AFRICAN DEVELOPMENT BANK

PRELIMINARY TECHNICAL STUDY AND DESIGN OF ISLAND TERMINAL AND BREAKWATER STRUCTURE AT PORT LOUIS HARBOUR

COUNTRY: MAURITIUS

OITC

May 2015
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Currency Equivalents  
*As of December 2014*

<table>
<thead>
<tr>
<th>Currency Unit</th>
<th>=</th>
<th>Mauritius Rupee (MUR)</th>
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<tbody>
<tr>
<td>UA 1.0</td>
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<td>MUR 46.1889</td>
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<td>UA 1.0</td>
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<td>USD 1.0</td>
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<td>MUR 31.5446</td>
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**Fiscal Year**

01 July – 30 June

**Grant Information**

**Client’s information**

**BENEFICIARY:** The Republic of Mauritius

**EXECUTING AGENCY:** Mauritius Ports Authority

**Financing plan**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount (UA)</th>
<th>Instrument</th>
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<tbody>
<tr>
<td>AfDB</td>
<td>1.18 million</td>
<td>MIC TA Fund</td>
</tr>
<tr>
<td>Government of Mauritius</td>
<td>0.07 million</td>
<td>Counterpart fund</td>
</tr>
<tr>
<td><strong>TOTAL COST</strong></td>
<td><strong>1.25 million</strong></td>
<td></td>
</tr>
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</table>
# Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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<tbody>
<tr>
<td>AfDB</td>
<td>African Development Bank Group</td>
</tr>
<tr>
<td>AFD</td>
<td>L'Agence Française de Développement</td>
</tr>
<tr>
<td>CSP</td>
<td>Country Strategy Paper</td>
</tr>
<tr>
<td>EOI</td>
<td>Expression of Interest</td>
</tr>
<tr>
<td>ESIA</td>
<td>Environmental and Social Impact Assessment</td>
</tr>
<tr>
<td>FC</td>
<td>Foreign Currency Cost</td>
</tr>
<tr>
<td>GOM</td>
<td>Government of Mauritius</td>
</tr>
<tr>
<td>GPN</td>
<td>General Procurement Notice</td>
</tr>
<tr>
<td>HIC</td>
<td>High Income Country</td>
</tr>
<tr>
<td>ICT</td>
<td>Information and Communication Technology</td>
</tr>
<tr>
<td>MCT</td>
<td>Mauritius Container Terminal</td>
</tr>
<tr>
<td>MIC TA Fund</td>
<td>Middle Income Country Technical Assistance Fund</td>
</tr>
<tr>
<td>MPA</td>
<td>Mauritius Ports Authority</td>
</tr>
<tr>
<td>MUR</td>
<td>Mauritius Rupee</td>
</tr>
<tr>
<td>LC</td>
<td>Local Currency Cost</td>
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<tr>
<td>PPP</td>
<td>Public-Private Partnership</td>
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<td>QBS</td>
<td>Quality Based Selection</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>TEU</td>
<td>Twenty-foot Equivalent Unit</td>
</tr>
<tr>
<td>TOR</td>
<td>Terms of Reference</td>
</tr>
<tr>
<td>UA</td>
<td>Unit of Account</td>
</tr>
<tr>
<td>USD</td>
<td>United States Dollar</td>
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</table>
**Result-based Logical Framework**

**Country and Project name:** Mauritius – Preliminary Technical Study and Design of Island Terminal and Breakwater Structure at Port Louis Harbour

**Purpose of the project:** Assess the technical/economic/environmental/social viability and prepare a roadmap for construction of a breakwater and the island terminal

### RESULTS CHAIN

<table>
<thead>
<tr>
<th>Indicator (including CSI)</th>
<th>Baseline</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total container throughput</td>
<td>556,355 TEUs/year [2014]</td>
<td>1,000,000 TEUs/year [2025]</td>
</tr>
<tr>
<td>Container transshipment throughput</td>
<td>304,557 TEUs/year [2014]</td>
<td>750,000 TEUs/year [2025]</td>
</tr>
</tbody>
</table>

**IMPACT**

Contribute to developing Mauritius as a major regional hub for container transshipment

**PERFORMANCE INDICATORS**

**MEANS OF VERIFICATION**

MPA reports

**RISKS/MITIGATION MEASURES**

Risk

Unavailability of resources to implement the project

Mitigation measures

Creation of an enabling environment for private sector participation

### OUTCOMES

GOM is ready to proceed to preparation for development of the Island Terminal and breakwater, provided it is feasible

**OUTPUTS**

Preliminary Technical Study and Design prepared

Study reports

Study reports submitted and approved [2017]

Study reports produced

Risk

1. Delays in the procurement
2. Delays in the implementation, not meeting quality standards

Mitigation measures

1. Intensive workshop during the launching
2. Precise TOR, selection of consultant through QBS, and efficient monitoring

### COMPONENTS

**KEY ACTIVITIES**

Preparing the Preliminary Technical Study and Design

**INPUTS**

**Costs (million UA)**

- **Studies**: 1.14
- **Base cost**: 1.14
- **Contingencies**: 0.11
- **Study cost**: 1.25

**Sources of financing (million UA)**

- **MIC TA Fund**: 1.18 [94.4%]
- **GOM**: 0.07 [5.6%]

**Total**: 1.25 [100%]
1. INTRODUCTION

1.1. Background information

Country Context

1.1.1. Mauritius has undergone a remarkable economic transformation since independence in 1968. High economic growth rates averaging 4.5% between 1990 and 2012 have since slowed down to the range of 3.0% in 2013 and 3.5% (projection) in 2014, but the country’s current GDP of US $9,200 is amongst the highest on the African continent. Preferential trade agreements, particularly with the European Union and India, have facilitated an impressive economic diversification. At independence, Mauritius was a single crop economy, completely dependent on sugar. Tourism now accounts for 8% of GDP, 30.9% of exports and 7.9% of employment. Textiles at 4.9% of GDP and 19.2% of exports employ about 13.8% of the workforce. A vibrant financial services sector, driven by off-shore services, has also emerged, accounting for 10.2% of GDP. Other sectors such as Information and Communication Technology (ICT), real estate and wholesale and retail trade, have each also contributed between 5-10% of GDP on average over the past 5 years. Consistent institutional and macroeconomic policy reforms over the years have contributed to Mauritius’ high performance on the global competitiveness indices, with the island economy ranking 20th out of 189 in the 2014 Doing Business Index (1st in Africa) and 38th out of 144 in the 2014-15 Global Competitiveness Report (1st in Africa).

