4.4.3 Supervision by the Consultant

The policy of the Japanese Government for the grant aid project requires that the project proceeds consistently throughout the period from the detailed design stage to the construction stage under the assistance of the Japanese consultant which shall be employed by the local government at the time of initiation of detailed design works of the Project.

The consultant is requested to supervise the construction work by stationing resident engineers at the site for guidance and instruction in work and testing, inspecting and reporting, as well as a short term dispatching of specialized engineers for each specific technique.

(1) Object of supervisory control

1) Control of the work progress in accordance with the construction schedule, maintaining close contact and reporting to the personnel in both countries responsible.

2) Provision of adequate guidance and advice to the work execution staff so that they can complete construction of the facilities to conform with the design plans.

3) Provision of guidance for adoption of local materials and subcontractors as much as possible.

4) Promotion of technology transfer in construction and engineering to make the most of the grant project.

5) Provision of adequate advice and guidance on maintenance of the delivered facilities to help smooth operations thereof.

(2) Main supervisory work on construction

1) Assistance on contracting

Providing assistance on selection of contractors, determining type of contract, preparing draft of contract agreements, reviewing details in work plans and witnessing contract awarding.

2) Checking and approval of work drawings, etc.

Checking and approving work drawings, as well as materials, finishings and equipment proposed or submitted by the contractors.

3) Guidance in construction work

Reviewing work plans, processes, etc., providing guidance for contractors, and reporting progress of the work to the owner.

4) Assistance in payment to the contractor

Collaborating in checking and processing bills on payments to the contractor for the work in progress and for the completed work.

5) Witnessing inspections

Inspecting periodically each of the works in progress and completed and guiding the contractor.

The consultant shall, upon confirmation of completion of the works and fulfillment of requirements of the contract, witness the delivery of the objects of the contract and confirm the owners' acceptance thereof to complete obligations.

The consultant shall also provide reports to the Government of Japan in relation with work progress, payment procedures and delivery of completed facilities.

(3) Management service for a quarry plant

The consultant's responsibilities regarding the construction of quarry plant will consist of such services as:

1) Assistance on contracting

Providing assistance on selection of trading companies, determining type of contract, preparing draft of contract agreements, reviewing details in work plans and witnessing contract awarding.

2) Checking and approval of work drawings, etc.

Checking and approving work drawings as well as materials, finishings and equipment proposed or submitted by the contractors.

3) Guidance in manufacturing work

Reviewing work plans, processes, etc., providing guidance for contractors, and reporting progress of the work to the owner.

4) Assistance in payment for contractor

Collaborating in checking and processing bills on payments to the contractor for the work in progress and for the completed work.

5) Witnessing inspections

Inspecting periodically each of the works in progress and completed, and guiding the contractor.

The consultant shall, upon confirmation of completion of the works and fulfillment of requirements of the contract, witness the delivery of the objects of the contract and confirm the owners' acceptance thereof to complete obligations.

The consultant shall also provide reports to the Government of Japan in relation to work progress, payment procedures and delivery of completed facilities.

4.4.4 Procurement and Logistic Policy

Special attention should be paid to the items below in procuring necessary material/equipment for this project.

(1) Policy on procuring material/equipment

For procurement of material and equipment, local availability will have to be examined thoroughly. The procurement policy is to minimize supply from Japan.

1) Supply from Japan

For certain material/equipment to be procured from Japan, a procurement schedule will have to be studied carefully since such material require a long period from production to delivery. In ordering fabricated materials, production, processing, packing and shipping will require a much longer time.

Though some small-sized construction machinery is locally available, an equipment procurement plan from Japan should be established considering the local services condition and possibility of long term lease.

Close communication with related authorities have to be kept for unloading and customs clearance at the local port to effect mobilization without delay.

2) Local supply

Stones are major material to be supplied locally. For procurement of stones, careful studies on sources, capacity, quality, and transportation have to be made. On the quality of imported materials such as cement and asphalt, etc., a thorough check on price, quality and quantity are necessary.

3) Cost

Low price has priority in selecting a supply source either locally or from Japan. It should be noted that the supply price from Japan must include fees for packing, transport and insurance but is exempt from tax.

(2) Material and equipment supply

On supply and logistics of material and equipment, some details on this particular project are given as below.

1) Material

Local : Rubble (50 - 1,000 kg), Crusher-run and Timber, Cement, Asphalt, Steel, Bars, Materials for Building, etc.

