

資-4 討議議事録(M/D)

(1) 基本設計調査現地調査時

**Minutes of Discussions
on the Basic Design Study
on the Urgent Rehabilitation Project
of Port Facilities at the Port of Lobito and the Port of Namibe
in Republic of Angola**

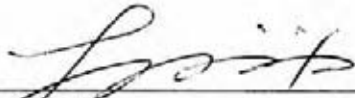
In response to a request from the Government of Republic of Angola (hereinafter referred to as "the Angola"), the Government of Japan decided to conduct a Basic Design Study on the Urgent Rehabilitation Project of Port Facilities at the Port of Lobito and the Port of Namibe (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

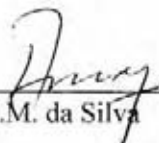
JICA sent the Basic Design Study Team (hereinafter referred to as "the Team"), which is headed by Kazuo Nakagawa, Director General, Grant Aid Management Department of JICA, and was scheduled to stay in the country from January 30, 2007 to March 17, 2007.

The Team held discussions with the officials concerned of the Government of Angola and conducted a field survey at the study area.

In the course of discussions and field survey, both parties confirmed the main items described on the attached documents. The Team will proceed to further works and prepare the Basic Design Study Report.

Luanda, February 9, 2007


Kazuo Nakagawa
Leader
Basic Design Study Team
Japan International Cooperation Agency


Filomeno H.C.M. da Silva
Director
Institute of Maritime and Ports
Ministry of Transport
Republic of Angola

ATTACHMENT

1. Objective of the Project

The objective of the Project is to increase the efficiency of port operation and to ensure the safety of cargo handling as well as to cope with the increasing demand for container operation at the Port of Lobito and the Port of Namibe.

2. Project sites

The sites of the Project are located at the Port of Lobito in Benguela Province, and the Port of Namibe in Namibe Province.

The sites are shown in Annex-1.

3. Responsible and Implementing Organization

The Responsible and Implementing Organization is "the Ministry of Transport". The Organization Chart of "the Ministry of Transport" is shown in Annex-2.

4. Items requested by the Government of Angola

4-1. Items requested for the rehabilitation of the Port of Lobito

(1) For the Rehabilitation of the Port of Lobito, the following items were requested by the Angolan side through the official request submitted to the Government of Japan in June, 2006.

1) Rehabilitation and/or improvement of existing facilities:

- Pavement on the yard and apron,
- Rehabilitation of coping concrete and quay wall with installation of car stoppers, and
- Procurement and installation of rubber fenders and mooring bollards.

2) Procurement of Equipment:

- Procurement of Cargo handling equipment,
- Procurement and installation of reefer plugs and power generator, and
- Procurement and installation of water and oil supply pipes.

The Details of the components are shown in Annex-3.

(2) The Angolan side explained that the "2) Procurement of Equipment" mentioned above was put in practice at its own expense and would be completed shortly, consequently these components should be excluded from the scope of the Project. The Japanese side will examine the consistency with the result of "The Study on Urgent Rehabilitation Program of Ports" (hereinafter referred to as "the JICA Study") implemented by JICA through the site survey and analysis in Japan,.



4-2. Items requested for the rehabilitation of the Port of Namibe

(1) For the Rehabilitation of the Port of Namibe, the following items were requested by the Angolan side through the official request submitted to the Government of Japan in June, 2006.

1) Rehabilitation and/or improvement of existing facilities:

- Pavement on the yard, apron and inner port road,
- Rehabilitation of coping concrete and quay wall with installation of car stoppers, and
- Installation of rubber fenders and mooring bollards.

2) Procurement of Equipment:

- Procurement of Cargo handling equipment,
- Procurement and Installation of yard lighting towers,
- Procurement and installation of reefer plugs and power generator, and
- Procurement and installation of water and oil supply pipes.

3) Removal of the Existing facilities and equipment:

- Removal of the warehouse, and
- Removal of a quay crane.

The Details of the components are shown in Annex-4.

(2) The Team explained that, as a general rule, "Removal of existing facilities and equipment" should be implemented by the recipient country under the scheme of Japan's Grant Aid. The Angolan side agreed that the "3) Removal of the Existing facilities and equipment" mentioned above should be implemented by the Angolan side at its own expense.

4-3. JICA will assess the appropriateness of the request and will recommend to the Government of Japan for approval.

5. Japan's Grant Aid Scheme

5-1. The Angolan side understands the Japan's Grant Aid Scheme explained by the Team, as described in Annex-5.

5-2. The Angolan side will take the necessary measures, as described in Annex-6, for smooth implementation of the Project, as a condition for the Japanese Grant Aid to be implemented.

5-3. The Angolan side shall arrange with the concerned Ministry and organizations in Angola to implement its undertakings for the Project, e.g. exemption of the Project materials and equipment from the taxation, issue of VISA for concerned persons, etc.

6. Schedule of the Study

6-1. The consultants will proceed to further studies in Angola until March 17, 2007.

6-2. JICA will prepare the draft report and draft specification of the equipment in Portuguese and dispatch a mission in order to explain its contents around August, 2007.

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6-3. In case that the contents of the report is accepted in principle by the Government of Angola, JICA will complete the final report in English and send it to the Government of Angola by November, 2007.

7. Other relevant issues

7-1. The Angolan side explained that there is no duplication between requested contents of the Project and any other plans implemented by the other donors or the Angolan own expenses furthermore.

7-2. The Angolan side explained that “The Enterprise of the Port of Lobito” and “The Enterprise of the Port of Namibe” had been established as public corporation, which were administrated by the Ministry of Transport, and would not be privatized completely in the foreseeable future.

7-3. Through the site survey, the Team understood that the enforcement of port operation was necessary for ensuring the effective utilization of the ports.

7-4. The Angolan side agreed to conduct the safety control and measures necessary for the smooth implementation of the Study during the period of the Team in Angola.

7-5. Angolan side shall arrange for the members of the Team to enter the port and film in the site necessary for collection of information for Basic Design.

7-6. The Angolan side shall provide necessary number(s) of counterpart personnel to the Team during the period of the Team in Angola.

7-7. The Angolan side shall submit answers to the Questionnaire to the Team, which the Team handed to the Angolan side, by the end of February, 2007. If more time for response is required, the rest of the answers shall be forwarded to JICA South Africa Office by the end of March, 2007.

7-8. The Angolan side explained to the Team that the following items were extracted from independent survey implemented by the Angolan side after the completion of the JICA Study.