1.1.2. The Government of Mauritius (GOM) has announced an ambitious economic agenda: to transform Mauritius into a High Income Country (HIC) on the basis of growth that is sustainably generated and equitably distributed by 2025. The Government has recently produced an Economic ‘Blue-Print’ offering a strategic vision for a more diversified and resilient economy and an action plan to achieve the HIC status in the next 10 years. According to the ‘Blue-Print’ plan, economic growth would need to reach 8-9% per annum. The plan also calls for an upward growth trajectory in ICT, the seafood and marine industry, as well as the financial, business and biomedical services sectors. With the statutory requirement of 50% debt to GDP ratio, Mauritius is seeking innovative ways of financing its public sector investment program (PSIP), especially through private sector participation. In order to keep pace with increased competition on the global market and provide prosperity for all, the island economy will have to undergo further large-scale infrastructure development and will need to attract substantial investment from both local and foreign investors. Along with the HIC agenda, other priority areas of the Government include: (i) increasing competitiveness, (ii) developing infrastructure, (iii) strengthening human capital and social inclusion, (iv) enhancing public sector efficiency, and (v) promoting sustainable environment.

Transport Sector in Mauritius

1.1.3. The main transport infrastructure in Mauritius comprises 1) the 1,229.85 km road network (motorway and main roads), 2) Port Louis which is the only maritime gateway of the country, and 3) Sir Seewoosagur Ramgoolam International Airport. The centerpiece projects in the transport sector currently under preparation are 1) the Road Decongestion Programme which comprises a network of new roads aiming at addressing traffic congestion problems along the Port Louis-Curepipe Corridor, structured on a PPP basis, and 2) a Light Rail Transit (LRT) system between Port Louis and Curepipe (24.9 km) as a complementary system along with the extensive bus network, to serve the mobility needs in the densely populated conurbation.
1.1.4. The transport sector in Mauritius is under 1) the Ministry of Public Infrastructure, National Development Unit, Land Transport & Shipping, and 2) the External Communications Division under aegis of the Prime Minister Office. The former covers the roads, land transport and shipping, whereas the latter covers the ports, airports and civil aviation.

Port Louis

1.1.5. Port Louis is only maritime gateway of Mauritius handling 99% of external trade, which comprises Terminal I (fishing port), Terminal II (multi-purpose terminal), Terminal III (container terminal with 560 m long and 14m deep, with 5 ship-to-shore cranes), an oil jetty and a cruise jetty. Mauritius Ports Authority (MPA) is a state owned organization, established as the sole national port authority to operate as a landlord port, to regulate and control the port sector and to provide marine services.

1.1.6. Container traffic at Port Louis has been largely increasing even after the global economic crisis in 2009, with average annual growth in 2001-2014 of 9.8%. The container throughput in 2014 amounting to 556,355 TEU implies the current container terminal is reaching its capacity (550,000 TEUs/year). Out of 556,355 TEUs recorded in 2014, transshipment amounts to 304,557 TEUs (55%).

Upgrading and extension of berth at the Mauritius Container Terminal (MCT)

1.1.7. As an immediate measure, MPA is currently proceeding with the upgrading and extension of berth at the Mauritius Container Terminal (MCT) to allow larger vessels of 9,000 TEUs capacity to operate at the MCT and also with the strengthening of existing quays to enable deepening of the seabed to 16.5m. Phase I of the project is expected to finish by the end of 2016, enabling the port to have annual throughput capacity of 750,000 TEUs. The project cost is MUR 4.6 billion, of which some 40% is covered by a loan from AFD and the remaining by MPA. The project is made up of the following main components: 1) extension of the MCT quay by an additional 240m; 2) strengthening of the existing 560 m long berth; 3) expansion of the container stacking yard by about 6.5 ha; and 4) dredging works to deepen the navigational channel to 16.5m.

1.1.8. Phase II of the project will comprise a further extension of the berth by 160m thus increasing the total berth length to 960m so as to accommodate 3 container
vessels of different sizes at any one time. The berth capacity will be increased to about 1 million TEUs.

**Needs of construction of a breakwater and the Island Terminal**

1.1.9. MPA is targeting to attain a container transshipment throughput of 500,000 TEUs by 2020 and 750,000 TEUs by 2025, from its current level of about 300,000 TEUs, destined for the neighbouring islands, Australia and East Africa. However, with the interest expressed by some shipping lines to use Port Louis as a hub for transshipment, MPA believes that transshipment traffic forecast could be attained earlier than scheduled. Therefore, the total container throughput including the captive traffic is expected to exceed 1 million TEUs by 2025. In order to cater for the container traffic beyond 2025, it is necessary to proceed with the development of the Island Terminal with deep berths in light of increasing container fleet greater than 10,000 TEU capacity, which could be operating in the Indian Ocean in the not too distant future.

1.1.10. In addition, GOM launched the Ocean Economy Initiative in 2013 which aims at providing an integrated approach for the development, management, regulation and promotion of ocean-related economic activities. Among the 10 key objectives of the Ocean Economy set out for the 2015, 2020 and 2025 milestones, it is planned to develop Mauritius in the short term, into a major hub in the region for petroleum products, cruise, container transshipment and port related services.

1.1.11. It has been estimated in earlier study reports that during periods when Mauritius is not under the influence of cyclones, port operations would remain unaffected for about 90% of the time, and for the remaining 10% of the time there is every possibility that port operations could be disrupted due partly to sea waves and swell from north and north-westerly region. Over and above this, there might be disruption to port operation due to cyclonic weather. For example, during the month of February 2004, the port operations at MCT came to a grinding halt continuously for 8 days because of swell at berth thereby causing a disruption in the handling of container vessels at the harbour. As a result of its exposure to direct wave attack, the quay has also suffered structural damages.

1.1.12. Against this background, it has been proposed that a possible solution with a view to creating a tranquil basin at the MCT and to accommodate future expansion of the container terminal, would be the construction of the Island Terminal and breakwater, which comprises:

- construction of a breakwater to create a tranquil basin in front of the MCT;
- dredging of the navigation channel to 18m deep;
- land reclamation of some 60ha on the lee side of the breakwater and on the reef using the dredged material;
- construction of a access bridge from the northern end of the MCT to the Island Terminal;
- quay construction over a length of about 1,200m;
- container stacking yard of an area of about 50ha; and
- supply and installation of container handling equipment.

