AFRICAN DEVELOPMENT BANK

PROPOSAL TO USE
THE MIDDLE-INCOME COUNTRIES FUND

STUDY

TO DESIGN A PROGRAMME
TO STRENGTHEN AND REPAIR

THE PROTECTIVE STRUCTURES OF SEVEN PORTS

(NADOR, AL HOCEIMA, TANGIERS, MOHAMMEDIA, SAFI, CASA AND AGADIR)

OINF/MAFO  OCTOBER 2009
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Currency Equivalents
[Date: June 2009]

UA 1 = MAD 11.6194

Fiscal Year
1 January to 31 December

Weights and Measures

1 metric tonne = 2204 pounds
1 kilogramme (kg) = 2.200 pounds
1 metre (m) = 3.28 feet
1 millimetre (mm) = 0.03937 inch
1 kilometre (km) = 0.62 mile
1 hectare (ha) = 2.471 ares

Acronyms and Abbreviations

AAP = Advance Action on Procurement
ADB = African Development Bank
ANP = National Ports Agency
BD = Bidding Documents
DPDPM = Department of Ports and Public Maritime Domain
FD = Final Design
IGF = General Inspectorate of Finance
MAD = Moroccan Dirham
MIC Fund = Bank’s Trust Fund for Regional Middle-Income Member Countries
ODEP = Ports Development Authority
PD = Preliminary Design
REI = Request for Expression of Interest
UA = ADB Unit of Account
### Results-based Logical Framework

**Aim of Study**
Contribute to putting in place a port infrastructure repair and strengthening programme

**Expected Outputs**
- **Impact (long-term output)**
  - Contribute to preserving port infrastructure assets

**Scope**
- **Beneficiaries**
  - Operators, managers and users of Moroccan ports, ANP

**Performance Indicators**
- **Impact Indicator**
  - Level of infrastructure service
  - Sources: ANP/MEH.

**Indicative Targets and Implementation Schedule**
- **Expected Progress and Long-term Schedule**
  - High level of infrastructure service, commensurate with port services supply by 2015

**Assumptions/Risks**
- **Assumptions**
  - Drop in the 2008-2012 ANP investment budget
  - The Government has confirmed its support for the ANP programme and already sent a financing request to ADB

**Goal of Study**
Determine optimum solutions for strengthening the protective structures of 7 ports (Nador, Safi, Al Hoceima, Tangiers, Casablanca, Mohammedia, Agadir)

**Effects (medium term outputs)**
- **Beneficiaries**
  - ANP, Consultants, enterprises

**Effect Indicators**
- **Effect Indicators**
  - Study completion reports and study audit reports

**Expected Progress and Long-term Schedule**
- **Expected Progress and Long-term Schedule**
  - FD and TD dossiers for the 7 ports available in December 2010 for programming of ADB’s 2010-2011 loan

**Assumptions**
- **Assumptions**
  - Risks
  - Delay in completion of the study
  - Regular monitoring of activities by ANP/ADB and timely approval of status reports

**Inputs and Activities**
- **Outputs (short-term outputs)**
  - **Beneficiaries**
    - ANP, service providers and study consultant

**Output Indicators**
- **Output Indicators**
  - Expert valuation and investigation/reconnaissance report and complete diagnosis of the protective structures
  - Reports of PD and FD of the strengthening studies

**Expected Progress and Short-term Schedule**
- **Expected Progress and Short-term Schedule**
  - Reports of detailed diagnosis of structures for 4 ports finalized/accepted in August 2010 and for the 7 ports in December 2010
  - Progress reports of PD, FD and BD of the strengthening options selected are finalized and accepted (for 4 ports in Aug. 2010 and for the 3 remaining ports in Dec. 10), including a repair and periodic works monitoring programme.

**Assumptions**
- **Assumptions**
  - **Risk:** Data collected is insufficient and/or unreliable
  - **Mitigative Measures**
    - The ANP plans to finance with own resources an additional investigation and reconnaissance programme of UA 0.32 million.
1. **INTRODUCTION**

1.1 **Background Information**

1.1.1 Morocco enjoys a favourable geographic location with its 3,500 km coastline stretching out to Europe and facing America. Commercial ports play a central role in the national economy, handling the transit of nearly all (98%) of the country’s external trade estimated at an average annual traffic of 67.3 million tonnes. For long, the Ports Development Authority (ODEP) was responsible for sea port operation and management. To meet the growing traffic demand and raise the competitiveness level of ports to international standards, the national maritime sub-sector underwent structural reforms in 2006 that targeted port management and organization methods, culminating in the creation of the National Ports Agency (ANP).

1.1.2 The main missions of ANP include:

- Ensuring the development, maintenance and modernization of ports to enable them to handle ships and goods on transit under optimum conditions of management, cost, time-frames and security;
- Ensuring the optimum use of ports by enhancing port competitiveness, and simplifying procedures, management and operating methods;
- Ensuring respect for free competition in the operation of port activities;
- Drawing up a list of activities to be used and the number of authorizations and concessions to be granted in each port; preparing and implementing procedures for granting these authorizations and concessions; monitoring compliance with the terms of reference of authorizations and concessions, and the corresponding specifications; and
- Ensuring respect of the rules of port safety, operation and management stipulated by the laws and regulations in force;

1.1.3 The ANP is in charge of the Kingdom’s thirty-three (33) port sites spread along the coast and must preserve their infrastructure assets, especially protective structures, against the sea swell and other degrading factors. These structures (breakwaters, jetties and finger piers) totalling about 50 km, are man-made edifices comprising natural materials and artificial blocs. A significant portion of these structures is quite old and in an advanced state of degradation due to several factors (sea swell, exceptional heights, aging of constituent materials, shock of vessels hitting the structures, etc.) for which it has become necessary to establish a good diagnosis and consequently propose appropriate strengthening solutions.

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1 Law 15-02 concerning ports and establishing the ANP and its organizational chart came into force in December 2006.
1.1.4 As part of its investment programme covering the period 2008-2010, ANP, through the Ministry of Finance in March 2009 solicited the Bank’s support to finance via the MIC facility the study to diagnose and design a programme to repair and strengthen the protective structures of ports. Considering the summary nature of documents initially submitted with the request, the Bank demanded that detailed studies be conducted.