- (1) Construction of dry-yard, inland container depot, for containers,
- (2) Replacement of railway inside of the port,
- (3) Extension of “South wharf” by 150m length and 15m depth,
- (4) Inspection of under-berth condition, and repair, if necessary,
- (5) Pavement of the apron by step,
- (6) Procurement of 2 gantry cranes,



- (7) Construction of terminal for mining resources, and
- (8) Set up the rubber fenders.

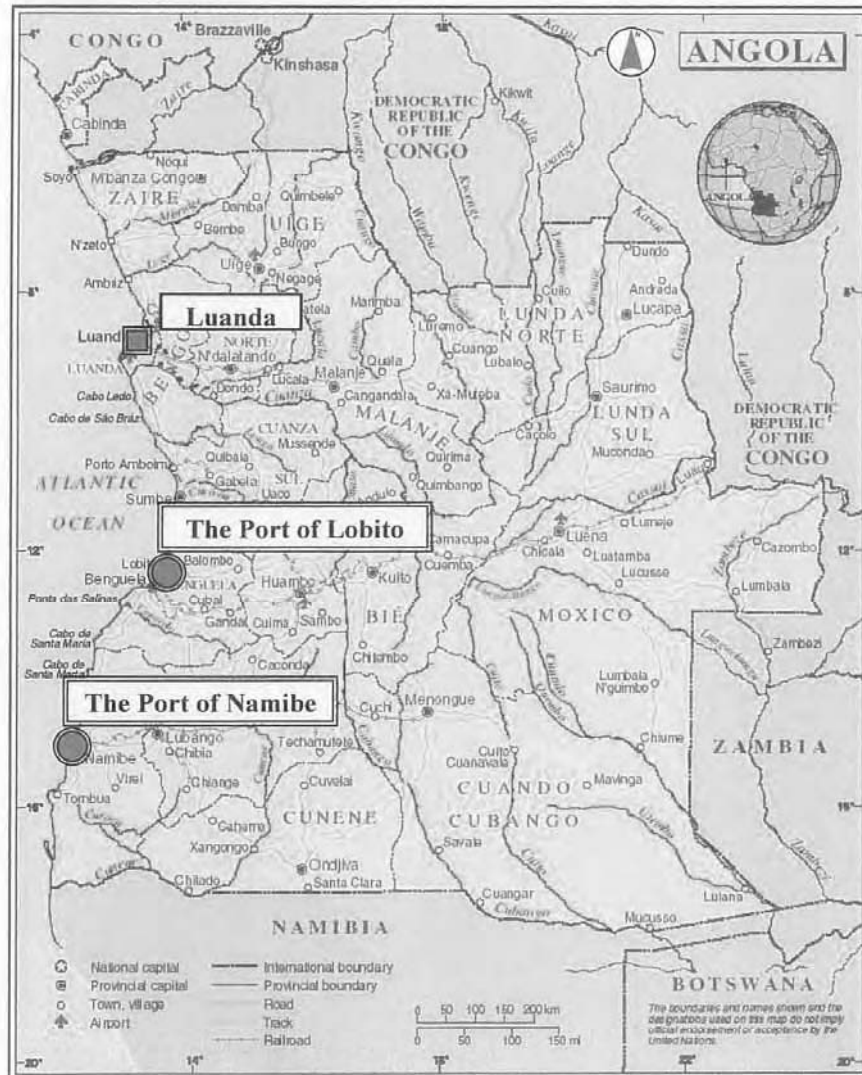
7-9. The Team was informed unexpectedly that some components had already implemented by the Angolan side. The self-help efforts of the Angolan side were valuable in terms of sustainable development. But the Team was perplexed at this situation because there were some duplications of the components between implemented by the Angolan side and requested to the Government of Japan. Therefore the Team requested that the Angolan side should inform the Japanese side of self-help efforts related to the Project before its implementation in future if any.

7-10. Both sides confirmed that the Project should be implemented with urgency, due to the increasing cargo handling demand under the rapid economic growth in Angola, and also confirmed that the information sharing between both sides is very important for smooth implementation of the Project.

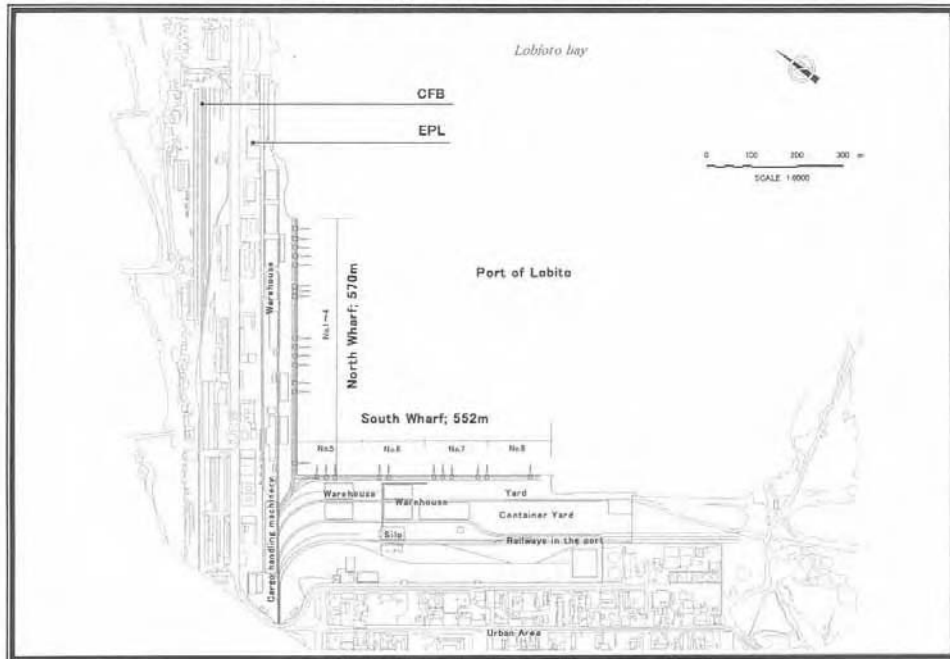
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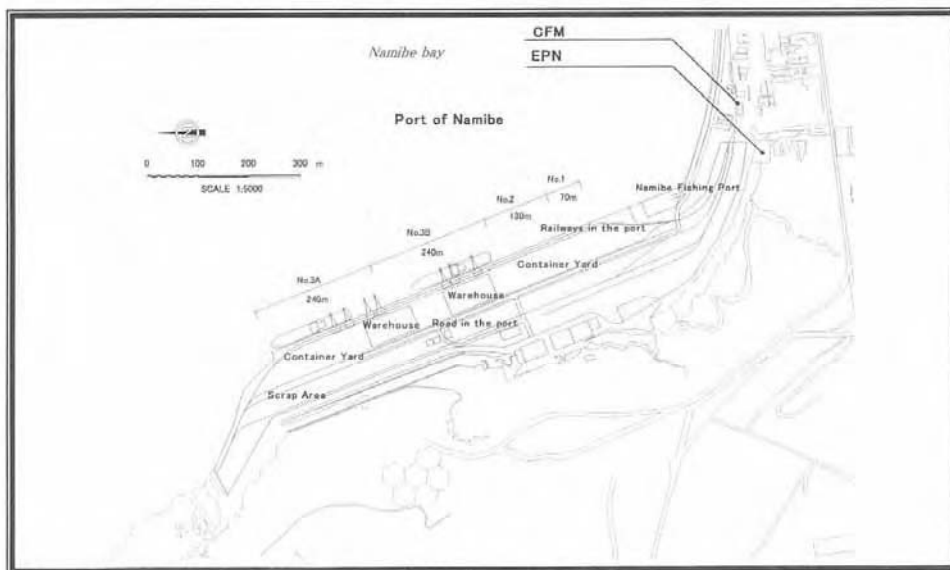
Project Site



