

Chapter 3 Project Evaluation and Recommendations

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3-1 Project Effect

(1) Effects

Republic of Angola (hereinafter referred to as “Angola”) is located at South-Western area in African Continent and faced to the Atlantic Ocean. Role of maritime transport in Angola is important as the major transport sector which transfers the cargo of life goods, resources and products. Port of Lobito and Namibe as the project sites are major international ports in Angola. Port of Lobito is logistic hub of State of Benguela that is major state in central Angola. Also Benguela Railways which is the international railways bound for inland countries in Southern Africa starting from Port of Lobito. Area of direct beneficiaries for the project in Port of Lobito is State of Benguela included cities of Lobito and Benguela. 1,928,000 people is considered as the expected population in State of Benguela. Meanwhile, Port of Namibe is logistic hub of State of Namibe that is major state in Southern part of Angola. Also Mocamedes Railways which is the international railways bound for Namibia starting from Port of Namibe. Area of direct beneficiaries for the project in Port of Namibe is State of Namibe included city of Namibe. 1,196,000 people is considered as the expected population in State of Namibe. Accordingly, maintaining the suitable port functions and safety of calling vessels in Port of Lobito and Namibe are important for the inhabitants at States of Benguela and Namibe and countries in Southern Africa. This Study was planned appropriate scales and contents of the project to improve port functions and secure cargo handling safety after examination of details of calling vessels, cargo volumes and current condition of cargo handling works in the ports. Existing issues of the ports and effects of facilities and equipments to be granted are listed in Table 3-1.(1) and (2).

1) Direct Effects

- (a) Improvement of efficiency of cargo handling works
- (b) Improvement of efficiency of works in the wharf
- (c) Securement of safety of the mooring vessel during unloading and loading works

2) Indirect Effects

- (a) Construction of facilities and procurement of cargo handling equipment in these ports enhance the transportation capability for international life lines for Benguela and Namibe States where major logistics depend on maritime transportation.
- (b) Increasing of cargo will vitalize the economies in Benguela, Namibe and other in-land states
- (c) Improvement of safety and efficiency for cargo handling works will contribute to smooth transportation to inland area and reduce transportation cost of cargo.

Table 3-1 (1) Project Effects in Port of Lobito

Present Status and Issues	Contents of the Project	Direct Effect and Improvement	Indirect Effect and Improvement
Vessel's contact to berth damages her body.	Installation of the fenders	Prevention of contact between vessel and berth	Improvement of the safety of cargo handling from vessel to berth and enhancement of the convenience of customers of the port
Slow works of cargo handling Vessel – Apron – Yard ; 10 minute 5 second	Pavement of the apron and yard and procurement of reach-stacker	Improvement of cargo handling time*	Improvement of cargo handling time from vessel to apron and yard and enhancement of the convenience of customers of the port

Present Status and Issues	Contents of the Project	Direct Effect and Improvement	Indirect Effect and Improvement
Damage to containers due to unstable operation of cargo handling equipment	Pavement of the apron and yard	Prevention of damage to containers	Reduction of the damages to containers and enhancement of the convenience of customers of the port
Limit the storage height of containers due to shortage of engine power and unstable operation of cargo handling equipment Total power of existing equipment :1,120kw Loaded container: 3 tiers Empty Container: 3 tiers Storage Container: 1,686TEU	Pavement of the apron and yard and procurement of reach-stacker	Increase of the storage height of containers Total power of equipment:1,344kw Loaded container: 3 tiers Empty Container: 5-6 tiers Storage Container: 2,136TEU	Improvement of the numbers of storage containers and efficiency of terminal operator
Storage containers without spaces	Making a lane and each lot should have a space of 50 cm	Quick identification of each container	Enhancement of the convenience of customers and operators of the port
Dust generation in apron and yard	Pavement of the apron and yard	Reduction of the dust generation	Improvement of the work circumstance of port workers and life circumstance of neighboring inhabitant

Table 3-1 (2) Project Effects in Port of Namibe

Present Status and Issues	Contents of the Project	Direct Effect and Improvement	Indirect Effect and Improvement
Vessel's contact to berth damages her body.	Installation of the fenders	Prevention of contact between vessel and berth	Improvement of the safety of cargo handling from vessel to berth and enhancement of the convenience of customers of the port
Slow works of cargo handling Vessel – Apron – Yard ; 14 minute 40 second	Pavement of the apron and yard and procurement of reach-stacker	Improvement of cargo handling time*	Improvement of cargo handling time from vessel to apron and yard and enhancement of the convenience of customers of the port

Present Status and Issues	Contents of the Project	Direct Effect and Improvement	Indirect Effect and Improvement
Damage to containers due to unstable operation of cargo handling equipment	Pavement of the apron and yard	Prevention of damage to containers	Reduction of the damages to containers and enhancement of the convenience of customers of the port
Limit the storage height of containers due to shortage of engine power and unstable operation of cargo handling equipment Total power of existing equipment :224kw Loaded container: 3 tiers Empty Container: 3 tiers Storage Container: 396TEU	Pavement of the apron and yard and procurement of reach-stacker	Increase of the storage height of containers Total power of equipment:448kw Loaded container: 3 tiers Empty Container: 5-6 tiers Storage Container: 660TEU	Improvement of the numbers of storage containers and efficiency of terminal operator
Storage containers without spaces among them	Making of a lane and each lot should have a space of 50 cm	Quick identification of each container	Enhancement of the convenience of customers and operators of the port
Dust generation in apron and yard	Pavement of the apron and yard	Reduction of the dust generation	Improvement of the work circumstance of port workers and life circumstance of neighboring inhabitant
Difficult and dangerous operation of bulk cargo handling due to lack of own mobile crane	Procurement of the mobile crane	Realization of cargo handling by own mobile crane	Giving a high flexibility of cargo handling by own mobile crane in yard and enhancement of the convenience of customers
Difficult and dangerous operation of night container handling works in yard behind berth No. 3A due to lack of enough light facilities	Construction of the lighting towers	Realization of night container handling works in yard behind berth No. 3A	Giving a high flexibility of cargo handling by safe night works in No.3A yard and enhancement of the convenience of customers
Inadequate water supply by fire fighting vehicle in berth No. 3A	Construction of the water supply facilities	Realization of water supply to vessels in berth No. 3A	Increasing of water supply quantity and enhancement of the convenience of customers of the port

(2) Baseline Survey and Prediction Ground of Improvement Index

1) Baseline Survey

Site surveys as the baseline surveys of cargo handling works in the ports were conducted at Port of Lobito, Namibe in Angola and Oi Container Terminal in Port of Tokyo in Japan.