1.1.13. It is on this basis that the GOM requested for the MIC TA Fund to finance a preliminary technical study and design of the Island Terminal and the breakwater, with a view to creating a tranquil basin at Port Louis Harbour and to accommodate future demand of container cargo to/from the country.
1.2. Study Objectives

1.2.1. The objectives of the study are to assess the technical and economic viability of construction of the breakwater and Island Terminal (hereinafter “the Terminal”) to make the country a regional hub and resolve any risk of operation disruption, assess the environmental and social soundness and desirability of the project, and provide GOM with a roadmap for the project, including identification and planning of various project preparatory activities.

1.2.2. The study will be the first technical study for construction of the Terminal, including numerical simulations, engineering investigations and physical modeling test, in order to define the alignment of the breakwater and the Terminal, carrying out a preliminary design and cost estimates, whereby the technical and economic viability of the project will be assessed. Because of the technical challenge of the project involving offshore reclamation, as well as potential environmental and social impact, the study is expected to identify various ex-ante activities required for smooth and careful implementation of the project. In the light of possibly enormous costs for construction of the Terminal, the study is also to explore PPP option to the extent possible.

1.3. Sector Department responsible for preparing the request

The Transport and ICT Department (OITC) joined the Country Dialogue Mission of the Bank in June 2014, and identified the GOM’s interest in the MIC TA Fund to finance the study. Subsequently, OITC assisted the MPA in preparation of request for the MIC TA Fund. OITC with assistance of relevant departments has prepared this Memorandum in response to the formal request from the GOM dated 28th November 2014.

1.4. Justification for the use of resources

1.4.1. Priority for the Government: Development of the Terminal is requisite for Port Louis to be able to handle the steadily increasing the container traffic, and for Mauritius to be a regional hub for container transshipment in line with the the Ocean Economy Initiative. The GOM therefore stressed during the Country Dialogue Mission that construction of the Terminal was a high priority project. In fact, “Study on the Island Terminal” is included in the Public Sector Investment Programme (PSIP) 2014-2018 with an amount of MUR 100 million, with indicative commencement from 2014.

1.4.2. Alignment with the Country Strategy Paper (CSP): The study is to enable the GOM to assess the viability of the project and take a proactive approach, so that the project would materialize in good time and the port infrastructure would never be a bottleneck to the economic growth of the country. In this regard, financing this study aligns with the first pillar of the CSP Mauritius 2014-2018 which is to support actions and policy reforms that aim at addressing bottlenecks in Energy, Transport and Water and Sanitation infrastructure. The sector department assisted the MPA in preparation of the terms of reference (TOR) for the study, and will be advising in course of study implementation to ensure that the output of the study will be satisfactory, properly guiding the GOM for preparation of the technically challenging project. This is in line with the CSP which proposes to deepen the Bank’s technical and knowledge advisory role in Mauritius, using the MIC TA Fund.

1.4.3. Eligibility for the MIC TA Fund: The study is to prepare the large scale project to make Port Louis capable to accommodate the steadily increasing maritime trade in the country. Subsequent to the preparatory works to be identified and programmed in this study, construction of the Terminal could be possibly financed by the Bank through the public and/or private windows. The preparatory works, which should include engineering designs, environmental and social impact assessments, preparation of environmental management plans, PPP arrangements as appropriate, could also be
considered for potential Bank financing. Thus, this study is regarded as project/programme preparation activity which is eligible for financing from the MIC TA Fund.

2. PROJECT DESCRIPTION

2.1. Description of preparatory activities for which resources are requested

2.1.1. The study components are summarized in Table 2.1.

Table 2.1: Study Components

<table>
<thead>
<tr>
<th>Component</th>
<th>Estimated Cost (UA mil.)</th>
<th>Component Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Technical Study and Design of Island Terminal and Breakwater Structure at Port Louis Harbour</td>
<td>1.25</td>
<td>1. Preparation of layout of the Terminal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Numerical simulations of tranquility and ship maneuvering</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Engineering investigations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. Preliminary design of facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5. Physical modelling test of marine structure and navigational channel</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6. Revision of the preliminary design</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7. Cost estimates for the Terminal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8. Economic and financial analysis, including exploration of PPP option</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9. Preliminary assessment of environmental and social impacts</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10. Recommendations for project implementation</td>
</tr>
</tbody>
</table>

2.1.2. The study will start from preparation of possible layouts of the Terminal, including alignment of the navigational channel and turning basin. It will be followed by numerical simulations on tranquility conditions, in order to identify an optimum layout of the Terminal. Ship maneuvering simulations for the largest container vessel will be also conducted to determine the most optimum entrance and turning basin to ensure safe navigation.

2.1.3. Engineering investigations, such as bathymetric/topographic/geotechnical surveys, to obtain the data necessary for preliminary design of the Terminal and preliminary assessment of environmental and social impacts of the project will be carried out. Preliminary design of facilities, such as the breakwater, quay wall, slope protection, soil improvement (as needed), pavement of yard, terminal roads, and the access bridge, will be prepared.

2.1.4. A physical modelling test on the designed facilities will be conducted, in order to confirm the relevance of the foregoing numerical simulations and the preliminary design. Based on the result of the physical modelling test, the preliminary design will be modified.

2.1.5. Economic and financial analysis of the project will be conducted, based on the costs for initial investment (civil work and equipment) and operation and maintenance of the Terminal. Financing options including PPP for development of the Terminal will be identified and elaborated. A preliminary assessment of environmental and social impacts of the project, including the effect of breakwater on the coastal morphology of the adjoining areas, will be carried out.

2.1.6. Detailed actions to be taken for the project preparation will be identified, such as, consultation with stakeholders, further studies including Environmental and Social Impact Assessment (ESIA), consideration and arrangements for private sector involvement, Government’s endorsement of project implementation, detailed engineering design, preparation for bid, and compensation for affected assets. Scope, schedule and indicative costs for each action will be elaborated.
2.2. Description of the expected outputs and their linkages to the targeted project

2.2.1. Expected outputs of the study are 1) definitive alignment and indicative cross section of the breakwater and the Island Terminal, 2) preliminary design of the facilities composing the Island Terminal, 3) project cost (initial, operational and maintenance), 4) results of economic and financial analysis of the project, 5) proposal of possible PPP option, 6) potential environmental and social impacts of the project, and 7) a roadmap for construction of the Terminal.

