檔　　號：
保存年限：

內政部營建署　函

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受文者：中華民國全國建築師公會

發文日期：中華民國105年10月17日
發文字號：營授辦建字第1053580574號
速別：普通件
密等及解密條件或保密期限：
附件：如說明（請至http://edoc.cpami.gov.tw下載）

主旨：檢送印尼代表處經濟組函為該駐紮國及外交部函為亞洲開發銀行（ADB）相關商情資料1份，請查照並週知會員。

說明：依行政院公共工程委員會105年10月6日工程技字第10500314940號函及105年10月7日工程技字第10500315290號函副本辦理。（如附影本）

正本：台灣區綜合營造業同業公會、台灣區環境保護工程專業營造業同業公會、台灣區基礎工程專業營造業同業公會、台灣防水工程專業營造業同業公會、臺灣區擋土支撐及土方工程專業營造業同業公會、台灣庭園景觀工程專業營造業同業公會、臺灣區地下管線工程專業營造業同業公會、臺灣區施工塔架吊裝及模版工程專業營造業同業公會、臺灣區預拌混凝土工程專業營造業同業公會、臺灣區鋼構工程專業營造業同業公會、臺灣區營建鑽探工程專業營造業同業公會、中華民國土木包工商業同業公會全國聯合會、中華民國全國建築師公會
副本：行政院公共工程委員會、內政部營建署（建築管理組）、中部辦公室（營建業務）

電子公文交換章 2016-10-17 16:11:11

營建署

副本

中部辦公室
(營建業務)

行政院公共工程委員會　函

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受文者：內政部

發文日期：中華民國 105 年 10 月 6 日
發文字號：工程技字第 10500314940 號
速別：普通件
密等及解密條件或保密期限：
附件：如說明

主旨：函轉駐印尼代表處經濟組函，為有關印尼政府規劃在 2018 年以前將收費道路全部改為電子收費事，請轉知所屬會員參考運用，請查照。

說明：檢送駐印尼代表處經濟組 105 年 10 月 4 日印尼經字第 10500005930 號函影本乙份。

正本：中華民國工程技術顧問商業同業公會、中華民國營造工程工業同業公會全國聯合會
副本：內政部、交通部、工程產業全球化專案辦公室(以上皆含附件)

主任委員 吳宏謀

本案依分層負責規定授權業務主管決行

105. 10. 12

105. 10. 11

內政部
1050072466　105/10/07

電子公文

檔　號：
保存年限：

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受文者：行政院公共工程委員會

發文日期：中華民國105年10月4日
發文字號：印尼經字第10500005930號
速別：最速件
密等及解密條件或保密期限：
附件：

主旨：有關印尼政府規劃在2018年以前將收費道路全部改為電子收費事，謹請鑒參。

說明：

一、為了建立無現金社會，以及讓經濟運作更有效率，印尼政府規劃在2018年以前，將所有的收費站都改為機器運作的電子收費站。

二、印尼收費道路管理局(Indonesia Toll Road Authority, BPJT)亦正草擬收費道路無現金化的行政命令，此行政命令將是要求所有的收費道路必須提供電子收費設施的法律基礎。

三、由於電子收費一個交易只費時3秒，相較於人工收費一個交易費時8秒，推動電子收費被認為能解決塞車及在收費站前大排長龍的問題。

四、公共建設及公共住房部(Public Works and Public Housing Ministry)亦正草擬總統令，將提出兩種協助收費道路業者購買土地融資機制，以協助收費道路業者加速並擴大

工程會　1051004
10500314940

營運：

(一)由新成立的國家資產管理局(State Asset Management, LMAN)購買土地，再交給基礎建設業者運用。印尼政府今年已經分配給LMAN 12.3億美元的預算購買土地，以提供基礎建設計畫，包括收費道路及港口等使用。

(二)收費道路業者在提出計畫經過政府審查同意後，其購買土地的費用將可得到政府退款。

五、印尼政府預計在2019年以前完成1000公里的收費道路建設計畫。但由於土地購買徵收等問題，計畫嚴重受到延誤。例如今年原應完成136公里的收費道路，但預計到今年結束，只能完成70公里。公共建設部將盡力推動收費道路業者儘快開工，以完成橫跨爪哇島的收費道路，並盼今年底能先到達中爪哇省Pemalang市。