2) Prediction Ground of Improvement Index

Prediction of improvement index with * described in Table 3-1(1)(2) is based on the direct observation results compared with Port of Lobito, Namibe in Angola and Oi Container Terminal in Port of Tokyo in Japan. Also other improvement indexes in Table 3-1(1)(2) are predicted based on the direct observation results in Port of Lobito and Namibe.

3-2 Recommendations

3-2-1. Conclusion and Recommendation for the Recipient Country

To make more efficient utilization of the port facilities and equipment, followings are recommended. After completion of the project, Ministry of Transport in the Government of Angola, Port of Lobito and Namibe Enterprises should be conducted appropriate operation and management to ensure effective utilization of their new facilities and equipment concerned with following precautions and recommendations.

(1) Precautions

1) Execution of Appropriate Operation and Management

Concerning the improvement of cargo handling efficiency by smooth operation of new facilities and equipment, Ministry of Transport in the Government of Angola, Port of Lobito and Namibe Enterprises should make necessary instruction and direction to representatives and users of the ports.

2) Execution of Appropriate Maintenance

After completion of construction and procurement, Port of Lobito and Namibe Enterprises should execute appropriate maintenance to new facilities and equipment.

(i) Execution of maintenance to new facilities

Concerning the maintenance of new facilities, short and mid-term maintenance works through ordinal operation such as repairing of descending and cracking of concrete pavement and replacing the damaged fenders and etc. should be conducted by Port of Lobito and Namibe.

<Special Remarks>

(a) Enhancement of existing drainage and standing water removal after strong rain

After collection of precipitation records, drainages of this project are designed with the sloping of pavement and pits instead of the trenches which are easily damaged by heavy traffic. Accordingly, Ports of Lobito and Namibe Enterprises should provide enough capacity of drainage at neighboring areas of project sites to prevent standing water. Moreover, pumping up or temporary drainages should be provided by the Ports to prevent standing water at neighboring areas of project sites and penetration pits after strong rain, if necessary.

(b) Protection of rails for quay cranes and inner port railways

Although there should be weak structures in aprons and yards, rails for quay cranes and inner port railways will be constructed by strong requirements of the Ports. Because heavy traffics will have to cross the rails, the Ports should execute appropriate daily maintenance, change the damaged rails and repair the pavement around damaged rails.

(c) Maintenances for berths, aprons, yards, inner port road, drainages, water supplying facility and lights

All of the facilities which will be provided by the project must need maintenance works.

Appropriate operation, maintenance and management should be carried out by the Ports to utilize the facilities. For example, repairing of cracks and bumps on pavement, cleaning of drainage pipes and maintenance works of lights should be executed by the Ports with managerial responsibilities as the project owners.

(ii) Execution of maintenance to new cargo handling equipment

Short and middle term maintenances such as daily cleaning, parking under shelters, preparation of new shelters, exchanging consumption parts to the new equipment necessary works and others should be executed by the Ports. Also, further renewal of the equipment should be considered and prepared by Ministry of Transport, Port of Lobito and Namibe.

3) Efficient Utilization of Berth

Design vessel for the berth to be rehabilitated is DWT22,000 t type. Berthing of the vessel larger than designed one should be avoided to prevent damages when berthing.

4) Limitation of very Heavy Traffic onto the Coping Concrete and Apron

There are some pits and service ducts for water and electric supplying facilities. To avoid damages to them, heavy traffic over T-25 loads should be limited onto the coping concrete and apron.

5) Prohibition of Heavy Vehicle Parking and Working on Steel Structure

In the project sites of Port of Lobito and Namibe, there are some structures such as rails, covers and others which are damaged by heavy loading. To avoid damages to them, storing containers and cargos, parking heavy vehicles and works on them should be prohibited by the Ports.

6) Protection of Pavement in Apron and Yard for Handling Very Heavy Cargo

Design vehicle for the apron and yard to be rehabilitated is 40 t type of reach stacker. Working of the cargo handling equipment larger than designed one, handling heavier cargos should be avoided to prevent from the damages of pavement. In case of the works, pavement protection such as installation of covering plate under out-riggers of the cargo handling equipment should be conducted by the Ports.

(2) Recommendations

1) Improvement of Storing Pattern of Containers

Containers should be stored 3 numbers in transversal and 2 numbers in longitudinal as a container lot. These lots have to make a lane and each lot should have a space of 50 cm to identify the individual number of each container.

2) Maintenance Works by Local Contractor

Concerning the efficient and reasonable maintenance to new facilities, minor works such as repairing rails for quay cranes and inner port railways, damaged bollards and pit covers and etc. would be executed by Railways Enterprises in Angola, private contractors and suppliers. If duration and quality of structures, materials and spare parts of them are in priority for the purchase, the works should be constructed and procured by the overseas contractors.

3) Consistency between the Project and Future Development Plan in the Neighboring Area

Design to maintain reasonable consistency of roads, yards, drainages and other facilities in neighboring area of the project sites should be considered by the Ports in case of future development works.

4) Adjusting Construction in the Border of Project Sites, if necessary

There will be elevation gaps generated by the differences of bearing capacity of foundations and standing waters by the gaps in the border of project sites. These unsuitable phenomena should be repaired by ordinal maintenance works by the Ports. Also, adjustment of construction works between existing areas and project sites should be managed by Ministry of Transport, Port of Lobito and Namibe in further development plan.

