanographic changes? (b) Are there any impacts on groundwater system (drawdown, salinification, etc.) due to landfill construction and harbor excavation, etc.? (c) Does the project have negative impacts on current conditions, waves and tides, etc.? (d) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) N (b) N (c) N (d) N	(a) The new wharf is designed parallel to the shoreline, therefore, no impact to the hydrologic situation to the current. (b) No such impact anticipated. (c) Same as above item (a), therefore, no impact is anticipated. (d) Ditto
	(4) Topography and Geology	(a) Does the installation of port and harbor facilities cause a large-scale alteration of topographic features and geological structures in the surrounding areas or limitation of natural beaches? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) N (b) N	(a) No impact to be anticipated (b) Ditto

Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
4. Social Environment	(1) Resettlement and Land Acquisition	(a) Is land acquisition with involuntary resettlement caused by project implementation? If yes, please describe the scale of land acquisition and resettlement. (b) Are efforts made to minimize the impacts caused by the resettlement? Are there any other land acquisition or loss of livelihoods? (c) Is adequate explanation on compensation and livelihood restoration program given to affected people prior to resettlement? (d) Is the resettlement plan, including compensation with full replacement costs, restoration of livelihoods and living standards, developed based on socioeconomic studies on resettlement? (e) Are the compensations paid prior to the resettlement? (f) Are the compensation policies prepared in document? (g) Does the resettlement plan pay particular attention to vulnerable social groups, such as women, children, elderly peoples, people in poverty, persons with disabilities, refugees, internally displaced persons, and minorities? (h) Are the compensation to be agreed are explained to the project affected persons in writing, and are agreements with the affected people obtained prior to resettlement? (i) Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan? (j) Are any plans developed to monitor the impacts of resettlement? (k) Is the grievance redress mechanism established?	(a) Y (b) Y (c) N (d) N (e) Y (f) Y (g) N (h) N (i) N (j) N (k) N	(a) There was a land dispute related to the project site, but the issue was resolved after the rulings of the Pohnpei State District Court and the Supreme Court. (b) Compensation will be paid to the complainant who brought the land dispute in accordance with the outcome of the trial, and the residents of the former hotel at the business site that was illegally managed by the complainant will be subject to a rental contract with the same operator. After fulfilling the terms and conditions and paying the rental contract fee, the case has been resolved by voluntarily moving to another area. (c) As stated in (a) and (b) above, the land dispute issue has been resolved and the need for related measures before the project has been eliminated. (d) Resolved according to (b) above. (e) Compensation to the litigant who caused the land dispute has already been paid by the PPA in accordance with the court outcome. (f) The judgment materials of the court fall under the certification document. (g) There are no socially vulnerable people affected. (h) As per (b), (e), (f) above. (i) As shown in (a) to (c) above, this problem has been resolved and the measures and systems for resident relocation are not applicable. (j) The problem has been resolved and is not indicated. (k) Same as above.

Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(2) Living and Livelihood	(a) Does the project adversely affect the living conditions of the inhabitants? Are adequate measures considered to reduce the impacts, if necessary? (b) Do the changes in water uses (including fisheries and recreational uses) in the surrounding areas due to the project adversely affect the livelihoods of inhabitants? (c) Do the port and harbor facilities adversely affect the existing water traffic and road traffic in the surrounding areas? (d) Does the project have a negative impact on ecosystem services (provisioning services and regulating services) and affect health and safety of the community (especially indigenous peoples who depend on the services)? (e) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a)N (b)N (c)N (d)N (e)N	(a) Rehabilitation of port facilities is expected to have a positive impact on the local economy. However, in order to avoid negative impacts on the residents and fishermen of the fishing village on the opposite shore of the project site, noise, water quality, and sediment monitoring will focus on the catch of traditional fisheries, the income and living standards of traditional fishermen (some of which will continue even after operation). (b) Rehabilitation of port facilities will have a positive impact on local fisheries. (c) Construction of the new quay and access road will make accelerators more convenient and no negative impact is expected. (d) No negative impact is expected. (e) No negative impact is expected. However, in view of the possibility that the construction will have a certain impact on the fishing villages and fishermen on the opposite bank of the project site, we will monitor noise, water quality, traditional fishing catches, etc. during the construction stage, and will Through interviews with local fishermen, we will confirm whether there will be any negative impact on the income and standard of living of traditional fishermen.
	(3) Vulnerable Social Groups	(a) Is appropriate consideration given to vulnerable social groups, such as women, children, elderly peoples, people in poverty, persons with disabilities, refugees, internally displaced persons, and minorities? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a)N (b)N	(a) Target group has not been identified (b) Due to the above reasons, no negative impact is expected.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
4. Social Environment	(4) Heritage	(a) Does the project damage any archeological, historical, cultural, and religious heritage? Are adequate measures considered to protect these sites in accordance with the laws of the host country? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a)N (b)N	(a) There are no valuable cultural sites within or adjacent to the project site area. Scheduled to obtain historic site preservation approval (b) No negative impact is expected.
	(5) Landscape	(a) Does the project adversely affect landscapes that require special considerations? (b) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a)N (b)N	(a) No negative impact is expected. (b) No negative impact is expected.
	(6) Ethnic Minorities and Indigenous Peoples	(a) Are considerations given to reduce impacts on the culture and lifestyle of ethnic minorities and indigenous peoples? (b) Are all of the rights of ethnic minorities and indigenous peoples in relation to land and resources to be respected? (c) Is an indigenous peoples plan prepared and published, if necessary? (d) Do the project make efforts to obtain the Free, Prior, and Informed Consent (FPIC) of the affected indigenous peoples? (e) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a)N (b)N (c)N (d)N (e)N	(a) There are no indigenous people, but the understanding and consent for project implementation has been obtained in advance from the local chief. (b) Same as above. (c) Not applicable due to the same reason (d) Same as (a) above. (e) No impact is expected.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
	(7) Working Conditions	(a) Does the project comply with laws related to occupational health and safety of the host country? (b) Are tangible safety considerations in place for individuals involved in the project, such as installation of safety equipment which prevents industrial accidents, and management of hazardous materials, etc.? (c) Are intangible measures being planned and implemented for individuals involved in the project, such as development of health and safety plans, and conducting safety trainings (including traffic safety and public health) for workers etc.?	(a) Y (b) Y (c) Y	(a) HSE related laws and regulations will be complied with. (b) Safety measures will be taken. (c) Training on safety and health, safety education, emergency preparedness, HIV countermeasures, etc. will be provided.
	(8) Health, Safety and Security of Local Communities	(a) Are there any negative impacts on health/hygiene of the local community, such as disease outbreaks (including HIV and other infectious diseases) due to the influx of workers, etc. associated with the project? Are there any mitigation measures in place for the impacts? (b) Are there any negative impacts on the safety of the local community, such as deterioration of public safety, due to the influx of workers, etc. associated with the project? Are there any mitigation measures in place for the impacts? (c) When security guards are hired for the project or other personnel are deployed to ensure and maintain the security of the project area as well as the persons related to the implementation of the project during the project preparation and implementation, are any appropriate measures taken for such personnel not to use any force to provide security except for preventive and defensive purposes? (d) Does the construction have negative impacts? Are there any mitigation measures in place for the impacts?	(a) N (b) N (c) N (d) N	(a) HIV/AIDS control programs shall be implemented. (b) Education and training for workers will be carried out. (c) Security in compliance with Micronesian-related laws will be applied and education and training will be provided. (d) No impact expected.

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Category	Item	Main Check Items	Yes: Y No: N	Confirmation of Environmental Considerations (Reasons, Mitigation Measures)
5. Others	(1) Monitoring	(a) Does the project proponent develop and implement monitoring program for the environmental and social items that are considered to have potential impacts? (b) What are the items, methods and frequencies of the monitoring program? (c) Does the project proponent establish an adequate monitoring framework (organization, personnel, equipment, and 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 reporting the monitoring results from the project proponent to the regulatory authorities? (e) Is the grievance redress mechanism regarding environmental and social considerations established?	(a) Y (b) Y (c) Y (d) Y (e) Y	(a) To be carried out; (b) Mitigation measures and monitoring plans are organized. (c) Shall be established (d) Prescribed (e) A Grievance Redress Mechanism will be established in which the business owner is the point of contact for receiving grievances.
6. Note	(1) Reference to Checklist of Other Sectors (2) Note on Using Environmental Checklist	(a) Where necessary, pertinent items described in the Roads, Railways, and Bridges checklists should also be checked (e.g., projects including construction of access road to the port). (a) Where necessary, the impacts to transboundary or global issues should be confirmed (e.g. the project includes factors that may cause problems, such as transboundary waste treatment or global warming). (b) For projects that are expected to generate more than a certain amount of greenhouse gas emissions, is the total amount of the greenhouse gas emissions estimated before the project implementation?	(a) N (a) N (b) N.	(a) An access road of just under 120m is planned to be constructed, but it is a very small road and therefore negative impact is thought to be limited. Water sprinkling and noise monitoring tower measures will be taken during construction. (a) Type of facilities that may emit GHG gas will not be constructed and since this is a small-scale rehabilitation project, so therefore inapplicable. (b) Same as above.

ENVIRONMENTAL MANAGEMENT PLAN/
ENVIRONMENTAL MONITORING PLAN

Environmental Management Plan

No.	Items (Impacts)	Proposed Mitigation Measures	Implementing Organization	Responsible Organization	Cost
Before Construction :					
12	Natural resource	When procuring materials that require the mining of original natural resources, we will confirm in advance whether the mining site has obtained environmental permits such as EIAs and earthwork permits, and whether the validity period of these permits is appropriate for this project.	Contractor	PPA, Pohnpei EPA	Included in construction cost
During Construction:					
1	Ambient air quality	Regular water sprinkling will be performed on days when dust is expected to be generated due to construction. Periodic instrument measurements will be taken at the boundaries of the residences to confirm the results.	Contractor	PPA, Pohnpei EPA	Included in construction cost
2	Water Quality	Visually check for turbidity and if turbidity is expected to occur due to construction, reduce its spread by silt protectors. Periodically check by instrumental measurements.	Contractor	PPA, Pohnpei EPA	Included in construction cost
3	Soil	Take measures to prevent leakage from the source to outside the premises.	Contractor	PPA	Included in construction cost
6	Noise	Use low-noise, low-vibration vehicles/vessels and heavy equipment and perform regular maintenance.	Contractor	PPA, Pohnpei EPA	Included in construction cost
7	Ground	Periodically check for visual	Contractor	PPA	Included in

No.	Items (Impacts)	Proposed Mitigation Measures	Implementing Organization	Responsible Organization	Cost
	subsidence	settlement.			construction cost
8	Odor	Designate and publicize temporary storage sites for waste (general and special), and periodically check for proper disposal of waste when it is taken out of the system. When temporarily storing dredged soil, take measures to prevent the diffusion of odors outside the site.	Contractor	PPA	Included in construction cost
9	Sediment	Proper treatment and disposal of dredged soil, including diversion of dredged soil to landfill material and consideration of construction methods to prevent soil from being discharged into the ocean.	Contractor	PPA	Included in construction cost
11	Ecosystem	Periodically check the transplanted blue corals survive or not.	Contractor	PPA, Pohnpei EPA	Included in construction cost
12	Natural Resource	Construction materials will be procured from locations that have obtained environmental permits.	Contractor	PPA	Included in construction cost
13	Hydrological Situation	Periodically check for changes in current conditions in the surrounding waters due to the construction.	Contractor	PPA	Included in construction cost
14	Topography & Geography	Periodic checks will be made to ensure that there are no changes in the shoreline of the surrounding sea area as a result of the construction.	Contractor	PPA	Included in construction cost
19	Social Unrest	Periodic checks will be made to determine if the construction has affected the fishing industry in the surrounding waters.	Contractor	PPA	Included in construction cost
27	Gender	When hiring construction workers, be aware of equal employment opportunities for men and women.	Contractor	PPA	Included in construction cost

No.	Items (Impacts)	Proposed Mitigation Measures	Implementing Organization	Responsible Organization	Cost
28	Working Environment	Periodic audits of construction workers' compliance with environmental, health, and safety standards.	Contractor	PPA	Included in construction cost
29	Impact during construction phase	Regularly check that appropriate mitigation and monitoring measures are in place.	Contractor	PPA	Included in construction cost
30	Accident prevention measures	In cooperation with the local police, provide traffic control personnel on access roads and other roads to the project site.	Contractor	PPA	Included in construction cost
32	Monitoring	Periodic checks to ensure that the conditions attached to the environmental permit are being complied with.	Contractor	PPA	Included in construction cost
During operation					
7	Ground subsidence	Check to see if settlement has occurred over the long term.	PPA	PPA	Included in operating expenses

Environmental Monitoring Plan

Env. Item	Analyzing item: parameter, etc.	Monitoring Stations	Frequency	Responsible Agencies	Supervising Institutions	Cost
Air Quality	SPM (PM ₁₀ , SO ₂ , NO ₂), Equipment measurement	Construction area boundary, residential area boundary	During const. once a week	Contractor	PPA, Pohnpei EPA	Included in construction cost
Water Quality	Turbidity Visual observation, Equipment measurement	Two locations around the area scheduled for dredging (one location is a blue coral distribution area and the other location is an offshore area that	Once before construction During construction: Once a week during construction where muddy conditions occur.	Contractor	PPA, Pohnpei EPA	

Annex 5-3

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Env. Item	Analyzing item: parameter, etc.	Monitoring Stations	Frequency	Responsible Agencies	Supervising Institutions	Cost
		will not be affected by dredging and reclamation work)				
Soil	Outflow from outside the system, Visual observation	Sea area around the construction area	Under construction: every rainy day	Contractor	PPA	
Noise	Noise (dB), equipment measurement	Construction area boundary, Residential area boundary	During Const: Once a week and once a day during construction that produces loud noises	Contractor	PPA, Pohnpei EPA	
Land Sub- sidence	Land subsidence situation, Visual confirmation	Inside the construction area	During Const: Once a month	Contractor	PPA	
Odor	Visual check	Inside the construction area	During Const: Once a week	Contractor	PPA	
Sediment	Appropriate management of dredged soil Measures to prevent ocean spills Visual confirmation	Inside the construction area	During Const: Once a week	Contractor	PPA	
Ecology	Periodically check every 3 months whether the transplanted blue corals survive or not.	Transplanted area	Under construction: every three months	Contractor	PPA, Pohnpei EPA	
Waste	Status of securing temporary storage space, management, proper disposal, etc. Visual confirmation	Inside the construction area	During Const: Once a week	Contractor	PPA, State Department of Health and Public Services	Included in construction cost
Natural resources	License status of material suppliers, Visual confirmation	Pohnpei State	Dring construction: every six months	Contractor	PPA	