Site Map of the Port of Lobito



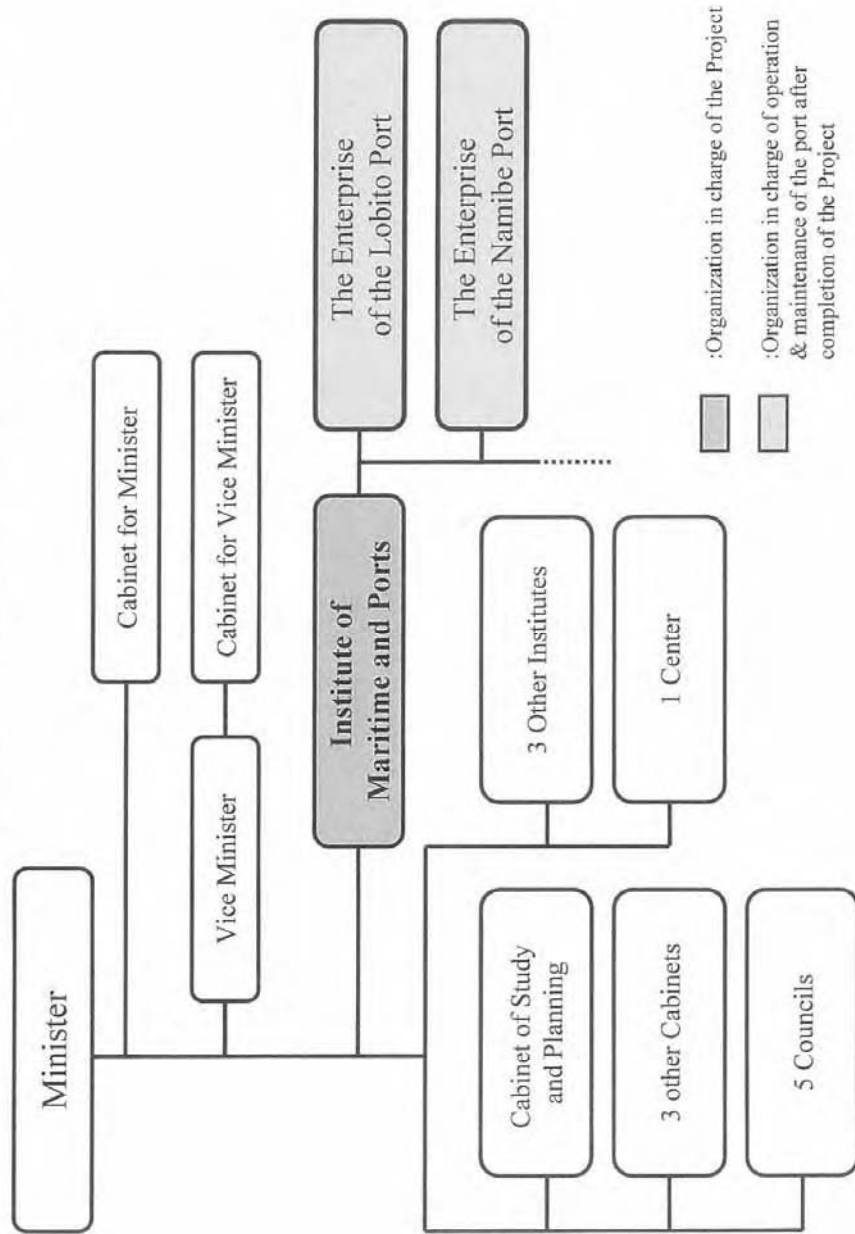
Site Map of the Port of Namibe



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Organization Chart of "the Ministry of Transport" (Annex-2)



Details of the Requested Items for the Port of Lobito

1. Pavement on the yard and apron

- (1) Pavement of apron and yard behind the berth No.8 and part of No.7 with a total area of about 46,000m²

2. Rehabilitation of coping concrete and quay wall with installation of car stoppers

- (1) Rehabilitation of coping concrete and quay wall of the berth No.8 and part of No.7 with 240m in length
(2) Installation of car stoppers on the coping concrete of the berth No.8 and part of No.7 with 240m in length

3. Installation of rubber fenders and mooring bollards.

- (1) Installation of rubber fenders on the quay wall of the berth No.8 and part of No.7 with 240m in length
(2) Installation of mooring bollards on the coping concrete of the berth No.8 and part of No.7 with 240m in length

4. Procurement of Cargo handling equipment,

- (1) Top lifter: 1 unit
(2) Reach stacker: 1 unit

5. Installation of reefer plugs and power generator.

- (1) Reefer plugs: 64 pieces
(2) Power generator: 1 unit

6. Installation of water and oil supply pipes.

- (1) Pipes and cables laid in the yard



Details of the Requested Items for the Port of Namibe

1. Pavement on the yard, apron and inner port road

- (1) Pavement of apron and yard behind the berth No.3A with a total area of 23,300m²
- (2) Pavement of road from the port entrance gate to the berth No.3A with 620m in length

2. Rehabilitation of coping concrete and quay wall with installation of car stoppers

- (1) Rehabilitation of coping concrete and quay wall of the berth No.3A with 240m in length
- (2) Installation of car stoppers on the coping concrete of the berth No.3A with 240m in length

3. Installation of rubber fenders and mooring bollards

- (1) Installation of rubber fenders on the quay wall of the berth No.3A with 240m in length
- (2) Installation of mooring bollards on the coping concrete of the berth No.3A with 240m in length

4. Procurement of Cargo handling equipment

- (1) Forklift with a capacity of 40 tons: 1 unit
- (2) Mobile crane with a capacity of 60 tons: 1 unit
- (3) Reach stacker: 1 unit

5. Construction of yard lighting towers

- (1) Two in the corner of the yard behind berth No.3A

6. Installation of reefer plugs and power generator

- (1) Reefer plugs: 64 pieces
- (2) Power generator: 1 unit

7. Installation of water and oil supply pipes

- (1) Over a length of 620m along the inner port road and along the quay front

8. Removal of warehouse

- (1) In order to expand the yard, it is necessary to demolished.