3-2-2. Technical Cooperation and Coordination with Other Donors

As described in clause 2-2-4-8, technical cooperation of electric data processing in the Ports, skill of maintenance dredging in Port of Lobito and operation of workshop in Port of Namibe will be recommended.

3-3 Relevance of the Project

(1) Consistency / Relevance with the Development Study

1) Results of the Study

Short-term rehabilitation plan which will rehabilitate those ports facilities was established by Development Study to meet with demand forecast shown at cargo throughput in 2010 would reach more than twice of its quantity in 2004. Especially, urgent rehabilitation program has been planned for urgent restoration to the serious damaged facilities. The urgent rehabilitation program intended to Ports of Lobito and Namibe among four major ports in Angola. The program selected the poor conditioned and well utilized quays and yards as the project sites. Basic Design Study has conducted based on request of the Government of Angola for the components which needs urgent restoration regarding results of Development Study. Project area is justified with following reasons.

(a) Port of Lobito

- (i) No.7 and 8 berths are selected because numbers of calling container vessels are significant in Port of Lobito.
- (ii) Pavement works in the project area will be able to begin shortly because there are no warehouses to be demolished or removed.
- (iii) There is a room for future expansion area at Southern-Eastern side of the project area.
- (iv) Most frequent used yard and berth are selected in Port of Lobito.

(b) Port of Namibe

- (i) No.3A berths are selected because numbers of calling container vessels are significant in Port of Namibe.
- (ii) Pavement works in the project area will be able to begin shortly because there are no warehouses to be demolished or removed.
- (iii) There is a room for future expansion area at Northern side of the project area.
- (iv) Most frequent used yard and berth are selected in Port of Namibe.

2) Contents of Request

Urgent rehabilitations were requested in Ports of Lobito and Namibe. Detailed contents of request are described below.

(a) Port of Lobito

- (i) Pavement on apron and yard (approximately 46,000 m²), Removal of existing pavement
- (ii) Rehabilitation of coping concrete and quay wall and installation of car stoppers (240m as length of project site) , Installation of mooring bollards on quay wall (240m as length of project site), Installation of rubber fenders on quay wall (240m as length of project site.)
- (iii) Installation of reefer plugs and power generator, Installation of water and oil supply pipes
- (iv) Supply of cargo handling equipment (reach stacker 1 unit and top lifter 1 unit)

(b) Port of Namibe

- (i) Pavement on apron and yard (23,300m²) , Removal of existing pavement
- (ii) Rehabilitation of coping concrete and quay wall and installation of car stoppers, Installation of mooring bollards on quay wall (240m as length of project site) , Installation of rubber fenders on quay wall(240m as length of project site), Pavement of inner port road (620m)

- (iii) Installation of reefer plugs and power generator, Installation of water and oil supply pipes, Construction of yard lighting tower (2 set)
- (iv) Supply of cargo handling equipment (reach stacker 1 unit, top lifter 1 unit and mobile crane 1 unit) , Removal of a quay crane, Removal of South Warehouse

(2) Relevance of the Project

1) Contents of the Project

According to the results of site surveys, improvement of existing facilities and procurement of new cargo handling equipment concerning the official request by the Government of Angola will be required to achieve the object of the project.

- (a) Rehabilitation of the berths and aprons
- (b) Rehabilitation of the yards
- (c) Procurement of cargo handling equipment

2) Direct Effects of the Project

To establish the appropriate project plan of facilities and equipment, roles of the ports as the logistic keystones of State of Benguela and Namibe should be put an importance because the ports are receiving valuable items for local economy such as life goods and construction materials.

Below listed, direct effects of rehabilitation and procurement of the project are emphasized again.

- (a) Improvement of efficiency of cargo handling works
- (b) Improvement of efficiency of works in the wharf
- (c) Securement of safety of the mooring vessel during unloading and loading works

3) Examination of Relevance for Implementation of the Project

(a) Direct Beneficiaries

Because the ports are located as the starting points of Benguela Railways and Mocamedes Railways, areas of beneficiaries are not only States of Angola but also the inland countries of Southern Africa. Namely, direct beneficiaries are ordinal people in Southern Africa.

(b) Objectives of the Project

As mentioned above (a), the ports are gateways of international corridors. Therefore, rehabilitation of facilities of the ports influences to global logistic issues in Southern Africa. Thus, objectives of the project are to enhance the transport capability of the international corridors and improve the inhabitants' life lines by the rehabilitations of basic infrastructures in the ports.

(c) Operation, Maintenance and Management

According to the results of site surveys, cargo handling volumes of the ports are increasing more the demand forecast of the Development Study. Scales of organizations and budgets of the ports for operation, maintenance and management do not have significant shortage. Moreover, contents of rehabilitation methods and procurement equipment are quite ordinal. Therefore, it is possible to conduct operation, maintenance and management by existing organizations and budgets of Angolan sides such as Ministry of Transport and the Ports.

(d) Coordination with Priority Issues

Rehabilitation of port functions of the project will be able to assist to achieve the goals of priority issues such as “the Poverty Reduction Strategic Paper (PRSP)”, “the Priority Phase Multisector Rehabilitation and Reconstruction Program (PPMRRP)”, “Transport Investment of Opportunities and Project Profiles” and “Action Plan of ENTA, Transport Development Strategy in Angola”.

(e) Profit Performance of the Project

Content of the project is a rehabilitation of existing commercial ports only to restore the basic ports functions. Therefore, it does not show significant profit performance.

(f) Environmental Assessment

As above mentioned, content of the project is only for rehabilitation of existing commercial ports. It generates quite limited negative impacts on environmental and social field. The actual impacts are generated only on the construction stage not on the designing and planning stages. Countermeasures to actual impacts will be listed as prevention of dust generation, appropriate dumping of wastes and preparation of sanitations of temporary facilities.