Japan : Steel from, Fenders, Bollards, Marker lights, Scaffolding, etc.

2) Equipment

Local : Dump truck (4 - 10 t), Bulldozer (11 t), Loader (1.0 - 1.4 m^3), Backhoe (0.3 - 1.0 m^3), Truck crane (10 - 30 t), Work boat (20 ps), Tug boat (200 ps), Roller (10 t), Vibrator (ø 60)

Japan : Crawler crane (50 t), Backhoe (2.0 m^3), Bucket, Barge, Tug boat, etc.

4.4.5 Construction Schedule

Implementation of the project by the grant aid of the Japanese Government will proceed in the following manner.

After an exchange of official notes between the Government of Japan and Western Samoa, the latter is requested to conclude a consulting contract with a pertinent Japanese consulting company, as soon as possible.

The consulting contract will cover detailed design, tender management and supervision of the construction. Before awarding the construction contract, the consultant shall have finished detailed design work and cost estimation and tender management. As shown in Table 4-1, 3 months are required for detailed design and 7.5 months for construction works in the first phase and 3 months for detailed design and 12 months for construction works in the second phase.

Since the overall project term exceeds 12 months, the project will have to be divided into two phases in accordance with the Japanese governmental budget system. Therefore, before the start of the second phase project, all procedures such as an exchange of notes, the consulting contract and the construction contract will have to be repeated between the related parties.

In the first phase of the Project, the most urgently required items such as the restoration of the causeway and the seawall in Apia Port and an introduction of the quarry plant are included.

In the second phase of the Project, restoration of the breakwater and construction of the new marine office in Apia Port, a channel dredging and restoration of the ferry ramp in Mulifanua Port and restoration of the navigation aids are included.

Table 4-1 Overall Project Implementation Schedule

		MONTH	1	2	3	4	5	6	7	8	9	10	11	12	REMARKS
I PHASE	D-DESIGN		(SURVEY)												Topographic Survey
							(HOME OFFICE)								Design, Cost Estimate
						(W. SAMOA)									Tender Documents Approval
	CONSTRUCTION						(MOBILIZATION)								
			(PREPARATION)												
										(REHABILITATION)					Causway, Seawall
										(QUARRY PLANT)					
II PHASE	D-DESIGN		(SURVEY)												Sounding, Damage Survey
							(HOME OFFICE)								Design, Cost Estimate
						(W. SAMOA)									Tender Documents Approval
	CONSTRUCTION		(MOBILIZATION)												
			(PREPARATION)												
									(PORT FACILITIES)						Breakwater, Fender, Pilot/Work Boat
									(BUILDINGS)						Sheds, Marine Office
							(NAVIGATION CHANNEL)								Channel Dredging
							(PORT FACILITIES)								Ferry Ramp, -3.5 m Wharf, Seawall
								(NAVI. AID)							Apia, Mulifanua, Salelologa Ports
								(LIGHTHOUSE)							Aleipata, Apolima, Malua Reef

CHAPTER 5

PROJECT EVALUATION AND CONCLUSION

CHAPTER 5 PROJECT EVALUATION AND CONCLUSION

The large cyclone "Ofa" hit Western Samoa in February, 1990, causing extensive damages estimated as high as 140 million US$, including damage to such social infrastructure as sea and land transportation facilities. The economic activities of Western Samoa have virtually been brought to a serious situation due to the cyclone damages and the restoration works are currently being implemented in various sectors supported by emergency foreign assistances. The project includes the restoration of the port facilities and the construction of a quarry plant to produce the stone materials required for the restoration works and its effects are evaluated as follows.

5.1 Project Evaluation

(1) Port Facilities

All the port facilities damaged by the cyclone "Ofa" are essential for safe and efficient operation of ports. At present, the port functions have been either severely curtailed or completely lost. The recovery of these functions by the restoration work will have the major effects as follow.

- Apia Port

1 Improvement in efficiency of cargo handling machinery through the restoration of the access to the main wharf provided by the restoration of the causeway.

2 Improvement in efficiency and safety of cargo handling operation by the restoration of the breakwater.

3 Improvement in safety and security of the onshore facilities by the restoration of the seawall and fence.

4 Reduction of damage to cargoes and improvement in security of cargoes by the repair of the port sheds.

5 Improvement in efficiency of port management by the construction of the new marine administration office.

- Mulifanua Port

1 Reduction of the transportation time and cost by reopening the normal ferry service using the restored ferry ramp and the dredged channel.