2.2.2. Considering the 60ha land reclamation and substantial volume of dredging, this project should be carefully prepared, so as to minimize the impact of the project, such as degradation of the sea water, as well as change of current at and around the port. In addition, close consultation should be held with the fishery sector who would be concerned about potential impact on the industry, caused by the land reclamation and potentially degraded sea water through the dredging and construction of the marine structure. Thus, this study shall exhaustively identify the activities for the careful and diligent project preparation in terms of environmental and social issues.

2.2.3. Since Mauritius is highly vulnerable to environment and climate change shocks, being a small island, potentially rising sea level and increasing storm surges should be captured in the preliminary design.

3. COST ESTIMATES FOR THE PREPARATORY ACTIVITIES

3.1 Detailed cost estimates

3.1.1. The estimated cost of the study, net of taxes and customs duty, will amount to UA 1.25 million, of which UA 1.089 million (87.1% of the study cost) payable in foreign currency and UA 0.161 million (12.9% of the study cost) payable in local currency. This cost includes 10% provision for price and physical contingencies as well as the fees for an independent audit firm, if needed, based on the determination subsequently stated in Paragraph 6.1.3. The detailed cost estimates are shown in Annex III.

<table>
<thead>
<tr>
<th>Components</th>
<th>Million USD</th>
<th>Million UA</th>
<th>% Foreign</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>FC</td>
<td>LC</td>
<td>Total</td>
</tr>
<tr>
<td>Study</td>
<td>1.445</td>
<td>0.218</td>
<td>1.663</td>
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<tr>
<td>Base Cost</td>
<td>1.445</td>
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<td>1.663</td>
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<tr>
<td>Contingency (10%)</td>
<td>0.145</td>
<td>0.022</td>
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<tr>
<td>Total Cost</td>
<td>1.590</td>
<td>0.240</td>
<td>1.830</td>
</tr>
</tbody>
</table>

3.2 Financing plan

3.2.1. The study will be financed by the MIC TA Fund and GOM. The MIC TA Fund will not exceed UA 1.18 million. This financing represents 94.4% of the total cost and will cover 100% of
the foreign currency cost and 56.5% of the local currency cost. GOM will contribute UA 0.07 million, representing 5.6% of the total cost and will cover 43.5% of the local currency cost.

Table 3.3: Sources of financing

<table>
<thead>
<tr>
<th>Sources of Financing</th>
<th>USD Million</th>
<th>UA Million</th>
<th>% Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FC</td>
<td>LC</td>
<td>Total</td>
</tr>
<tr>
<td>MIC TA Fund</td>
<td>1.590</td>
<td>0.138</td>
<td>1.728</td>
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<tr>
<td>GOM</td>
<td></td>
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<td>0.102</td>
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<tr>
<td>Total</td>
<td>1.590</td>
<td>0.240</td>
<td>1.830</td>
</tr>
</tbody>
</table>

4. MODE OF PROCUREMENT

4.1 Mode of Recruitment for Consultancy Services

4.1.1. Procurement of consulting services will be in accordance with the Bank's Rules and Procedures for the Use of Consultants (May 2008 edition, revised July 2012), using the relevant Bank Standard Bidding Documents.

4.1.2. The selection of consulting firm will be done through a shortlist based on the Quality Based Selection (QBS). QBS is recommended because the study requires various highly specialized services, including numerical simulations, engineering investigations, physical modeling test, and consultants are expected to demonstrate how to implement the complex assignments, by a team composed of best experts. The GOM also proposed QBS in the request form. The recruitment process for consultancy services shall be subject to prior review by the Bank.

5. IMPLEMENTATION SCHEDULE

5.1 Timing of activities planned

5.1.1. The project is to be implemented over a period of 22 months, comprising 9 months for procurement and 13 months for the study, as indicated in Table 5.1.

5.2 Draft annual Work Programme and procurement schedule

5.2.1. MPA will be the executing agency for the study. A Project Coordinator with the relevant experience who is responsible for the day-to-day management of the study shall be nominated.

5.2.2. MPA was setup under the Ports Act 1998 to promote sustainable economic development by providing competitive, safe and secure port services. The functions and duties of the MPA are, among others, 1) provide and improve port infrastructure, 2) provide marine services and navigational aids, 3) regulate and control movements and operations of vessels in the port, 4) protection of the environment within ports, 5) enhancement of safety and security, 6) promote the use, improvement and development of ports, and 7) regulate and control the development within ports in accordance with approved port master plans. Thus, roles and functions of MPA are relevant to implementation of the study.

5.2.3. The MPA comprises several sections in charge of 1) marine, 2) finance, 3) port development, 4) port operations, 5) administration and legal services, 6) internal audit, 7) human resources, 8) IT services and so forth. The GOM informed the Bank in the request form for the MIC TA Fund that the Director in charge of Port Development would be the Project Coordinator for the study.
5.2.4. There is a lesson learned from the recently completed project in Mauritius financed by the MIC TA Fund, where the executing agency (the Ministry of Housing and Lands) took four years for procurement since the approval of the grant, because it had never been exposed to the Bank funded project. In case of MPA, it has experience in procurement in accordance with rules and procedures of development partners, such as the World Bank and AFD. In addition, MPA has a procurement unit headed by a procurement manager with experienced staff, as well as qualified engineers, which will enable MPA to smoothly proceed with procurement for the study including technical evaluation. Having said that, since this study will be the first Bank funded project for MPA, an intensive workshop should be held during the launching, through discussion and confirmation of the process, schedule and form and substance of procurement documents, so that MPA would be able to proceed with the procurement on schedule.

\[ Table 5.1: \text{Work Schedule} \]

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Milestone</th>
<th>Monitoring Process / Feedback loop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2-2015</td>
<td>Study launch</td>
<td>Launching mission</td>
</tr>
<tr>
<td>Q4-2015</td>
<td>Study works</td>
<td>Supervision (desk-top or mission )</td>
</tr>
<tr>
<td>Q2/Q4-2016</td>
<td>Study completion</td>
<td>Project Completion Report</td>
</tr>
</tbody>
</table>

5.2.5. MPA will be required to submit quarterly progress reports on the implementation of the activities financed under the MIC TA Fund.