1.1.5 This study falls within that context and will provide a full diagnosis of the structural state of the protective structures of 7 ports (Nador, Safi, Al Hoceima, Tangiers, Casablanca, Agadir), as well as define and plan the an optimum repair and strengthening programme for these structures.

1.2 Objectives

This study is part of an overall vision to preserve port infrastructure assets, with a view to continually adapting port services supply to traffic demand. Specifically, the study aims at determining optimal options for strengthening the protective structures concerned and designing bidding documents (final design dossiers and bidding documents) for the necessary repair and strengthening works to be undertaken on the said structures. In line with ANP’s initial request, this study will be extended in its 2nd phase to the structures of the other port sites with a total linear distance estimated at 20 km. The choice of the first 7 ports selected is justified by the importance of these ports to national maritime activities and their considerable positive socio-economic impact.

1.3 Justification

1.3.1 As indicated in paragraph 1.1.3, this study reflects ANP’s concern to provide port operators and users with safe and secure infrastructure that meets their needs in terms of availability and handling capacity. The study will also provide more optimal strengthening options to be used in the implementation of a phased rehabilitation programme and a scheduled port infrastructure monitoring programme.

1.3.2 As additional benefit, the study will make available a reliable data bank on the structural state of protective facilities of the 7 ports initially and subsequently of the other ports\(^2\), provide feedback in terms of experience for the design of similar structures and allow verification of the basic assumptions underpinning such design. Furthermore, the study is consistent with the Bank’s MIC Trust Fund since it offers prospects for concretizing the Bank’s loan programme for the period 2010-2012.

2. DESCRIPTION AND EXPECTED OUTCOMES

2.1 Detailed Description

2.1.1 ANP intends in the short term to carry out repair and strengthening operations of the breakwater, jetty and pier structures of the main ports indicated in Table 1.1 below.

\(^2\) The initial request to finance the study concerned all ports and particularly the 7 ports of Nador, Mohammedia, Safi, Al Hoceima, Tangiers, Casablanca and Agadir. The study will be easily replicated to strengthen the structures of the other ports.
Table 2.1
Characteristics of Protective Structures of the 7 Ports

<table>
<thead>
<tr>
<th>Ports</th>
<th>Structures</th>
<th>Length (lm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nador</td>
<td>Main jetty</td>
<td>2,635</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Al Hoceima</td>
<td>Main jetty</td>
<td>450</td>
</tr>
<tr>
<td></td>
<td>Secondary jetty</td>
<td>550</td>
</tr>
<tr>
<td>Tangiers</td>
<td>Main jetty</td>
<td>1,329</td>
</tr>
<tr>
<td></td>
<td>Transversal jetty</td>
<td>500</td>
</tr>
<tr>
<td>Mohammedia</td>
<td>Main breakwater</td>
<td>2,800</td>
</tr>
<tr>
<td></td>
<td>South/East secondary jetty</td>
<td>464</td>
</tr>
<tr>
<td></td>
<td>North breakwater</td>
<td>168</td>
</tr>
<tr>
<td>Casablanca</td>
<td>Moulay Youssef jetty</td>
<td>3,180</td>
</tr>
<tr>
<td></td>
<td>Transversal jetty</td>
<td>1,150</td>
</tr>
<tr>
<td>Safi</td>
<td>Main jetty</td>
<td>1,817</td>
</tr>
<tr>
<td></td>
<td>Transversal jetty</td>
<td>400</td>
</tr>
<tr>
<td>Agadir</td>
<td>Old port main jetty</td>
<td>500</td>
</tr>
<tr>
<td></td>
<td>Old port transversal jetty</td>
<td>950</td>
</tr>
<tr>
<td></td>
<td>Commercial port main jetty</td>
<td>2,450</td>
</tr>
<tr>
<td></td>
<td>New fishing port main jetty</td>
<td>520</td>
</tr>
<tr>
<td></td>
<td>Marina main jetty</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td>Marina pier</td>
<td>300</td>
</tr>
</tbody>
</table>

2.1.2 The study has 2 components, to be implemented as follows:

✓ Complete diagnosis of protective structures of the 7 ports; and
✓ Study on the strengthening proper of the said protective structures;

2.1.3 For each port, the study will be divided into three (3) phases, namely: (i) Phase I concerning the preliminary design study (PDS); (ii) Phase II concerning the final design study (FDS); and (iii) Phase III concerning the preparation of the bidding documents (BDs).

Phase I: Preliminary Design Study (PDS)

2.1.4 This phase involves:

✓ Collecting data and information;
✓ Site visit, expert valuation and notes on the general state of the structures;
✓ Formulation of a detailed investigation and reconnaissance programme;
✓ Detailed diagnosis of the structures;
✓ Proposal and definition of possible options for strengthening the structures.
Phase II: Final Design Study (FDS)

2.1.5 This phase comprises:

- Detailed technical study of the option selected and presentation of strengthening or maintenance plans;
- Definition of a possible programme of additional investigations linked to the option selected (reduced physical model, mathematical model, etc.) and interpretation of results;
- Analysis of the specific constraints of each site (availability of materials, operational difficulties, seismic potential, etc.), including an assessment of all environmental impacts and identification of all necessary mitigative measures, accompanied by a corresponding environmental and social management plan; and
- Detailed estimation of the selected option, including possible costs linked to mitigative measures of the negative environmental impacts identified.

Phase III: Bidding Documents (BD)

2.1.6 For each site, the bidding documents will include:

- The contract specifications of works to implemented;
- The implementation plans and detailed profiles of structures to be repaired;
- The annexes of detailed technical specifications;
- The bill of quantities of posts with breakdown of price schedule.

2.2 Expected Outcomes:

This study will enable ANP to have complete files for implementing its port infrastructure rehabilitation programme and mastering the management of its newly inherited assets (better knowledge of the real behaviour of structures, prioritization of interventions and introduction of a time-bound works monitoring plan).