2 Improvement in safety of the onshore facilities by the restoration of the seawall.

3 Improvement in domestic sea transportation by the rehabilitation of the -3.5 m wharf.

- Navigation Aids

Improvement in navigational safety through the restoration of the navigation aids.

Apia Port is the only port in Western Samoa handling foreign cargoes and, therefore, plays an essential role as a distribution base in the economy and social life of Western Samoa.

(2) Quarry Plant

A quarry plant is an important facility to produce essential material of crushed stone required in wide variety of construction works.

The production capacity of crushed stone in Western Samoa has critically declined due to severe deterioration of the existing quarry plants. Many construction works have been delayed or suspended due to insufficient production capacity of

the quarries. As stone materials are essential for construction of such basic social infrastructures as road and port, etc. the construction of a quarry plant is given a high priority in the implementation of the restoration works from the damages caused by the cyclone "Ofa".

The construction of the quarry plant is expected to have the following effects.

1 Stable Supply of Stone Material

- Contribution to economic development through efficient and smooth implementation of all the construction projects requiring stone materials.

2 Effects of Road Restoration Work

- Reduction of transportation distance, time and cost by reopening the damaged road sections.

- Reduction of wear of vehicles and improvement in traffic safety.

3 Introduction of Large Quarry Plant

- Prevention of environmental destruction by developing many small scale quarries.

4 Promotion of the local economy through implementation of the restoration works.

5.2 Project Evaluation from Management and Maintenance Aspect

The restoration of port facilities is evaluated from management and maintenance aspects as follows.

A new port management system of "Port Authority" is planned to be introduced in 1991 for efficient handling of increasing cargoes and satisfactory maintenance work to the port facilities. Since the project

intends the restoration of the port facilities damaged by the cyclone "Ofa", the present or new management system will not require any reinforcement for operation and management of the port.

The quarry plant is evaluated from management and maintenance aspects as follows.

1 The quarry plant is expected to be efficiently operated during and after the period of rehabilitation works from the cyclone without any problems in budget and work force.

2 The PWD has operated and managed quarry plants in the past and is still fully capable of operating and managing the new plant.

3 The new quarry will be efficiently operated in a large scale by meeting all the demand of crushed stone in Western Samoa.

5.3 Conclusion

Apia Port is nucleus for maritime transportation providing an important support to the economy of Western Samoa while Mulifanua and Salelologa Ports have been taking an important role of ferry service connecting Upolu and Savaii Islands. The serious damages caused by the cyclone "Ofa" to the facilities of these ports adversely affect the economic activities of Western Samoa necessitating the urgent implementation of restoration works.

The crushing plants owned by the PWD are out of operation due to extreme deterioration and not capable to meet the demand of stone materials even for regular road maintenance works. A large quantity of crushed stone is urgently required for the restoration works and urgent development of quarry is required. Any delay in the restoration works will not only adversely affect the economic activities but also may cause secondary damages by waves.

The urgent restoration of the port facilities and construction of a quarry plant are considered to be essential for recovery of the national

life and economic activities of Western Samoa and, therefore, the urgent implementation of the project as a grant aid assistance of the Government of Japan is judged to be highly significant and appropriate.

5.4 Recommendations

(1) Port Facilities

As the project plans the restoration of damaged port facilities, no improvement to the present organization is required. However, an early establishment of a new management system "Port Authority" is recommended for efficient operation and management of the port.

(2) Quarry Plant

The production capacity of crushed stone of the PWD will be greatly increased with the completion of a new quarry plant and it is recommended that the following measures be taken for smooth and efficient management of the new quarry plant.

1) Managerial Improvement

The PWD plan to establish a corporation to be operated on a self-financing basis and its early establishment is recommended for efficient operation and management of the new quarry plant.

2) Consolidation of Maintenance System

Efficient production of a quarry can only be achieved by a well coordinated operation of various machinery and equipment and a maintenance system for all the machinery should be established to avoid an unnecessary down time.

3) Control of Explosives

A large volume of explosives will be used in the quarry and a strict control and handling system should be established.