六、印尼刻正全力推動收費道路建設，以實際政策措施協助道路營建商收購道路建設用地，並設定2018年全面電子收費政策目標，商機可期。尤其印尼所謂道路電子收費，大部分係經過收費站時，司機仍須開窗靠卡感應繳費，我國道路電子收費系統具有不需停車或降低速度之技術優勢，我道路工程及電子收費業者可以我國系統成功整合經驗，赴印尼考察並考慮合組聯盟爭取商機。

正本：行政院公共工程委員會
副本：遠通電收股份有限公司(02-77106868)、經濟部國際貿易局、經濟部工業局、經濟部投資業務處、經濟部國際合作處、印尼各區台商聯誼會、印尼留台校友會、印尼廣肇總會、印尼臺灣青商會 電2015-10-04交 交15-10-12章

駐印尼代表處經濟組

副本 營建署

中部辦公室
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受文者：內政部

發文日期：中華民國 105 年 10 月 7 日
發文字號：工程技字第 10500315290 號
速別：最速件
密等及解密條件或保密期限：
附件：如說明

主旨：函轉外交部函，為關於亞洲開發銀行（ADB）將於諾魯進行港口設施改善工程計畫（Nauru: Port Development Project）事，請轉知所屬會員參考運用，請查照。

說明：檢送外交部 105 年 10 月 4 日外國組四字第 10527524050 號函影本乙份。

正本：中華民國工程技術顧問商業同業公會、中華民國營造工程工業同業公會全國聯合會
副本：外交部(不含附件)、內政部(含附件)、工程產業全球化專案辦公室(含附件)

主任委員 吳宏謀

本案依分層負責規定授權業務主管決行

105. 10. 13
105. 10. 12
內政部
1050073002 105/10/11

電子公文

檔　號：
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本文計數	頁
附件(件數)	

外交部　函

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受文者：行政院公共工程委員會

發文日期：中華民國105年10月4日
發文字號：外國組四字第10527524050號
速別：最速件
密等及解密條件或保密期限：
附件：如文(10527524050-0-0.pdf、10527524050-0-1.pdf、10527524050-0-2.pdf、10527524050-0-3.pdf、10527524050-0-4.pdf)

主旨：關於亞洲開發銀行(ADB)將於諾魯進行港口設施改善工程計畫(Nauru: Port Development Project)事，詳如說明，敬請 查照惠辦。

說明：

一、我駐諾魯共和國大使館頃電報略以，亞銀太平洋聯絡暨協調辦公室新任主任Emma Xiaoquin Fan與我駐諾魯周大使進發於本(105)年在諾國會晤並向我方表示，亞銀刻正在諾國進行數項專案，包含改善諾國港口硬體設施，總經費超過4,000萬美元。伊並稱，未來諾魯港口興建工程，亞銀將以透明方式公開招標。

二、經查亞銀網站，該行迄已對旨揭計畫投入90萬美元技術援助(technical assistance)款及300萬美元贈款(grant)，另將投入估約2,100萬美元之贈款，做為旨揭計畫細部設計、前期準備之技術援助，及協助諾魯港務局(Nauru Port Authority, NPA)能力建構與強化組織體系等相關工作之用。

三、鑒於諾魯港口興建工程係一大重要商機，我駐諾魯共和國

工程會　1051005
10500315290

大使館建議，我國工程廠商或可密注亞銀公開資訊，以積極準備投標作業。請貴會將本案相關資訊周知我國相關廠商及公會，以利其等爭取與亞銀就本案合作之機會。

四、檢附旨計畫之相關計畫書共3份、亞銀與諾魯政府贈款換函及分析報告如附件共21頁，請卓參。

正本：行政院公共工程委員會
副本：駐諾魯共和國大使館、駐菲律賓代表處、財團法人國際合作發展基金會 [illegible]

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Republic of Nauru	Project Title:	Port Development Project
Lending/Financing Modality:	Grant	Department/ Division:	Pacific Department Pacific Liaison and Coordination Office

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy

Nauru is an independent Republic in the pacific with a land area of only 21 square kilometers and a population of 9,322 (2010). As a small island nation, Nauru is entirely reliant on sea and air transportation for its trade in goods and services. The effective and safe operation of the Nauru port facilities and equipment are central to maintaining trade and commerce with the outside world. Nauru imports over 95% of its goods by sea transport and is a vital link for the country's current and potential exports (phosphate, dolomite aggregate and fish). The existing port facility at Nauru is extremely in poor condition and has occupational health and safety issues, capacity limitations, and vulnerable to extreme weather. On request of the Government of Nauru (the government), the Pacific Region Infrastructure Facility conducted a pre-feasibility study to investigate feasible options for improvement of the port facilities in the short to medium term.[19] The proposed Nauru Port Development Project (the project) will improve overall port operations in the country complying international standards by constructing a quay wall for berthing ships together with an access causeway, reconstructing ports buildings, container storage and improving facilities for Nauru Port Authority (NPA). [20]

