

建設産業情報（最近の動向）

在外公館名 在ガーナ日本大使館

記入日 3月4日

1. 現地の建設工事に係る経済情報

資料名：テマ港改善・拡張プロジェクト：エンジニアリング，調達，建設業者選定
にかかる入札公告（ガーナ港湾局発表）【4月12日締め切り】

URL：なし（新聞広告添付）

2. 建設業制度、入札契約制度の改正動向（改正等がなければ記入不要）

特になし

3. 報道情報

	タイトル、概要	日付/掲載紙	添付
1	特になし		あり/なし

4. その他我が国建設業界にとって参考となりうる最近の動向（報道情報以外）

特になし



GHANA PORTS AND HARBOURS AUTHORITY

REQUEST FOR EXPRESSION OF INTEREST

International Competitive Tender

ENGINEER, PROCURE & CONSTRUCT [EPC] TENDER TO UPGRADE & EXPAND THE PORT OF TEMA

Ghana, in the West Coast of Africa, is fast becoming the trade and commercial hub of the West African sub-region, in accordance with the development strategy of the Ghanaian government. With its main commercial seaport, the Port of Tema (the port), built in 1960, primarily for the export of raw materials such as cocoa and timber products, the port in the last few years has witnessed significant positive changes in its maritime trade, with the rest of the world. With limited rock dredging of the port in 1999 to a depth of 11.5m only, and the subsequent development of only one container terminal of two berths, traffic through the port has grown to virtually cover every operational area of the port.

Container traffic through the port grew from about 343,000TEUs in 2004, to about 526,000TEUs in 2009, and then to 822,000 in 2012, a growth of 56% in three years, with limited vessel facilities at the port. Total cargo traffic through the port rose to 9.2million metric tonnes in 2004, dropped to 7.4million in 2009 but rose to 11.5million metric tonnes in 2012, a similar growth of 55% in three years. For the year ended 2012 alone, 511 full cellular container vessels called at the port, with 33 multipurpose container vessels, 162 roro vessels and 104 refrigerated vessels, also served by the port. In the 12 months of 2012, the port discharged about 156,000 vehicles, or an average of 540 vehicles per working day, into the Ghanaian economy.

Recent vessel traffic calling at the Port generated queues at the anchorage, that some shipping lines were compelled to drop their North American direct calls to Tema, from 12 vessels per month to only 2 vessels per month. The entry of Ghana into the community of oil producing states, with a high demand for port facilities for oil services vessels, and the repair of oil rigs, further call for the reconfiguration of the maritime facilities within the Ghanaian coastal front for the medium and long term projected demands. Under democratic governance, with the supremacy of the rule of law to all persons as its strength, the Port of Tema has become the preferred port of call along the West Coast of Africa, by cruise vessels and other non-commercial vessels. Preliminary studies undertaken show positive signs of continued growth in the Ghanaian maritime trade, into the next three decades and therefore the urgent need to upgrade and expand the facilities at the Port of Tema, while laying the foundation for future new seaports for Ghana.

In response to the above growing maritime trade demands in Ghana, the Ministry of Transport of Ghana, acting through the Ghana Ports and Harbours Authority (GPHA) as the implementing agency, proposes to Upgrade and Expand the Port of Tema [the Project]. GPHA is a self-sustaining statutory organization mandated by law to plan, develop, build, manage and operate seaports in Ghana. In accordance with its mandate and in line with the requirements of sound commercial management and obedience to the law, the GPHA has maintained up-to-date financial records within international financial accounting standards by reputable international auditors, and is currently preparing its financial statements, in accordance with the new International Financial Reporting Standards (IFRS). GPHA has also kept faith with all its previous lenders, including the European Union and private banks, and intends to sustain and develop this enviable standard.

The vision within the Project is the creation of at least, 23 new

berths along nearly 7.8km length of quay walls, two 600m-diameter turning-basins for 300m-LOA vessels drawing 16m deep of water, 6km newly constructed and re-engineered breakwaters, with cargo and passenger terminals spread over 400 hectares of land, reclaimed from the sea to be linked by 11km of new dedicated port access roads into the Ghanaian economy. The realization of these works is planned to be in Phases, or in a combination of forms within the proposed Master Plan for the port and the quantum of financial resources available to the Authority, under this tender.