3. ESTIMATED COST AND FINANCING PLAN BY COMPONENT AND SOURCE

3.1 Estimated Cost:

The total cost of the study, net of taxes, is estimated at UA 1.31 million (MAD 15.27 million), of which UA 0.61 million (46%) in foreign exchange and 0.71 million (54%) in local currency. This cost is computed based on standard consultancy rates for related activities as well as investigation, reconnaissance, overhead and logistic costs. The following table gives a summary of the cost by component while Annex 6 presents the detailed study cost estimate.
Table 3.1  
Summary of Estimated Cost, Net of Taxes

<table>
<thead>
<tr>
<th>Components</th>
<th>MAD Million</th>
<th>UA Million</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Foreign Exchange</td>
<td>Local Currency</td>
</tr>
<tr>
<td>1. Complete diagnosis of structures</td>
<td>0.00</td>
<td>7.22</td>
</tr>
<tr>
<td>S/total 1</td>
<td>0.00</td>
<td>7.22</td>
</tr>
<tr>
<td>2. Study on the strengthening of structure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1 Strengthening Study <em>per se</em></td>
<td>6.97</td>
<td>0.08</td>
</tr>
<tr>
<td>2.2 Logistic expenses and miscellaneous costs</td>
<td>0.00</td>
<td>1.00</td>
</tr>
<tr>
<td>S/total 2</td>
<td>6.97</td>
<td>1.08</td>
</tr>
<tr>
<td>Total (1+2)</td>
<td>6.97</td>
<td>8.30</td>
</tr>
<tr>
<td>Percentage</td>
<td>46%</td>
<td>54%</td>
</tr>
</tbody>
</table>

Sources: ANP/ADB, UA 1 = MAD 11.6194 (June 2009)

3.2 Financing Plan by Component and Source

3.2.1 The study will be jointly financed with a Bank grant and ANP’s own resources (ANP is the study the executing agency). Bank funding will cover 46% of the estimated total cost, net of taxes (UA 0.60 million representing 100% of the foreign exchange cost, or 87.6% of the estimated cost, less VAT, of the strengthening study *per se*). The balance of 54% representing 100% of the local currency cost, or the equivalent of UA 0.71 million will be borne by ANP. Table 3.2 below summarizes the financing plan by component and source.

Table 3.2  
Financing Plan by Component and Source

<table>
<thead>
<tr>
<th>Components</th>
<th>ADB</th>
<th>ANP</th>
<th>Total Net of Taxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete diagnosis of structures</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00 0.62</td>
</tr>
<tr>
<td>Study on strengthening of structures</td>
<td>0.60</td>
<td>0.00</td>
<td>0.60 0.09</td>
</tr>
<tr>
<td>Total</td>
<td>0.60</td>
<td>0.00</td>
<td>0.60 0.71</td>
</tr>
<tr>
<td>Distribution of funding</td>
<td>100%</td>
<td>46%</td>
<td>0% 100%</td>
</tr>
</tbody>
</table>

3.2.2 The Bank’s grant will be used to finance the foreign exchange cost of the “strengthening study *per se*” component, especially funding of engineering services. ANP’s own resources will serve to finance the “complete diagnosis” component, the services of which will cover data and information gathering, investigations and reconnaissance, including all other possible complementary investigations and tests needed as well as miscellaneous and logistic expenses linked to consultancy services for the “strengthening study *per se*” component. ANP reported that these services have started off and that the related outputs will be available for processing by the consultant for the “strengthening of structures *per se*” component. Thus, ANP’s commitment to carry through these services in order to have outputs for the “Diagnosis within the required time-frame for starting the strengthening study *per se*” component is a condition precedent to grant disbursement.
4. LIMITED SERVICES AND GOODS PROCUREMENT METHOD

4.1 The recruitment of the consultant responsible for the study financed by the Bank will be in line with Bank Rules and Procedures for the Use of Consultants, using the Bank’s standard bidding documents. The National Ports Agency (ANP, the study executing agency) is responsible for awarding the consultant recruitment contract. Consultancy services will be procured based on a shortlist. The selection method adopted is based on quality and cost. As the contract is estimated at over UA 200 000, the notice for expression of interest (NEI) will be published on UNDB online and the Bank’s website. The following documents are subject to Bank review and approval after their publication: O the NEI, O the request for proposals to consultants, O the consultants’ technical bid proposal appraisal report, O the consultants’ financial bid proposal appraisal report, comprising the contract award recommendations and accompanied by the summary record of negotiations and the initialled draft contract.

4.2 Given the urgent need to conduct the study as part of the Bank’s 2010 Indicative Lending Programme, ANP requested and obtained the Bank’s agreement (refer to OINF memo to OIVP dated 3/11/2009) to initiate, through Advance Action on Procurement (AAP), the consultant recruitment procedure, especially: (i) publication of the notice for expression of interest in the UNDB bulletin and local newspapers in Morocco, with a view to preparing the short-list; (ii) bidding by the short-listed firms; and (iii) award of the contract following the bidding exercise. The Bank’s validation of the contract awarded will be subject to ex-post review of the whole consultancy services procurement procedure, to ensure strict compliance with the Institution’s rules in that regard.

5. SCHEDULE AND INSTITUTIONAL ARRANGEMENTS FOR MANAGING AND MONITORING THE IMPLEMENTATION

5.1 Implementation Schedule

The implementation of the entire study comprising the collection of data and information to be analyzed and interpreted for the complete diagnosis of structures will be spread over 18 months, which takes into consideration the early start-up of activities related to the “complete diagnosis of structures” component, as indicated in paragraph 3.2.2 above. Activities related to the “protective structures strengthening study” will be carried out over 13 months starting November 2009, expected signature date of the Grant Letter of Agreement with the Government. This timing takes into account the time needed by ANP to examine and endorse the reports. A summary of the implementation schedule is given in Table 5.1 below.
Table 5.1
Summary of the Implementation Schedule