5.2.6. Monitoring will comprise technical monitoring conducted by MPA and supervision by the Bank. The sector department will conduct regular supervision through desk review or field mission as appropriate. At the end of the grant operation, the sector department, in collaboration with the GOM, shall undertake a completion report to evaluate the impact of the grant. This report shall follow the Bank’s Project Completion Report format. The timeframe is as shown below.

\[ Table 5.2: \text{Bank’s Monitoring Schedule} \]
6. FINANCING ARRANGEMENTS

6.1 Financial Management Arrangements

6.1.1. Financial management of the Grant shall be handled by the Finance department of the MPA, the department is adequately staffed by personnel of requisite experience and qualifications. An officer will however be designated the role of overall coordination of financial management aspects of the study (budgets, disbursement applications, accounting, financial reporting and external audit coordination).

6.1.2. Disbursements under the study shall be by the direct payment method. All disbursements will be subject to the Bank’s rules as set out in the Bank’s disbursement handbook. Payment will be based on submission and approval of the various reports. The closing date of the Grant shall be 28th February 2018.

6.1.3. A standalone set financial statements of the grant will be prepared annually and these will include a statement of receipts and payments, a statement of sources and uses of funds (by component), disclosure notes as well as any other supplementary notes as may be necessary. These statements will be audited annually (and at the end of the grant) by the Auditor General, who may outsource the audit to a firm of private independent auditors acceptable to the Bank. In either case, the audit shall be conducted in line with the Terms of Reference agreed with the Bank. An audit report, complete with a management letter with management responses, will be presented annually to the Bank, within six (6) months following the end of the respective financial year. The annual audit will be done in accordance with International Standards on Auditing. During the launching, a determination shall be made as to whether the Grant will be audited by 1) the Auditor General, 2) MPA’s external auditors (currently a private firm) or 3) a separate private audit firm will be recruited. The decision will be reached in consultation with the Auditor General. Should the audit be undertaken by an independent audit firm, the associated fees shall be covered by the MIC TA Fund. Unaudited interim financial reports shall form part of the quarterly overall study progress reports.

6.2 Suspension of disbursement

Disbursement from the MIC TA Fund will be subject to Bank disbursement rules, in particular the rules on suspension of disbursements. Disbursements can be suspended in case of non-transmission to the Bank of the annual audit reports and in case of non-compliance with the provisions set forth in the financial agreement.

6.3 Letter of Agreement and its annexes

6.3.1. Following the approval of the request by the Bank, the Bank’s Legal Department (GECL) will finalize a Letter of Agreement (LOA) based on the draft LOA in Annex V. The duly-mandated representatives of the Ministry of Finance and Economic Development will be the signatories of the grant agreement in the name of the GOM.

6.3.2. The obligation of the Bank to make the first disbursement of the grant shall be conditional upon the fulfillment by the GOM, in form and substance satisfactory to the Bank, of providing evidence of the appointment of the Project Coordinator, whose qualifications and experience shall be acceptable to the Bank.
7. CONCLUSION AND RECOMMENDATION

7.1 Conclusion

Construction of the Island Terminal and the breakwater is essential to create a tranquil basin and to accommodate future container traffic at Port Louis which shall be a major hub in the region for petroleum products, cruise, container transshipment and port related services, according to the Ocean Economy Initiative launched by the GOM. This study, being the first study for the project, is to demonstrate the technical and economic viability of the project, and enable the GOM to be prepared to go ahead the technically challenging project involving the 60 ha offshore reclamation, construction of a breakwater, and substantial dredging. Financing the study from the MIC TA Fund and the Bank’s advice to the MPA through the implementation of the study will facilitate the GOM to proceed with this centerpiece project, minimizing its potential environmental and social impact.

7.2 Recommendation

Management recommends that the Board of Directors approve the proposed MIC TA Fund of UA 1.18 million to the Republic of Mauritius for the purposes and subject to the conditions stipulated in this report.
Annex I: Map of the Study Area

(1) Map of Mauritius
(2) Current situation of Port Louis

Source: MPA

(3) Island Terminal and Breakwater (Plan)

Source: MPA
Annex II: Request Form

MINISTRY OF FINANCE AND ECONOMIC DEVELOPMENT
Government Centre, Port Louis, Mauritius

In reply please quote: CF/30/30/40/22 V5

Date: 28 November 2014

Mr. Ebrima FAAL,
Regional Director, Southern Africa Resource Center (SARC)
African Development Bank Group
339 Witch-Hazel Avenue
Highveld Ext. 78
Centurion
South Africa

Dear Sir

Subject: Request for MIC Grant for Mauritius Port Authority (MPA) Consultancy Services

With a view to cater for the increase in container traffic at the Port Louis Harbour, the Government of Mauritius is proceeding with the extension of the Mauritius Container Terminal (MCT) berth and development of the Island Terminal.

In this context, we have been informed by the MPA that it intends to undertake a Techno-Economic study for the development of the Island Terminal.

In view thereof, we are pleased to enclose herewith the Terms of Reference for the Consultancy study and the Request for the MIC Grant to finance the study, duly submitted by MPA.

We hope that our request for funding under the MIC Grant will be favourable considered.

We thank you for your cooperation.

Yours faithfully

G. Bussier
for Financial Secretary
MIDDLE INCOME COUNTRY TECHNICAL ASSISTANCE FUND REQUEST FORM

1. Title of Project/Study or Programme
   : Technical Study and Design of Island Terminal and Breakwater Structure at Port Louis Harbour

2. Country
   : Mauritius

3. Executing Agency
   a) Name
   : Mauritius Ports Authority
   b) Address
   : H. Ramnarain Building, Mer Rouge Port Louis

4. Description of the activities
   : At the Mauritius Container Terminal, port operations are normally suspended when the wave height at the berth location exceeds 0.5m. During the month of February of 2004 and 2007, port operations at that Terminal came to a grinding halt continuously for 8 and 9 days respectively because of swell at berth exceeding 1m thereby causing a disruption in the handling of container vessels at the harbour.

   With a view to creating a tranquil basin and to accommodate further growth in container traffic expected to reach over 1.5 million TEUs by 2025 it is proposed to construct the Island Terminal as recommended in the Port Master Plan of 2009.