(g) Coordination with Japan's Grant Aid Scheme

Contents of the project are examined coordinating with Japan's Grant Aid Scheme to execute smooth implementation without any serious difficulties. As above mentioned examination, the project has enough urgency and feasibility to execute the implementation by Japan's Grant Aid Scheme and it is reasonable and fruitful concerning its effects and meanings.

3-4 Conclusions

Implementation of the project is expected to generate the mentioned effects improving the fundamental infrastructures of nations of Angola to secure the necessary capability of basic logistic in the country. Accordingly, feasibility of implementation of Japan's Grant Aid to the part of the project is confirmed through the basic design study. Concerning the capacity of recipient organizations for operation and maintenances, remarkable shortage of manpower and their budgets are not studied yet.

[Appendices]

A-1 Member List of the Study Team

(1) Basic Design Study Team

Name	Assignment	Organization
Mr. Kazuo NAKAGAWA	Leader	Director General, Grant Aid Management Department, Japan International Cooperation Agency (JICA).
Mr. Hidetaka SAKABE	Coordinator	Senior Project Administration Officer, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, Japan International Cooperation Agency (JICA).
Mr. Osamu KUNITA	Technical Advisor for Improvement of Port Facilities	The Overseas Coastal Area Development Institute of Japan (OCDI)
Mr. Masakiyo MURAOKA	Project Manager / Port Planning	ECOH CORPORATION
Mr. Takahisa AOYAMA	Design of Civil Engineering Facility and Natural Condition Utility and Equipment	ECOH CORPORATION
Mr. Shingo SHIRATORI	Planning Construction and Procurement	Pacific Consultants International
Mr. Kenji KUROKI	Planning/Cost Estimation	ECOH CORPORATION
Ms. Keiko FUJISAWA	Interpreter I	TECHNO STAFF CO.,LTD.
Mr. KIMURA Carlos Alberto Hiroshi	Interpreter II	TECHNO STAFF CO.,LTD.

(2) Draft Report Explanation Team 1

Name	Assignment	Organization
Mr. Koichi KITO	Leader	Team Director, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, Japan International Cooperation Agency (JICA).
Mr. Hidetaka SAKABE	Coordinator	Senior Project Administration Officer, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, Japan International Cooperation Agency (JICA).
Mr. Masakiyo MURAOKA	Project Manager / Port Planning	ECOH CORPORATION
Mr. Takahisa AOYAMA	Design of Civil Engineering Facility and Natural Condition Utility and Equipment	ECOH CORPORATION
Mr. Tomomichi YAMADA	Economic Analysis	IC NET Limited
Ms. Keiko FUJISAWA	Interpreter I	TECHNO STAFF CO.,LTD.
Mr. KIMURA Carlos Alberto Hiroshi	Interpreter II	TECHNO STAFF CO.,LTD.

(3) Draft Report Explanation Team 2

Name	Assignment	Organization
Mr. Koichi KITO	Leader	Team Director, Transportation and Electric Power Team, Project Management Group I, Grant Aid Management Department, Japan International Cooperation Agency (JICA).
Mr. Masakiyo MURAOKA	Project Manager / Port Planning	ECOH CORPORATION
Ms. Keiko FUJISAWA	Interpreter I	TECHNO STAFF CO.,LTD.

A-2 Study Schedule

(1) Basic Design Study Team

Date		JICA		JICA		Consultant		Kench KUROKI		Interpreter	
Leader		Technical Advisor for Improvement of Port Facilities		Project Coordinator		Chief Consultant / Harbor and Port Planner		Construction and Process Planner / Cost Estimation		Interpreter	
Kazuo NAKAGAWA		Osamu KUNITA		Hidetaka SAKABE		Mitsuhiko MURAKAWA		Takahisa AOYAMA		Kento FUJISAWA	
JICA		OXCH		JICA		ECOH		ECOH		Interpreter	
1	28-Jan Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
2	29-Jan Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
3	30-Jan Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
4	31-Jan Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
5	1-Feb Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
6	2-Feb Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
7	3-Feb Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
8	4-Feb Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
9	5-Feb Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
10	6-Feb Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
11	7-Feb Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
12	8-Feb Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
13	9-Feb Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
14	10-Feb Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
15	11-Feb Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
16	12-Feb Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
17	13-Feb Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
18	14-Feb Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
19	15-Feb Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
20	16-Feb Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
21	17-Feb Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
22	18-Feb Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
23	19-Feb Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
24	20-Feb Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
25	21-Feb Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
26	22-Feb Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
27	23-Feb Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
28	24-Feb Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
29	25-Feb Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
30	26-Feb Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
31	27-Feb Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
32	28-Feb Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
33	1-Mar Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
34	2-Mar Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
35	3-Mar Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
36	4-Mar Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
37	5-Mar Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
38	6-Mar Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
39	7-Mar Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
40	8-Mar Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
41	9-Mar Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
42	10-Mar Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
43	11-Mar Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
44	12-Mar Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
45	13-Mar Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
46	14-Mar Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
47	15-Mar Thu									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
48	16-Mar Fri									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
49	17-Mar Sat									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
50	18-Mar Sun									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
51	19-Mar Mon									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
52	20-Mar Tue									Accompany with Mr. Mirada	Accompany with Mr. Kuroki
53	21-Mar Wed									Accompany with Mr. Mirada	Accompany with Mr. Kuroki