APPENDICES

APPENDICES

1. Basic Design Study Team Members and Field Study Schedule
2. Minutes of Discussion
3. List of Interviewees

Appendix 1 Basic Design Study Team Members and Field Study Schedule

1. Field Study and Survey

o Study Team Members

Leader	Toshiro Tsutsumi	3rd District Port Construction Bureau, Ministry of Transport
Aid Policy	Yuji Kubo	European and Oceanic Affairs Bureau, Ministry of Foreign Affairs
Coordination	Yuki Aratsu	JICA
Port Facility Planning	Hisanori Kato	Nippon Tetrapod Co., Ltd.
Port Facility Design	Koichi Igari	"
Civil Engineering Work/Equipment	Masaaki Hayasaka	"
Natural Conditions Survey	Shintaro Furuya	"

o *Field Study Schedule*

June 12 (Tue) All 7 members left Narita at 18:00 by JL090 and arrived at Auckland at 10:40 on the 13th. Left Auckland at 17:00 by PH744 and arrived at Apia at 22:40 on the 12th (having passed the date line).

13 (Wed) Visit to JICA office to explain the outline of the field study. Courtecy visit to Prime Minister, the Honourable, Tofilau Eti Alesana to explain the outline of the field study, briefing of the team members and the Western Samoa request in regard to the project. Courtecy visit to the Department of Foreign Affairs to explain the outline of the field study. Courtecy visit to the Ministry of Transport and the Public Works Department and study of local conditions relevant to the study purposes. Observation of damage in Apia Port. Visit to Alafua and MoaMoa quarry plants. Observation of damage in Mulifanua Port.

14 (Thu) Explanation of study contents to officials of the Ministry of Transport and PWD based on the Inception Report and consultations on possible field study schedule. Observation of damage of East Coast Road in Upolu Island. Mr. Furuya stayed behind to prepare for his study.

15 (Fri) Move from Mulifanua Port to Salelologa Port by tug boat. Visit to Vaiata quarry plant. Observation of damage of navigation aids in Salelologa Port (Igari, Furuya). Aerial observation of damage of northern road in Savaii Island. Visit to Olo quarry plant.

16 (Sat) Sorting of collected data and information. Team meeting on the outline of the rehabilitation plan. Sounding survey in mooring basin for small boats, Apia Port (Furuya).

17 (Sun) Review of detailed study schedule. Sorting of collected data and information. Preliminary estimation of construction cost.

18 (Mon) Consultation with officials of the Ministry of Foreign Affairs, Ministry of Transport and PWD on the Minutes of Discussions (M/D). Observation of damage in Apia Port. Preparation of draft M/D. Sounding survey in mooring basin for small boats, Apia Port (Furuya).

19 (Tue) Mr. Kubo left Apia at 02:10 by TE071 to Auckland. Reporting of field study progress to the Embassy of Japan in Wellington. Left Auckland at 08:00 by 21st on JL744 to Narita. Consultation with officials of Ministry of Transport and PWD on the M/D. Topographical survey on seawall in Apia Port (Furuya).

20 (Wed) Team meeting and examination of draft M/D. Preparation of preliminary design and estimation of construction cost. Hearing of general state of Apia Port development work. Topographical survey on causeway, Apia Port (Furuya).

21 (Thu) Final examination of the M/D with officials of Ministry of Transport and PWD. Visits to a ready mixed concrete company, a construction machinery leasing company and a motorpool of PWD. Sounding survey at off-shore reef in Apia Port (Furuya).

22 (Fri) Signing of the M/D with representatives of Ministry of Transport and PWD. Reporting of study findings to JICA office and the Department of Foreign Affairs. Discussion on subsequent study schedule with Ministry of Transport. Sounding survey at off-shore reef in Apia Port (Furuya).

23 (Sat) Messrs. Tsutsumi and Aratsu left Apia at 04:45 by PH075 to Auckland. Reporting of study findings to Embassy of Japan in Wellington on 24th. Arrived at Narita on 26th by QF021. Team meeting and sorting of collected data and information. Preparations for surveying in Mulifanua Port (Furuya).

24 (Sun) Sorting of collected data and information. Preparation of preliminary design and estimation of construction cost. Team meeting.

25 (Mon) Collection of technical data relating to port facilities and discussion on the rehabilitation plan at Ministry of Transport. Port facility survey in Apia Port. Preparations for soil survey, topographical survey and sounding survey, etc. in Mulifanua Port (Furuya).

26 (Tue) Study of the damage of Apolima Lighthouse. Study of damage of -3.5m wharf in Mulifanua Port. Setting of soil survey. Topographical survey in Mulifanua Port (Furuya).