Annex 5-4

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Env. Item	Analyzing item: parameter, etc.	Monitoring Stations	Frequency	Responsible Agencies	Supervising Institutions	Cost
Hydrology	Changes in flow conditions in surrounding waters Visual confirmation	Around the construction area	During construction: every six months	Contractor	PPA	
Topography and Geography	Coastline changes Visual confirmation	Around the construction area	During construction: every six months	Contractor	PPA	
Social Unrest	Impact of traditional fishermen on fishing grounds Confirmation through hearing etc.	Around the construction area	During construction: every six months	Contractor	PPA	
Gender	Employment status Confirmation through hearing etc.	Around the construction area	During construction: every six months	Contractor	PPA	
Working Environment	1. Compliance with EHS activities 2. Implementation of HIV/AIDS control programs Visual confirmation	Inside the construction area	During construction: everyday & every six months	Contractor	PPA	
Impact during construction phase	Compliance with mitigation measures and implementation of monitoring Confirmation with report	Inside the construction area	During construction: once a month	Contractor	PPA	Included in construction cost
Accident prevention measures	Traffic director placement status Visual confirmation	Around the construction area	During construction: once a week	Contractor	PPA	
Monitoring	Compliance status with additional conditions Confirmation with report	Inside the construction area	During construction: once a month	Contractor	PPA	

DETAILS OF THE DISCUSSIONS IN THE STAKEHOLDER MEETING



POHNPEI PORT AUTHORITY

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Stakeholder Meeting-PPA Port Expansion Project

April 16, 2024

PPA Conference Room

General Manager, Grilly Jack called the meeting to order at 2:09 pm in the PPA Conference Room

The present members includes: PPA, OFA, MSP, Soulik en Ehir(Sokehs), EPA, FSCO, PNI surf, Pohnpei Tourism, Liancheng, AMCREs, Sokehs Municipal, Pohnpei Fishing Club, Marine Surveillance, FSM TC&I, NORMA, Micronesian Conservation Society

General Manager welcome every one and introduce the purpose of the meeting and turn the floor to Koji Kobune.

Mr. Kobune introduce the agenda of the meeting as stated below

Project presentation

Project Objectives

Layout Plan

Construction schedule

Environmental and social considerations

Q&A and discussion

Mr. Kobune presented the PPA Port expansion project

- **Background survey:**
 - History surveys and plans – enhance the port to the north and south to ease the congestion and expand the capacity of mooring for purse seiners-surveys and plans started in 2010 and extended to August 2022 due to covid 19.
- **Development Concept-Objectives**
 - New quay needs to be developed to ease the capacity of mooring of purse seiners as well as in the long run in the case of increasing of fishing vessels

- In the case of increase fishing purse seiners, the existing wharf don't have the capacity to accommodate.
- Existing Wharf is old and exceeded the designated life of its capacity usage
- Commercial and fishing zones should be separated
- **Layout plan of new quay**
 - Accommodate ship of 160LOA, 15,000 DWT
 - Quay should be in length of 160m, apron width of 30m, water dept-10m, with steel pipes, the apron should be reinforced concrete, the access road should be concrete paved and expanded to 249m x 10m, the yard should be landfill with dredged coral sand and the surface should be covered with gravel.
- **Construction Plan and Schedule is as provided below:**
 - Exchange of note-August 2024
 - Grant Agreement – October 2024
 - Detail Design – February 2025
 - EIA – August 2024
 - Bidding- July 2025
 - Construction begins and ends – September 2025 to April 2028
- **Environmental and social considerations**
 - Social environmental consideration reports which include the description of the project, present status of environment and society, legal & organization of social & environmental considerations, alternative plans, scoping, social and environmental survey result, environmental evaluation impact, mitigation plan and cost, monitoring plan, implementation structure, stakeholder meeting, complaint handling mechanism.
 - Natural condition and environmental surveys-includes bathymetric, topographic, magnetic prospecting soil investigation, air quality, current water quality, bottom, sediment, and Mangrove, Coral vegetation
 - Responsibilities of Micronesia side includes site clearance, procedure of IEE & EIA, waiving of taxes (sales & import tax) and other necessary activities needed before the construction of the project.
- **Questions & Answers**

Q: For this expansion project, is there any designated area for clearing of customs for Yacht?

A: Expansion project is only focusing on fishing vessels activities

Q: Are the two manholes for water bunkering part of the project?

A: No manhole is included in the project

Q: Is it possible to share the presentation to everyone

A: Yes

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Q: Is the project expansion specifically for fishing activities or is it supporting other activities and is it in line with the fisheries investment policy

A: The port is specifically for fishing activities and they have done their surveys and understand the need to collect all sorts of permits before the start of the project. They believe that fishing activities should have a separate dock

Q: Is the expansion project not going to alter the Norma building that will be built next to the port expansion

A: It will not have any effect.

Q: As it's mentioned that the EIA will start in August 2024, are there any survey plans in place, and if there is any consideration of the neighboring community in the plan as in if there is any risk to the neighboring community?

A: Yes, they are keen about the social impact especially on the land dispute of Misko Beach and it has been settled based on a court ruling. Yes,

Q: Are there any social surveys of the area and the surrounding area

A: PPA will help collect other necessary items to help the project moving forward

Q: Is the project going to impose on the villagers due to dredging?

A: In monitoring the noise effect, they will be using piping hammers as it comes with no noise effect.

Q: Is there any mitigation plan?

A: Yes

Q: Is there any plan to disclose to the public the plan for the port expansion?

A: Yes

Requesting any comments from fishermen, but there's none. Stakeholders are in support of the project as it will bring in more revenue due to its enhancement capabilities of fishing activities for the fishing vessels.

ENVIRONMENTAL AND SOCIAL MONITORING FORM

-Monitoring is carried out by the project implementation body regularly submitting measured values, etc. to JICA for items that are determined to require monitoring by JICA through environmental reviews. The following monitoring form is required for submission. Please refer accordingly.

- When determining monitoring items, frequency, methods, etc., pay attention to the project phase or life cycle (construction phase and operation phase, etc.).

1. Permits/resident explanation

Monitoring items	Status during the reporting period
Securing a temporary storage site for hazardous waste and the status of necessary permits (if not obtained, as needed)	
Status of necessary permits such as drainage permits (if not obtained, as needed)	
Permit status of construction material procurement sources (IA/EIA acquisition for necessary resource excavation, such as quarry)	
Additional conditions for environmental permit by Pohnpei State EPA	

2. Pollution control

-Air quality

Item (unit)	measured value (Average value)	measured value (Maximum value)	local standards	Referenced international standards	remarks (Measurement location, frequency, method, etc.)
Suspended particulate matter (PM ₁₀)				WTO AQG (2005/ 2000): Daily average 50 $\mu\text{g}/\text{m}^3$, annual average 20 $\mu\text{g}/\text{m}^3$	Measurement with digital dust meter

[Note] Due to the availability of measuring instruments, the parameters to be analyzed are limited.

-Water quality

Item (unit)	Measured value (A) (Average value of several measurements)	Standard value (B) (Average value of several measurements)	local standards	Referenced international standards	remarks (Measurement location, frequency, method, etc.)
	construction area boundary	Unaffected offshore waters	AB<5NTU		
Turbidity (NTU)				-	Simple turbidity meter

Monitoring items	Status during the reporting period
Item: Turbidity Location: 2 locations around the construction area (1 location is on the border of the construction area, 1 location is in offshore waters not affected by dredging and reclamation work) Method: Visual observation and instrumental measurement Frequency: Once a week during dredging and reclamation work where turbidity is likely to occur	

-Soil contamination

Monitoring items	Status during the reporting period
Item: Outflow from construction area Location: Sea area around the construction area Method: Visual observation Frequency: Every time it rains during construction	

-Noise

Item (unit)	measured value (Average value)	measured value (Maximum value)	local standards	Referenced international standards	remarks (Measurement location, frequency, method, etc.)
Noise level (dBA)			-	IFC's Environmental Occupational Safety (EHS) Guidelines : -Residential areas, educational facilities, public institutions : 55dBA (daytime) , 45dBA (nighttime) Industrial/commercial areas : 70 dBA both daytime and nighttime	Measurement location: Construction area boundary, residential area boundary (Sohkes village)

[Note] Observation of vibration levels will be omitted due to instruments that can be measured on site.

-Ground subsidence

Monitoring items	Status during the reporting period
Item: Ground subsidence situation Location: Inside the construction area Method: Visual observation Frequency: Once a month during construction	

- Odor

Monitoring items	Status during the reporting period
Item: Presence or absence of bad odor Location: Inside the construction area Method: Visual observation Frequency: Once a week during construction	

-Sediment

Monitoring items	Status during the reporting period
Item: Appropriate management of dredged	

soil, status of measures to prevent spillage into the sea area Location: Inside the construction area Method: Visual confirmation Frequency: Once a week during construction	
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-Waste

Monitoring items	Status during the reporting period
Item: Management status and sanitary status of general waste and hazardous waste storage locations Location: Inside the construction area Method: Visual confirmation Frequency: Every day during construction	
Item: Collection, transportation, treatment and disposal status of general waste and hazardous waste Location: Inside the construction area Method: Attend visual confirmation Frequency: Every collection during construction	

-Hydrology

Monitoring items	Status during the reporting period
Item: Changes in flow conditions in surrounding waters Location: Sea area around the construction area Method: Visual observation Frequency: Every six months during construction	

-Natural resources

Monitoring items	Status during the reporting period
Item: License status of material suppliers Location: Pohnpei Method: Visual observation Frequency: Every six months during	

construction	
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-Topography/geology

Monitoring items	Status during the reporting period
Item: Coastline changes Location: Around the construction area Method: Visual observation: Frequency: Every six months during construction	

3. natural environment

-Ecosystem

Monitoring items	Status during the reporting period
Item: Status of coral reefs and Hamphead wrasse Location: Rubble mat maintenance location Method: Diving visual observation Frequency: Every six months during construction	

4. social environment

-Social anxiety

Monitoring items	Status during the reporting period
Item: Impact on fishermen's livelihood, protests, etc. Location: Around the construction area Method: Confirmation by interview etc. Frequency: Every six months during construction	

-Gender:

Monitoring items	Status during the reporting period
Item: Employment status Location: Inside the lecture area Method: Confirmation by interview etc. Frequency: Every six months during construction	

-Working environment:

Monitoring items	Status during the reporting period
Items: 1) Status of compliance with EHS activities, 2) Status of implementation of HIV/AIDS control programs Location: Inside the construction area Method: Visual confirmation Frequency: 1) Every day during construction, 2) Every six months during construction (when the program is implemented)	

-Impact during construction

Monitoring items	Status during the reporting period
Item: Compliance with mitigation measures, implementation of monitoring Location: Inside the protest area Method: Confirmation by visual inspection, hearing, etc. Frequency: Once a week during construction	

- Preventive measures:

Monitoring items	Status during the reporting period
Item: Traffic director deployment status Location: Around the construction area Method: Visual confirmation Frequency: Once a week during construction	

-Monitoring:

Monitoring items	Status during the reporting period
Item: Compliance status of incidental conditions Location: Inside the construction area Method: Confirmation by report Frequency: Once a month during construction	

5. 環境社会配慮関連資料

(1) モニタリングフォーム案

モニタリングは、環境レビューによって JICA によるモニタリングが必要と判断された項目について、プロジェクト実施主体者が測定値等を JICA に定期的に提出することで行うが、提出にあたっては、以下モニタリングフォームを必要に応じ参照する。

ーモニタリング項目、頻度、方法等を定めるにあたっては、プロジェクトのフェーズあるいはライフサイクル（建設フェーズと操業フェーズなど）に留意する。

1. 許認可・住民説明

モニタリング項目	報告期間中の状況
有害廃棄物の仮置き場の確保、及び必要な許認可状況（未取得の場合、随時、必要性に応じて）	
排水許可など必要な許認可状況（未取得の場合、随時、必要性に応じて）	
建設資材の調達先の許認可状況（採石場など、必要資源掘削に係る IA/EIA 取得有無	
ポンペイ州 EPA による許可付帯条件	

2. 汚染対策

ー大気質

項目（単位）	測定値（平均値）	測定値（最大値）	現地基準	参照した国際的基準	備考（測定場所、頻度、方法等）
浮遊粒子状物質（PM ₁₀ ）				WTO AQG (2005/ 2000) : 日平均 50 $\mu\text{g}/\text{m}^3$, 年平均 20 $\mu\text{g}/\text{m}^3$	デジタル粉塵計による計測

【注】計測可能な計測器入手の関係上、分析対象のパラメータを限定

ー水質

項目（単位）	測定値（A） （数回測定 の平均値）	基準値（B） （数回測定 の平均値）	現地基準	参照した 国際的基準	備考 （測定場所、 頻度、方法 等）
	工事区域境界	影響を受けない 沖合水域	A-B<5NTU		
濁度（NTU）				-	簡易濁度計

モニタリング項目	報告期間中の状況
濁度の目視観測及び機器測定 観測場所：工事区域周辺2カ所（1カ所は工事区域境界、1カ所は浚渫・埋立工事の影響を受けない沖合水域） 頻度：濁りの出る可能性の高い浚渫・埋立工事中の週1回	

-土壌汚染

モニタリング項目	報告期間中の状況
項目：系外への流出状況 方法：目視観測 場所：工事区域周辺海域 頻度：工事中雨天時毎	

-騒音

項目（単位）	測定値（平均値）	測定値（最大値）	現地基準	参照した国際的基準	備考（測定場所、頻度、方法等）
騒音レベル（dBA）			-	IFCの環境労働安全（EHS）ガイドライン： -住宅地・教育施設・公共機関：55dBA（昼間）、45dBA（夜間） 工業・商業地域：昼間、夜間共に70dBA	測定場所：工事区域境界、住宅地境界（Sohkes村）