   The study will comprise:
   
   * Review of existing studies
   * Preparation of layout of the Island Container Terminal
   * Numerical simulations (tranquility conditions, ship maneuvering)
   * Engineering investigations (topographic survey; geotechnical survey; bathymetric survey; water quality survey; ecosystem survey and water level survey)
   * Preliminary design of facilities (breakwater, quay wall, slope
5. **Rationale for the activities**

Accordingly, the main objective of this assignment is to assess the possibility of constructing a breakwater structure to create a tranquil basin and incorporate island reclamation on its leeward side in the English Channel to create additional facilities.

6. **Project Cost Estimates:**

   a) **Foreign Exchange** : USD 1,590,000  
   b) **Local Currency** : USD 240,000  
   c) **Total amount** : USD 1,830,000

7. **Financing Plan**

   a) **ADB** : USD 1,730,000  
   b) **Government** : USD 100,000  
   c) **Total** : USD 1,830,000

8. **Proposed Mode of Procurement (if known):**

   a) **Services** : Consultancy Services [Quality-Based Selection]  
   b) **Goods & works** : N/A
c) Others, including Training of local staff: N/A

9. Implementation Plan:
   - Launching of RFP - January 2015
   - Invitation for RFP - March 2015
   - Appointment of Consultant - August 2015
   - Completion of Study - September 2016

   Schedule of implementation to be attached

10. Evidence of Government/Private Entity Commitment to implement the targeted Project/Study or Programme (Inclusion in the CSP):
    a) explain and rate the probability that the targeted project/study or programme is a Government/Private Entity priority;
    b) provide name and designation of Government/Private Entity official who will sign the Letter of Agreement;
    c) provide name of Project coordinator who will be in-charge of monitoring the activities and the use of the TA Fund: Mr. S. Gebremikael

11. Name of the Actg. Director of Ministry of Finance and Economic Development:

12. Signature/Stamp of the Ministry of Finance and Economic Development:

Actg Director
Ministry of Finance and Economic Development

Date: 28/11/14
Annex III: Terms of Reference

A. Introduction

1. Port Louis Harbour is the only Port of Mauritius where 99% of the local import and export of the country is handled. The Government is promoting the ocean as a new pillar of the economy where it is foreseen that the Port due to its strategic location has the potential to become a container transshipment hub in the region.

2. The Mauritius Container Terminal (MCT) is a 560m long by 37.3 m wide quay with a hardstand area of 13.1 ha for containers adjacent to the quay with a capacity of about 550,000 TEUs. Since commencing operations in 1999, the terminal has experienced a steady growth in captive container trade as well as a moderate growth in transshipment trade. MPA is targeting to attain a container transshipment throughput of 500,000 TEUs by 2020 and 750,000 TEUs by 2025. The total container throughput including the captive traffic is expected to exceed 1 million TEUs by 2025.

3. Currently the MPA is already proceeding with the extension and strengthening of MCT berth and associated dredging works so as to accommodate large container vessels of over 8,000 TEUs hence increasing the capacity of the terminal to about 750,000 TEUs.

4. However with the interest expressed by some shipping lines to use Port Louis as a hub for transshipment, it is felt that transshipment traffic forecast could be attained earlier than schedule. In order to cater for the container traffic beyond 2025, it is necessary to proceed with the development of the Island Terminal with a capacity of about 1.5 Million TEUs.

5. The Port Louis Harbour is protected from predominant south-easterly waves. It has been estimated in earlier model study reports that during periods when Mauritius is not under the influence of cyclones port operations would remain unaffected for about 90% of the time and for the remaining 10% of the time there is every possibility that port operations could be disrupted due partly to sea waves and swell from north and north-westerly sector. Over and above this, there might be disruption to port operation due to cyclonic weather for a few days, which could not be estimated in precise terms. Overtopping of the container quays at the Mauritius Container Terminal (MCT) takes place when there are high waves.

6. Generally port operations are suspended when the wave height at the berth location exceeds 0.5m. During the month of February 2004, the port operations at that Terminal came to a grinding halt continuously for 8 days because of swell at berth exceeding 1m thereby causing a disruption in the handling of container vessels at the harbour. As a result of its exposure to direct wave attack the quay has also suffered structural damages.

7. It is felt that a possible solution with a view to creating a tranquil basin at the Container Terminal and to accommodate future expansion of the Container Terminal, would be the construction of the Island Terminal and breakwater. It is on this basis that the current TORs have been formulated.

B. Project Description

8. The layout of the proposed Island Terminal has been developed so as to also provide protection to the existing Container Terminal from waves coming from the west and northern quadrants. A tranquil basin will be created thereby enabling attaining a wave climate less than 0.5m throughout the year at the berths. The area created could be advantageously used for the
development of Container Terminal facilities to cater for future transshipment traffic. The facility can be operated by private operators which will further enhance the service level through increasing competition and productivity.

9. The Island Terminal Project would comprise;
   - The construction of a breakwater to create a tranquil basin in front of the MCT;
   - Dredging of the navigation channel to 18m deep;
   - Land reclamation of some 60ha on the lee side of the Breakwater and on the reef using the dredged material;
   - Construction of a link bridge from the northern end of the MCT to the Island Terminal;
   - Quay construction over a length of about 1200m;
   - Container stacking yard of an area of about 50ha (capacity of about 1.5 million TEUs);
   - Supply and Installation of Container Handling Equipment.

10. It will be necessary to carry out physical modelling to optimize the breakwater dimensions for proposed overtopping criteria and to confirm the structural stability of the designed structure taking into consideration the long period waves that can be experienced in the port.

C. Objective

11. The main objective of this assignment is to assess the possibility of constructing a breakwater structure to create a tranquil basin and incorporate island reclamation on its leeward side in the English Channel. The assessment is to be carried out through a model study to determine the scope of the breakwater project, to assess the cost of construction of the structure of the proposed breakwater and establish whether or not the investment will be commensurate with the cost of the assets/infrastructure and the proposed development (extension of container terminal) that need to be protected against adverse weather conditions. Moreover, the impact of the development on the residential areas at Baie du Tombeau, Bird Estuary, Fishing activities, and the Fish landing station at Roche Bois need to be assessed.

D. Description of Consultancy Services

12. The scope of services under this assignment will include, but not be limited to, the following activities:

   Review of existing studies

13. Review the existing studies related to Port Louis and the proposed container terminal, which includes:
   - Port Master Plan 2009
   - Oil Jetty & Extension of Container Terminal at Port Louis Harbour, Volume 2 mathematical Model Study, January 2004, Consulting Engineering Services India, in association with DHI Water 7 Environment
Preparation of layout of facilities

14. Prepare the appropriate layout of the Island Terminal project indicated in Paragraph 9, showing the alignment of the container terminal, alignment and length of the breakwater, alignment of the navigational channel and turning basin, based on the data and information in the existing studies.