27 (Wed) Study of the damage of ferry ramp in Mulifanua Port. Collection of technical data at PWD. Topographical survey in Mulifanua Port (Furuya).

28 (Thu) Study of the damage of navigation aids in Mulifanua Port. Collection of technical data at Ministry of Transport and PWD. Sorting of collected data. Preparation of preliminary design and estimation of construction cost. Sounding survey of navigation channel in Mulifanua Port (Furuya).

29 (Fri) Survey of the damage of navigation aids in Asau Port. Preparation of preliminary design and estimation of construction cost. Sounding survey of navigation channel in Mulifanua Port (Furuya).

30 (Sat) Study of damage to port facilities in Mulifanua Port. Sounding survey of navigation channel in Mulifanua Port (Furuya).

July 1 (Sun) Team meeting. Sorting of collected data and information. Readjustment of study schedule.

2 (Mon) Collection of technical data relating to the road improvement plan and a quarry plant at PWD and discussion on specifications. Sorting of survey data and preparation of drawings (Furuya).

3 (Tue) Discussion on existing quarry plants in Savaii Island and a new plant in Alafua at PWD. Estimation of construction cost of port facilities. Topographical survey in Apia Port (Furuya).

4 (Wed) Detailed discussion on the rehabilitation plan at Ministry of Transport and PWD. Collection of technical data relating to a quarry plant at PWD. Topographical survey in Apia Port (Furuya).

5 (Thu) Discussion on a quarry plant at PWD. Reporting of study findings to JICA office. Topographical survey in Apia Port (Furuya).

6 (Fri) Visit to Alafua quarry plant. Hearing of production plan and other relevant information at a concrete company. Sounding survey in mooring basin for small boats and topographical survey of seawall, Apia Port (Furuya).

7 (Sat) Reporting of study findings to Ministry of Transport and PWD. Sorting of survey data and preparation of drawings (Furuya).

8 (Sun) Sorting of collected data and information. Preparations for departure from Western Samoa. Team meeting.

9 (Mon) Sorting of collected data and information. Collection of additional data. Preparations for departure from Western Samoa.

10 (Tue) Messrs. Kato, Igari and Hayasaka left Apia at 02:00 by TE071 to Auckland. Arrived at Narita at 19:55 on 11th. Sounding survey of navigation channel in Salelologa Port (Furuya).

11 (Wed) Sounding survey of navigation channel in Salelologa Port (Furuya).

12 (Thu) Sounding survey of navigation channel in Salelologa Port (Furuya).

13 (Fri) Sampling of seabed soil in navigation channel.

14 (Sat) Sorting of collected data and preparation of drawings.

15 (Sun) Sorting of collected data and preparation of drawings.

16 (Mon) Supplementary survey in Mulifanua Port.

17 (Tue) Supplementary survey in Apia Port.

18 (Wed) Sorting of collection data and preparation of drawings. Preparations for departure.

19 (Thu) Furuya left Apia at 11:30 by PH743 to Auckland.

20 (Fri) Arrival at Auckland at 15:30

21 (Sat) Arrival at Narita at 19:00 by TE023.

2. Draft Final Report Presentation

o Study Team Members

Leader	Tadashi Katayama	2nd District Port Construction Bureau, Ministry of Transport
Coordination	Naoko Mizobe	JICA
Port Facility Planning	Hisanori Kato	Nippon Tetrapod Co., Ltd.
Port Facility Design	Koichi Igari	"

o Presentation Schedule

Sept 16 (Sun) All 4 members left Narita at 28:30 by TE024.

17 (Mon) Arrived at Wellington at 14:50.

18 (Tue) Courtecy visit to Japanese Embassy to explain the outline of the draft final report.

Left Wellington at 15:00 by ZQ730 and arrived at Apia at 01:00.

Visit to JICA Office to explain the outline of the draft final report. Joint meeting with Ministry of Transport and Public Works Department for presentation and discussion on the draft final report. Inspection of Apia Port.

19 (Wed) Explanation and discussion on the draft final report with Ministry of Transport and Public Works Department.

20 (Thu) Explanation and discussion on the draft final report with Ministries of Transport and Foreign Affairs and Public Works Department. Preparation of the Minutes of Discussion.

21 (Fri) Signing of the Minutes of Discussion.
Inspection of Mulifanua Port.

22 (Sat) Left Apia at 05:45 by TE075

23 (Sun) Arrived at Sydney at 13:35 by TE005.

24 (Mon) Left Sydney at 09:30 by JL772 and arrived at Narita at 18:00.