<table>
<thead>
<tr>
<th>Activities</th>
<th>Approval Date</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financing put in place</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approval of MIC grant</td>
<td>Dec. 09</td>
<td>ADB</td>
</tr>
<tr>
<td>Signing of the Letter of Agreement</td>
<td>Jan. 10</td>
<td>ADB/MF</td>
</tr>
<tr>
<td>Procurement of Consultancy Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEI and shortlist</td>
<td>Nov-Dec.09</td>
<td>ANP/ADB</td>
</tr>
<tr>
<td>Bid invitation for the study</td>
<td>Dec. 09</td>
<td>ANP/ADB</td>
</tr>
<tr>
<td>Completion – diagnosis component</td>
<td>Dec. 09</td>
<td>ANP</td>
</tr>
<tr>
<td>Contract approval - Study</td>
<td>Jan. 10</td>
<td>ANP/ADB</td>
</tr>
<tr>
<td>Implementation of Consultancy Services</td>
<td></td>
<td>Consultant/ANP</td>
</tr>
<tr>
<td>Start-up of services</td>
<td>Feb. 10</td>
<td>Consultant/ANP</td>
</tr>
<tr>
<td>Final feasibility report/PD</td>
<td>July 10</td>
<td>Consultant/ANP</td>
</tr>
<tr>
<td>Completion of services and submission of final documents</td>
<td>Dec. 10</td>
<td>Consultant/ANP</td>
</tr>
</tbody>
</table>

5.2 Institutional Arrangements for Managing and Monitoring the Implementation

5.2.1 The organizational chart of ANP, executing agency of the study, is found in Annex 2. Study activities will be managed and monitored by a Committee to be set up within the Department of Infrastructure and Regional Operations (DIER) and attached to the Studies Division (DE), whose head will coordinate this particular study. The Committee will comprise one Engineer from the DE and one representative each from the Contracts Management Division (DGM) and the Financial Planning Division (DPF). The main tasks of the committee cover: (i) administration of the consultant’s contract; (ii) regular monitoring of activities in conjunction with the consultant (periodic monthly meetings, endorsement of status and final reports, preparation of payment certificates and preparation of quarterly progress reports to be submitted to the Bank, etc.); and (iii) coordination with the Department of Ports and Public Maritime Domain (DPDPM) at the Ministry of Infrastructure and Transport and with all regional environmental monitoring committees that must be involved in managing and monitoring the study implementation. The establishment of the steering committee and actual appointment of its members, whose profiles must be acceptable to the Bank, is also a grant condition.

5.2.2 The Bank will not field supervision missions with regard to the study, but will, as much as possible, participate in every monthly meeting between the steering committee and the consultant to ensure the proper conduct of activities and respect of the implementation schedule. These management and monitoring arrangements described above should guarantee the successful conduct of the study. Although newly created, ANP has an adequate institutional framework and competent and skilled staff, most of who came over from the defunct ODEP (Ports Management Authority).

5.2.3 Furthermore, the Bank already approved via the French Trust Fund, the sedimentology study of ports along the Moroccan coastline recently completed following the submission of the final reports. The management and monitoring of that study was entrusted to DPDPM which collaborates closely with ANP. If necessary, ANP will consult DPDPM to obtain all data related to that study which may prove useful during the present study.
6. FINANCIAL ARRANGEMENTS

6.1 Disbursement of Grant resources:

6.1.1 Grant resources will be disbursed using the direct payment method. Preference was given to this method because the disbursement concerns only one contract. Expenditure below UA 20,000 can also be made via the same direct payment method if the type of expenditure incurred falls under cases of exception from the UA 20 000 rule as specified in the disbursement manual. Any other payment method can be used with the prior agreement of the Bank, especially the reimbursement method in case of ANP pre-financing the study expenditure.

6.1.2 The donor will send to the Bank the sample signatures of persons duly authorized to sign payment requests. ANP financial officers will submit payment requests along with the expenditure supporting documents. The payment requests drafted will bear the authorized signatures and will be transmitted to MAFO.

6.2 Suspension of Disbursements

Disbursement of grant resources will be subject to the Bank’s disbursement rules, particularly those related to the suspension of disbursements. The Bank could suspend disbursements if the donor fails in his obligations as set forth in the grant agreement or in the general conditions. Should disbursements be suspended, the suspension shall take effect on the date of the suspension decision. It will be lifted once the event that led to the suspension ceases.

6.3 Audit

ANP’s annual accounts will be audited by external auditors. ANP will be required to include in the external auditor’s task list the production of a separate audit opinion on the use of grant resources. ANP must take necessary steps to transmit the audit report to the Bank within the required timeframe.

7. CONCLUSION AND RECOMMENDATIONS

7.1 Conclusion

7.1.1 This study is part of an overall vision to preserve port infrastructure assets entrusted to ANP (study executing agency), with a view to continually adapting port services supply to traffic demand. The study will offer ANP a full diagnosis of the structural state of the protective structures of 7 ports (Nador, Safi, Al Hoceima, Tangiers, Casablanca, Agadir), as well as define and plan the an optimum repair and strengthening programme for these structures, consistent with the implementation of its investment programme for the period 2008-2010. Furthermore, although a new entity, ANP has the required institutional capacity to successfully manage and monitor the implementation of the study.

7.1.2 The request for financing the study is in line with the set objectives for using MIC Fund resources since implementing the study will provide the authorities with the necessary blueprints to concretize the financing of the port infrastructure repair and strengthening programme, the official request of which the Bank has already received. The executing
agency’s share of financing of the study is equivalent to 54% (UA 0.71 million) of the total estimated cost of the study, net of taxes. This financial effort reflects its clear interest in the study outcomes.

7.2  Recommendations

7.2.1 It is recommended that a grant on MIC Fund resources not exceeding Six Hundred Thousand Units of Account (UA 600,000) be approved for use in conducting the study discussed in this report. The grant is subject to fulfilment by the Recipient of the following conditions precedent to first disbursement:

i. Completion of data and information collection work, necessary investigations and reconnaissance, and provision of such data and results to start-up the complete diagnosis of protection structures of the 7 ports concerned (paragraph 3.2.2);

ii. Effective establishment of a steering committee to manage and monitor activities related to the conduct of the study, the composition and members’ profiles of which must be acceptable to the Bank (paragraph 5.2.1)
Annex I

Location Map of the Ports
## Annex II

### Detailed Estimated Costs

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<th>Unit</th>
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<td>Additional investigations and reconnaissance (reconnaissance by endoscopy, radar, testing of the core, soil or riprap characterization tests, etc.)</td>
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Funding Request

KINGDOM OF MOROCCO

Ministry of the Economy and Finance
-------------
Department of the Treasury and External Finance
-------------
DT2/DPRM/SROR
Ref.: 3 2054

THE PRESIDENT OF THE AFRICAN DEVELOPMENT BANK
TUNIS
------

SUBJECT: Request for Grant Financing for a Diagnostic Study and Formulation of a Programme of Maintenance of Protection Structures of Ports to be conducted by the National Ports Agency

Mr. President,

I have the honour to inform you that the National Ports Agency (ANP) intends to conduct a study of a global amount of MAD 18 million on the diagnosis and formulation of a programme of repair and reinforcement of protection structures of ports.