【注】現地で計測可能な計器の関係から、振動レベルの観測は割愛する。

-地盤沈下

モニタリング項目	報告期間中の状況
項目：地盤沈下の状況 場所：工事区域内 方法：目視観測 頻度：工事中1ヶ月に1回	

-悪臭

モニタリング項目	報告期間中の状況
項目：悪臭の有無 場所：工事区域内 方法：目視観測 頻度：工事中1週間に1回	

-底質

モニタリング項目	報告期間中の状況
項目：浚渫土の適切管理、海域に流出を防止するための対策状況 場所：工事区域内 方法：目視確認 頻度：工事中1週間に1回	

ー廃棄物

モニタリング項目	報告期間中の状況
項目：一般廃棄物、有害廃棄物の保管場所の管理状況、衛生状況 場所：工事区域内 方法：目視確認 頻度：工事中工事中毎日	
項目：一般廃棄物、有害廃棄物の回収、輸送、処理処分状況 場所：工事区域内 方法：立ち合い目視確認 頻度：工事中回収時毎	

-水象

モニタリング項目	報告期間中の状況
項目：周辺海域の流況変化 場所：工事区域周辺海域 方法：目視観測 頻度：工事中半年毎	

-自然資源

モニタリング項目	報告期間中の状況
項目：資材調達先の許認可状況 場所：ポンペイ州 方法：目視観測 頻度：工事中半年毎	

-地形・地質

モニタリング項目	報告期間中の状況
項目：海岸線の変化 場所：工事区域周辺 方法：目視観測： 頻度：工事中半年毎	

3. 自然環境

ー生態系

モニタリング項目	報告期間中の状況
項目：サンゴ礁、メガネモチウオの状況 場所：Rubble mat 整備場所 方法：潜水目視観察 頻度：工事中半年毎	

4. 社会環境

ー社会不安

モニタリング項目	報告期間中の状況
項目：漁民の生計への影響、抗議等 場所：工事区域周辺 方法：ヒアリング等による確認 頻度：工事中半年毎	

-ジェンダー：

モニタリング項目	報告期間中の状況
項目：雇用状況 場所：講義区域内 方法：ヒアリング等による確認 頻度：工事中半年毎	

-労働環境：

モニタリング項目	報告期間中の状況
項目：1)EHS 活動の順守状況、2)HIV/AIDS 対策プログラムの実施状況 場所： 工事区域内 方法：目視による確認 頻度：1)工事中毎日、2)工事中半年毎（当該プログラム実施時）	

-工事中的影響

モニタリング項目	報告期間中の状況
項目：緩和策の遵守、モニタリングの実施 場所：抗議区域内 方法：目視、ヒアリング等による確認 頻度：工事中1週間に1回	

-事項防止対策：

モニタリング項目	報告期間中の状況
項目：交通誘導員の配置状況 場所：工事区域周辺 方法：目視による確認 頻度：工事中1週間に1回	

-モニタリング：

モニタリング項目	報告期間中の状況
項目：付帯条件の遵守状況 場所：工事区域内 方法：レポートによる確認 頻度：工事中1ヶ月に1回	

(2) 環境チェックリスト

JICA 環境チェックリスト 11：港湾
チェックリスト記載上の留意点

- 1. 回答は Yes/No だけではなく、回答の根拠や緩和策等についても「具体的な環境社会配慮」欄に記載すること。
- 2. 用語等において不明な点がある場合は、「国際協力機構環境社会配慮ガイドライン」及び「国際協力機構環境社会配慮ガイドラインに関するよくある問答集」を参照のこと。

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
1 許認可・協議	(1)環境アセスメント及び環境許認可	(a) 環境アセスメント報告書（EIA レポート）等は作成済みか。 (b) EIA レポート等は当該国の公用語又は広く使用されている言語で書かれているか。 (c) EIA レポート等は当該国政府により承認されているか（未承認の場合、承認予定年月を「具体的な環境社会配慮」の欄に記載すること）。 (d) EIA レポート等の承認は付帯条件を伴うか。付帯条件がある場合は、その条件は満たされるか。 (e) 上記以外に、必要な場合には現地の所管官庁からの環境に関する許認可は取得済みか。 (f) ガイドライン別紙 2 記載の項目は網羅されているか（プロジェクトが与える影響に応じて範囲及び詳細さのレベルは調整される）。 (g) 対象プロジェクトの全スコープ、累積的影響、派生的・二次的影響、不可分一体事業について、環境社会配慮確認を行なったか。	(a) N (b) Y (c) N (d) Y (e) N (f) Y (g) Y	(a) IA（初期影響評価）の結果も掲載されている IA 許認可手続きを申請済み。2024 年 7 月認可取得。 (b) Pohnpei EIA 規則に基づいて、地元言語でも発行される見込み。 (c) IA 申請中。2024 年 7 月、許認可取得。 (d) 土地利用許可、土工許可、森林クリアランス、海洋資源評価、史跡保全許可が求められる。全ての付帯手続き、IA と並んで許認可申請中。2024 年 7 月、許認可取得。 (e) 土地利用許可：土地局、EIA, 土工許可：ポンペイ州 EPA, 森林クリアランス、海洋資源評価：ポンペイ州資源・開発（R & D）局、史跡保全許可：史跡保全オフィスからそれぞれ許認可を取得予定。IA/EIA 同様、2024 年 7 月下旬頃までに信託統治領委員会の承認を以て、付帯手続きを含む許認可が取得される見通し。 (f) 網羅している (g) 事業サイトの隣接地への企業の移転計画があるが、その他、留意すべき一体不可分な事業はない。

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
	(2)地域住民への説明・協議	(a) 現地ステークホルダーの分析と特定を適切に行なっているか。 (b) プロジェクトの内容および影響について、情報公開を含めて意味ある協議を確保するプロセスを通じて現地ステークホルダーへ適切な説明を行い、理解を得ているか。 (c) 現地ステークホルダー協議について、参加者の性別等の属性を含む協議記録が作成されているか。 (d) 住民等からのコメントを、プロジェクト内容等に反映させたか。	(a) Y (b) N (c) N (d) N.A.	(a) 事業主、関連当局、自自体、受益者、NGO、被影響市民などを含むステークホルダー分析を行い、公聴会に招致すべきステークホルダーを特定した。 (b) IA 申請に先行して、ステークホルダー協議を 2024 年 4 月 24 日に開催済み。本事業に関しては、IA 申請前で変則的なれども、同ステークホルダー協議が公式な IA/EIA に関わる協議と取り扱われる見通し。なお、IA ドラフト段階に PPA 主催でこれを補完する非公式ステークホルダー協議が 2024 年 7 月下旬に開催される予定。 (c) 上記開催の際に性別等を含めて、協議記録を取得済み。 (d) ステークホルダーの意見も加味して、IA 報告書に反映されている。
	(3)代替案の検討	(a) プロジェクト・計画の複数の代替案の範囲が適切か。 (b) 環境・社会に係る項目及び必要に応じて温室効果ガス総排出量を削減する観点から、技術面・財務面・環境社会配慮面で実現可能な代替案は検討されているか。 (c) プロジェクトを実施しない案との比較は行っているか。	(a) Y (b) Y (c) Y	(a) 事業サイト選定の経緯、事業が実施されない場合の代替案、及び環境にも配慮した岸壁設計などに関わる代替案の比較検討が行われた。 (b) 温室効果ガス排出の少ない代替案を検討した (c) 事業が実施されない場合の代替案も検討されている。
2 汚 染 対	(1)大気質	(a) 船舶・車輛・施設等から排出される硫黄酸化物 (SOx)、窒素酸化物 (NOx)、煤塵等の大気汚染物質は、当該国の排出基準等を満たすか。 (b) プロジェクトに起因する大気汚染物質により、当該国の環境基準等を満たさない区域が生じるか。 (c) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a) Y (b) N (c) N	(a) 計測されたパラメータに関しては、概ね基準を満たしている (b) ベースライン調査では、環境基準を越える大気汚染の実態は確認されず、工事中・供用後を含めて環境基準は満たすと考えられる (c) 建設車両や機材などの定期メンテナンス、定期的な散水、交通整理といった緩和策が講じられる

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
2 汚 染 対 策	(2)水質	(a) 関連施設からの一般排水は、当該国の排出基準等を満たすか。 (b) 船舶・付帯設備等（ドック等）からの排水は、当該国の排出基準等を満たすか。 (c) 油、有害物質等が周辺水域に流出・排出しない対策がなされるか。 (d) 水際線の変更、既存水面の消滅、新規水面の創出等によって、流況変化・海水交換率の低下等（海水循環が悪くなる）が発生し、水温・水質の変化を引き起こされるか。 (e) 埋め立てを行う場合、埋立地からの浸透水が表流水、海水、地下水を汚染しない対策がなされるか。 (f) 生活排水及び雨水排水は、当該国の排出基準等を満たすか。 (g) 排水により当該国の環境基準等を満たさない区域が生じるか。 (h) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)Y (b)Y (c)Y (d)N (e)N (f)Y (g)N (h)Y	(a)一般排水は污水处理施設により処理されるため、排水基準を満たす (b)ポンペイ港改修計画 M/P は、寄港船舶の IMO 条約順守を謳う M/P となっており、排水基準を満たす (c)廃油、有害物質は毎日所定の場所で管理される。 (d)新岸壁は、沿岸線に並行する形態の設計が施されているため、流況変化は想定されない (e)浸透水が系外へ出ない対策が取られる (f)上記(a)項目に同じ (g)環境基準を満たさない区域は生じない (h)浚渫時に濁度の発生が考えられるため、モニタリングと、発生が認められる場合には、拡散防止策がとられる
	(3)廃棄物	(a) 船舶、関連施設からの廃棄物は当該国の規定に従って適切に処理・処分されるか。 (b) 浚渫土・沖捨て土の投棄が周辺水域（または陸域）に影響を及ぼすことがないように、当該国の基準に従って適切に処理・処分されるか。 (c) 有害物質が周辺水域に排出・投棄されないよう対策がなされるか。 (d) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)Y (b)Y (c)Y (d)N	(a)ポンペイ港改修計画 M/P は、寄港船舶の IMO 条約順守を謳っており、適切に処理・処分される (b)浚渫土は、埋立用材として、そのまま再利用される予定 (c)対策がなされる (d)負の影響は考えられないが、毎日所定の場所での管理を確認する
	(4)土壌汚染	(a) サイトの土壌は、過去に汚染されたことがあるか。 (b) 土壌を汚染しない対策がなされるか。 (c) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)Y (b)Y (c)N	(a)いくつかの重金属含有量が自然的に高い (b)浸出水が系外に出ない対策がとられる (c)負の影響は考えられない
	(5)騒音・振動	(a) 操業に伴う騒音・振動は当該国の基準等を満たすか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)Y (b)N	(a)ベースラインの騒音は、環境基準を満たしている。 (b)工事区域から居住区まで一定の距離があり、影響はないと考えられるが、大きな騒音が発生する工事中はモニタリングを行う
	(6)地盤沈下	(a) 大量の地下水汲み上げを行う場合、地盤沈下が生じる恐れがあるか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N	(a)大量な地下水の汲み上げ予定はなく、対象外項目 (b)負の影響は考えられない

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
3 自然 環境	(7)悪 臭	(a) 悪臭源はあるか。悪臭防止の対策は取られるか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)Y (b)N	(a)浚渫土が悪臭源となる可能性はあるが、埋立用材として再利用されるため、影響は限定的である (b)影響は限定的であり、目視によるモニタリングが実施される
	(8)底 質	(a) 船舶及び関連施設からの有害物質等の排出・投棄によって底質を汚染しないよう対策がなされるか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)Y (b)N	(a) 有害物質は所定の場所で管理され、適切に処分される (b) 浚渫対象水域の底質は、環境基準に適合していることを確認済みであり、負の影響は考えられない
	(1)保護区	(a) サイトは当該国の法律・国際条約等に定められた保護区内に立地するか。 (b) プロジェクトが保護区に影響を与えるか。 (c) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N (c)N	(a)該当しない (b)影響は与えない (c)影響を及ぼすことは想定されない
	(2)生物多様性	(a) プロジェクトサイトは、原生林、熱帯の自然林、生態学的に重要な生息地（珊瑚礁、マングローブ湿地、干潟等）を含むか。 (b) プロジェクトサイトは、当該国の法律・国際条約等で保護が必要とされる貴重種の生息地を含むか。 (c) プロジェクトは、重要な生息地または重要な森林の著しい転換または著しい劣化を伴うもので、生物多様性への重大な影響が懸念されるか。懸念される場合、生物多様性への影響に対応する適切な対策はなされるか。 (d) 水生生物に負の影響を及ぼす恐れはあるか。 (e) 沿岸域の植生、野生動物に負の影響を及ぼす恐れはあるか。 (f) その他生物多様性への重大な影響が懸念される場合、生物多様性への影響を減らす対策はなされるか。 (g) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)Y (c)N (d)N (e)Y (f)N (g)N	(a)後背地にマングローブ林が存在するが、工事による負の影響は考えられない (b) IUCN カテゴリで危急種に当たる青珊瑚が影響を受ける (c)他のポンペイ州沿岸沖の複数の水域でも、青珊瑚の分布を確認し、ポンペイ州資源開発（R&D）局の見解では、浚渫工事に伴う移植などの代償策を講じる法的義務はないとの見解を得ている。引き続き、複数名のサンゴ礁専門家の意見を聴取した上で、適正な対策を検討する。 (d)事業サイト水域で、再委託調査で絶滅危惧種のメガネモチノウオが観測されたが、いずれも稚魚であり、同水域は産卵場ではなく、R&D 局より回遊魚と見なされるので、問題は無いとの見解を得た (e)上記(c)に同じ (f)上記(c)の確認に伴って、特段の対策は講じない。 (g)工事区域周辺に分布する同種をモニタリングし、工事による影響がないかを確認する