9. Removal of a quay crane

- (1) One quay crane, namely No.4 crane, shall be removed to ensure the efficient loading / unloading operation.



Japan's Grant Aid Scheme for General Project

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

1. Grant Aid Procedure

1) Japan's Grant Aid Program is executed through the following procedures.

Application	(Request made by a recipient country)
Study	(Basic Design Study conducted by JICA)
Appraisal & Approval	(Appraisal by the Government of Japan and Approval by Cabinet)
Determination of Implementation	(The Notes exchanged between the Governments of Japan and the recipient country)

- 2) Firstly, the application or request for a Grant Aid project submitted by a recipient country is examined by the Government of Japan (the Ministry of Foreign Affairs) to determine whether or not it is eligible for Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA to conduct a study on the request. If necessary, JICA send a Preliminary Study Team to the recipient country to confirm the contents of the request.

Secondly, JICA conducts the study (Basic Design Study), using Japanese consulting firms.

Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Programme, based on the Basic Design Study report prepared by JICA, and the results are then submitted to the Cabinet for approval.

Fourthly, the project, once approved by the Cabinet, becomes official with the Exchange of Notes signed by the Governments of Japan and the recipient country.

Finally, for the implementation of the project, JICA assists the recipient country in such matters as preparing tenders, contracts and so on.

2. Basic Design Study

1) Contents of the Study

The aim of the Basic Design Study (hereinafter referred to as "the Study"), conducted by JICA on a requested project (hereinafter referred to as "the Project"), is to provide a basic document necessary for the appraisal of the Project by the Government of Japan. The contents of the Study are as follows:

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- a) confirmation of the background, objectives and benefits of the Project and also institutional capacity of agencies concerned of the recipient country necessary for the Project's implementation;
- b) evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from the technical, social and economic points of view;
- c) confirmation of items agreed on by both parties concerning the basic concept of the Project;
- d) preparation of a basic design of the Project; and
- e) estimation of costs of the Project.

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

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

2) Selection of Consultants

For the smooth implementation of the Study, JICA uses a consulting firm selected through its own procedure (competitive proposal). The selected firm participates the Study and prepares a report based upon the terms of reference set by JICA.

At the beginning of implementation after the Exchange of Notes, for the services of the Detailed Design and Construction Supervision of the Project, JICA recommends the same consulting firm which participated in the Study to the recipient country, in order to maintain the technical consistency between the Basic Design and Detailed Design as well as to avoid any undue delay caused by the selection of a new consulting firm.

3. Japan's Grant Aid Scheme

1) Exchange of Notes (E/N)

Japan's Grant Aid is extended in accordance with the Notes exchanged by the two Governments concerned, in which the objectives of the project, period of execution, conditions and amount of the Grant Aid, etc., are confirmed.

- 2) "The period of the Grant" means the one fiscal year which the Cabinet approves the project for. Within the fiscal year, all procedure such as exchanging of the Notes, concluding contracts with consulting firms and contractors and final payment to them must be completed.

However, in case of delays in delivery, installation or construction due to unforeseen factors such as weather, the period of the Grant Aid can be further extended for a maximum of one fiscal year at most by mutual agreement between the two Governments.

- 3) Under the Grant, in principle, Japanese products and services including transport or those of the recipient country are to be purchased.




When the two Governments deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country.

However, the prime contractors, namely consulting, contracting and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

- 4) Necessity of "Verification"
The Government of the recipient country or its designated authority will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be verified by the Government of Japan. This "Verification" is deemed necessary to secure accountability of Japanese taxpayers.
- 5) Undertakings required to the Government of the recipient country
 - a) to secure a lot of land necessary for the construction of the Project and to clear the site;
 - b) to provide facilities for distribution of electricity, water supply and drainage and other incidental facilities outside the site;
 - c) to ensure prompt unloading and customs clearance at ports of disembarkation in the recipient country and internal transportation therein of the products purchased under the Grant Aid;
 - d) to exempt Japanese nationals from customs duties, internal taxes and fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts;
 - e) to accord Japanese nationals whose services may be required in connection with the supply of the products and services under the verified contracts such as facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work;
 - f) to ensure that the facilities constructed and products purchased under the Grant Aid be maintained and used properly and effectively for the Project; and
 - g) to bear all the expenses, other than those covered by the Grant Aid, necessary for the Project.
- 6) "Proper Use"
The recipient country is required to maintain and use the facilities constructed and equipment purchased under the Grant Aid properly and effectively and to assign the necessary staff for operation and maintenance of them as well as to bear all the expenses other than those covered by the Grant Aid.
- 7) "Re-export"
The products purchased under the Grant Aid shall not be re-exported from the recipient country.
- 8) Banking Arrangement (B/A)
 - a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in an authorized foreign exchange bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the verified contracts.
 - b) The payments will be made when payment requests are presented by the Bank to the

Government of Japan under an Authorization to Pay (A/P) issued by the Government of recipient country or its designated authority.

- 9) Authorization to Pay (A/P)
The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commission to the Bank.

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Major Undertakings to be taken by Each Government

No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	To secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences in and around the site		●
4	To construct the parking lot	●	
5	To construct roads		
	1) Within the site	●	
	2) Outside the site		●
6	To construct the building	●	
7	To provide facilities for the distribution of electricity, water supply, drainage and other incidental facilities		
	1) Electricity		
	a. The distributing line to the site		●
	b. The drop wiring and internal wiring within the site	●	
	c. The main circuit breaker and transformer	●	
	2) Water supply		
	a. The city water distribution main to the site		●
	b. The supply system within the site(receiving and elevated tanks)	●	
	3) Drainage		
	a. The city drainage main (for storm sewer and others to the site)		●
	b. The drainage system (for toilet sewer, ordinary waste, storm drainage and others)	●	
	4) Gas Supply		
	a. The city gas main to the site		●
	b. The gas supply system within the site	●	
8	To bear the following commissions to the Japanese bank for banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
9	To ensure unloading and customs clearance at port of disembarkation in recipient country		
	1) Marine (Air) transportation of the products from Japan the recipient	●	
	2) Tax exemption and custom clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	(●)	(●)




10	To accord Japanese nationals, whose service may be required in connection with the supply of the products and the services under the verified contract, such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●
11	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts		●
12	To maintain and use properly and effectively the facilities contracted and equipment provided under the Grant		●
13	To bear all the expenses, other than those to be borne by the Grant, necessary for construction of the facilities as well as for the transportation and installation of the equipment		●

(B/A : Banking Arrangement, A/P : Authorization to pay)

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(2) 基本設計概要書説明 1

**Minutes of Discussions
on Basic Design Study
on the Urgent Rehabilitation Project
of Port Facilities at the Port of Lobito and the Port of Namibe
in Republic of Angola**

In January 2007, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on the Urgent Rehabilitation Project of Port Facilities at the Port of Lobito and the Port of Namibe (hereinafter referred to as "the Project") to Republic of Angola (hereinafter referred to as "Angola"), and through discussions, field survey and technical examination of the results in Japan, JICA prepared a draft report of the study.