In this regard, and while transmitting herewith the funding request form for the study in question, I would be grateful if you could make arrangements to help in financing this study by a grant under the middle-income countries technical assistance fund.

While counting on the traditional support of your institution for this request to go through, accept, Mr. President, the assurances of our highest consideration.

Mr. Donald KABERUKA,
Salaheddine MEZOUAR,
President of the African Development Bank
Economy and Finance
Angle de l’Avenue du Ghana
Pierre de Coubertin, Hedi Nouira
P.O. Box 323,
Tunis Belvédère (Tunisia)

Signed:

Mr. Donald KABERUKA,
Salaheddine MEZOUAR,
President of the African Development Bank
Economy and Finance
Angle de l’Avenue du Ghana
Pierre de Coubertin, Hedi Nouira
P.O. Box 323,
Tunis Belvédère (Tunisia)

Minister for the

Copy for information to:
Mr. M. MAHROUG
Executive Director, ADB
FORM FOR FUNDING REQUEST UNDER THE MIDDLE-INCOME COUNTRIES FUND

1. Name of project/study or programme: Diagnostic study and formulation of a maintenance programme for port protection structures

2. Country: Morocco

3. Executing Agency: National Ports Agency (ANP)
   a. Name: National Ports Agency (ANP)
   b. Address: Lot Mandarona 300, Plot No. 8 -Sidi Maarouf, Casablanca

4. Description of Activities: Operation and management of ports

5. Project Cost Estimates
   a) In foreign exchange
   b) In local currency: MAD 18,000,000.00
   c) Total amount: MAD 18,000,000.00

6. Financing Plan
   a) ADB: Percentage corresponding to the equivalent of UA 600,000
   b) ANP: Percentage corresponding to the remainder not covered by the ADB financing
   c) Total: 100%

7. Procurement method proposed
   a) Services
   b) Goods (where applicable)
   c) Others, including training of local staff
   (1) Except ADB constraint

8. Implementation Plan
   ° Implementation schedule to be attached:
     - Launch of bidding procedures: end-March 2009
     - Opening of bids: mid-May 2009
     - Start-up of implementation: mid-June 2009
     - Completion: end-April 2010
9. Evidence of Government’s commitment to implement the project, study or programme in question (to be incorporated in the CSP)

a). Explain and assess the probability that the project/study or programme is a priority for the Government: This concerns some fifty kilometres of port protection structures that need to be preserved through efficient maintenance.

Signed:

Salaheddine MEZOUAR
Minister of the Economy and Finance
Governor of the African Development Bank
Quartier Administratif, Chellah
Rabat, Morocco

Fax: +212 37 76 40 81
H.E. Mr Salaheddine MEZOUAR  
Minister of the Economy and Finance  
Governor of the African Development Bank  
Quartier Administratif, Chellah  
Rabat, Morocco  
Fax: +212 37 76 40 81  

Subject: Diagnostic Study and Formulation of a Programme of Maintenance of Port Protection Structures – Funding Request

Mr. Minister,

We are pleased to acknowledge receipt of your correspondence dated 8 April 2009 in which you requested the Bank to participate in financing the above-mentioned study of an overall cost of MAD 18 million.

The Bank recognizes the importance that Morocco attaches to the development and upgrading of infrastructure, especially transport infrastructure, to enhance the competitiveness of its economy and strengthen the country’s position as a growth and regional integration centre.

In this connection, I would like to reiterate the Bank’s readiness to support the conduct of this important study. Consequently, we would be grateful if you could forward to us the terms of reference and detailed costs of the study to enable us begin to process the file.

Please accept, Mr. Minister, the assurances of our highest consideration.

Signed  
Isaac LOBE NDOUMBE  
Director, Country Regional Department, North 2
DRAFT LETTER OF AGREEMENT

His Excellency Mr. Salahedhine MEZOUAR
Minister for Economy and Finance
Governor of the African Development Bank
Quartier Administratif Chellah
Rabat, Kingdom of Morocco
Fax: +212 05 37 76 40 81

Subject: Letter of Agreement: Grant for financing the study to design a programme for repairing and strengthening the protective structures of the Ports of Nador, Al-Hoceima, Tangiers, Mohammedia, Casablanca, Safi and Agadir.

Mr Minister,

I am pleased, on behalf of the African Development Bank, to inform you that the Bank has decided to award your country (the Recipient) a grant not exceeding UA 600,000 (six hundred thousand) (the Grant). This grant is meant to finance certain expenditure that are necessary for activities of the study to design a programme for repairing and strengthening the protective structures of the Ports of Nador, Al-Hoceima, Tangiers, Mohammedia, Casablanca, Safi and Agadir.

This grant is given for the purpose and under the terms and conditions mentioned in the attachments. The Recipient declares, while confirming his agreement hereinunder, to have been authorized to contract, withdraw and use the grant for the same purpose and under the same terms and conditions.

The award of this grant in no way commits the Bank to participate in the financing of all or part of the project likely to arise from the above-mentioned study for which the grant is extended.

Please confirm, on behalf of the Government of the Kingdom of Morocco, your agreement with the above arrangement and the terms and conditions in the annex, by signing, dating and returning to us the appended copy of this letter. This Agreement will come into force on the date on which it is counter-signed by the Bank.

THE PRESIDENT OF THE AFRICAN DEVELOPMENT BANK

Dr. DONALD KABERUKA -----------------------------------------------

Date-----------------------

FOR AGREEMENT

THE GOVERNMENT OF THE KINGDOM OF MOROCCO

THE MINISTER FOR THE ECONOMY AND FINANCE

H.E. SALAHEDDINE MEZOUAR -----------------------------------------------

Date ---------------------
ORGANIZATION CHART

OF AGENCE NATIONALE DES PORTS

Managing Director

ANP

Director

Communication & Coop.Division

Internal Audit Division

Police, Security, Safety & Environment Dept.