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
	(3)水象	(a) 港湾施設の設置による水系の変化は生じるか。 (b) 埋立地造成、港湾の掘込み等による地下水系への影響（水位低下、塩化等）は生じるか。 (c) 流況、波浪、潮流等に負の影響を及ぼすか。 (d) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N (c)N (d)N	(a)新岸壁は、沿岸に並行に設計されており、水象への影響は考えられない (b)考えられない (c)上記(a)に同じで、負の影響は考えられない (d)同上
	(4)地形・地質	(a) 港湾施設の設置による計画地周辺の地形・地質の大規模な変化や自然海浜の消失が生じるか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N	(a)影響は考えられない (b)同上
4 社 会 環 境	(1)住民移転・ 用地取得	(a) プロジェクトの実施に伴い非自発的住民移転を伴う用地取得は生じるか。生じる場合は、用地取得規模や住民移転規模を記載。 (b) 移転による影響を最小限とする努力がなされるか。その他の用地取得や生計手段の喪失は生じるか。 (c) 移転する住民に対し、移転前に補償・生活再建対策に関する適切な説明が行われるか。 (d) 住民移転のための調査がなされ、再取得価格による補償、移転後の生活基盤の回復を含む移転計画が立てられるか。 (e) 補償金の支払いは移転前に行われるか。 (f) 補償方針は文書で策定されているか。 (g) 移転住民のうち特に女性、子ども、高齢者、貧困層、障害者、難民・国内避難民、マイノリティなどの社会的弱者に適切な配慮がなされた計画か。 (h) 合意される補償内容は文書で対象者に説明され、移転住民について移転前の合意は得られるか。 (i) 住民移転を適切に実施するための体制は整えられるか。十分な実施能力と予算措置が講じられるか。 (j) 移転による影響のモニタリングが計画されるか。 (k) 苦情処理の仕組みが構築されているか。	(a)Y (b)Y (c)N (d)N (e)Y (f) Y (g)N (h)N (i) N (j) N (k)N	(a)事業サイトに関わる土地紛争があったが、ポンペイ州地方裁判所、最高裁判所の判決を経て、問題は解消された (b)土地紛争を起こしていた提訴者には、裁判結果に応じた補償が支払われ、同提訴者が不法に経営していた事業サイトにおける旧ホテルの住人は、同経営者との賃貸契約を履行し、賃貸契約料を支払った後、自発的に他地域へ移転して、解決済みである (c)上記(a), (b)の通り、土地紛争問題が解決され、事業前の関連対策の必要性は解消された (d)上記(b)により、解決済み (e)土地紛争を引き起こした訴訟人への補償は、裁判結果に則り、PPA から既に支払われている (f)裁判の判決資料がその証明文書に該当する (g)対象となる社会的弱者はいない (h)上記 (b), (e), (f)の通り (i)上記(a)～(c)の通り、本問題は解消されており、住民移転の対策・体制は適応外 (j) 問題は解消されており、適応外 (k) 同上

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
	(2)生活・生計	(a) プロジェクトにより住民の生活に負の影響を及ぼすか。必要な場合は影響を緩和する配慮が行われるか。 (b) プロジェクトにより周辺の水域利用（漁業、レクリエーション利用を含む）が変化して住民の生計に負の影響を及ぼすか。 (c) 港湾施設が住民の既存水域交通及び周辺の道路交通に負の影響を及ぼすか。 (d) プロジェクトは、生態系サービス（供給・調整）に負の影響を及ぼし、コミュニティの健康と安全に影響を及ぼすか（特に当該サービスに依存する先住民族等）。 (e) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N (c)N (d)N (e)N	(a)港湾施設の改修は、地元経済に正の影響が出ると考えられるなお、事業サイト対岸の漁村の住民や漁民に負の影響が伴わないよう、施工段階において、騒音、水質、底質、伝統漁業の漁獲高や伝統漁民の収入、生活水準などに焦点を当てたモニタリングを行う（一部は供用後も継続）。 (b)港湾施設の改修は、地元漁業に資するプラス影響となる。 (c)新岸壁とアクセス道路の建設により、アクセラが便利になり、負の影響は考えられない (d)負の影響は考えられない (e) 負の影響は考えられない。ただし、工事によって、特に事業サイトの対岸にある漁村、漁民への一定の影響可能性にも鑑み、施工段階において、騒音、水質、伝統漁業の漁獲高などのモニタリングを行うと共に、地元の水産組合などへのヒアリングを通じて、伝統漁民の収入や生活水準に負の影響が出ないかを確認する。
	(3)社会的弱者	(a) 女性、子ども、高齢者、貧困層、障害者、難民・国内避難民、マイノリティ等の社会的弱者に対して、適切な配慮がなされるか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N	(a)対象となるグループは特定されていない (b)上記の理由により負の影響は考えられない
	(4)文化遺産	(a) プロジェクトにより、考古学的、歴史的、文化的、宗教的に貴重な遺産、史跡等を損なう恐れはあるか。また、当該国の国内法上定められた措置が考慮されるか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N	(a)事業サイトエリア内、または隣接地に貴重な文化的遺跡は存在しない。史跡保全認可を取得予定 (b)負の影響は考えられない
	(5)景 観	(a) 特に配慮すべき景観が存在する場合、それに対し負の影響を及ぼすか。 (b) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N	(a) 負の影響は考えられない (b) 負の影響は考えられない

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
4 社 会 環 境	(6)少数民族、先住民族	(a) 当該国の少数民族、先住民族の文化、生活様式への影響を軽減する配慮がなされているか。 (b) 少数民族、先住民族の土地及び資源に関する諸権利は尊重されるか。 (c) 必要な場合、先住民族計画が作成、公開されているか。 (d) 少数民族・先住民族に対し十分な情報が提供された上で、自由な事前の合意を得られるように努めているか。 (e) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N (c)N (d)N (e)N	(a)先住民は存在しないが、地元の首長から、事業実施への理解と合意を事前に得ている (b)同上 (c)同上の理由により適応外 (d)上記(a)に同じ (e)影響は考えられない
	(7)労働環境	(a) プロジェクトにおいて遵守すべき当該国の労働安全衛生に関する法律が守られるか。 (b)労働災害・事故防止に係る安全設備の設置、有害物質の管理等、プロジェクト関係者へのハード面での安全配慮が措置されるか。 (c) 安全衛生計画の策定や作業員等に対する安全教育（交通安全や公衆衛生を含む）の実施等、プロジェクト関係者へのソフト面での対応が計画・実施されるか。	(a)Y (b)Y (c)Y	(a)HSE 関連法規は遵守される (b)安全対策は講じられる (c)安全衛生、安全教育や緊急時対策、HIV 対策などの訓練は施される。
	(8)地域社会の衛生・安全・保安	(a)プロジェクトに伴う作業員等の流入により、疾病の発生（HIV 等の感染症を含む）等の衛生面等における負の影響はあるか。また、影響に対する緩和策が用意されるか。 (b)プロジェクトに伴う作業員等の流入により、治安の悪化等地域社会の安全等における負の影響はあるか。また、影響に対する緩和策が用意されるか。 (c) 相手国等が、プロジェクトの形成・実施にあたり雇用する保安要員やその他の安全確保のための要員を用いる場合には、予防と自己防衛目的を除き警備能力の行使を行わないよう、適切な措置が講じられるか。 (d) 工事により負の影響を及ぼすか。また、影響に対する緩和策が用意されるか。	(a)N (b)N (c)N (d)N	(a)HIV/AIDS 対策プログラムを講じられる (b)作業員向け教育訓練が行われる (c)ミクロネシア関連法に遵守した警備が適用され、教育訓練が行われる (d) 影響は考えられない
5 そ の 他	(1)モニタリング	(a) 上記の環境・社会の項目のうち、影響が考えられる項目に対して、事業者のモニタリングが計画・実施されるか。 (b) 当該計画の項目、方法、頻度等はどのように定められているか。 (c) 事業者のモニタリング体制（組織、人員、機材、予算等とそれらの継続性）は確立されるか。 (d) 事業者から所管官庁等へのモニタリング結果等の報告の方法、頻度等は規定されているか。 (e) 環境社会配慮に係る苦情処理メカニズムが整備されるか。	(a)Y (b)Y (c)Y (d)Y (e)Y	(a)実施される (b)緩和策、モニタリング計画表に整理している。 (c)確立される (d)規定される (e)事業主を苦情受付窓口とする苦情処理メカニズムの整備済み

分類	項目	主なチェック事項	Yes: Y No: N	具体的な環境社会配慮 (Yes/No の理由、根拠、緩和策等)
6 留意点	(1)他の環境チェックリストの参照	(a) 必要な場合は、道路、鉄道、橋梁に係るチェックリストの該当チェック事項も追加して評価すること（港湾へのアクセス道路が整備される場合等）。	(a)N	(a)約 120m 弱のアクセス道路を建設予定であるが、非常に小規模な道路であり、負の影響は限定的と考えられる。工事中の散水、騒音監視塔の措置が講じられる。
	(2)環境チェックリスト使用上の注意	(a) 必要な場合には、越境または地球規模の環境問題への影響も確認する（廃棄物の越境処理、地球温暖化の問題に係る要素が考えられる場合等）。 (b)一定量を超える温室効果ガスの発生が見込まれる事業では、事業実施前に温室効果ガス総排出量を推計しているか。	(a)N (b)N.	(a)大気汚染を引き起こす種の施設は建設されず、小規模な改修計画に当たるため、対象外項目 (b)同上

(3) ステークホルダー協議議事録

1) April 16, 2024



POHNPEI PORT AUTHORITY

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Stakeholder Meeting-PPA Port Expansion Project April 16, 2024 PPA Conference Room

General Manager, Grilly Jack called the meeting to order at 2:09 pm in the PPA Conference Room

The present members includes: PPA, OFA, MSP, Soulik en Ehir(Sokehs), EPA, FSCO, PNIsurf, Pohnpei Tourism, Liancheng, AMCREs, Sokehs Municipal, Pohnpei Fishing Club, Marine Surveillance, FSM TC&I, NORMA, Micronesian Conservation Society

General Manager welcome every one and introduce the purpose of the meeting and turn the floor to Koji Kobune.

Mr. Kobune introduce the agenda of the meeting as stated below

Project presentation
Project Objectives
Layout Plan
Construction schedule
Environmental and social considerations
Q&A and discussion

Mr. Kobune presented the PPA Port expansion project

- **Background survey:**
 - History surveys and plans – enhance the port to the north and south to ease the congestion and expand the capacity of mooring for purse seiners-surveys and plans started in 2010 and extended to August 2022 due to covid 19.
- **Development Concept-Objectives**
 - New quay needs to be developed to ease the capacity of mooring of purse seiners as well as in the long run in the case of increasing of fishing vessels
 - In the case of increase fishing purse seiners, the existing wharf don't have the capacity to accommodate.
 - Existing Wharf is old and exceeded the designated life of its capacity usage
 - Commercial and fishing zones should be separated
- **Layout plan of new quay**
 - Accommodate ship of 160LOA, 15,000 DWT
 - Quay should be in length of 160m, apron width of 30m, water dept-10m, with steel pipes, the apron should be reinforced concrete, the access road should be concrete paved and expanded to 249m x 10m, the yard should be landfill with dredged coral sand and the surface should be covered with gravel.
- **Construction Plan and Schedule is as provided below:**
 - Exchange of note-August 2024
 - Grant Agreement – October 2024
 - Detail Design – February 2025

- EIA – August 2024
- Bidding- July 2025
- Construction begins and ends – September 2025 to April 2028
- **Environmental and social considerations**
- Social environmental consideration reports which include the description of the project, present status of environment and society, legal & organization of social & environmental considerations, alternative plans, scoping, social and environmental survey result, environmental evaluation impact, mitigation plan and cost, monitoring plan, implementation structure, stakeholder meeting, complaint handling mechanism.
- Natural condition and environmental surveys-includes bathymetric, topographic, magnetic prospecting soil investigation, air quality, current water quality, bottom, sediment, and Mangrove, Coral vegetation
- Responsibilities of Micronesian side includes site clearance, procedure of IEE & EIA, waiving of taxes (sales & import tax) and other necessary activities needed before the construction of the project.

- **Questions & Answers**

Q: For this expansion project, is there any designated area for clearing of customs for Yacht?

A: Expansion project is only focusing on fishing vessels activities

Q: Are the two manholes for water bunkering part of the project?

A: No manhole is included in the project

Q: Is it possible to share the presentation to everyone

A: Yes

Q: Is the project expansion specifically for fishing activities or is it supporting other activities and is it in line with the fisheries investment policy

A: The port is specifically for fishing activities and they have done their surveys and understand the need to collect all sorts of permits before the start of the project. They believe that fishing activities should have a separate dock

Q: Is the expansion project not going to alter the Norma building that will be build next to the port expansion

A: It will not have any affect.

Q: As it's mention that the EIA will start in August 2024, are there any survey plan in place, and if there is any consideration of the neighboring community in the plan as in if there is any risk to the neighboring community?

A: Yes, they are keen about the social impact especially on the land dispute of Misko Beach and it has been settled based on a court ruling. Yes,

Q: Are there any social surveys of the area and the surrounding area

A: PPA will help collect other necessary items to help the project moving forward

Q: Is the project going to impose on the villagers due to dredging?

A: In monitoring the noise effect, they will be using a vibro-hammer as it comes with no noise effect.

Q: Is there any mitigation plan?

A: Yes

Q: Is there any plan to disclose to the public the plan for the port expansion?

A: Yes

Requesting any comments from fishermen, but there's none. Stakeholders are in support of the project as it will bring in more revenue due to its enhancement capabilities of fishing activities for the fishing vessels.

2) April 16, 2024



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Stakeholder Meeting-PPA Port Expansion Project August 1, 2024 Sokehs Municipal Office

Acting General Manager, Baron called the meeting to order at 2:23 pm in the PPA Conference Room

The present members includes: PPA, OFA, MSP, Soulik en Ehir(Sokehs), EPA, FSCO, Pohnpei Tourism, Liancheng, AMCRES, Sokehs Municipal, Pohnpei State Fire Rescue, Marine Surveillance, FSM TC&I, NORMA, Micronesian Conservation Society

Acting General Manager welcome every one and introduce the purpose of the meeting and turn the floor to Koji Kobune.

Mr. Kobune introduce the agenda of the meeting as stated below

Background survey
Development Concept
Layout plan of the new quay
Construction Plan
New quay (short term development)
Social Environmental Consideration
Responsibility of Micronesian side

Mr. Miyake presented the PPA Port expansion project

- Background survey:
 - History surveys and plans – enhance the port to the north and south to ease the congestion and expand the capacity of mooring for purse seiners-surveys and plans started in 2010 and extended to August 2022 due to covid 19.
- Development Concept
 - New quay needs to be developed to ease the capacity of mooring of purse seiners as well as in the long run in the case of increasing of fishing vessels
 - In the case of increase fishing purse seiners, the existing wharf don't have the capacity to accommodate.
 - Existing Wharf is old and exceeded the designated life of its capacity usage
 - Commercial and fishing zones should be separated
- Layout plan of new quay
 - Accommodate ship of 160LOA, 15,000 DWT
 - Quay should be in length of 160m, apron width of 30m, water dept-10m, with steel pipes, the apron should be reinforced concrete, the access road should be concrete paved and expanded to 249m x 10m, the yard should be landfill with dredged coral sand and the surface should be covered with gravel.
- Construction Plan and Schedule is as provided below:
 - Exchange of note-August 2024
 - Grant Agreement – October 2024
 - Detail Design – February 2025
 - EIA – August 2024

- Bidding- July 2025
- Construction begins and ends – September 2025 to April 2028

Questions & Answers

Q: Are there enough materials (coral gravel) to fill up the site or needs to get from other places?