(2) Draft Report Explanation Team 1

Date	JICA			Consultant		Interpreter	
	Koichi KITO Leader	Hidenaka SAKABE Project Coordinator	Masakiyo MURAOKA Chief Consultant / Harbor and Port Planner	Takahisa AOYAMA Port Facility Designer / Natural Condition Survey	Tonomichi YAMADA Economic Analysis	Keiko FUJISAWA Interpreter	KIMURA Carlos Alberto Hiroshi Interpreter
1 16-Jul Sun	JICA	JICA	ECOH	ECOH	Narita (11:30) Singapore (17:35) Singapore (02:15)	Accompany with Mr. Muradka	Accompany with Mr. Yamada
2 17-Jul Mon					Johannesburg(07:10) Luanda (12:20) Johannesburg(09:40) Luanda (12:20) Context call to Embassy of Japan for Angola	Accompany with Mr. Muradka	Accompany with Mr. Yamada
3 18-Jul Tue					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
4 19-Jul Wed					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
5 20-Jul Thu					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
6 21-Jul Fri					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
7 22-Jul Sat					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
8 23-Jul Sun					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
9 24-Jul Mon					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
10 25-Jul Tue					Site Survey in Luanda	Accompany with Mr. Muradka	Accompany with Mr. Yamada
11 26-Jul Wed					Procurement Condition Survey, Luanda (12:20) Johannesburg(09:40) Luanda (12:20) Context call to Embassy of Japan for Angola	Accompany with Mr. Muradka	Accompany with Mr. Yamada and Mr. Aoyama
12 27-Jul Thu					Luanda Lobito	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
13 28-Jul Fri					Meeting with Lobito Port Authority	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
14 29-Jul Sat					Additional Site Survey in Lobito Port	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
15 30-Jul Sun					Additional Site Survey in Lobito Port	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
16 31-Jul Mon		Narita (11:30) Singapore (17:35) Singapore (02:15)			Lobito Namibe	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
17 1-Aug Tue		Johannesburg(07:10), Meeting with JICA SA Office			Meeting with Namibe Port Authority	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
18 2-Aug Wed		Johannesburg(09:40) Luanda (12:20) Context call to Ministry of Foreign Affairs and Embassy of Japan for Angola			Additional Site Survey in and around Namibe Port	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
19 3-Aug Thu		Internal Meeting, Discussion with ministry of Transport, Department of Port			Namibe Luanda	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
20 4-Aug Fri		Survey at the Site of on-going Project (Including the Procurement Condition)				Accompany with Mr. Muradka	Accompany with Mr. Aoyama
21 5-Aug Sat		Internal Meeting & Document Arrangement				Accompany with Mr. Muradka	Accompany with Mr. Aoyama
22 6-Aug Sun		Discussion with Ministry of Transport, Department of Port			Survey for Procurement Condition	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
23 7-Aug Mon		Discussion with Ministry of Transport, Department of Port on Minutes			Survey for Procurement Condition	Accompany with Mr. Muradka	Accompany with Mr. Aoyama
24 8-Aug Tue		Signing of Minutes of Discussion, Report to Embassy of Japan for Angola				Accompany with Mr. Muradka	Accompany with Mr. Aoyama
25 9-Aug Wed		Luanda (14:05) Johannesburg(18:25)				Accompany with Mr. Muradka	Accompany with Mr. Aoyama
26 10-Aug Thu		Report to JICA South Africa Office, Johannesburg (13:15)				Accompany with Mr. Muradka	Accompany with Mr. Aoyama
27 11-Aug Fri		Singapore (05:40), Singapore Narita				Accompany with Mr. Muradka	Accompany with Mr. Aoyama

(3) Draft Report Explanation Team 2

Date			JICA	Consultant	Interpreter
			Koichi KITO	Masakiyo MURAOKA	Keiko FUJISAWA
			Leader	Chief Consultant / Harbor and Port Planner	Interpreter
			JICA	ECOH	
1	10-Oct	Mon	Narita (18:45) Hon Kong (22:25) Hong kong (23:50)		Accompany with Mr. Muraoka
2	11-Oct	Tue	Johannesburg(07:00), Johannesburg(09:40) Luanda (12:20) Coutesy call to Ministry of Foreign Affaires and Embassy of Japan for Angola		Accompany with Mr. Muraoka
3	12-Oct	Wed	Coutesy call to Ministry of MINTRANS and Discussion		Accompany with Mr. Muraoka
4	13-Oct	Thu	Internal Meeting and Document Arrangement		Accompany with Mr. Muraoka
5	14-Oct	Fri	Internal Meeting and Document Arrangement		Accompany with Mr. Muraoka
6	15-Oct	Sat	Finalization of Meeting Discussion Signing of M/D, Report to Embassy of Japan for Angola		Accompany with Mr. Muraoka
7	16-Oct	Sun	Luanda (14:05) Johannesburg(18:25)	Discussion with MINTRANS on Technical matters	Accompany with Mr. Muraoka
8	17-Oct	Mon	Report to JICA South Africa Office, Johannesburg (14:15) Addis Ababa (21:00)	Discussion with MINTRANS on Technical matters	Accompany with Mr. Muraoka
9	18-Oct	Tue		Luanda Johannesburg	Accompany with Mr. Muraoka
10	19-Oct	Wed		Johannesburg Narita	Accompany with Mr. Muraoka

A-3 List of Parties Concerned in the Recipient Country

(1) Ministries and Officials in Angola

1) Ministry of Transport

Dr. André Luís Brandão, Minister
Dr. José João Kuvíngua, Director of Cabinet of Study, Planning and Statistics (GEPE)
Dr. Alcídio Evaristo Domingos, Chief of the GII Department
Mr. Geraldo Lumingu, Superior Technician, GEPE
Ms. Jacqueline Maria Coimbra, Economist, GEPE
Dr. Filomeno H. C. M. da Silva, Director of Institute of Maritime and Ports (IMPA)
Mr. Tiago Francisco Neto, Acting Director of IMPA
Mr. Diur Kassul Ângelo, Chief of the Department of Ports, IMPA
Mr. Mama Ndungu, Chief of division, IMPA
Mr. Víctor Alexandre Carvalho, Director's Assessor, IMPA

2) Port of Lobito Enterprise

Dr. José Carlos Gomes, Director General
Mr. Pedro Joaquim, Deputy Director General
Mr. Cacesto Simão, Chief of the Department of Human Resources
Mr. Jeremias Estêvão, Chief of the Procurement Department
Mr. António José Augusto, Chief of the Operation Department
Mr. José André, Vice-Chief of the Operation Department
Mr. Manuel Cruz do Rosário, Chief of Maintenance Department
Mr. Domingos Adão Francisco, Deputy Chief of Department
Mr. Emanuel Lima, Chief Pilot