In order to explain and to consult with the concerned officials of the Government of Angola on the contents of the draft report, JICA sent to Angola the Basic Design Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Koichi Kito, Team Director, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, JICA, from July 17 to August 9, 2007.

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

Luanda, August 8, 2007

木藤 耕一

Koichi Kito
Leader
Basic Design Explanation Team
Japan International Cooperation Agency



Filomeno H.C.M. da Silva
Director
Institute of Maritime and Ports
Ministry of Transport
Republic of Angola

ATTACHMENT

1. Components of the Draft Report

The Angolan side agreed and accepted in principle the contents of the draft report of Basic Design Study explained by the Team.

However, regarding the Lobito Port, the Angolan side additionally requested to maintain and repair the existing railway on the coping block under the Project. The Angolan side will submit documents and data for justifying the necessity and appropriateness of the request to JICA South Africa Office by the end of August, 2007. JICA will examine its appropriateness based on them.

2. Japan's Grant Aid Scheme

The Angolan side reconfirmed the Japan's Grant Aid scheme and the necessary measures to be taken by the Angolan side as explained by the Basic Design Study Team and described in the Annex-5 and 6 of the Minutes of Discussions signed by both sides on February 9, 2007.

3. Schedule of the Study

3-1. The Team has been collecting necessary data and information to determine the Project cost through this site survey. Based on its result, the Japanese side will inform the Angolan side of the Project cost by the end of November, 2007.

3-2. JICA will complete the Final Report in English, in accordance with the confirmed items and send it to the Angolan side by the end of January 2008.

4. Other Relevant Issues

4-1. The Angolan side explained to the Team that due to the nature of the Project (Rehabilitation), the EIA is not required as stated in the Decree no. 51 04 Article no.4 as referred in the Annex-1.

4-2. Both sides confirmed that the following undertakings should be taken by the Angolan side at the Angolan expenses.

- (1) Relocation of existing utilities (electricity, water) in Project site,
- (2) Relocation and/or removal of existing properties (key crane, railway, etc.) in Project site,
- (3) Securing and clearance of temporary yard,
- (4) Securing site for borrow pit, quarry and disposal site (scarified asphalt concrete, excavated unsuitable soil, etc.),
- (5) Connecting the utilities (electricity, water, etc.) necessary for the installed equipment,
- (6) Necessary arrangement and coordination with concerned Ministries and/or Agencies,
- (7) Necessary arrangement of timely issuance of the licenses and permissions, e.g. permission of construction, etc.,
- (8) Necessary arrangement for the tax exemption for the Project,
- (9) Budget allocation for commission for Authorization to Pay and Payment,
- (10) Necessary arrangement and assistance for issuing of VISA for concerned persons.

Especially regarding the tax exemption for equipment and materials, the Angolan side will clarify the detail procedures to be done by them, and send an explanatory note to the JICA South Africa Office by the end of August, 2007.

4-3. The Angolan side shall secure necessary budget and personnel for the operation and maintenance of the facilities improved by the Project, including periodical maintenance works after the completion of the Project.

4-4. The Angolan side will send the update breakdown of balance sheet for "Lobito Port EP" and "Namibe Port EP" to the JICA South Africa Office respectively by the end of August, 2007.

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REPÚBLICA DE ANGOLA

MINISTÉRIO DOS TRANSPORTES

INSTITUTO MARÍTIMO E PORTUÁRIO DE ANGOLA

À

ECOH - ECOH CORPORATION, Overseas Consultant Division

ATT. : SR Masakiyo MURAOKA

Tóquio- JAPÃO

Projecto: Estudo de Desenho Básico para Reabilitação Urgente dos Portos de Angola

Assunto: Pronunciamento sobre Avaliação de Impacte Ambiental

Antes de mais os nossos melhores cumprimentos.

Por esta via e em resposta a vossa s cartas, sendo a ultima de 15 de Maio de 2007, em que solicitais nossas considerações sobre **Avaliação de Impacte Ambiental**, no âmbito do **Projecto para Reabilitação Urgente dos Portos de Angola**, cabe-nos fazer o seguinte pronunciamento:

1. Com base no instrumento legal que rege a matéria em causa, ou seja ao abrigo do **DIÁRIO DA REPÚBLICA**, sexta feira, **23 de Julho de 2004**, 1ª Série n 59, tendo em conta o **Decreto n. 51 04**, considerando o seu **artigo 4º** e analisando o número 1 e as alíneas d) e j) do número 6 dos anexos do mesmo artigo, pode-se constatar o seguinte:

- a. Do **número 1 do artigo 4º** e da **alínea d) do número 6 dos anexos** do mesmo artigo, depreende-se:

Estão contemplados os portos em geral, mais os terminais de minérios, terminais de petróleo e terminais de produtos químicos, pelo que para o plano de curto prazo, uma vez que estão previstas, segundo propostas do plano de desenvolvimento, construções novas, incluindo aterros e prolongamentos de áreas de actividades portuárias, é obrigatório o estudo de impacte ambiental.

- b. Da **alínea j) do número 6 dos anexos do artigo 4º** entende-se:

Pelo facto de no desenho básico, estarem previstas só intervenções de reparação (reconstrução de obras já existentes), ficam excluídas das exigências da lei em referência., quanto ao estudo de impacte ambiental.

2. Relativamente á avaliação do impacte ambiental apresentado, no âmbito do estudo, não encontram qualquer contrariedade. Para além da análise por nos feita, consideramos

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a particularidade de o mesmo ter sido feito com os devidos apoios, dos portos do Lobito e do Namibe, tal como do IMPA e com frequentes trocas de impressões, entre a equipa japonesa responsável pelo estudo do mesmo e as instituições angolanas supracitadas. De momento não dispomos de qualquer outra informação sobre o assunto em questão.