The project contributes to the national poverty reduction and inclusive growth strategy at the macro, sector and spatial levels by improving efficiency of Nauru Ports Authority, reducing demurrage, improving safety, reducing cost of cargo result in reducing cost of living in the country. This project has been identified in the ADB's country operations business plan for Nauru for 2016—2018 to provide enhanced infrastructure services. The project is also in line with ADB's Interim Pacific Approach, 2015 which extends ADB's Pacific Approach 2010-2014. The Interim Pacific Approach acts as the country partnership strategy for Nauru.

The project promotes economic and social inclusion of the poor and vulnerable groups and addresses the income and non-income dimensions of poverty and social exclusion by providing employment opportunities for the skilled and unskilled workers during project implementation and improving occupational health and safety of the workers during operational stage of the port upon completion of the project.

B. Poverty Targeting (Select one):

x General Intervention ☐Individual or Household (TI-H) ☐Geographic (TI-G) ☐Non-Income MDGs (TI-M1, M2, etc.)

There will be no specific pro-poor design in the proposed project but it is expected to generate employment during construction. The improved ports facilities include enhance safety in port operations, reduced unloading time for cargo, increased turnaround of ships with no demurrage will assist reduce cost of port handling and reduce cost of cargo and thus directly influence reducing cost of goods within the country. Being a small island nation Nauru imports almost all the goods and over 95% of imports use sea transportation. The improved accessibility at port will encourage regional and international passenger transportation.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

The primary beneficiaries of the project will be the general public who will benefit from more efficient operation of the port's facilities which will reduce the costs of imported goods and facilitates the flow goods which most people rely on. The project will improve efficiency of the port operations and reduce port handling costs, demurrages and ultimately reduce cost of cargo. The reduced import costs (cost of cargo) will enable reduction in the imported goods in the country thus reduce cost of living. Nauru is a small single island country and sea freight transportation is a lifeline for the country.

During construction and operations phase, all Nauruan will benefit from increased employment. The construction workers will create demand for food, accommodation and services, thus benefiting the local economy. The improved occupational health and safety of the workers upon completion of the project will assist reduce social costs.

[19] Government of Nauru. 2015. *Nauru Port Pre-Feasibility Study by Pacific Region Infrastructure Facility*. Nauru

[20] The project will require (i) project design advance for geotechnical investigations, topography, and cadastral surveys and detailed engineering services under Project Design Advance, (ii) project preparatory technical assistance (PPTA). In addition, (iii) a piggy back capacity development technical assistance (CDTA) will also be required for institutional strengthening of Nauru Ports Authority.

2. Impact channels and expected systemic changes.

The project will improve efficiency of the Nauru Port Authority, improve operational health and safety and reduce cost of port handling. The project will benefit the poor by immediate impact on creating employment, and reducing costs of consumables in the domestic market. Employment generation is during construction and after completion of the project. The employment opportunities during construction will be machine operators, helpers, mechanics, welders etc mainly for males. Females will have the opportunity of providing services for the construction staff such as supply of food and accommodation. During port operations, Nauru Port Authority will recruit people—both women and men--to fill new job vacancies that will be identified by the capacity building and institutional strengthening TA. The project will bring more income opportunities for all Nauruan and assist the poor to enhance living standards due to increased disposal income. Building a new port and improved port operations to international standards will attract tourism through cruise ships due to presence of World War II monuments. The prices of the imported commodities will reduce due to reduced cargo costs as the port handling costs will be reduced as a result of the project.

3. Focus of (and resources allocated in) the PPTA or due diligence. The PPTA will identify poverty and social issues and will advise potential components and measures that should be considered at the project design. In particular, the PPTA consider whether there are specific improvements in the port facilities that can improve the safety of port workers, passengers and other community members, including women. It will also investigate potential negative social impacts of port operations, such as human trafficking and spreads of HIV/AIDS in the vicinity of port facilities. In addition, it will consider the specific project scope that can incorporate gender features, for example, ways to incorporate employment benefits to women during project implementation. The PPTA will include a consultant for assessment of poverty, gender and resettlement issues (3 person-months) and a provisional sum item for studies, surveys and reports for conducting necessary surveys for poverty and social safeguards assessments. The consultant will prepare a poverty and social assessment covering gender issues and conduct consultative workshops with all stakeholders.