3) Port of Namibe Enterprise

Mr. Bento da Paixão dos Santos, Director General
Dr. Emídio Rita André, Director of Study, Planning and Finance
Mr. António Serafim Neto, Director of Production
Dr. Pedro Kahamba, Director of Cabinet of Rehabilitation
Mr. Pompeu António, Chief of the Department of Vigilance Corps and Self-Protection
Ms. Conceição F. Benze, Commercial Director
Ms. Cesaltina da Cruz Salvador, Director of Administration and Human Resources
Mr. Alfredo C. David, Chief of the Commercial Department
Mr. José Adriano, Chief of Department / Officer of Night Works
Mr. Manuel Seculo, Inspector of Land Traffic / Officer of Night Works
Mr. Manuel Temboassoma, Chief of Electric Facilities / Officer of Night Works
Mr. Virgílio Saprinho, Chief of Finance Division, Port of Namibe Enterprise

4) Ministry of External Relations

Mr. Edgar Martins, Chief of Europe Department
Ms. Maria do Sacramento Guerra, Desk Japan

5) Port of Luanda Enterprise

Ms. Cândida Cohen, Director of GEPE

6) INAMET(Institute National of Angola for Meteorology)

Mr. João José Manuel Martins, Chief of the Department of Telecommunication and Meteorology

7) Namibe Provincial Office

Mr. André Patreio, Department Chief of Construction, Telecommunication and Meteorology

8) IMPRENSA NACIONAL (National Printing Office)

9) INSTITUTO NACIONAL DE ESTATÍSTICA (Institute National of Statistics)

10) NOVA CIMANGOLA-S.A.(National Corporation of Cement Production and Supply)

Mr. Vitor Silva, Adviser of President

Ms. Carla Marina Graça, Chief of Marketing Department

Mr. António Adauta Camilo Ferreira, Chief of Marketing and Sales Division

(2) International Agencies and Officials of Other Countries

1) UNDP, United Nations Development Programme

Mr. Alfredo Teixeira, Deputy Country Director of Program

Mr. Keita Sugimoto, Program Specialist of Democratic Governance & Institutional Capacity Building

Mr. Takao Kikuchi, Enterprise Development Specialist

Mr. Michel Botomazava, Senior Economist

2) SADC, Southern African Development Community

Mr. Diur Kassul Ângelo, Representative in Angola

(3) Private Firms in Angola

1) MV “MSC Canada” (Container Vessel moored in Port of Lobito)

Cpt. Margarit Viorel, Captain

2) MV “Maldiventerprise” (Container Vessel moored in Port of Namibe)

Cpt. Abdulh Stareef, Captain

3) S&B Co.,Ltd (Major Contractor in South Africa)

Mr. Carlos dos Anjos, Project Manager of South Luanda Field Office

4) Orey Angola (Shipping Company in Portugal)

Vitor Monteiro, Operations Manager

5) FERNANDO BRANCO (Contractor in Portugal)

Paulo Sousa, Technical Director of Lobito Office

6) MAERSK SEALAND (Global Shipping Company)

Sérgio Mayos Ribeiro de Almeida, Operation Supervisor, Namibe Branch

7) SCUBA NAMIBE (Diving Company in Namibe)

Mr. Roberto Pinheiro, Master Diver

8) AMBIGEST (Consultant Company in Luanda)

Ms. Carla Santos, Civil Engineer

Ms. Maria José Monteiro, Civil Engineer

9) TSE (Contractor and Supplier in Luanda)

Mr. Thierry Rousset, Product & Equipment Manager in Luanda Office

Mr. Fernando de Abren, Lobito Office

- 10) MOTA-ENGIL (Major Contractor in Portugal)
 - Mr. Carlos Garcez, Director General in Luanda Office
 - Mr. Heitor Ferro, Technical Director in Luanda Office
 - Mr. Gil Manuel de Agueda, Civil Engineer in Lobito Office
- 11) SOMAGUE (Major Contractor in Portugal)
 - Mr. Luís Gonçalves, Director General
- 12) SONANGOL (National Oil Corporation in Angola)
 - Mr. Elias C. Camilo, Commercial Assistant
- 13) CO. V. EDIL (Construction Machinery Company in Luanda)
 - Mr. Nicolau Amádio (Director)
- 14) COITEC CONSTRUÇÃO CIVIL E COMÉRCIO, LDA (CC) (Material Supplier in Luanda)
 - Mr. António Oliveira, Administrator
- 15) SULSERVICES (Contractor in Lobito)
 - Mr. Carlos Oliveira, Director
- 16) AGRINSUL (Material Supplier in Lobito)
 - Mr. Luís Mendes
- 17) PAVITERRA NAMIBE OFFICE (Asphalt Concrete Plant and Quarry in Namibe)
- 18) OPCA Namibe Office (Major Contractor in namibe)

(4) Private Companies in South Africa

- 1) STEFANUTTI & BRESSAN CIVILS (S&B)(Major Contractor)
 - Mr. Martin du Rand, Director
 - Mr. Pedro de Sousa, Estimator
- 2) HOLLER TRADE (Transportation Company)
 - Mr. Alex de Leo
 - Mr. Chris Minner
- 3) INCOTRANS (Transportation Company)
 - Mr. Mauro de Rose
- 4) TADANO MOBILE CRANES (Cargo Handling Equipment Manufacturer)
 - Mr. Mark Le Roy
- 5) LINDE (Cargo Handling Equipment Manufacturer)
 - Mr. Adrian Clayton, Executive Manager of Sales & Marketing

(5) Japanese Firms and Persons for the Study

- 1) Overseas
 - Mr. Shigeyoshi Handa, Manager of the Japanese Consultant in Benguela
 - Ms. Naoko Inada, Project Management Specialist of the Japanese Consultant in Benguela
 - Mr. Hiromichi Sato, Chief Architect of the Japanese Consultant in Luanda
 - Mr. Yamato Watanabe, Project Manager of the Japanese Contractor in Luanda
- 2) In Japan
 - Mr. Shinichi Tetsuka, Senior Advisor of the Consultant in Tokyo
 - Mr. Takeshi Kamano, Assistant Manager of Container Terminal Operator in Port of Tokyo