Sendo tudo de momento, queiram aceitar os nossos respeitosos cumprimentos.

LUANDA, 21 DE MAIO DE 2007

EILOMENO H. C. M. SILVA

Director Geral do IMPA

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(3) 基本設計概要書説明 2

**Minutes of Discussions
on Basic Design Study
on the Urgent Rehabilitation Project
of Port Facilities at the Port of Lobito and the Port of Namibe
in Republic of Angola
(Second Survey for Explanation of Draft Report)**

In January 2007, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Basic Design Study Team on the Urgent Rehabilitation Project of Port Facilities at the Port of Lobito and the Port of Namibe (hereinafter referred to as "the Project") to Republic of Angola (hereinafter referred to as "Angola"), and through discussions, field survey and technical examination of the results in Japan, JICA prepared a draft report of the study.

Based on the result of the Basic Design Study (first Survey for Explanation of Draft Report from January 17 to August 9, 2007), in order to confirm the contents of the draft report, JICA sent to Angola the Second Basic Design Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Koichi Kito, Team Director, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, JICA, from October 11 to October 18, 2007.

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

Luanda, October 15, 2007

木 藤 耕 一

Koichi Kito
Leader
Basic Design Explanation Team
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ATTACHMENT

1. Contents of the Draft Report

- 1-1. Both sides reconfirmed that the Angolan side agreed and accepted in principle the contents of the draft report of Basic Design Study dated August 2007.
- 1-2. Regarding to the additional request to maintain and repair the existing railway on the coping block and apron at Lobito port, in the Minutes of Discussions signed by both sides on August 8, 2007, the Team explained to the Angolan side that its necessity and appropriateness still needs to be clarified to include the requested component into the Project.

Both sides confirmed that the Angolan side should submit the following information to JICA South Africa Office by October 25, 2007.

- (1) Current operational situation of the Benguela Railway
- (2) Progress of the rehabilitation project of the Benguela Railway
- (3) Operational plan of the Benguela Railway in the future including financial status of the Benguela Railway
- (4) Rehabilitation plan of the Berth No.6 of Lobito Port damaged by the vessel crash in July 2007

Both sides also confirmed that the submission of the information with enough contents to support the urgency and justification is the absolute requisite for the inclusion as a Project component.

2. Cost Estimation

Both sides agreed that the Project Cost Estimation as attached in Annex-1 should never be duplicated or released to any third parties before the signing of all the Contract(s) for the Project.

The Team made an explanation on the reserve fund for contingency and specified that the fund aims at price escalation only, not intended to cover physical contingency or other expenditures.

3. Japan's Grant Aid Scheme

The Angolan side reconfirmed the Japan's Grant Aid scheme and the necessary measures to be taken by the Angolan side as explained by the Basic Design Study Team and described in the Annex-4 and 5 of the Minutes of Discussions signed by both sides on February 9, 2007.

4. Schedule of the Study

JICA will complete the Final Report in English, in accordance with the confirmed items and send it to the Angolan side by the end of January 2008.

5. Other Relevant Issues

- 5-1. Both sides reconfirmed that the following undertakings should be taken by the Angolan side at the Angolan expenses.

- (1) Relocation of existing utilities (electricity, water) in Project site,
- (2) Relocation and/or removal of existing properties (key crane, railway, etc.) in Project site,
- (3) Securing and clearance of temporary yard,
- (4) Securing site for borrow pit, quarry and disposal site (scarified asphalt concrete, excavated unsuitable

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soil, etc.),

- (5) Connecting the utilities (electricity, water etc.) necessary for the installed equipment,
- (6) Necessary arrangement and coordination with concerned Ministry and/or Agency,
- (7) Necessary arrangement of timely issuance of the licenses and permissions, e.g. permission of quarrying, etc.,
- (8) Necessary arrangement for the tax exemption for the Project,
- (9) Budget allocation for commission for Authorization to Pay and Payment,
- (10) Necessary arrangement and assistance for issuing of VISA for concerned persons.

5-2. The Angolan side ensured that the explanatory note of the detail procedure of the tax exemption for equipment and materials, stipulated in the Minutes of Discussions dated August 8, 2007, should be submitted to JICA South Africa Office by October 25, 2007.

5-3. The Angolan side referred to the necessity of capacity development in terms of operation and management of port facilities and equipment. In response, the Team delivered that JICA has been planning to provide technical cooperation in the form of short-term experts in the requested fields for the Japanese fiscal year of 2008 and a department in charge at JICA headquarter is currently engaged in examination of their terms of reference. The Angolan side acknowledged the dispatch of the experts and will provide JICA South Africa Office by November 15, 2007 with answers to the questionnaire for Lobito Port dated August 8, 2007.

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Annex-1

Project Cost to be Borne by Japan's Grant Aid

Items			Cost (Million Japanese Yen)	
Construction Facilities	Lobito Port	Rehabilitation of Berth, Apron and Yard located at berth No.8 and a part of No.7 1. Pavement on apron and yard: 43,074 m ² 2. Rehabilitation of coping concrete and quay wall: 240 m 3. Installation of rubber fenders on quay wall: 16 nos. 4. Installation of mooring bollards on quay wall: 8 nos. 5. Laying rails for quay crane in apron: 1 set with 240m length 6. Laying rails for inner port railways in yard: 3 sets with 570m	1,629	3,238
		Providing Cargo Handling Equipment 1. Reach stacker: 1 unit	63	
	Namibe Port	(a) Rehabilitation of Berth, Apron and Yard located at berth No.3A 1. Pavement on apron and yard: 18,210 m ² 2. Rehabilitation of coping concrete and quay wall: 240 m 3. Installation of rubber fenders on quay wall: 16 nos. 4. Installation of mooring bollards on quay wall: 8 nos. 5. Laying rails for quay crane in apron: 1 set with 240 m length 6. Laying rails for inner port railways in apron: 2 sets with 480 m length 7. Construction of yard lighting tower : 2 Sets (b) Pavement of inner port road from port entrance gate to berth No.3A : 666m (c) Installation of water supply system : 1,043 m water pipe, 1 water tank with pump	1,367	
		Providing Cargo Handling Equipment 1. Forklift with a capacity of 40 tons : 1 unit 2. Mobile crane with a capacity of 60 tons : 1 unit 3. Reach stacker : 1 unit	179	
		Detailed Design and Construction Supervision		
Total			3,416	
Reserve Fund for Contingency			Around 20%	

Notes:

- (1) The cost estimates in the above table are provisional and will be further examined by the Government of Japan for the approval of the Grant.
- (2) The Total Cost of the Project JPY 3,436 million is equivalent to USD 28.73 million at the current exchange rate: USD 1.0 = JPY 119.59