A: Yes, the existing materials on the site that will be used.

Q: What is the process of transplant the blue coral?

A: There is a survey team for transplanting the blue coral will assess the issue.

Q: How noisy are the machineries to the opposite site (Sokehs Island) of the project be?

A: It is not that really noisy, just like a normal working day.

Q: Is the project expansion specifically for fishing activities or is it supporting other activities and is it in line with the fisheries investment policy

A: The port is specifically for fishing activities and they have done their surveys and understand the need to collect all sorts of permits before the start of the project. They believe that fishing activities should have a separate dock

Q: Is the expansion project not going to alter the Norma building that will be build next to the port expansion

A: It will not have any affect.

Q: As it's mention that the EIA will start in August 2024, are there any survey plan in place, and if there is any consideration of the neighboring community in the plan as in if there is any risk to the neighboring community?

A: Yes, they are keen about the social impact especially on the land dispute of Misko Beach and it has been settled based on a court ruling. Yes,

Q: Are there any social surveys of the area and the surrounding area

A: PPA will help collect other necessary items to help the project moving forward

Q: Is the project going to impose on the villagers due to dredging?

A: In monitoring the noise effect, they will be using piping hammers as it comes with no noise effect.

Q: Is there any mitigation plan?

A: Yes

Q: Is there any plan to disclose to the public the plan for the port expansion?

A: Yes

Requesting any comments from audience, but there's none.

Meeting adjourned at 3:45pm

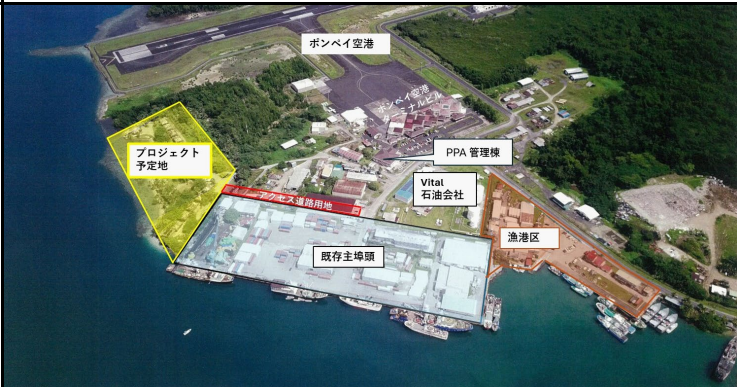
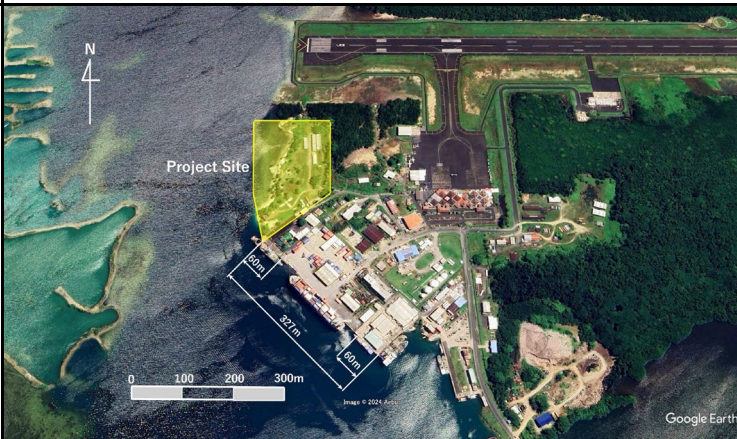


6. 初期環境影響評価（IA）関連許可書

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）

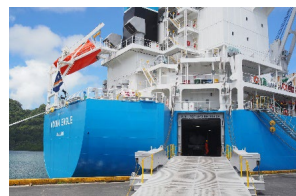
デジタル写真集

ポンペイ港全景

a.ポンペイ港全景		PPA提供 2019/2/26 ドローンによる撮影
b.ポンペイ全景		ポンペイ港内の土地利用区分 PPA提供の写真をコンサルタントが編集
c.ポンペイ港全景		プロジェクト予定地 Google Earthの画像をコンサルタントが編集
d.ポンペイ港全景	(ポンペイ港遠望 2023年5月撮影)	
		

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

2 主埠頭の利用状況

1)コンテナ船撮影位置図		2)ヤードの状況撮影位置図	
			
1.コンテナ船		5.ヤード	
	コンテナ船の入港		トップローダーによるコンテナ取扱
2.コンテナ船		6.ヤード	
	コンテナ船の方向転換		シャーシ置場
3.コンテナ船		7.ヤード	
	コンテナ船荷役状況		輸入車保管場
4.コンテナ船		8.ヤード	
	コンテナ船のランプ		メインゲート
		9.ヤード	
			コンテナヤード

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

2 主埠頭の利用状況（続き）

3) まき網漁船	4) 運搬船およびタンカー
	
10 まき網漁船	14 運搬船
	
11 まき網漁船	15 運搬船
	
12. まき網漁船	16 タンカー
	
13 まき網漁船	
	

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

プロジェクトサイト内の建物および立木（撤去対象物）

3.プロジェクトサイトの状況			
			
17.プロジェクトサイト		20.プロジェクトサイト	
	ブロック造り二階建建物 (2024年4月)		写真 二階建および平屋 建物(2024年4月)
18.プロジェクトサイト		21.プロジェクトサイト	
	テントハウス、移動式ト イレ、変電設備（コンテ ナ倉庫）（2024年4月）		コンテナハウス （隔離施設） (2024年4月)
19.プロジェクトサイト		22.プロジェクトサイト	
	立ち木 (2024年4月)		立ち木 (2024年4月)
23.プロジェクトサイト(18、20を合成)			
		写真18および写真20の 間を挿入した連続写真 （2024年4月撮影）同年 7月時点では解体搬出中	
24.プロジェクトサイト			
		プロジェクトサイトの 建物撤去作業が進行 中。(2024年7月)	

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

4	アクセス道路建設予定地撮影地点	
		
25. アクセス道路予定地		
		アクセス道路入口予定地 (2024年4月撮影)
26. アクセス道路予定地		
		倉庫のコンクリート床板、立木が撤去の対象である。
27. アクセス道路予定地		
		右側の建物は取壊し中の倉庫

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

5 漁港区

		
28 漁港区		
		主埠頭第1、第2バースに係留されるまき網漁船
29 漁港区		
		サービスボート
30 漁港区		
		サービスボート
31 漁港区		
		オーストラリアから供与された巡視艇

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

6. MD会議

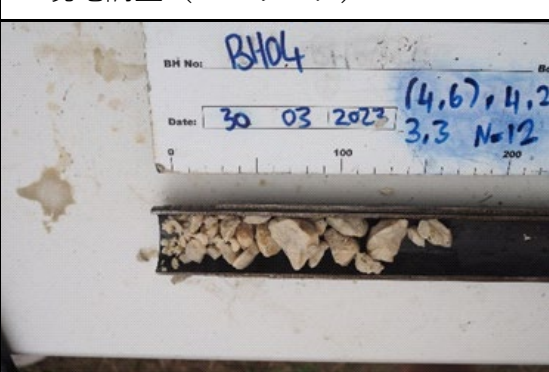
32.MD会議 	2024年 4月25日 PPA会議室	33.MD会議2024年4月25日 	
34.MD会議 	署名後の 写真撮影	35.MD会議 	署名後の昼食会 Sea Breeze Hotel

7. ステークホルダー会議

36.ステークホルダー会議 	2024年8月1日 Sokehd Municipall Hall Congress Room
37.ステークホルダー会議 	会議後の ピュッフェ

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）
デジタル写真集

7. 現地調査（ボーリング）

	38.現地調査（ボーリング）	
		2023年3月～5月 土質調査 実施状況
	39.現地調査（ボーリング）	
		2023年3月～5月 土質調査 実施状況
	40.現地調査（ボーリング）	
		2023年3月～5月 土質調査 サンプル
	41.現地調査（ボーリング）	
		2023年3月～5月 土質調査 海上ボーリング

ミクロネシア国ポンペイ港拡張計画準備調査（QCBS）

デジタル写真集

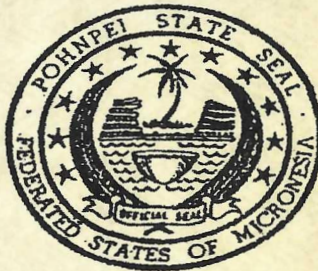
写本索引

フォルダー名	サブフォルダー名	ファイル名
1.ポンペイ港全景		a.ポンペイ港全景
		b.ポンペイ港全景
		c.ポンペイ港全景
		d.ポンペイ港全景
2.主埠頭	コンテナ船	1.コンテナ船
		2.コンテナ船
		3.コンテナ船
		4.コンテナ船
	ヤード	5.ヤード
		6.ヤード
		7.ヤード
		8.ヤード
		9.ヤード
	まき網漁船運搬船	10.まき網漁船
		11.まき網漁船
		12.まき網漁船
		13.まき網漁船
		14.運搬船
		15.運搬船
		16.タンカー
3.プロジェクトサイト	プロジェクトサイト	17プロジェクトサイト
		18.プロジェクトサイト
		19.プロジェクトサイト
		20.プロジェクトサイト
		21.プロジェクトサイト
		22.プロジェクトサイト
		23.プロジェクトサイト
		24.プロジェクトサイト
4.アクセス道路用地	アクセス道路用地	25.アクセス道路用地
		26.アクセス道路用地
		27.アクセス道路用地

5.漁港区	漁港区	28.漁港区
		29.漁港区
		30.漁港区
		31.漁港区
6.MD会議ステークホルダー会議	MD会議	32.MD会議
		33.MD会議
		34.MD会議
		35.MD会議
	ステークホルダー会議	36.ステークホルダー会議
		37.ステークホルダー会議
7. 現地調査(ボーリング)		38.現地調査(ボーリング)
		39.現地調査(ボーリング)
		40.現地調査(ボーリング)
		41.現地調査(ボーリング)

7. 初期環境影響評估（IA）関連許可書

- (1) 土工許可書
- (2) 土地利用許可書
- (3) 歴史的施設保存許可書



POHNPEI STATE
ENVIRONMENTAL PROTECTION AGENCY
POHNPEI, FSM 96941
FEDERATED STATES OF MICRONESIA



EARTHMOVING PERMIT

NUMBER **PP-13-24**

Pohnpei Port Authority (PPA) OF Dekehtik, Nett IS HEREBY GRANTED
NAME OF APPLICANT PLACE

PERMISSION TO Seaport Expansion
TYPE OF PROJECT

AT Dekehtik, Nett, Pohnpei
VILLAGE, MUNICIPALITY, ISLAND

SUBJECT TO THE REQUIREMENT OF POHNPEI STATE EARTHMOVING REGULATIONS AND SPECIAL REQUIREMENTS UNDER THIS PERMIT, AS ATTACHED.

THIS PERMIT MAY BE REVOKED AT ANY TIME BY A DULY AUTHORIZED REPRESENTATIVE OF EPA, FOR NON COMPLIANCE WITH THE POHNPEI STATE EARTHMOVING REGULATIONS.

THIS PERMIT DOES NOT GIVE ANY PROPERTY RIGHTS, EITHER IN LAND OR MATERIALS, OR ANY EXCLUSIVE PRIVILEGES, AND DOES NOT AUTHORIZE INJURY TO PRIVATE PROPERTY OR INVASION OF PRIVATE RIGHTS.

July 04, 2024
DATE OF ISSUE

Dr. Josephine Saimon
Chairperson, Board of Directors
Pohnpei EPA

VALID FROM DATE OF ISSUE UNTIL **July 31, 2025**

THIS PERMIT SHALL BE POSTED FOR PUBLIC DISPLAY

PERMIT CONDITIONS

EARTHMOVING PERMIT PP-13-24

SEAPORT EXPANSION

PERMITTEE: Pohnpei Port Authority

THIS PERMIT EXPIRES ON July 31, 2025

General Conditions

- I. Earthmoving operations will be conducted in accordance with Pohnpei State Environmental Protection Agency Regulations, and in a manner that siltation of surrounding reefs will not exceed that which would occur under natural conditions.
2. This permit is issued only to Pohnpei Port Authority as the permittee and is not transferable to another person or entity. If the activity is subcontracted by the permittee, both the permittee and the subcontractor shall be liable for compliance with all permit conditions, applicable state rules and regulations, and for the payment of any fines or other penalties for any violation of the permit conditions or state rules and regulations.
3. This permit does not give any property rights, either in land or materials, or any exclusive privileges, and does not authorize injury to private property or invasion of private rights.
4. The permittee shall obey and conform to all laws, regulations and rules of the State of Pohnpei, in the conduct of this earthmoving operation.
5. The permittee shall make every reasonable effort to conduct these earthmoving activities in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.
6. Extreme care shall be taken to insure that no debris, petroleum products, or other deleterious materials be allowed to fall, flow, leach, or otherwise enter any body of water.

Special Conditions

- I. This permit is issued only for the purpose to dredge and fill an area to construct a new quay and container yard to expand the existing port. All activities shall be limited to the area requested for review and approval: 160 meters long 30 meters wide for the quay and 190 meters long by 90 meters wide, access road shall be 249 meters long by 10 meters wide, and dredging shall be maintained within area requested. No activity shall take place outside this approved location without a permit amendment being requested and approved before such expansion shall take place.