Port Captain & Regional Coordinator Division

Security, Safety & Environment Division

Regional Infrastructure & Operations Department

Studies Division

Contracts Management Division

Maintenance & Networks Division

Naval, Fishing and Pleasure Vessel Operation and Repair Division

Regional Infrastructure & Operations Department

Finance & Accounting Department

Budget and Cost Analysis Division

Financial Planning Division

Accounting and Tax Division

Department of Human Resources

Professional Development Unit

Social Welfare Division

Admin. & Social Management Division

Partner Relations

General Affairs Division

Port Training Institute

Training Division

Studies & Cooperation Division

Information Organisation & Syst. Dept.

Operations Division

Project and Dev. Division

Technical Division

Division Concession and Authorisation Management

Division OTDP Management

Division Ports Marketing & Promotion

Division Competition and Competitiveness Observatory

Legal Affairs Department

Contracts and Dispute Management Division

Settlements Legal Watch Division

Director, Mission Manager

Ports Regulation and Development Department

Ports Regional Departments

June 2009
## ANNEX VII

### Port Traffic 2004-2008

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KINGDOM OF MOROCCO

TERMS OF REFERENCE

STUDY

TO

DIAGNOSE AND DESIGN

A PROGRAMME TO STRENGTHEN AND REPAIR

THE PROTECTIVE STRUCTURES

OF 7 PORTS

JUNE 2009
AFRICAN DEVELOPMENT BANK

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INFORMATION SHEET
Date: June 2009

The information provided below is intended to guide potential service providers, consultants and all persons who are interested in the procurement of goods, works and services for the project or study approved by the Board of Directors of the Bank Group. All other details or information can be obtained from the Recipient’s executing agency.

1. COUNTRY : Kingdom of Morocco
2. TITLE OF STUDY : Diagnosis and design of a programme to repair and strengthen the protective structures of 7 ports
4 LOCATION : Ports of Nador, Al Hoceima, Mohammedia, Tangiers, Safi, Casablanca and Agadir
4. BENEFICIARY : Kingdom of Morocco
5. EXECUTING AGENCY : National Ports Agency (ANP)
   Lotiss. Manarona 300, Lot n°8-Sidi Maârouf –Casablanca
   Tel : (212) 22.78.99.19
   Fax: (212) 22. 78.61.03
   Website: anp.org.ma
6. DESCRIPTION : Diagnostic study for the preparation of detailed technical dossiers and bidding documents
7. TOTAL COST
   i) In foreign exchange : UA 1.31 million
   ii) In local currency : UA 0.71 million
8. ADB FINANCING
   Grant : UA 0.60 million
9. OTHER SOURCE OF FINANCING
   ANP : UA 0.71 million
10. **GRANT APPROVAL DATE**
    : December 2009

11. **PROBABLE START-UP DATE AND (DURATION)**
    : February 2010
    : (10 months)

12. **NECESSARY CONSULTANCY SERVICES AND SELECTION STAGE**
    : Consultancy services for detailed diagnosis and preparation of detailed technical files and bidding documents based on the basis of a short list. The selection will be based on technical proposal with price as factor.
Currency Equivalents
[Date: June 2009]

UA 1 = MAD 11.6194

Fiscal Year
1 January to 31 December

Weights and Measures
1 metric tonne = 2204 pounds
1 kilogramme (kg) = 2.200 pounds
1 metre (m) = 3.28 feet
1 millimetre (mm) = 0.03937 inch
1 kilometre (Km) = 0.62 mile
1 hectare (ha) = 2.471 ares

Acronyms and Abbreviations
ANP = National Ports Agency
FD = Final Design
PD = Preliminary Design
BD = Tender Documents
DPDPM = Department of Ports and Public Maritime Domain
MAD = Moroccan Dirham
ODEP = Ports Development Authority
I. INTRODUCTION

1.1 Preamble

1.1.1 Law No. 15/02 assigned to the National Ports Agency the mission of maintaining and modernizing the country’s ports to handle ships and goods in transit under the best conditions of management, costs, time-frames and safety. Thus, ANP must maintain port infrastructure service at a level that is commensurate to the demands of their users. To do that, ANP plans to carry out maintenance, repair and strengthening works on the breakwaters, jetties and piers of the following ports: Nador, Al-Hoceima, Tangiers, Mohammedia, Casablanca, Safi and Agadir. The characteristics of these structures are given in the following table while the block plans of these ports are given in the annex to illustrate the protection works.

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<thead>
<tr>
<th>Ports</th>
<th>Structures</th>
<th>Length (ml)</th>
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<td></td>
<td>Secondary jetty</td>
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<td></td>
<td>South-eastern secondary jetty</td>
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<tr>
<td></td>
<td>North breakwater</td>
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<td>Fishing port main jetty</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>Marina pier</td>
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1.2 Purpose of the Study

The aim is to conduct a study to strengthen the protective structures of the ports of: Nador, Al-Hoceima, Tangiers, Mohammedia, Casablanca, Safi and Agadir.
2. DESCRIPTION AND NATURE OF THE STUDY

2.1 The study will be divided into three phases, namely: Phase I: preliminary design study; Phase II: final design study; and Phase III: bidding documents.

Phase I: Preliminary Design Study (PDS): This phase involves the following:

Step 1: Collection of data and information

2.1.1 ANP will place at the consultant’s disposal the findings of the inspection by multiple array system and 3D laser scanning of protective structures of the eight ports (works are ongoing). Nevertheless, the consultant must collect all available documentation related to the structures that are the subject of the present study (re-adhesion plans, project swell, initial design note, report of previous repair operations, etc).

Step 2: Site visits, expert valuation and general note of the state of structures

2.1.2 The consultant is required to carry out visits and general inspection of all structures by an engineer specialized in maritime works, possibly accompanied by a team placed under his responsibility. It is recommended that these operations be undertaken at low tide, preferably during the period of whitewater.

2.1.3 Each visit will mainly comprise a visual examination of the structure and its environment. It must be supplemented by resorting to commonly used means such as topography or by implementing simple means of measurement such as decametres, telemetres, plumb lines, level vials etc. During these visits, it is important to examine and note measurements on the following points:

- **The geometry of the entire structure**: compaction of all or part of the breakwater, major deflections, shifts in the incline of the banks, spot elevation of the foundation tops of ripraps...