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資-5 事業事前計画表(基本設計時)

1. 案件名
アンゴラ共和国 緊急港湾改修計画 基本設計調査
2. 要請の背景（協力の必要性・位置づけ）
<p>1975 年の独立以来、27 年間にわたる内戦中に多大な損傷を被った運輸交通ネットワークは、アンゴラ国（以下「ア」国）国内の経済復興・開発を進める上での妨げとなっている。「ア」国は、この状況を改善すべく 2004 年 1 月に貧困削減戦略（ECP）を策定した。また、貧困削減戦略（ECP）と並行して 2002 年に戦後復興計画として、優先復興プログラム（PRMRRP2003-07）を策定し、主要港湾を含む交通インフラ整備を重要課題として位置付けている。</p> <p>「ア」国では内戦終結、経済復興の開始と共に輸入貨物が急速に増加している。主要 4 港の貨物取扱量は 440 万 t であり、ロビト港が 20%、ナミベ港が 6%を占めている。今後貨物が一層増加することは近年の石油産業を中心とする経済成長から明らかである。</p> <p>「ア」国港湾共通の課題として、施設の老朽化及び近年の海上輸送の中心であるコンテナ化への対応の遅れが挙げられる。また、27 年間にわたる内戦により各港における必要な人材の確保に支障をきたし、港湾の管理運営及び技術スタッフの強化は、港湾分野の自立的発展を図る上で急務である。</p> <p>このような状況の中、我が国は 2005 年 1 月から 2006 年 8 月にかけて開発調査「緊急港湾復興計画調査」を実施し、港湾機能の緊急復旧に重点を置いて調査を行った。その結果、2004 年から 2010 年までに 2 倍超になると予測される各港湾の取扱貨物量の増加に対応するため、2010 年を目標年次として既存施設の改修により港湾機能を復旧する「短期復興計画」を策定し、その中でも緊急に改修が必要な施設を抽出して「緊急復興計画」をとりまとめた。開発調査の「緊急復興計画」は、主要 4 港のうちロビト及びナミベの 2 港を対象とし、主な改修の範囲としてはそれぞれの港湾において使用頻度が高く、かつ損傷の大きい岸壁及びその背後のヤードを選定した。</p> <p>ロビト港は、アフリカ大陸をタンザニアまで横断するベンゲラ鉄道の起点に位置し、戦略交通ループと呼ばれる経済回廊の一部として「ア」国中部及び南部アフリカ地域の運輸の要としての役割を担っている。また、ルアンダ - ロビト間の道路改修後には取扱能力が不足すると予想されるルアンダ港を補完する役割が期待されていることから、老朽化した施設の更新が緊急的に必要となっている。</p> <p>ナミベ港は、モサメデス鉄道の起点に位置し、花崗岩や大理石、鉄鉱石等が豊富な南部地域からの鉱物資源の積出港であるとともに、日用品や建設資材を輸入する「ア」国南部の主要港湾である。開発調査時より、ナミベ港は主要 4 港のうちで最も老朽化が進行しており、緊急改修が必要とされている。</p> <p>上記開発調査の結果を受け、「ア」国はわが国に対し、ロビト港及びナミベ港の損傷の大きい岸壁及びその背後のヤード改修と配備数不足の荷役機械の調達についてそれぞれ無償資金協力を要請した。</p>

3. プロジェクト全体計画概要
<p>(1) プロジェクト全体計画の目標（裨益対象の範囲及び規模）</p> <p>1) 目標</p> <p>ロビト港、ナミベ港の港湾施設が復旧される。</p> <p>ロビト港、ナミベ港の本来の港湾施設としての機能が回復され、物流が促進される。</p> <p>2) 裨益対象の範囲及び規模</p> <p>裨益対象の範囲：ベンゲラ州、ナミベ州を中心とする「ア」国国民及び内陸隣国</p> <p>裨益対象の規模：直接：港湾運営従事者及び船舶運航者</p> <p>間接：「ア国」国民 1,550 万人とベンゲラ鉄道とモサメデス鉄道より接続される内陸隣国国民（コンゴ民主共和国 465 万、ザンビア 1,126 万、ボツワナ約 1 64 万、ジンバブエ約 1,275 万）3,030 万人の合計 4,580 万人</p> <p>(2) プロジェクト全体計画の成果</p> <p>1) <u>岸壁・エプロン・ヤードが改修される。</u></p> <p>2) <u>港内道路・照明・給水施設が改修される(ナミベ港のみ)。</u></p> <p>3) <u>荷役機械が供与される。</u></p> <p>4) 港湾施設・航路が適切に管理・運営される。</p> <p>(3) プロジェクト全体計画の主要活動</p> <p>1) <u>岸壁・エプロン・ヤードを整備する。</u></p> <p>2) <u>港内道路、照明、給水施設を整備する(ナミベ港のみ)。</u></p> <p>3) <u>荷役機械を調達する。</u></p> <p>4) 施設・航路を維持補修する。</p> <p>(4) 投入（インプット）</p> <p>1) 日本側</p> <p>ロビト港及びナミベ港の施設改修・機材整備：無償資金協力 34.91 億円(2007 年 10 月現在)</p> <p>2) 相手国側</p> <p>建設用地の確保（仮設ヤード・土捨場の整備）</p> <p>障害物移動</p> <p>電気・水道の引き込み</p> <p>(5) 実施体制</p> <p>主管官庁：「ア」交通省海事港湾院</p> <p>実施機関：「ア」交通省海事港湾院</p>
4. 無償資金協力案件の内容
<p>(1) サイト</p> <p>「ア」国ロビト港、ナミベ港</p> <p>(2) 概要</p> <p>1) 岸壁・エプロン・ヤードを整備する、2) 港内道路、照明、給水施設を整備する(ナミベ港のみ)、3) 荷役機械を調達する。</p> <p>(3) 相手国負担事項</p>