MINUTES OF DISCUSSION

FOR

THE PROJECT FOR REHABILITATION OF CYCLONE-DAMAGED PORTS

AND CONSTRUCTION OF QUARRY PLANT

IN

WESTERN SAMOA

In response to the request of the Government of Western Samoa, the Government of Japan decided to conduct a basic design study on the Project for Rehabilitation of Cyclone-damaged Ports and Construction of Quarry Plant (hereinafter referred to as "the Project"), and entrusted the study to the Japan International Cooperation Agency (JICA), JICA sent to Western Samoa the study team headed by Mr. Toshiro TSUTSUMI, Senior Port Inspector, Port Construction, the Third District Port Construction Bureau, Ministry of Transport, from June 12 to July 21, 1990.

The Team had a series of discussions on the Project with the officials concerned of the Governemnt of Western Samoa and conducted a field survey.

As a result of the study and discussions, both parties agreed to recommend to their respective Governments that the major points of understanding reached between them, attached herewith, should be examined towards the realisation of the Project.

Apia, June 22 1990

Mr. Toshiro TSUTSUMI
Team Leader
Basic Design Study Team
JICA

Hon. Jack O. Netzler

Minister of Transport and Works
Western Samoa

1. TITLE OF THE PROJECT

The title of the Project is the "Project for Rehabilitation of Cyclone-damaged Ports and Construction of Quarry Plant".

2. OBJECTIVE OF THE PROJECT

The objective of the Project is to expedite immediate recovery from the devastation of the Cyclone "Ofa"

1) through rehabilitation of the causeway at Apia port and the construction of quarry plant for production of construction materials necessary for road and port rehabilitation; and

2) through rehabilitation of other port facilities.

3. EXECUTING AGENCY

The executing agencies for the Project are the Ministry of Transport (MOT) and the Public Works Department (PWD).

4. PROJECT SITES

The project sites are shown in Annex 1.

5. REQUEST BY THE GOVERNMENT OF WESTERN SAMOA

The request made by the Government of Western Samoa for the Project is shown in Annex 2.

The Government of Western Samoa stressed the importance of the quarry equipment to be delivered at the earliest possible opportunity for the rehabilitation work on the road network. As well, the Mulifanua section of the rehabilitation of port facilities is important for the restoration of normal ferry boat operations between Upolu and Savaii.