- **The state of materials of superstructures**: wear and tear, cracks, breakage of hardpan blocks, wear of mason face joints, concrete spalls.....

- **Water circulation**: this phenomenon can be easily detected during an examination when a swell is formed. The sighting of a significant water circulation through the breakwater can be a sign of serious degradation of the core of the structure. Special attention will be paid to singular points (rooting, bends, pier end, etc).

2.1.4 At the end of each visit, a report of the visit must be drafted. Apart from describing the structure visited and the means mobilized for the visit, the report must mention all damages observed. The synthesis document must be forwarded to the contracting authority.

Step 3: Formulation of a detailed investigation and reconnaissance programme

2.1.5 The contracting authority will place at the consultant’s disposal the findings of the inspection by multiple array and 3D laser scanning of the protective structures of the 7 ports.

**Description of the multiple array and laser 3D scan:**

2.1.6 The multiple array installation is carried aboard a survey launch. It is totally built-in and enables the capture and visualization of data in real time. It has the following characteristics:

- A time/phase detecting, 0.5° equi-angular resolution, multiple array system with precision of 6 mm or less and 240 or more arrays, making it possible to continuously represent 100% the submerged part of the structure.
A built-in global positioning system (GPS) operating in RTK mode composed of one mobile and one fixed station helping to have a measurement of both the horizontal and vertical position.

An onboard inertial surveying system to measure the attitude of the survey launch (rolling, pitching, heaving, course) with a precision of 0.1° for course and 0.03° or less for rolling and pitching.

Two sound velocity profilers, one installed beside the multiple array system to measure the speed of emission and the other to perform a strict on-site sampling.

An autonomous survey launch with low draft.

2.1.7 The 3D scanner will be on board the launch and coupled to the data of the inertial surveying system and the positioning system:

- A 3D laser scanner with measurement method by discretion of TOF time of flight.
- 0.04° horizontal and 0.005° vertical angular resolution.
- Accuracy of position relative to instrument equal to 20 mm for a reference range of 50 m.
- Accuracy of the measurement of range equal to 15 mm.
- 650m maximum range to cover 80% of objects.
- 10,000 measures per second.

2.1.8 Furthermore, the consultant must make provisions for an examination of the results of the inspection of protective structures in the office of the contracting authority, on the logical platform of the enterprise having performed the multiple array and 3D laser scanning.

2.1.9 This examination will eventually make it possible to:

- Localize zones having suffered compactions or degradation of the hardpan (on the sea side and land side);
- Define the types of degradations at the level of the hardpan, coping wall and the topping.
- Extract cross sections for all the structures (inner hardpan, outer hardpan, coping wall and topping).
- A 3D visualization of the structure (the outer parts).

2.1.10 Furthermore, the consultant will liaise with the contracting authority to define and adopt the complementary investigation and reconnaissance programme deemed necessary for this study and the detailed terms of reference to enable the launching of bids for the said investigations. Expenses related to these investigations and reconnaissance works will be charged to the contracting authority.

Step 4: Detailed diagnosis of structures

2.1.11 Based on the elements collected and designed, the consultant is bound to undertake a detailed diagnosis of the structures, explaining the phenomena that caused the degradations and sea damage noticed and their impacts on the architecture of the structures while determining the origin of the damage noted.
Step 5: Proposal and definition of possible options for strengthening the structures:

2.1.12 Once the expert valuation, investigative, reconnaissance and diagnostic reports are drafted, the consultant must work out possible technical options for strengthening the structures and remediating the sea damage caused, while verifying their stability. He must also determine the residual stability of the structures in order to appraise the options selected. Each option must be assessed and all the options studied compared mutually on the technical/economic level. Due consideration must be given to associated environmental aspects in order to recommend the option that would be best for each structure.

2.1.13 At the end of this phase, the consultant will submit the PD file for the approval of ANP, comprising:

- The expert valuation and detailed diagnosis of the structures.
- An operations schedule for the strengthening of structures according to the urgency and level of degradation observed.
- The options for strengthening structures along with the necessary plans and sketches.
- A summary technical/economic comparison of the different strengthening and rehabilitation options proposed as well as a recommendation of the option to be selected while taking into consideration environmental aspects linked to the implementation of the recommended option.

2.1.14 The passage from one phase to another is contingent on the endorsement by ANP of the corresponding documents.

Phase II: Final Design Study (FDS)

2.1.15 The Final Design consists in studying in detail the selected strengthening options for structures based on the Preliminary Design and accepted by ANP. These studies aim mainly at deepening the selected option at the level of each of the parts of the structures.

2.1.16 The Final Design will comprise mainly the following elements:

- Detailed economic research via a complete economic analysis of the project (evaluation of advantages with scenario –with project option selected and without project, determination of the internal rate of return including the sensitivity analysis, while taking into consideration variations in the cost of works and the benefits arising from the works);
- Detailed technical study of the selected option and presentation of strengthening or maintenance plans.
- An environmental and social impact assessment: The study has to do with carrying out repair and strengthening works on existing structures whose environmental impacts are very limited. Meanwhile, it is necessary to assess the positive and negative environmental impacts associated with these works and recommend appropriate solutions for mitigating or minimizing all negative impacts that could arise during the construction and operational phases of the works. This evaluation must include, but is not limited to, the following services:

  **Environmental Impacts**

  - Description and quantification of impacts on natural resources including the human environment (flora and fauna, adjacent communities and/or works impact area, etc.) and all social aspects worthy of special attention as part of project implementation;
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- Evaluation of the effects of erosion and sedimentation in the coastal zones concerned and the hydrological effects due to possible dredging to be effected;
- Evaluation of impacts caused by works and post-works maintenance, and specifically on atmospheric pollution, land pollution and drainage.