1) 仮設ヤード・土捨場の整備 2) 障害物移動等場内整備 3) 電気・水道の引き込み 4) 工事用車両の通行により、既存道路に不具合が生じた場合の補修 5) 「ア」国輸入税の実施機関による負担(「ア」国国内法で必要な場合) (4) 概算事業費 概算事業費 35.07 億円(日本側負担 34.87 億円、「ア」国側負担 0.20 億円) (5) 工期 詳細設計・入札期間を含め約 23 ヶ月(予定) (6) 貧困、ジェンダー、環境及び社会面の配慮 特になし。		
5. 外部要因リスク(プロジェクト全体計画の目標の達成に関するもの)		
特になし。		
6. 過去の類似案件からの教訓の活用		
特になし。		
7. プロジェクト全体計画の事後評価に係る提案		
(1) プロジェクト全体計画の目標達成を示す成果指標		
成果項目	2007 年(現状)	2011 年(完成後 1 年後)
1) ロビト港		
貨物船接岸時の安全性の向上 (本船船腹と岸壁コーナーとの接触)	約 850 隻	0 隻
エプロン及びヤードでの作業時の粉塵 発生の抑制	360 日	減少する
コンテナ荷役サイクル(本船 エプロン ヤード仮置き)の改善	10 分 5 秒/サイクル	短縮する
2) ナミベ港		
貨物船接岸時の安全性の向上 (本船船腹と岸壁コーナーとの接触)	約 450 隻	0 隻
エプロン及びヤードでの作業時の粉塵 発生の抑制	360 日	減少する
コンテナ荷役サイクル(本船 エプロン ヤード仮置き)の改善	14 分 40 秒/サイクル	短縮する
(2) その他成果指標 なし		
(3) 評価のタイミング 本計画対象港湾(改修対象岸壁)の供用開始 1 年後(2011 年)以降		

資-6 参考資料/入手資料リスト

収集資料リスト

調査名:アンゴラ共和国緊急港湾改修計画基本設計調査

(1)関連計画及び報告書・規制資料

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
1	Angola Transport Policy (アンゴラ交通セクターの展望)	書類	コピー	Ministry of Transport, Angola	
2	PIP2007-2008 (社会資本投資案件リスト 2007～2008 年)	書類	コピー	Ministry of Transport, Angola	2007年
3	Programa de Investimentos Publicos 2007-2008 (ベンゲラ州の投資計画)	図書	コピー	State of Benguela, Angola	2007年
4	Projecto Do OGE PARA 2007 (港湾院の投資計画)	図書	コピー	Ministry of Transport, Angola, Institute of Maritime and Ports	2007年

(2)港湾関連資料

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
1	Directrio Servicos Maritimos e Portuario de Angola, 2007 (アンゴラ港湾要覧 2007 年)	図書	オリジナル	Ministry of Transport, Angola	2007年

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
2	Directrio Servicos Maritimos e Portuario de Angola, 2006 (アンゴラ港湾要覧 2006 年)	図書	オリジナル	Ministry of Transport, Angola	2005年
3	Details of Light Towers in Port of Namibe	書類	コピー	Port of Namibe	2007年
4	LOCALIZACAO GEOGRAFICA DO PORTO DO LOBITO (List of Prioritized Facilities to be Provided)	書類	コピー	Port of Lobito	
5	Initial Report of Port of Lobito in 2006	書類	コピー	Port of Lobito	2006年
6	RELATORIO DE ACTIVIDADES 2005 (Annual Report in 2005)	書類	コピー	Port of Namibe	2005年
7	RELATORIO ANUAL 2005 (Annual Report in 2005)	書類	コピー	Port of Lobito	2005年
8	Guidance of Port of Luanda	図書	オリジナル	Port of Luanda	
9	Port Tariff in Port of Namibe	図書	オリジナル	Port of Namibe	
10	TERMOS DE REFERENCIA PARA PROJECTOS DE REPARACAO DO PORTO DO NAMIBE 2001 (Study Report in Port of Namibe)(ナミベ港の開発計画報告書)	書類	コピー	Port of Namibe	2003年

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
11	BUSINESS PLAN FOR LOBITO CONTAINER TERMINAL 2006 (ロビ ト港コンテナターミナル計画報告書)	書類	コピー	Port of Lobito	2006年

(3)アンゴラ国政府関係機関組織図、経済及び一般統計等

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
1	Organization Chart	書類	コピー	Port of Namibe, EP	2007年
2	Table of Exchange Rates on January 31, 2007	書類	コピー	BPC	2007年
3	ESTIMATIVA DO PRODUTO INTERUO BRUTO POR RAMOS DE ACTIVIDADE ECONOMICA (経済内 訳推定書)	書類	コピー	National Statistics Institute (INE)	2004年
4	POPULACAO ANGOLANA ESTIMADA POR SEXO E IDADE 2003-2004 (Expectation of Population)	書類	コピー	INE	2005年
5	INDICE DE PRECOS NO CONSUMIDOR DE LUANDA 2002-2006 (Consumer Price Index in Luanda)	図書	コピー	INE	2002年から2006年

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
6	ESTATISTICAS DO COMERCIO EXTERNO (Statistics of Commercial Export)	書類	コピー	National Statistics Institute	2004年
7	ECONOMIA&MERCADO No.26 & 35 (ア ンゴラの経済紙)	図書	オリジナル	Private Publishing Company in Angola	
8	RELATORIO DO GOVERNO DA PROVINCIA RELATIVO AO ANO 2005(ベンゲラ州 2005 年年次報告書)	書類	コピー	State of Benguela	2005年
9	Angola Macro Eco Data, 2007	電子データ	コピー	UNDP	2007年

(4)自然条件・環境関係資料

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
1	ATLAS GEOGRAFICO (「ア」国地形図集)	地図	オリジナル	IMPRESA NACIONAL (国家印刷局)	1982年
2	CARACTERIZACAO CLIMATICA DA REGIAO DO NAMIBE(ナミベ地区の気象概要)	書類	コピー	INAMET(「ア」国気象 庁)	2007年
3	ベンゲラとナミベの降雨記録	書類	コピー	INAMET	2007年
4	ベンゲラとナミベの気温・気圧・湿度記録	書類	コピー	INAMET	2007年
5	DESCRICAO DE INFORMACAO SISMI CA DE ANGOLA (環境保護地区)	書類	コピー	INAMET	2006年

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
6	ベンゲラ州地形図(地雷原表示)	地図	コピー	UNDSS(国連安全保安局)	2007年
7	ナミベ州地形図(地雷原表示)	地図	コピー	UNDSS(国連安全保安局)	2007年
8	REDE FUNDAMENTAL DE ESTRADAS (「ア」国交通地図)	地図	コピー	INEA(「ア」国高速道路院)	

(5)その他

番号	名 称	形態* 図書・ビデオ 地図・写真等	オリジナル・コピー	発行機関	発行年
1	ANGOLA MILLENIUM GOALS REPORT SUMARY 2005(MGDs に関する「ア」国 2005 年報告)	文書	コピー	UNDP	2005年
2	Report on Traffic Accessibility in Angola (「ア」国交通状況報告)	地図	コピー	UNDSS(United Nations Department of Safety and Security)	2007年
3	Security Awareness in Angola (「ア」国治安 状況報告)	文書	コピー	UNDSS	2007年
4	CODIGO APUANEIRO (「ア」国関税法)	図書	オリジナル	Ministry of Finance	2006年