Numerical simulations

15. Collect the meteorological and oceanographic data, and establish the parameters for design of Island Terminal Project, such as currents and waves, taking account of Climate Change, which will be necessary for the numerical simulation in Paragraph 16 and 17.

16. Conduct numerical simulations on tranquility conditions, in order to identify an optimum layout of the Island Terminal Project, including an optimum alignment and length of the breakwater, to achieve the required tranquility conditions (not exceeding 0.5m wave at the berths) for all weather conditions and to minimize/prevent flooding of the quays and other adjoining areas (Baie du Tombeau and Terre Rouge River Estuary).

17. Conduct ship maneuvering simulations for the largest container vessel for determining the most optimum entrance width, turning basin to ensure safe navigation.

18. Refine the layout of the Island Terminal Project, based on the foregoing simulations.

Engineering Investigations

19. Review existing engineering investigation data, such as (a) topographic survey; (b) geotechnical survey; (c) bathymetric survey; (d) water quality survey; (e) ecosystem survey; and (f) water level survey. Plan and implement further engineering investigation necessary for preliminary design of the Island Terminal Project and preliminary assessment of environmental and social impacts of the project.

Preliminary design

20. Conduct preliminary design of facilities, which will be a necessary input for the physical modelling test and cost estimates, based on the refined layout, the engineering investigation data and the design parameter. The preliminary design will cover, but not be limited to, the breakwater, quay wall, slope protection, soil improvement technique (as needed), pavement of yard, terminal road, and access bridge.

Physical modelling test

21. Conduct 3D physical modelling test, based on the refined layout of the Island Terminal Project, in order to confirm the relevancy of the foregoing numerical simulations on tranquility conditions and flooding of the quays, as well as the impact on Baie du Tombeau and Terre Rouge River Estuary.

22. For the structure so designed to carry out plume test subsequently to establish the percentage of damage and its stability for various design wave with a view to selecting the most appropriate one from financial, functional and reclamation point of view (for creating additional land space on the lee side for eventual development of additional port facilities on a long term basis)

23. Recommend any necessary modification of the preliminary design, based on the result of the physical modelling test.
Revision of the preliminary design

24. Modify and finalize the preliminary design, based on the recommendations.

Cost estimates

25. Estimate the costs for the Island Terminal Project, both the initial investment (civil work and equipment) and terminal operation and maintenance costs, based on current unit rates for similar works and the estimated quantities of work.

Economic and financial analysis

26. Review the demand forecast in existing studies, and establish the demand forecast to be used for the economic and financial analysis of the Island Terminal Project.

27. Assess the productivity of Port Louis in terms of container cargo handling, through the key performance indicators as well as observation of actual activities on site, and propose how to optimize the container handling at MCT. Estimate the extent to which the proposed container handling optimization could increase the annual throughput capacity of the MCT, whose results can be reflected in the following economic and financial analysis.

28. Carry out economic analysis, by comparing with- and without-project scenarios of a range of scenarios and project financing options. Calculate net present value (NPV) and economic internal rate of return (EIRR) and their sensitivity to changes in costs and demands.

29. Identify project profits, including quantifiable and unquantifiable benefits to the general economy, including expected distribution of net benefits among cargo owners, shippers, vessel owners, labor, and the countries benefitting from the improved maritime transport.

30. Undertake financial analysis of the project to determine the project’s financial internal rate of return (FIRR) of the various options, identify all risks to project revenue and costs and conduct relevant sensitivity analysis.

31. Identify and elaborate three (3) financing options including PPP for development of the Island Terminal Project, including advantages and disadvantages of each financing option. A realistic PPP option, including phased implementation, shall be elaborated, based on assessments of experience and attempt to introduce the PPP scheme in the transport sector in Mauritius.

Preliminary Assessment of Environmental and Social Impacts

32. Conduct environmental and social scoping with a view to identify and assess the environmental and social impacts and risks—including those related to gender, climate change and vulnerability. Among others, the scoping exercise shall make a preliminary assessment of environmental and social impacts of the Island Terminal Project, including the effect of breakwater on the coastal morphology of the Baie du Tombeau area, the Terre Rouge River Estuary, as well as visual changes to the scenery of the same zone. The scoping exercise shall further take into consideration ecological, sociological, economic and climate change concerns. Based on the information received during the scoping exercise, identify and quantify alternatives that might reduce possible impacts and suggest possible mitigation. The results of scoping will determine the scope, depth and terms of reference to be addressed within the full ESIA.

Recommendations for project implementation

33. Identify detailed actions to be taken for the project preparation, such as, consultation with stakeholders, further studies including ESIA, consideration and arrangements for private sector
involvement, Government’s endorsement of project implementation, detailed engineering design, preparation of bidding documents, compensation. Scope of each action should be elaborated.

34. Propose a realistic schedule for project preparation and implementation, taking account of applicable laws and regulations in the country.

35. Propose scope and estimated costs for the studies and design for the project preparation.

E. Implementation Arrangements

36. Mauritius Ports Authority will be the Executing Agency for the study. The Executing Agency will assign a senior staff member to be the Study Coordinator. The Study Coordinator will also be the liaison officer between the Consultant and concerned authorities. The Study Coordinator shall participate actively in the execution, administration, monitoring and supervision of the Consultant’s work and follow the study on day-to-day basis and will address timely any issues arising in order to ensure expeditious implementation of the study. The Executing Agency will make decisions on all reports, recommendations and other matters properly referred to by the Consultant for a decision, within such reasonable time so as not to delay the progress of the study.

F. Implementation Schedule

37. The study will be carried out over a period of 13 months. The Consultant will therefore be expected to commence the work within 15 days of the Letter of Acceptance, and submit the required reports according to the schedule given in the paragraph 38.

38. The Consultant will prepare and submit the following reports in English, in 2 paper copies and 2 electronic copies (1 paper copy and 1 electronic copy for the Executing Agency, 1 paper copy and 1 electronic copy for AfDB’s Transport Division). Soft copies of all models and analysis used for the preparation of these reports will be provided to the Executing Agency. The schedule of submission of the various documents is as the followings:

(i) Inception Report: This brief report will be submitted within 2 weeks of the start of the consulting services. The Inception Report will outline, in accordance with the terms of reference, the Consultant’s approach, methodology, and work plan and any associated cost implications of the services. The Inception Report will provide a clear bar chart of all activities.