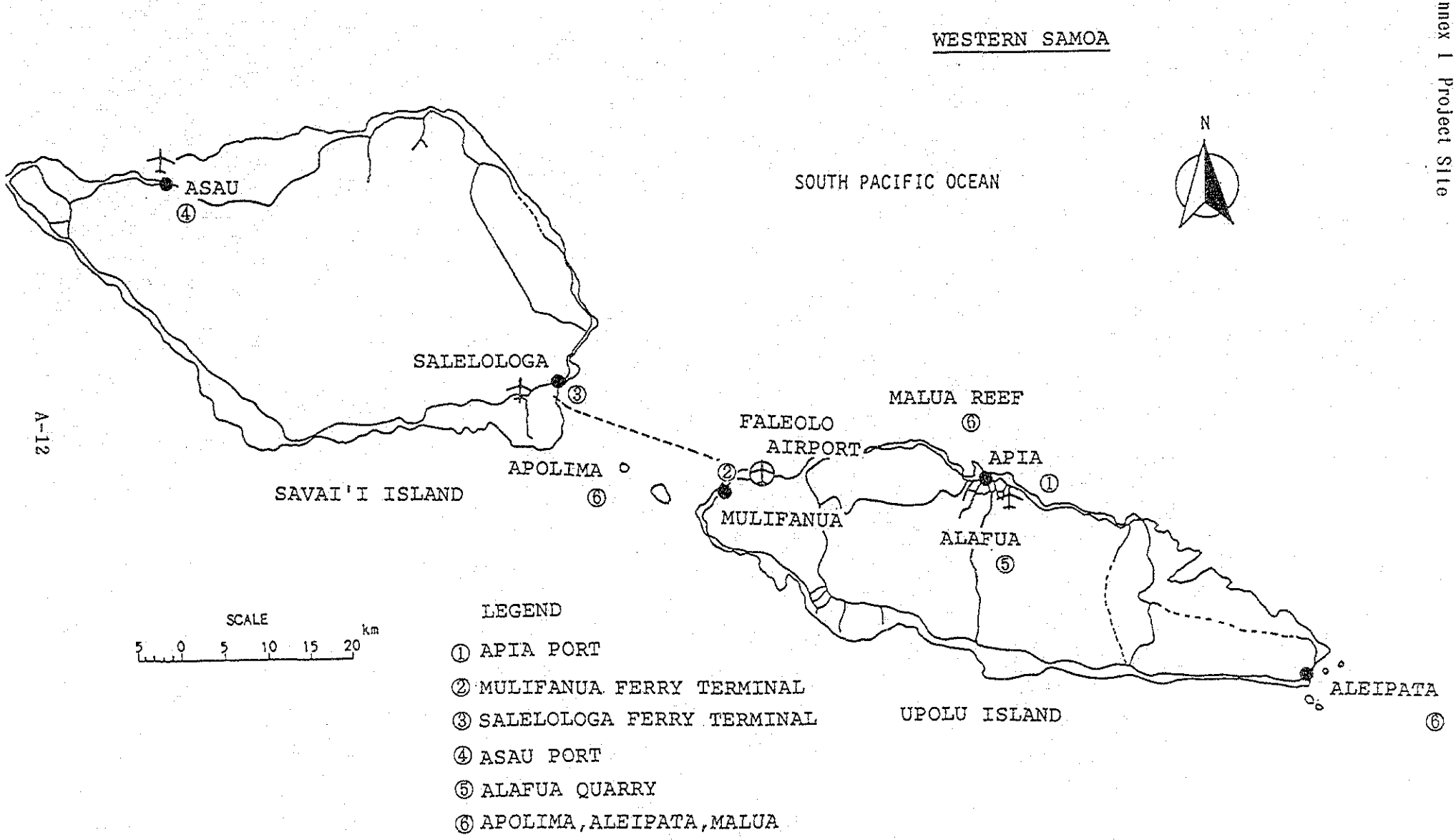
The Japanese study team will convey to the Government of Japan the request of the Government of Western Samoa that the former take necessary measures to cooperate in implementing the Project within the scope of Japan's Grant Aid Programme.

6. SYSTEM OF JAPAN'S GRANT AID PROGRAMME

The Government of Western Samoa has understood the system of Japan's Grant Aid as explained by the team, which includes a principle for use of a Japanese consulting firm and a Japanese contractor and/or firm for the implementation of the Project.

7. MEASURES TO BE TAKEN BY THE GOVERNMENT OF WESTERN SAMOA

Provided that the Grant Aid by the Government of Japan is extended to the Project, the Government of Western Samoa will take the necessary measures listed in Annex 3.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④ ASAU PORT
⑤ ALAFUA QUARRY
⑥ APOLIMA,ALEIPATA,MALUA
ALEIPATA
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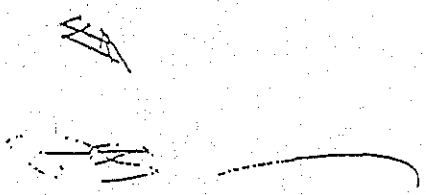
UPOLU ISLAND

Major Items of the Project are as follows in priority order.

APIA PORT	MULIFANUA PORT	SALELOLOGA PORT	NAVI. AID	QUARRY PLANT	
Removal of Marine Office				Removal of the existing plant	Works to be borne by Western Samoan Government
1. Causeway 3. Seawall 4. Breakwater				2. Crusher Plant Other Equipment	Japanese Grant Aid
7. Dredging 13. Pilot/Work Boats 14. Navigation Buoy and Light 15. Marine Office 16. Cargo Sheds 17. Fender	5. Channel Dredging 6. Ferry Ramp 9. -3.5m Wharf 10. Seawall 11. Navi Aids	8. Channel Dredging 12. Navi Aids	18. Aleipata 19. Apolima 20. Malua Reef 21. Asau Port		



Annex 3 NECESSARY MEASURES TO BE TAKEN BY WESTERN SAMOA

1. To provide data and information necessary for the Project.

2. To secure land site necessary for the execution of the Project and provide work space for construction.

3. To provide access to the sites for construction.

4. To provide facilities for distribution of electricity, water supply and drainage and other incidental facilities to the Project area before the commencement of the works.

5. To demolish or remove the existing buildings and structures in the proposed sites.

6. To ensure prompt unloading and customs clearance of imported materials and equipment for the construction works at the port of discharge in Western Samoa.