4. Specific analysis for policy-based lending. NA.

II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?
As the construction will mainly carried out by use of heavy machinery, the employment opportunities during construction stage are likely to be mostly males; however, the project will be open to recruiting female workers when there are eligible females with technical skills. Whenever possible, female workers will be recruited for technical work positions, as well as other labor-based work or providing services during construction.

2. Does the proposed project or program have the potential to make a contribution to the promotion of gender equity and/or empowerment of women by providing women's access to and use of opportunities, services, resources, assets, and participation in decision making?
☐ Yes x No Please explain. If yes, a gender action plan should be prepared during PPTA or due diligence.

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?
☐ Yes x No Please explain If yes, actions and measures should be prepared during PPTA or due diligence.

4. Indicate the intended gender mainstreaming category:
☐ GEN (gender equity) ☐ EGM (effective gender mainstreaming)
☐ SGE (some gender elements) X NGE (no gender elements)

III. PARTICIPATION AND EMPOWERMENT

1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.

The government (Ministry of Finance), Nauru Ports Authority, workers of the Nauru Ports Authority, all importers and exporters, potential passengers, domestic market retailers, general public and development partners. The key stakeholders from the government and Nauru Ports Authority will form the project steering committee and will oversee the preparation of the project. The business community and general public will take part in consultative process. Environment and other safeguards issues will be undertaken as part of the project due diligence.

2. How can the project contribute (in a systemic way) to engaging and empowering stakeholders and beneficiaries, particularly, the poor, vulnerable and excluded groups? What issues in the project design require participation of the poor and excluded?

The objective of the project is to improve efficiency of the port operations by improving port facilities. This will be achieved by constructing a new quay wall for berthing ships and new buildings for harbor masters office and improved container yard. The capacity of the Nauru Port Authority will be improved by improving operating processes, establishing new regulations and, providing training to skilled and semi-skilled staff. Upon completion of the project it is expected the services provided by the Nauru Ports Authority will significantly improve complying international standards and cost of port handling will be reduced. The government and Nauru Port Authority staff will

be engaged in all aspects of the project through investigation, design and implementation stages. The community consultations will be undertaken during project preparatory stage and during construction. The community will have the opportunity in serving at the project during construction stage and providing services such as food, accommodation, transportation for the construction staff.

3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society organization participation in the project design?

☐ Information generation and sharing H Consultation ☐ Collaboration M Partnership

The civil society organizations will be consulted and involved during PPTA stage in carrying out social surveys and during construction stage for conducting workshops and training programs for preventing spread of communicable diseases, including HIV/AIDS from the international workers.

4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how shall they be addressed? ☐ Yes x No

V. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category ☐ A ☐ B x C ☐ FI

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? ☐ Yes x No The project will be confined to the existing Nauru Port Authority premises. A cadastral survey will be carried out during Project Design Advance stage to determine extent of land belonging to Nauru Ports Authority.

2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?

☐ Resettlement plan ☐ Resettlement framework ☐ Social impact matrix
☐ Environmental and social management system arrangement x None

B. Indigenous Peoples Category ☐ A ☐ B x C ☐ FI

1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? ☐ Yes x No

2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? ☐ Yes x No The population in the project area is not considered to be distinct from the mainstream society. The project scope is not expected to affect any distinct and vulnerable group of indigenous peoples as defined by SPS, and does not require an indigenous peoples plan. The project outputs will be delivered in a culturally appropriate manner.

3. Will the project require broad community support of affected indigenous communities? ☐ Yes x No Please explain.

4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?