The main port infrastructure facilities proposed to be developed under this Tender are the port and harbours infrastructural works and will include the following:

- Design and construction of about 6.0km length of rubble-mount breakwater and/or caisson systems, and revetment in deep water up to 18m chart datum;
- Dredging and deepening in rock of new navigational access channels, turning-basins and berths, to provide, at least 16m chart datum berth depths at all tides, for 300m-LOA post-panamax vessels.
- Design and construction of quay walls and reclamation works for the first cargo terminals: Terminals 3 and 4' for containers, Ro-Ro cargo, cruise terminal and others, complete with water, main electrical power supply and storm drainage utilities. Super-structural works, including operational plant, equipment and warehousing is planned to be the responsibility of terminal operators, the procurement of which will commence on the initiation of the works described herein.
- Design and construction and/or upgrading of port main access roads, with rail cargo terminal facilities.

Services Required

The GPHA proposes to execute the abovementioned works through International Competitive Tendering for the Engineering design, Procurement and Construction [EPC] of the works. The central part of this tender would be the call for Credit facility, to be provided by tenderers who would onlend such facilities to GPHA towards the payments for the detailed design and construction of the said works under the EPC contract. Tenderers / Entities may also elect to provide Financial Funding only to GPHA towards the payment for the detailed design and construction works, by competent contractors. Requests for Technical and Financial Proposals / Invitation to Tender would be issued to only shortlisted entities. The successful entity / entities would be required to provide the requisite technical solutions and/or financial packages for Part or the Whole of the works.

Detailed geotechnical investigation of the proposed site and the design review of proposals and construction supervision of the works, will be done by other independent parties.

Request for Expression of Interest

GPHA now invites interested and competent entities (contractors and/or investors) to state their Expression of Interest to participate in the tender process for the Project. Interested applicants must provide the following information in their statement of interest, among others:

- Details of applicants' specific experience in the execution of similar works within the last decade or

more, including the three largest similar projects executed satisfactorily in recent times;

- Financial statement of the entity(ies) for the last three fiscal years indicating annual turn over and/or the value of the relevant capital works completed, or financed and/or committed successfully within the decade;
- Organizational structure, indicating management structure and general manning levels. Summary of qualifications and relevant experiences of the key personnel within the company structure. It will not be required to provide detailed CVs of the specific personnel at this stage.
- Indication of the ability to Finance the Engineering proposals with the Procurement of adequate funds to support the Construction works, under an EPC contract, providing detailed references to similar past financial transactions. By submitting such information the applicant grants GPHA the full right to conduct the required due diligence on the applicant.

Interested applicants may elect to associate, to tender for the services.

The GPHA is not bound to accept any application and reserves the sole right to reject any, or all applications, without professing any reasons whatsoever for any or all applicants for selection, rejection or cancellation.

Interested entities may obtain further information at the address below, between the hours of 9:00GMT and 16:00GMT, from Monday through Friday, excluding public holidays.

Expressions of Interest (EOIs) should be delivered to the address stated below on or before 10:00GMT of Friday, the 12th April, 2013. EOIs may also be delivered by encrypted electronic means in PDF or Microsoft Word that will allow for printing only, provided they are adequately marked and readable. E-mailed versions cannot be guaranteed and may be submitted at the risk of the applicant.

The outer envelopes of submissions shall be clearly marked with:

- "EOI - F4EPC - PORT OF TEMA EXPANSION"
- The name of the applicant, or the lead partner in the case of associations.

Addressed to: The DIRECTOR-GENERAL
Ghana Ports and Harbours Authority
GPHA Towers, 9th Floor;
Tema Harbour, Tema, GAR, Ghana.
Email: to: projects_hq@ghanaports.net
AND cc to: kofori@ghanaports.net

Contact Person: The Project Engineer: Komla Ofori
Tel: +233-303-202631-to-9

Only Shortlisted applicants will be invited to submit full proposals for further consideration.

This Invitation is issued in accordance with the procedures set out in the Public Procurement Authority guidelines of Ghana and successful tenderers will be selected in accordance with the said guidelines.

RICHARD A-Y. ANAMOO
DIRECTOR-GENERAL
GPHA.