A-4 Minutes of Discussions

(1) Basic Design Study

**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**

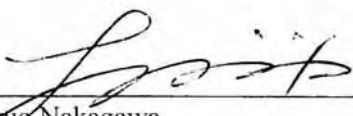
In response to a request from the Government of Republic of Angola (hereinafter referred to as "the Angola"), the Government of Japan decided to conduct a Basic Design Study on the Urgent Rehabilitation Project of Port Facilities at the Port of Lobito and the Port of Namibe (hereinafter referred to as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

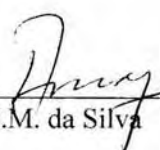
The Team held discussions with the officials concerned of the Government of Angola and conducted a field survey at the study area.

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,



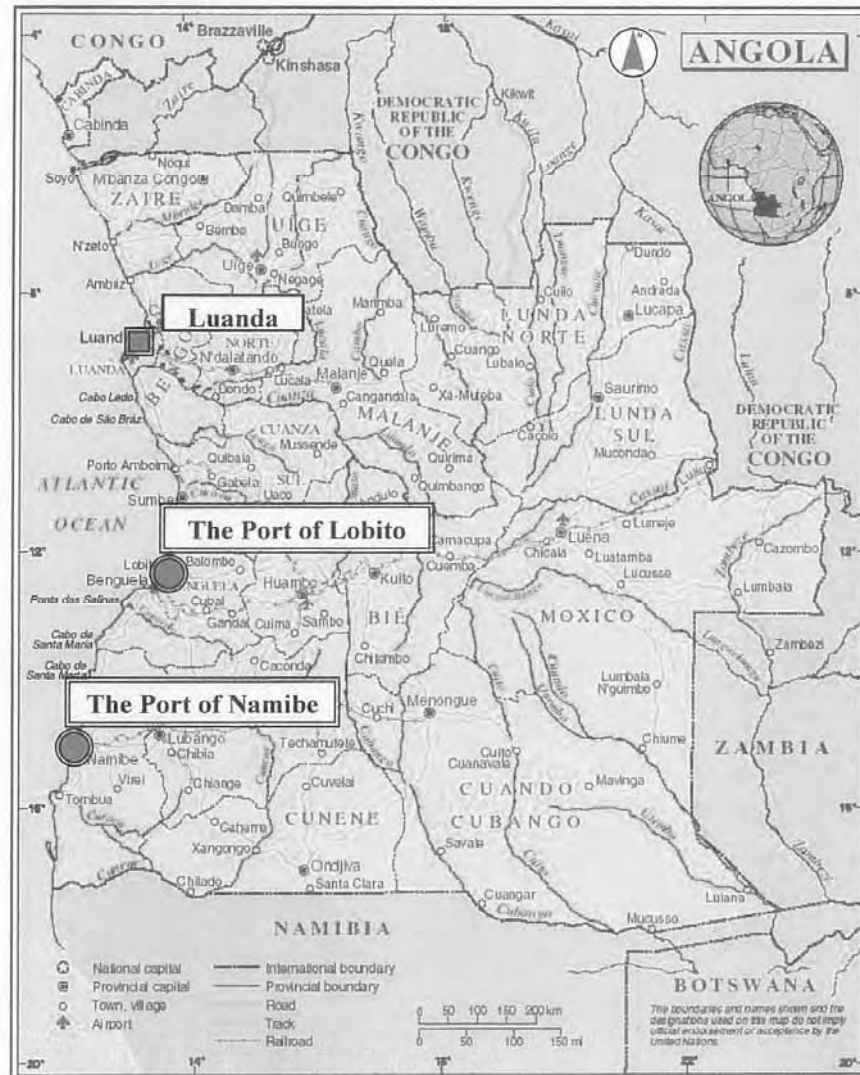
- (7) Construction of terminal for mining resources, and
- (8) Set up the rubber fenders.

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.