☐ Indigenous peoples plan ☐ Indigenous peoples planning framework ☐ Social Impact matrix
☐ Environmental and social management system arrangement x None

V. OTHER SOCIAL ISSUES AND RISKS

1. What other social issues and risks should be considered in the project design?

H Creating decent jobs and employment ☐ Adhering to core labor standards ☐ Labor retrenchment
L Spread of communicable diseases, including HIV/AIDS ☐ Increase in human trafficking M Affordability
☐ Increase in unplanned migration ☐ Increase in vulnerability to natural disasters ☐ Creating political instability
☐ Creating internal social conflicts ☐ Others, please specify _____

Indicate high (H), medium (M), low (L) for selected boxes

2. How are these additional social issues and risks going to be addressed in the project design?

During construction stage, the project will create employment. Upon completion, the port operations will comply with international maritime standards and will create decent long term employment with adequate training. During construction, there will be expatriate workers under the international contractors and speared of communicable diseases, including HIV/AIDS is a potential risk for the domestic communities. This risk will be managed through conducting awareness training programs by authorized agents. The PPTA will investigate the nature and extent of social issues and risks, such as communicable diseases, and develop mitigation plans to be used during project implementation plans. Consultations will also be undertaken during PPTA to better understand the scope of issues in the project areas.

VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the PPTA (or other due diligence) contain key information needed to be gathered during PPTA or due diligence process to better analyze (i) poverty and social impact; (ii) gender impact, (iii) participation dimensions; (iv) social safeguards; and (v) other social risks. Are the relevant specialists identified?

x Yes ☐ No If no, please explain why.
2. What resources (e.g., consultants, survey budget, and workshop) are allocated for conducting poverty, social and/or gender analysis and participation plan during the PPTA or due diligence? The project will finance a consulting team under PPTA comprising an Environment Safeguards Specialist (3 person-months), and Social, Poverty, Gender and Resettlement Specialist (4 person-months). A provisional sum item for studies, surveys and reports has also been included under PPTA which can be used for necessary surveys for poverty and social safeguards assessments. The team will assess if there are any land acquisition and resettlement issues relating to the proposed landing sites for the wharf, port buildings and container yard and, if required will prepare a land acquisition and resettlement plan. The team will also prepare a poverty and social assessment covering gender issues and a due diligence on the indigenous people (if any); and a community participation plan. The team will conduct consultative workshops while in the field with key stakeholders.

ADB

Asian Development Bank

22 December 2015

Mr. Martin Hunt
Secretary of Finance
Ministry of Finance
Government House, Yaren
Republic of Nauru

Re: Project Design Advance for Port Development Project
Grant Number: PDA 6005-NAU (Special Operations)
Project number: 48480-001

Dear Sir,

Nauru ("Recipient") has requested ADB for financial assistance under ADB's Project Design Facility for preparation of the Port Development Project ("Ensuing Project").

In response to the above request, ADB has agreed to provide a project design advance ("PDA") in the form of a grant ("PDA Grant") from ADB's Special Funds resources in an amount not exceeding three million Dollars ($3,000,000) on the terms and conditions set forth in this letter agreement and the Attachments hereto ("PDA Grant Agreement"), for the purposes of the project ("PDA Project") as set out below.

The PDA Project shall comprise geotechnical investigation, topography and cadastral survey, detailed engineering designs and necessary clearance of unexplored ordinance at work sites during investigations and surveys.

The Recipient acknowledges and agrees that no provision of this PDA Grant Agreement constitutes or implies a commitment or legal obligation on the part of ADB to provide financial assistance for the Ensuing Project.

According to ADB's Public Communication Policy 2011 ("PCP") on disclosure and exchange of information, this PDA Grant Agreement will be publicly disclosed on the ADB website once it has been signed by both parties. If ADB is advised that this PDA Grant Agreement contains any information or data of a sensitive or confidential nature falling within the PCP exceptions to presumed disclosure under the PCP, this PDA Grant Agreement will be disclosed after removing such information.

The Recipient is requested to confirm its agreement to the terms and conditions of this PDA Grant Agreement by having an authorized representative countersign the two original counterparts of this PDA Grant Agreement in the space indicated below. Please retain one signed original counterpart for your records, and return one signed original counterpart to ADB.

Level 20, 45 Clarence Street
Sydney NSW 2000
Australia

Tel +61 2 8270 9444
Fax +61 2 8270 9445

www.adb.org

Very truly yours,

By _____

Andrea Iffland
Regional Director
Pacific Liaison and
Coordination Office

The Recipient hereby agrees to the terms and conditions of this PDA Grant Agreement and confirms that this PDA Grant Agreement does not contain any information or data that falls within the PCP exceptions.

On behalf of Nauru

_____

Name: Mr. Martin Hunt
Title: Secretary, Ministry of Finance
Date: 22 December 2015

Attachment 1: Terms and Conditions
Attachment 2: Allocation Table
Attachment 3: PDA Project Administration Manual