(ii) Interim Report: This report will be submitted within 7 months following commencement of services setting out the findings of work done under the activities in Paragraph 13-20 (preliminary design). The Interim Report will also identify issues and decision-making requirements, if any, to facilitate progress and ensure timely completion of the consulting services.

(iii) Draft Final Report: This report will be submitted within 5 months following approval of Interim Report. The Draft Final report will basically include all components stated in the Section D.

(iv) Final Report: This report will be submitted within 2 weeks after receipt of the comments on the Draft Final Report from the Executing Agency and AfDB.
39. The Consultant will deliver the following workshops:

(i) Consultation workshop: Organize a consultation workshop with stakeholders in cooperation with the Executing Agency. This workshop will be conducted upon submission of the Interim Report. The outcome of this workshop will be reflected in the second part of the assignment as appropriate; and

(ii) Dissemination workshop: Organize a dissemination workshop with stakeholders in cooperation with the Executing Agency. This workshop will be conducted upon submission of the Draft Final Report. Received feedback will be reflected in the final report as appropriate.

G. Study Team Key Professional Staff

40. The Consultant will undertake the assignment with an estimated total 27 person month key experts input over an estimated 13 month period. The study team shall comprise at least the key experts listed in Table 1 with the required Degree on relevant field of expertise and the minimum required years of experience.

41. For all key experts, experience in the similar assignments is essential, as well as a good working knowledge of English.

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<thead>
<tr>
<th>Key Experts</th>
<th>Minimum Years of Experience</th>
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<tbody>
<tr>
<td>Team Leader/Port Planning Specialist</td>
<td>15</td>
<td>Master</td>
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<tr>
<td>Engineer (Port Structure Design)</td>
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<td>Master</td>
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<td>Engineer (Engineering investigation)</td>
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<td>Master</td>
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<td>Cost Estimator</td>
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<td>Transport Economist</td>
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<td>Financial Analyst / PPP Expert</td>
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### Annex IV: Cost Estimates

(in USD)

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<td>143,595</td>
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<td>1,816,565</td>
<td>1,579,545</td>
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XIII
ANNEX V: Draft Letter of Agreement

AFRICAN DEVELOPMENT BANK
VICE-PRESIDENCY OPERATIONS II
SECTOR OPERATIONS

TEMPORARY RELOCATION AGENCY
13-15 AVENUE DU GHANA
ANGLE AV. HEDI NOUIRA ET
PIERRE DE COUBERTIN
B.P. 323 – 1002 TUNIS BELVÉDÈRE
TUNISIA
Telephone: (216) 71 102 804
Fax: (216) 71 332 210
Web Site: www.afdb.org

VICE PRESIDENT - OPERATIONS II

Date:

PROJECT ID No.: 
GRANT No.: 

Mr. Dharam Dev MANRAJ
Financial Secretary
Ministry of Finance and
Economic Development
Ground Floor
Government House
Port Louis
REPUBLIC OF MAURITIUS
Tel: (230) 201 1146
Fax: (230) 211 0096

SUBJECT: MIDDLE INCOME COUNTRY TECHNICAL ASSISTANCE FUND – PRELIMINARY TECHNICAL STUDY AND DESIGN OF ISLAND TERMINAL AND BREAKWATER STRUCTURE AT PORT LOUIS HARBOUR

Dear Sir,

I am writing on behalf of the African Development Bank (the “Bank”) to inform you of the Bank’s decision to provide to the Republic of Mauritius (the “Recipient”), a Grant in an amount not exceeding UA 1,180,000 (One Million One Hundred and Eighty Thousand Units of Account) (the
“Grant”), to contribute to the financing of the Preliminary Technical Study and Design of Island Terminal and Breakwater Structure at Port Louis Harbour (the “Project”).

The Grant is made for the purposes and on the terms and conditions set forth in Attachments I, II and III hereof, which shall be construed as part of this Letter of Agreement. The Recipient hereby represents, by confirming its agreement hereunder, that it is authorized to contract, withdraw, and utilize the Grant for the said purposes and on the said terms and conditions.

The provision of this Grant does not constitute nor imply any commitment on the part of the Bank to finance or partly finance any project or program developed as a result of the activities or other purpose for which the Grant is provided.

Please confirm your agreement with the foregoing and the conditions and terms attached hereto, on behalf of the Recipient, by signing, dating, and returning to us the enclosed copy of this letter, with each page thereof duly initialed. This agreement will become effective on the date of counter signature by the Bank.

Sincerely Yours,

AFRICAN DEVELOPMENT BANK

Aly ABOU-SABAA
Vice President
Operations - II

Date: __________________________

AGREED ON BEHALF OF:
THE REPUBLIC OF MAURITIUS

__________________________________________
Mr. Dharam Dev MANRAJ
Financial Secretary
COUNTERSIGNED BY:
AFRICAN DEVELOPMENT BANK

_________________________________________
Mr. Aly ABOU-SABAA
Vice President
Operations II

Date:_______________________________
## Annex VI: Procurement Plan

### 1. General

**Country/Organisation:** Mauritius / Mauritius Ports Authority (MPA)

**Project/Programme Description:** Preliminary Technical Study and Design of Island Terminal and Breakwater Structure at Port Louis Harbour

**Project/Programme SAP Identification:** TBD

**Loan No.:** TBD

**Executing Agency:** Mauritius Ports Authority (MPA)

**Approval Date of Procurement Plan:** TBD

**Date of General Procurement Notice:** TBD

**Advance Contracting:** Yes

**Period Covered by these Proc. Plans:** January 2015 - September 2016

**Prior Review Threshold:** 1

### 2. Consultants (see Note 1)

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### 3. Consultants

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<th>Lumpsum or Time-Based</th>
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<th>Prior/Post Review</th>
<th>Bid Closing Date</th>
<th>Plan/Revised/Actual</th>
<th>Date Published</th>
<th>Closing Date</th>
<th>Date Received</th>
<th>Date No-Objection</th>
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Total Cost 1.82 Plan

*Note 1. (Supplementary information concerning Procurement of Consultants, or any other Special Procurement Arrangement)*

### Request for Proposal

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<td>Date Received</td>
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