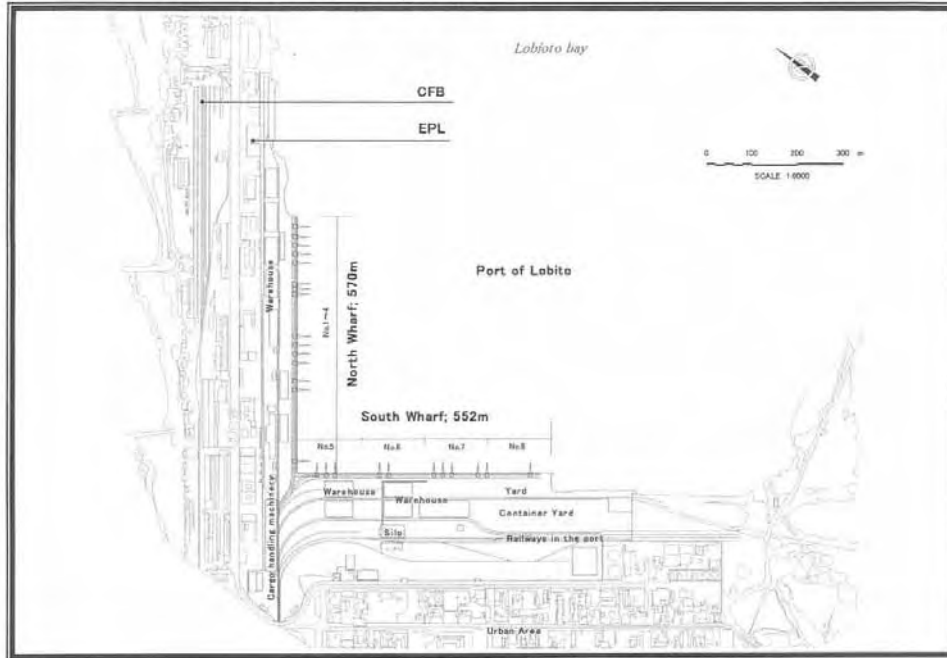
Project Site



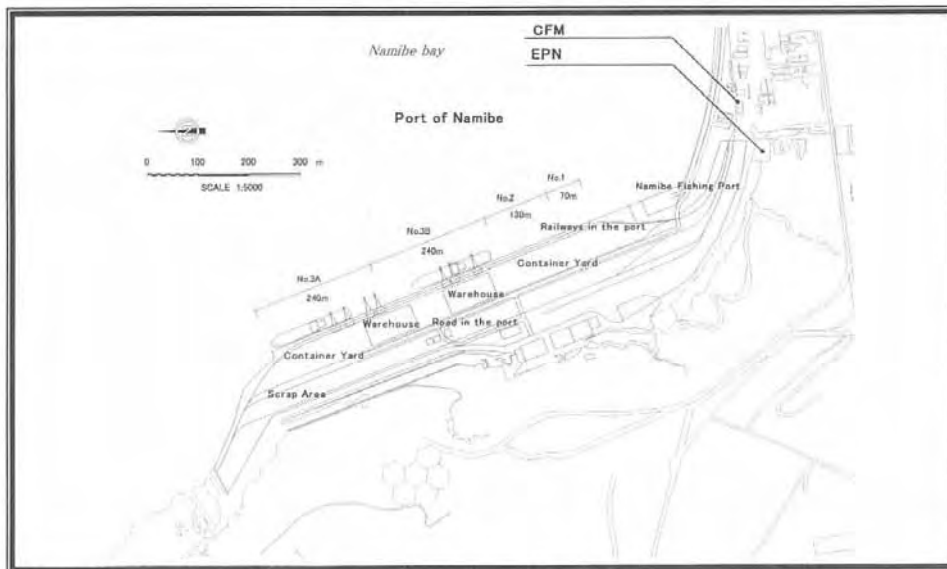
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Site Map of the Port of Lobito



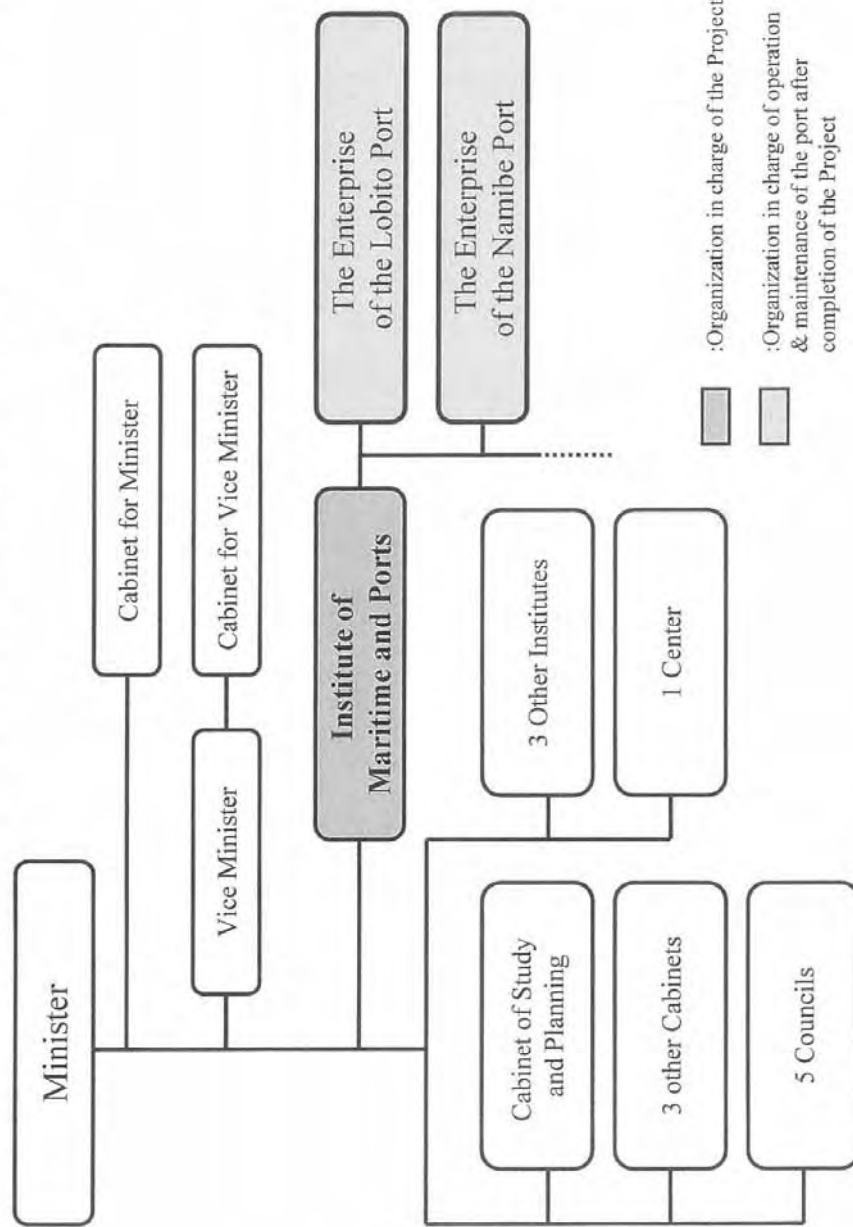
Site Map of the Port of Namibe



(48)

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Organization Chart of "the Ministry of Transport"



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:

- 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.



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) Draft Report Explanation Team 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

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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 REPUBLICA, 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

FILOMENO H. C. M. SILVA

Director Geral do IMPA

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(3) Draft Report Explanation Team 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
Japan International Cooperation Agency

Filomeno H.C.M. da Silva

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

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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This page is closed due to the confidentiality.

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