Permit Conditions

Earthmoving Permit PP 13 24

Page 2

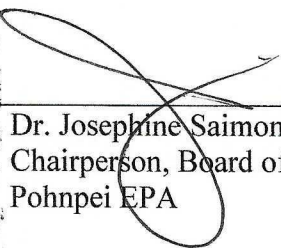
2. Spillage of dredged coral/sand during transport from the dredging site to the shore shall be minimized to the greatest extent practical, through the use of filters or other methods to retain the coral/sand from the discharged water.
3. As much excess water as possible shall be drained from the sand before the coral/sand is off loaded from the dredge barge, to minimize spillage of the coral/sand onto the shoreline and/or roadways.
4. This plan as written here shall be implemented if changes are to be made before construction begins or during construction, the proposed changes are to be submitted to EPA and approved by EPA before the changes are made.
5. If any unanticipated impacts occur during construction. The cause of such impacts should be immediately identified, and the immediate and long term (depending on the impact if a onetime incident or a continuous situation) response action plan (including clean up, disposal, and prevention measures for the future), and schedule should be immediately developed and reported to EPA by the Permittee, and EPA approved the proposed actions before they are carried out.
6. Details on the specific test to be conducted, procedures to be followed, and types of equipment's to be used shall be submitted for review and approval. The results of the tests shall be routinely submitted to EPA within 1 week of the completion of the test. If the tests indicate that they are outside of the allowed limits, such test results along with a plan to immediately stop the cause of the incident, a plan to reduce the impact of the incident, and prevent it from occurring again, be submitted to EPA within 1 day after the tests are completed, and EPA approve the proposed actions before they are carried out.
7. Clearing of trees/vegetation's shall be limited those within area requested.

Modification, e or Revocation of Permit

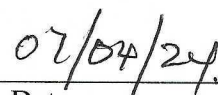
The Pohnpei Environmental Protection Agency may, after taking into account any significant detrimental environmental degradation resulting from this permitted activity, change or modify the conditions of the permit to minimize such degradation, or partially, or in whole revoke the permit should the Agency determine such action to be justified and appropriate for environmental protection.

In issuing this permit, the Agency has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete, or inaccurate, this permit may be modified, suspended or revoked, in whole or in part.

Permit Conditions
Earthmoving Permit PP-13-24
Page 3



Dr. Josephine Saimon
Chairperson, Board of Directors
Pohnpei EPA

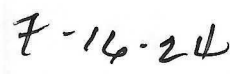


Date

I, the Permittee for this Earthmoving Permit, have read the above Permit Conditions, and hereby agree to comply with all these conditions.



Signature



Date

Issued by:

Name and Title

LAND USE PERMIT APPLICATION
DEPARTMENT OF LAND
DIVISION OF MANAGEMENT AND ADMINISTRATION OF PUBLIC LANDS
POHNPEI STATE GOVERNMENT

Application No. _____ Issued on: _____
Issued by: Pohnpei Port Authority (PPA)
Received on _____
Received by: _____
Application completed on (date) _____
Public Hearing on: April 16, 2024
The application has been reviewed and found to be completed on _____ day of _____ 20____.
The application is ready for processing.

I. General Information:

1. Name of Applicant: Pohnpei Port Authority (PPA)
2. Applying as: ☐ An Individual
☐ A corporation
☐ A Partnership
☒ A Government Agency
☐ Other (describe) _____
3. Applicant's Representative or Agent (if any) _____
4. Address: Dekehtik, Nett, Kolonia, Pohnpei
5. Address in Pohnpei (if different) _____
6. Telephone No. (+691) 320-2793/ 2682
7. Complete one of the following, if applicable:
Citizenship (if applicant is an individual) _____
State and/or Nation of Incorporation (if applicant is a cooperation) Pohnpei, FSM
Names and citizenship of all partners or owners: _____

II. PROJECT LOCATION

1. Name of Project: Pohnpei Port Expansion Project
2. Type of Project: Construction of a new quay
3. Project Location: Port area of Pohnpei Port Authority, Dekehtik, Nett, Kolonia, Pohnpei
 - 3.1 The specific tract or area of land involved and rightful owner(s);
 - 3.1.1 Private/Public: Public land owned by PPA
 - 3.1.2 Parcel No: No. 166-A-00 area (better to reconfirm with Department of Land)
 - 3.1.3 Location: Dekehtik Island, Nett municipality
 - 3.1.4. Type of lease or deed: Ownership
 - 3.1.5. Owner or lessee of lot parcel: Pohnpei Port Authority
 - 3.1.6 In case of land-fill, please provide name of owner or lessee of the land abutting the shore: Pohnpei Port Authority
4. Provide mini map or drawing of area, and proposed project (Attached).

A. physical (kauehwehpen mwomwen wasahu. Sohng da me komw kin mahsanih de kilang nan wasa kiset.)

White sand, algal flats, silted surface, rubble flats, live coral flats, heliopora blue coral, live coral slope, deep soft silt and mangroves (mangroves at hinterland area shall not be subject of impact by construction activity)

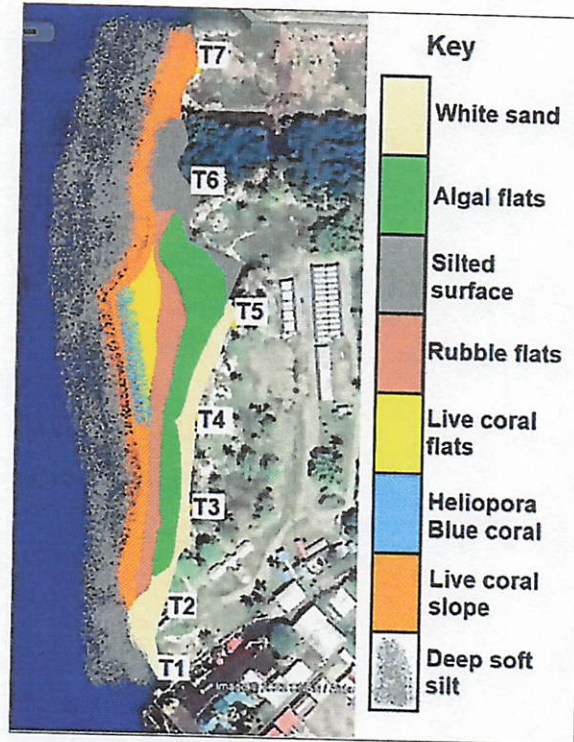


Figure 3 The existing Physical condition

B. biological (Songen mehkot mour da me mi nan wasahu).

1. Algal flats, live coral flats, heliopora blue coral, live coral flats (Padina pavonica, Hlimaoda, Porites, Montipora, and Helipora) and mangroves

The mangrove stand between the project site and the airport runway has two main forest types:

- The tidal creek between the sea and the road built for the airport signal building dominated by red mangrove (*Rhizophora*) species and
- drier forest behind the project site dominated by black and white mangrove (*Sonneratia* and *Lumnitzera*) species.

In all areas (apart from shrubs in previously cleared areas), trees were tall, between 10 and 14m, indicating a mature and long-standing forest.

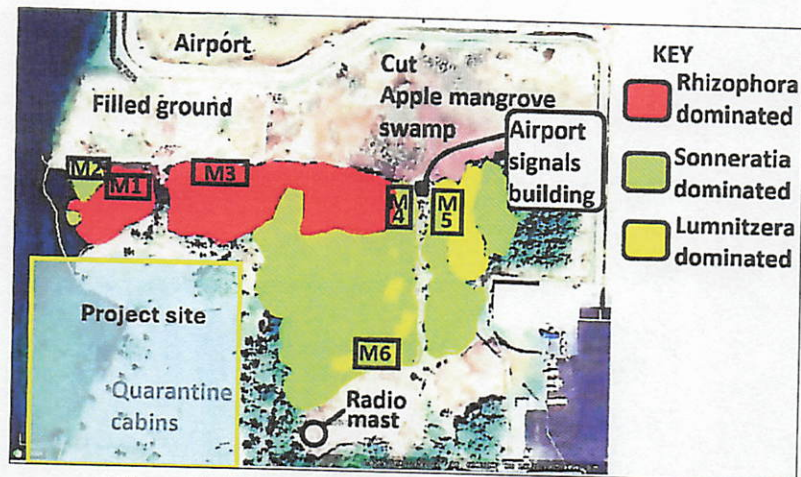


Figure 4 Mangrove area outside of the project site.

The project does not include the mangrove area.

2. Among them Heliopora Blue Coral is a Vulnerable Species (IUCN category: VU), that will be subject of impact by dredging works (at the dredging area) had been identified.

3. Separately, two juveniles of Hamphead Wrasse, or Cheilinus undulatus (IUCN category: EN, endangered species) were sited under the existing dock near T1 location of conducted belt transect method survey. However, since they were juveniles and not adults with doubt of spawning ground, they were just recognized as migrating fish (therefore, assumed that no mitigation measure was required).

C. cultural (fa kesempwal pen wasabu). Synoqo
No cultural heritage is sited within nor adjacent to the project site.

D. social/economic (Ia kesempwal pen wasahu ohng aramas de wehio).
The project site was once a resort hotel. Due to the expansion of port facilities, the cottages and other hotel facilities were cleared. However, due to COVID 19, the area was used as a quarantine facilities, which have not been used since August 2022.

IV. PROJECT DETAIL

I. Please describe in detail your project proposal and its objectives.

a. Components of the project activity

- (1) Mooring Quay: quay extension of 160m x 30m (apron width), steel pipe arrow structure, water depth 10m, including dredging work for the basin,
- (2) Access road (10m x 249m, concrete pavement),
- (3) Yard (190m x 90m, leveling and compaction, crushed stone pavement), and
- (4) Mooring post on the quay (2 units at both sides of the quay).

b. Areas directly and indirectly affected by the project

The areas basically informed in above a. *components of the project activity*, as well as construction areas indicated below c. *construction methods* will be the subject of direct and indirect impacts. There may also be some additional surrounding areas that could become an area of indirect impact (such as by spread of turbidity, or by water contamination, etc.).

Please see **Figure 1 and Figure 2** for the directly affected areas.

c. Construction methods

1. Primary dredging (Please see Figure 5)

Before driving the front steel pipe sheet pile, the area from the normal line of the quay to 11.5m in front will be dredged from land using a crawler crane at a slope of 1:2. The dredging area will be encompassed by a silt protector for the purpose of reducing the dispersion of sediments.

Dredging soil will be placed on the land area of the project site, which will be used as the yard(see Figure 2).

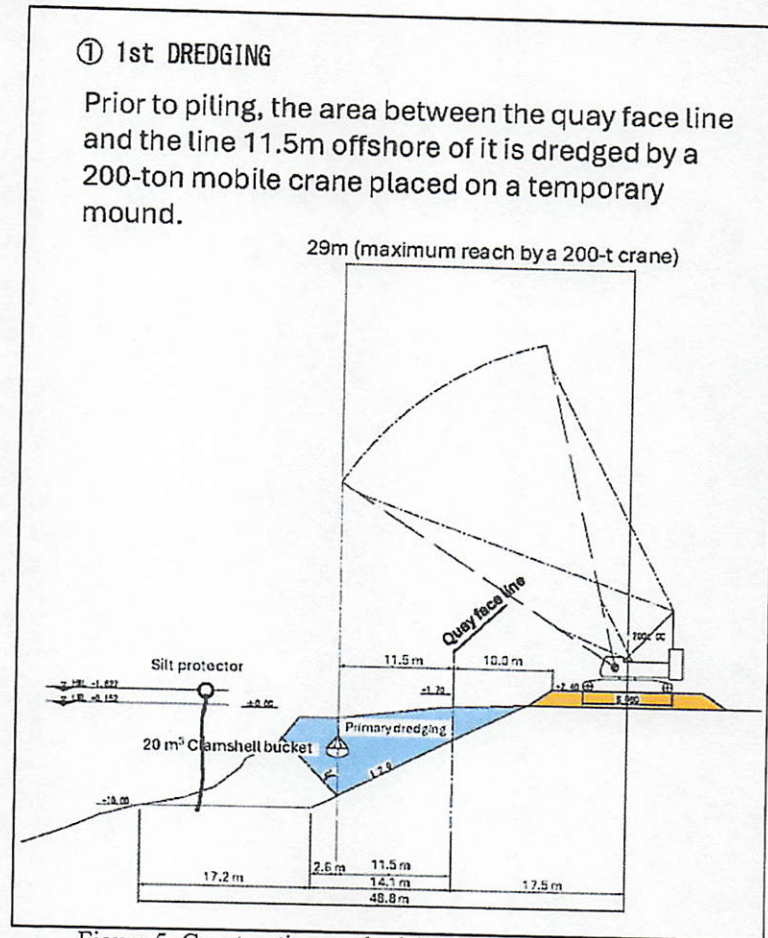


Figure 5 Construction method (1) First dredging

2. Driving steel pipe sheet piles (See Figure 6)
Driving steel pipe of sheet piles by 200-t mobile crane along the quay face line. A vibratory hammer will be used for the purpose of reducing the noise.

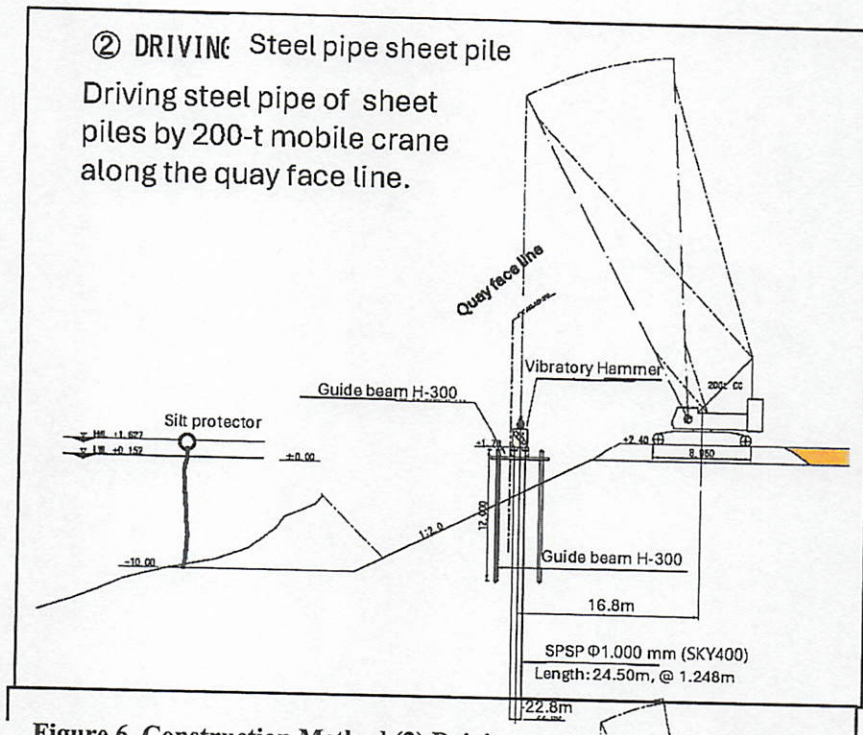


Figure 6 Construction Method (2) Driving steel pipe sheet pile

3. After placing the front steel pipe sheet pile, retaining steel sheet piles will be driven and, then tie wires will be installed interconnecting the front sheet pile wall and the retaining sheet piles (see Figure 7).