7. To exempt any equipment, materials and supplies brought into and/or purchased in Western Samoa in connection with the performance of the works from any tax, duties and levies which are imposed in Western Samoa.

8. To exempt Japanese nationals engaged in the Project from Customs Duties, internal taxes and other fiscal levies which may be imposed in Western Samoa with respect to the supply of the products and services under the verified contracts.

9. To accord Japanese nationals whose services may be required in connection with the supply of products and the services under the verified contracts the visas and work permits necessary for their entry and stay in Western Samoa, and the performance of their work.

10. To bear commissions to the Japanese foreign exchange bank for the banking services based on the Banking Arrangement, in accordance with Japan's Grant Aid procedure.

11. To bear all expenses, other than those to be borne by the Grant Aid, necessary in connection with the implementation of the Project.

12. To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid.

MINUTES OF DISCUSSIONS
ON
THE DRAFT REPORT OF THE BASIC DESIGN STUDY
OF

THE PROJECT FOR REHABILITATION
OF CYCLONE DAMAGED PORTS
AND CONSTRUCTION OF QUARRY PLANT

In response to the request of the Government of Western Samoa for Grant Aid for the Project for Rehabilitation of Cyclone Damaged Ports and Construction of Quarry Plant, (hereinafter referred to as "the Project"), the Government of Japan decided to conduct a Basic Design Study on the Project and entrusted the study to the Japan International Cooperation Agency (JICA).

JICA sent the Basic Design Study team headed by Mr. Toshiro Tsutsumi, Senior Port Inspector, Port Construction, the Third District Port and Harbour Construction Bureau, Ministry of Transport, from June 12 to July 21, 1990.

As a result of the study, JICA prepared a draft report and dispatched the team headed by Mr. Tadashi Katayama, Head of Yokohama Investigation and Design Office, the Second District Port Construction Bureau, Ministry of Transport, to explain and discuss it from September 16 to 24, 1990.

Both parties had a series of discussions on the draft report and agreed to recommend to their respective Governments that the major points

of understanding reached between them, attached herewith, should be examined towards the realization of the Project.

September 21, 1990

Mr. Tadashi Katayama
Leader
Basic Design Study Team
JICA

Hon. Jack O. Netzler
Minister of Transport and Works
Western Samoa

ATTACHMENT

1. The Western Samoa side agreed in principle on the Basic Design proposed in the Draft Final Report with minor alterations which will be incorporated in the Final Report.

2. The Government of Western Samoa will take necessary measures inclusive of preparation of budget for development and operating cost upon the execution of the Grant Aid Project extended by the Government of Japan.

3. The final report (10 copies in English) will be submitted to the Western Samoa side by the end of November 1990.

4. The Government of Western Samoa will take necessary measures for proper and effective operation and maintenance of facilities and equipments provided by the Project.

5. The Government of Western Samoa stressed the necessity for urgent implementation of channel dredging in Mulifanua Port and construction of the Marine Office in Apia Port as well as its strong concern about extension of the breakwater of the Project in Apia Port.

   The Japanese study team will convey the above request to the Government of Japan.

Appendix 3 List of Interviewees

Western Samoa Government

Name	Organization	Position
Hon. Tofilau Eti Alesana		Prime Minister
Hon. Jack Netzler	Ministry of Transport	Minister
Mr. Nofo Vaaelua	Ministry of Transport	Secretary
Mr. Richard Henshaw	Ministry of Transport	Maritime Consultant
Mr. Tagaloa Lemana	Ministry of Transport	Senior Pilot
Mr. Jocob Nansen	Ministry of Transport	Pilot
Mr. M. Sua	Ministry of Foreign Affairs	Acting Secretary
Mr. Afoa Kolone Vaai	Ministry of Finance	Financial Secretary
Mr. Isikuki Punival	Ministry of Public Works	Acting Director
Mr. Peter Morgan	Ministry of Public Works	Chief Civil Engineer
Mr. Joe Collins	Ministry of Public Works	Civil Engineer
Mr. Lealiifano Soon	Department of Land and Environment	Director
Mr. Chris Hewson	Special Project Development Corporation	Chief Engineer

Private Sector

Name	Company Name	Position
Mr. Henry Westerlund	Blue Bird Transport	Managing Director
Mr. Lealiie Ott	Ott Transport	Director
Mr. Frederick W. Wetzell	Apia Concrete Products	Director
Mr. P. Meredith	Samoa Marine	Managing Director