**Mitigative Measures**

- Recommendation of workable and efficient measures to reduce significant impacts to an acceptable level;
- Use of the participatory approach through consultation of all stakeholders (competent authorities, central government departments, the local population, leaders of thought, etc.) in the study zones to inform them about the objective of the study and its potential outcomes and impacts, especially on the more vulnerable segments of the population;
- Formulation of an environmental management plan containing measures for mitigating the project’s significant negative impacts identified, including the corresponding costs and means of implementing these measures.
  - Definition of an eventual programme of additional investigations, linked to the option selected (reduced physical model, mathematical model, etc.) and interpretation of results. Its implementation must be monitored by the consultant and the attendant costs charged to the Contracting Authority.
  - Analysis of constraints specific to each site (availability of materials, operational difficulties, etc.);
  - Detailed quantity survey of the different headings breaking down the works to be undertaken and related accommodating environmental measures.
  - Detailed estimates of the option chosen.

2.1.17 The Final Design will present in detail the characteristics of all the technical, financial and managerial options of the works. The dossier of this phase will comprise the following:

i. The detailed economic and technical report of the option selected;
ii. An environmental and social impact assessment report
iii. A dossier of strengthening plans
iv. The quantity survey and cost estimates of the maintenance and strengthening works selected.
  v. A document (confidential) of financial estimates in one copy

**Phase III: Bidding Documents (BD)**

2.1.18 The bidding document shall comprise: the detailed technical specifications prepared on the basis of the elements of the strengthening and rehabilitation option selected. These detailed technical specifications must define without ambiguity the works, implementation method and standards to be followed, in accordance with the plans.

2.1.19 Plans must be drawn to appropriate scale and must be legible, particularly:

i. The block plan.
ii. Profiles and detailed sections.

iii. The horizontal alignment.

iv. Works strengthening and rehabilitation plans.

v. Precise plans.

vi. Equipment and installations plans.

2.1.20 The consultant will also furnish in triplicate (3 copies): i) the quantity surveys of the tender documents; ii) the calculations booklet on the stability of the structures; and iii) an implementation schedule of the works. After examination of the interim file by ANP, which will have the necessary time for its approval, the consultant will prepare the tender documents in their final form. The approval time will not be included as part of the contractual period.

3. SUBMISSION OF DOCUMENTS

3.1 The reports of each step will be presented in 10 copies for the interim version and 15 copies for the final version. Deliverables (interim and final) must be submitted also in soft copy including photographic captures and the 3D film of the visual inspection (aerial and possibly underwater).

4. STUDY TEAM TO BE MOBILIZED

4.1 The team proposed by the consultant to perform the works of this contract, must comprise the following experts:

- Engineer specialized in maritime works
- Expert/Environmentalist.
- Transport Economist with relevant experience in the evaluation of harbour works
- Structural Engineer.
- Geotechnical Engineer.

4.2 In case a member of the team changes, his replacement must have equivalent skills and the holder will ensure that the transfer of functions in no way impedes the proper conduct of works. In any event, the assumption of duty by the replacement must be preceded by the approval of the contracting authority.

5. PRICE DEFINITION:

Series 100: the amount pays for the implementation of Phase 1; it comprises:

Price 101: Pays for the PD study of Safi Port.
Price 102: Pays for the PD study of Agadir Port.
Price 104: Pays for the PD study of Tangiers Port.
Price 105: Pays for the PD study of Casablanca Port.
Price 106: Pays for the PD study of Mohammedia Port.
Price 107: Pays for the PD study of Nador Port.
Price 108: Pays for the PD study of Al-Hoceima Port.
**Series 200**: the amount pays for the implementation of Phase 2, it comprises:

**Price 201**: Pays for the FD study of Safi Port.

**Price 202**: Pays for the FD study of Agadir Port.

**Price 204**: Pays for the FD study of Tangiers Port.

**Price 205**: Pays for the FD study of Casablanca Port.

**Price 206**: Pays for the FD study of Mohammedia Port.

**Price 207**: Pays for the FD study of Nador Port.

**Price 208**: Pays for the FD study of Al-Hoceima Port.

**Series 300**: the amount pays for the implementation of Phase 3, it comprises:

**Price 301**: Pays for the BD study of Safi Port.

**Price 302**: Pays for the BD study of Agadir Port.

**Price 304**: Pays for the BD study of Tangiers Port.

**Price 305**: Pays for the BD study of Casablanca Port.

**Price 306**: Pays for the BD study of Mohammedia Port.

**Price 307**: Pays for the BD study of Nador Port.

**Price 308**: Pays for the BD study of Al-Hoceima Port.
## 6. PRICE SCHEDULE

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### Series 100 : Preliminary Design Study (PDS)

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**TOTAL SERIES 100 Net of Taxes**

### Series 200 : Final Design Study (FDS)

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**TOTAL SERIES 200 Net of Taxes**

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**TOTAL SERIES 300 Net of Taxes**

**GRAND TOTAL Net of Taxes**

**20% VAT**

**TOTAL Net of Taxes**
AFRICAN DEVELOPMENT BANK

BOARD OF DIRECTORS

Resolution N° B/MAR/2010/07
Adopted on a lapse-of-time basis, on 1 April 2010

Grant from the Middle Income Country Technical Assistance Fund to the Kingdom of Morocco to finance part of the cost of the study to diagnose and design a programme to strengthen and repair the protective structures of seven (7) ports

THE BOARD OF DIRECTORS,

HAVING REGARD to: (i) the Agreement Establishing the African Development Bank (the "Bank"), in particular Articles 1, 2, 12, 14 and 17; (ii) the Financial Regulations of the Bank, in particular Regulation 8.1; (iii) the Revised Guidelines for the Administration and Utilization of the Technical Assistance Fund for Middle Income Countries (MIC-TAF) contained in Document ADB/BD/WP/2005/90/Rev.1/Approved; and (iv) the Grant proposal contained in document ADB/BD/WP/2010/34/Approval (the "Proposal");

HEREBY DECIDES:

1. To award to the Kingdom of Morocco, a Grant of an amount not exceeding the equivalent of Six hundred thousand Units of Account (UA 600,000) from the MIC-TAF to finance part of the cost of the study to diagnose and design a programme to strengthen and repair the protective structures of seven (7) ports;

2. To authorize the President of the Bank to conclude a Letter of Agreement with the Kingdom of Morocco under the terms and conditions specified in the Revised Guidelines for the MIC-TAF, and in the Proposal;

3. The President may cancel the Grant if the Letter of Agreement is not signed within ninety (90) days from the date of approval of the Grant;

4. This Resolution shall become effective on the date above-mentioned.