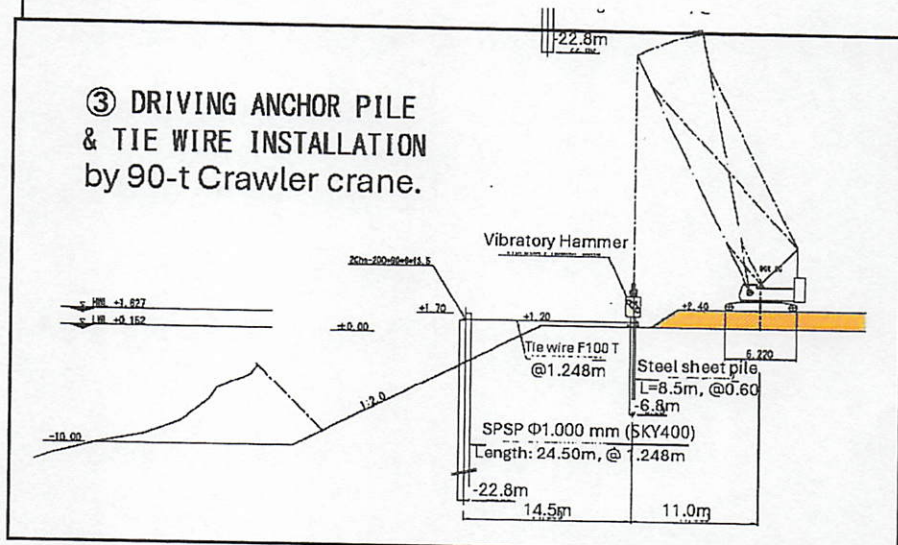


Figure 7 Construction Method (3) Driving anchor pile and tie wire installation

4. Coping of the sheet pile edge (Figure 8)
The top of the sheet pile wall will be coped with concrete, and then the quay will be filled with the dredged soil.

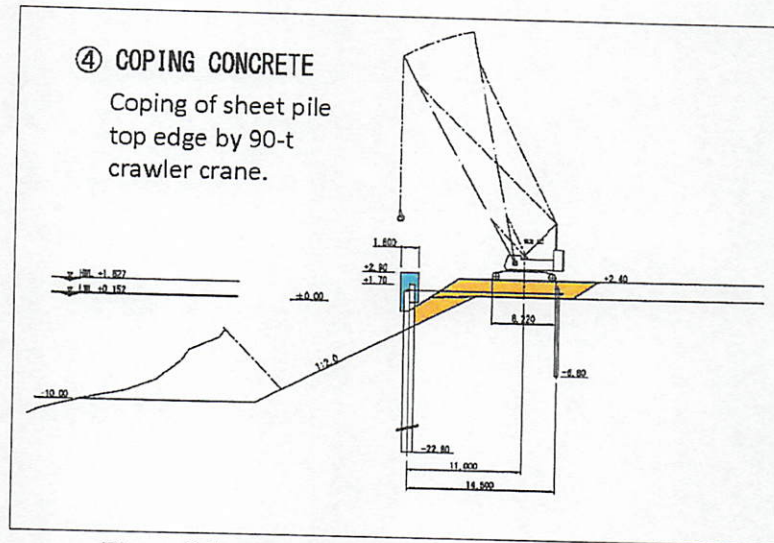


Figure 8 Construction Method (4) Coping concrete

5. Second dredging (See Figure 9)
The area between the face line of the quay wall and the line 10m offshore of it will be further dredged up to a depth of -10m by 90-t crawler crane placed on the quay.

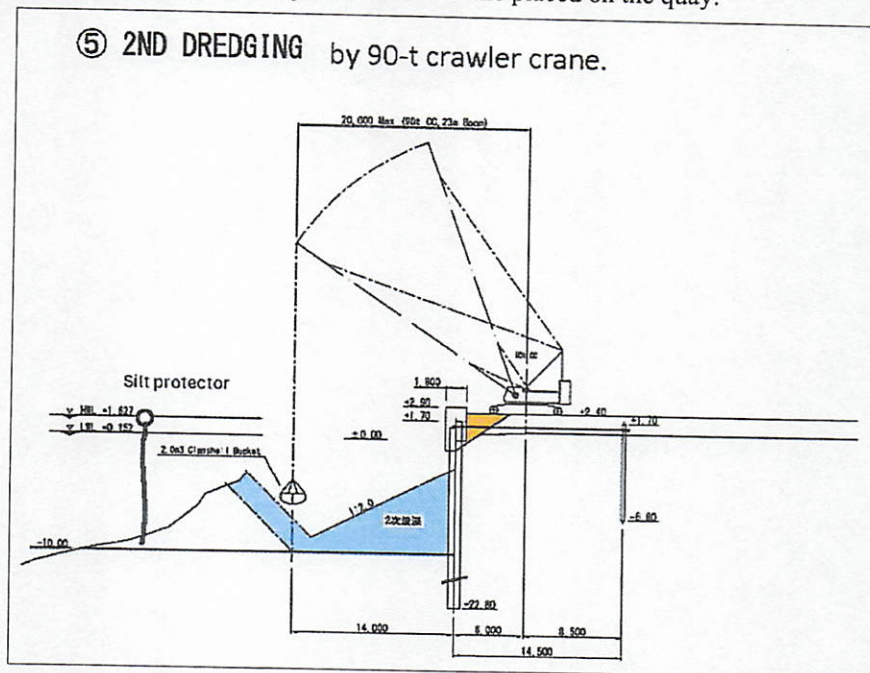


Figure 9 Construction method (5) Second dredging

6. Third dredging (see Figure 10)
The crawler crane mounted on the barge will dredge the area that has not been dredged will be dredged up to -10m by the 90-t crawler crane crawler crane placed on a barge. The total volume of dredging is estimated to 46,000 m³.

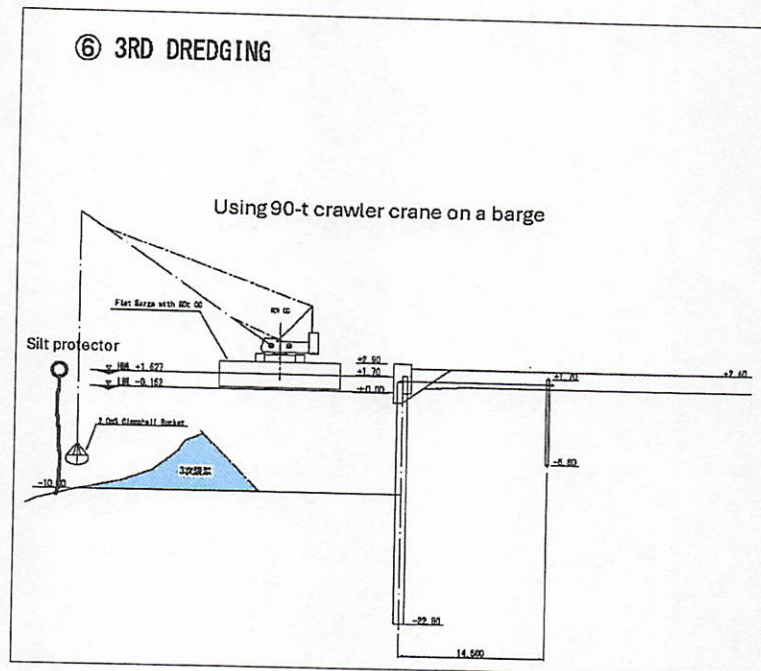


Figure 10 Construction Method (6) Third dredging

7. Final filling of apron of the quay (Figure 11)
8. The apron of the quay will be filled with dredged soil up to +2.4m and then paved with concrete. The elevation of the apron of the quay will be +2.9 m

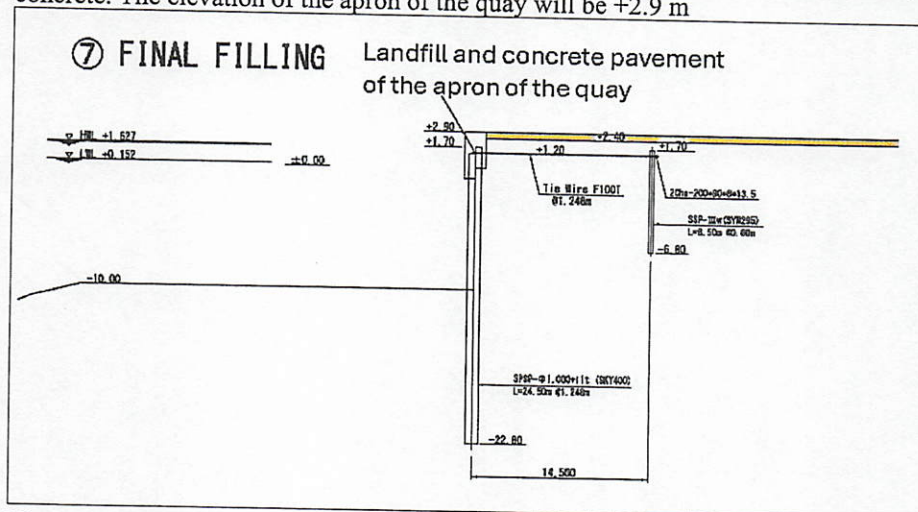


Figure 11 Construction method (6) Final Filling of the Quay

9. A set of mooring posts will be constructed both sides of the quay.
10. A two-lane access road connection the new quay and the existing wharf will be constructed.
11. The yard area will be paved with gravel.

Dredging works (46,000m³) at water area in front and side of the quay; (inland) reclamation works at container yard area behind the quay (190m x 90m); concrete pavement works for the access road (10m x 249m)

d. Access arrangements

Access road of 10m x 249m will be constructed by concrete pavement works.

e. Duration and hours of operation

Construction period approx. 30 months starting from May, 2025 (tentative schedule as of Dec., 2023)

- f. Estimate volume of sand or coral
Dredging volume is 37,000m³. Dredged material to be unitized for new quay and container yard reclamation.
- g. Cost of project
4,246 Milion yen

V. ENVIRONMENT IMPACT

1. Please describe in detail the environmental impacts of the project.
 - a. State whether the project will have a small or large impact on the environment.
There will be a certain extent of environmental impact, though not up to a significant level.
 - b. If the project will be beneficial to the environment, please describe, and if it will have adverse
The project aims at the safety operation of the port by mitigating the congestion in the port. Thus, by alleviating the risk of accident, the risk of oil spill is also reduced.
While the project is beneficial to the local economy in the field of fishery logistics by enhancing the mooring capacity for purse seiners of the port, by dredging the coral reef for a basin of the quay, live coral colonies will be demolished.
 - c. consequences, please specify how the project will minimize the impact, please be specific,
Some of blue coral colonies within the dredging area shall be transplanted to the nearest protected area to the port, where large blue coral colony exists, before dredging work starts.
 - d. Please describe the short and long term impacts of the project on the environment.
Short term impact:
During the dredging work the turbidity of the dredging area may increase even though silt protecting screens are applied around the dredging machine. During sheet pile driving, noise may annoy the people living across the bay, even though vibro-hammer machine will be employed instead of to reduce the noise.
Long term impact:
Due to dredging works, the coral flats within the project site will be inevitably demolished and fishes live around the coral flats will lose their spawning area and shelter, even though an artificial coral flat made of rubble matts will be constructed at the side of quay and the a part of blue coral colony will be transplanted to a protected area.
 - e. Please describe the direct and indirect impacts of the project on the environment.
Direct impact:
 - (1) The blue coral and other live corals vegetated at the dredging area shall inevitably be demolished, However, the project site is defined as the port aera and not the protected area.
 - (2) The sediment quality survey was conducted during the survey showed that the concentration levels of heavy metals (arsenic, chromium, nickel) of the coral reef were lower than the dredging guidelines of Australia, NOAA and Canadian, while the sea bottom sediment in the navigation channel, which is deeper area than dredging area, contains high level of heavy metal concentration.
The dredging area is limited to water depth of -10m, but some sediment from the bottom of the navigation channel may be floating in the water and mixed with the dredged coral sand. However, the dredged materials will be used for landfill of the yard behind the quay instead of marine dumping. In addition, a revetment will be constructed along the seaside perimeter of the landfill area in order to prevent the outflow of the dredged material.
 - (3) Dredging works may have impact on seawater quality, such as TSS or turbidity, even though the dredging work will be performed within the closed area by silt screen.
 - (4) During the dredging work, incoming and outgoing traffic may be controlled and, thus, the local fishermen and marine tour boats may be inconvenienced.
Indirect impact:

During the construction period, foreign workers stay in Kolonia and local people will be employed for the construction. This may cause some impact on the daily life of the people.

- f. Please describe the local and/or regional impacts of the projects.
This project itself aimed to alleviate congestion and improve safety of navigation of the Pohnpei Port. Hence, due to implementation of this project, above purposes will be met, which also means that the demand of Pohnpei Port as fishing base shall be fulfilled and so PPA and the local community will not miss the opportunity to develop its economy in the area of seafood distribution.

VI HISTORIC/CULTURAL IMPACT

Please describe in detail the historical/cultural impact of the project;

- a. State whether the project will have a small or large impact on the historic/cultural significance.
There are no cultural heritage within nor adjacent to the project site. Therefore, no related impact shall be assumed.
- b. If the project will be beneficial to the historic/culture, please describe, and if it will have adverse
Even though pleasure boats may be inconvenienced during the construction period, after the completion of the construction, the congestion of the navigation channel will be eased since the evacuation of purse seiners for the arrival and departure of commercial vessels will be reduced.
- c. Please describe the short and long term impacts of the project on the historic/culture.
The same as b above.
- d. Please describe the direct and indirect impacts of the project on the historic/cultural.
Direct impact is the same as b above. Indirect impact will be the increase visitors to historic and cultural tour to forts during the War by of Japanese workers.

VII MARINE/SPECIES IMPACT

Please describe in detail the marine/species impact of the project;

- a. State whether the project will have a small or large impact on the marine/species significance.
The project shall cause a certain degree of adverse impact to the marine environment.
- b. If the project will be beneficial to the marine/species, please describe, and if it will have adverse
Almost the whole coral reef in the project site will be dredged and, thus, some blue coral colonies shall be transplanted to a nearby similar habitat. The transplanted blue corals may eventually start to grow, and spread its vegetation area.
- c. Please describe the short and long term impacts of the project on the marine/species.
The loss of the whole blue coral colonies is long-term impact, while the loss of the reef as a habitat of fish may be recovered by the construction of artificial reef made of gravel mat.
- d. Please describe the direct and indirect impacts of the project on the marine/species.
All the coral reef will disappear from the project site (however, a part of them would be transplanted to the transplanting location).
Indirect impact: If transplantation of blue corals to be Direct impact: blue corals that will be a affected by the dredging works were successful, then transplanted blue corals as well as new blue corals that have been implanted may transform into a new habitat for migrating fish or as spawning ground of such nekton.

VIII FORESTRY

Please describe in detail the Watershed and Forest Reserve/Mangrove impact of the project;

- a. State whether the project will have a small or large impact on the Watershed and Forest Reserve/Mangrove significance.
Inapplicable. The mangroves vegetating in the hinterland of the project site are not subject for demolition, and therefore, will not be harmed.
- b. If the project will be beneficial to the Watershed and Forest Reserve/Mangrove, please describe and if it will have adverse

The subject project shall neither be beneficial nor will cause adverse impact to the hinterland mangrove area.

- c. Please describe the short and long term impacts of the project on the Watershed and Forest Reserve/Mangrove.

Inapplicable. Shall cause no impact, regardless of short or long term.

- d. Please describe the direct and indirect impacts of the project on Watershed and Forest Reserve/Mangrove.

Inapplicable. The subject project will neither cause direct nor indirect impact on watershed and forest reserve/mangrove.

VIII PUBLIC INFRASTRUCTURE

Please describe in detail the Public Infrastructure impact of the project;

- a. State whether the project will have a small or large impact on the Public Infrastructure significance.

The subject project should have significant positive impact in terms of public infrastructure significance. This project itself aimed to alleviate congestion and improve safety of navigation of the Pohnpei Port, and by constructing a new quay with ship mooring facilities it will contribute to the improvement of maritime logistics. And by fulfilling such goals, Pohnpei State will be able to avoid risk of losing opportunities for economic development in the area of seafood distribution.

- b. If the project will be beneficial to the Public infrastructure, please describe, and if it will have adverse
Ditto

- c. Please describe the short and long term impacts of the project on the Public Infrastructure
No negative short nor long term impact in the sense of public infrastructure.

- d. Please describe the direct and indirect impacts of the project on Public Infrastructure
No negative direct nor indirect impact in the sense of public infrastructure.

IX MITIGATION

Please specify how the project will safeguard the environment.

- a. staging of operations

Detailed Design Survey stage:

Detailed Environmental Management Plan and Environmental Monitoring Plan planning

Prior Construction:

Transplantation of blue corals to be affected to a nearby similar habitat area.

During Construction:

Installation of silt protector around dredging area during dredging and reclamation works. Adopting civil engineering method to avoid soil runoff to occur into the ocean, when utilizing the dredged soil as reclamation material.

- b. storm water (run-on) management

Natural flow addition system same as existing conditions. Rainfall on the project site will either infiltrate into the ground or runoff will flow over the existing surface and runoff will be discharged to the overnight site.

- c. progressive soil erosion and sediment control measures (for runoff) and maintenance

Revetment will be constructed by rubbles to prevent soil runoff of landfill materials applying utilizing dredged soil as inland reclamation material.

- d. topsoil stock piles

The whole area of the project site will be elevated by about 2 meters with the dredged soil. The seaside perimeter of the landfill area will be protected by seawall or quay wall from erosion or runoff.

- e. gravel or sand stock piles

- The same as above e.
- f. spoil disposal
Shall be segregated as (combustible) solid waste and will be disposed as solid waste
- g. road works
The access road constructed for this project is limited within the port area and no influence is expected to occur on the natural environment outside of the port area. The surface of the access road is paved with concrete and rain water fall on the road is drained to the sea through drainage ditches along the perimeter of the yard.
- h rehabilitation of all disturbed areas
All the disturbed area during the construction will be converted to port facilities such as quay, yard and access road.
- i protection of vegetation and corals
The project does not touch the surrounding mangrove forests. As a mitigation of the removal of almost all the live corals, some blue coral colonies shall be transplanted to a protected area near the port.
- j location and control of stock piles/storage areas
All the stockpiles will be placed within the project area that already cleaned for the project. The construction work will be performed within the project site only.
- k operation controls
the dredging area is outside of the navigation channel and will not affect the passage of commercial and fishing vessels.
- m protection of historic item and areas
We have already confirmed that no cultural heritages nor historical remains of importance are within nor adjacent to the project site.
- n. noise control
A vibratory hammer will be used instead of steam hammer to reduce noise. During construction, noise level will be monitored at the project site and Sohkes village's residential area.
- o. Visual screening
1. To check to see that no hydrological impact had occurred, we require to compare the shoreline situation prior to construction and after the construction, by google map screening.
 2. to check to see that no land subsistence had occurred, we require to have direct site inspection (visual inspection) of the new quay after operation to screen whether there have been any land subsistence and that the facility is stable without any cracks or other defects.
- p. control of dust and machine emission
Heavy machineries and vehicles of less GHG emission should be selected for procurement, and regularly maintenance shall be required. Regular sprinkling of water should be conducted at the project site and access roads to avoid dust to stir up and spread.
- q. waste disposal and removal
1. Based on related regulation, solid waste, liquid waste and hazardous waste require to be segregated, and also separately and temporarily be stored till each waste is collected by different designated waste collectors.
 2. As for hazardous waste in particular, a license must be achieved to temporarily store and handle hazardous waste at a certified temporary hazardous waste storage regulated by related law and regulation.
 3. Each waste must be managed by taking a logbook record in compliance with the regulated manifest system in Micronesia.
 4. Especially for hazardous waste, it must be properly handled, stored and collected by a designated hazardous waste collector to have it properly transported and properly disposed.
- r. fencing off of construction sites
The construction site will be fenced off, before construction starts.

s. construction dikes to prevent sedimentation.

Seawalls will be constructed at the seaside perimeter of the yard area. The location of the seawall is shown in Figure 12, while the cross sections of the sea walls are shown in Figure 13..

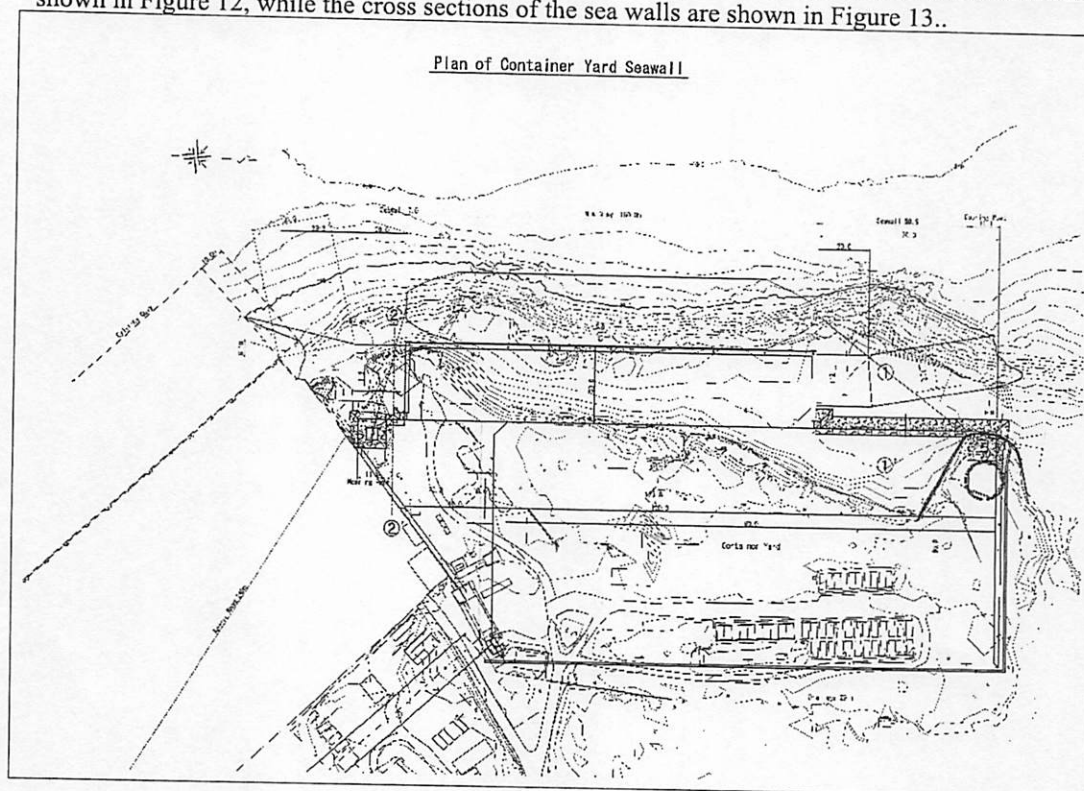


Figure 12 Location of the seawalls

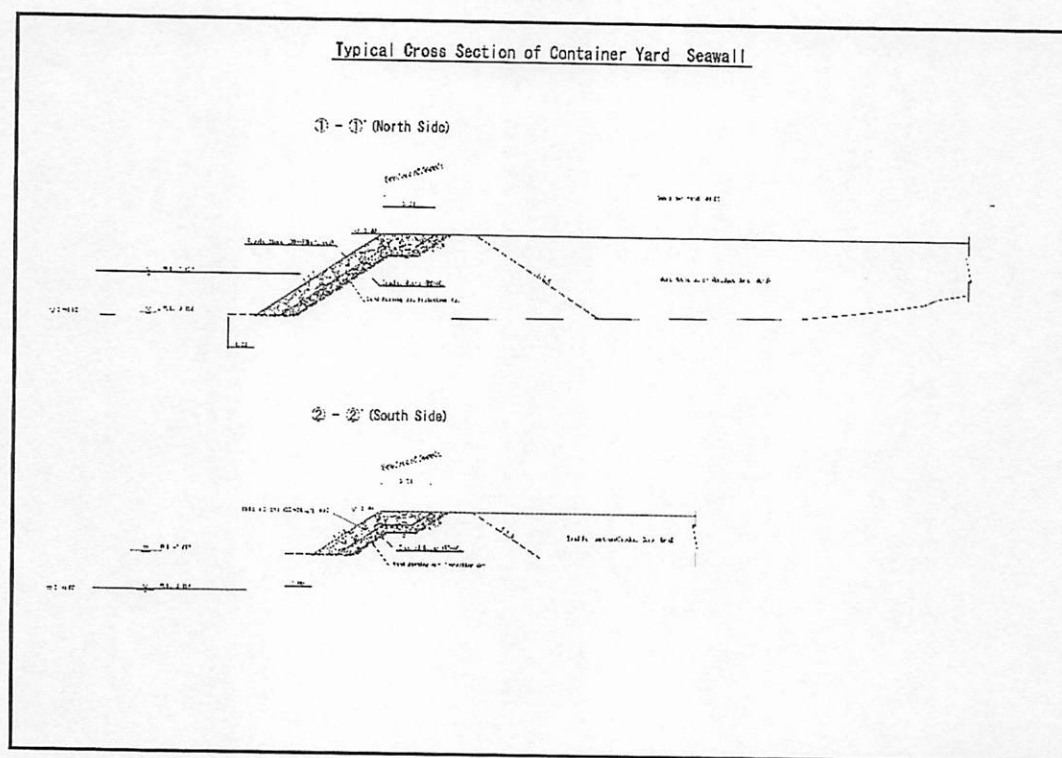


Figure 13 Cross sections of the seawall

IMPROTRANT: THIS APPLICATION WILL NOT be considered complete until all the above information are provided and the agencies checked below reviewed your project proposal and submit their findings to the Department of Land and Natural Resources. It is your responsibility to have these agencies review your proposal.

Therefore, please ask the Office of Inspection, Negotiation, and Education in the Division of Public Lands which of these agencies are applicable to your proposal. Each agency will conduct its own assessment and submit a copy of their findings along with their recommendation and conditions.

() Division of Public Lands, Department of Land

Date: _____

() Division of Forestry, Resources and Management (attached report)

Date: 6/11/24

() Division of Historic Preservation & Cultural Affairs, (attached report)

Date: 6/27/24

() Division of Marine, Resources and Management (attach report)

Date: 6/11/24

() Office of Fish and Wildlife, Department of Public Safety

Date: 6/12/24

() Environmental Protection Agency (EPA) Department of Health Services (attach report)

Date: 7/28/24

() Other agencies (describe)

Date: _____

13. Note that signing of any of the above does not authorize you to commence your project. The Public Land Board of Trustees is the only authorized body to grant you the authority on your project.

14. By signing this application, I hereby acknowledge that the information submitted by me is correct and accurate. If I discover that any of the information is incorrect or inaccurate, or if I receive additional information relevant to this application, I will notify the Department of Land immediately. I also understand that this is an Application only and it does not give permission or authority to proceed with my project or request. A Project Permit or other document will be issued if the request is approved.

For Grilly Jack/General Manager

Signature of Applicant

Date: 6.5.24

6 Land Inspector's report is for approval or disapproval is herewith provided:

I personally check and inspected the area
and there is no problem that my agent our
land regulator

Signature (Land Inspector)

Date: 7/20/24

**

Board of Trustees and Department of Land Action

ANTONIO R. HOSAS
Chairman, BOT

Date: 4/31/24

[Signature]
Director, Department of Land

Date: 7/31/24



POHNPEI HISTORIC PRESERVATION CLEARANCE

Permit Issued To

Pohnpei Port Authority

June 26, 2024

On this day of

A thorough review of the proposed

Pohnpei Port Expansion Plan

project not to

36,000sqm.

in Dekehtik, Nett

has been

Exceed

Completed and reveals No Adverse effect on any historic or cultural

28-24 Permit No.

Special Condition

Jackleen Santiago

Chief of Historic Preservation Of-
fice / Designee

Expiration Date: June 26, 2025