

建設産業情報（最近の動向）

在外公館名 在ガーナ日本国大使館

記入日 2014年4月28日

1. 現地の建設工事に係る経済情報

資料名：テマ港拡張に伴う新ターミナル建設（DOT）

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

特になし

3. 報道情報

	タイトル、概要	日付/掲載紙
1	特になし	

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）

外貨規制措置

2月6日付デイリー・グラフィック紙に、ガーナ・セディの通貨下落に対するガーナ中央銀行の外貨規制措置等に関する2月4日付通知が掲載された。主なポイント次のとおり。

○中央銀行通知 (BG/GOV/SEC/2014/02) 「外貨為替勘定及び外貨口座の運用規則改正」
(Revised Rules on the Operation of Foreign Exchange Accounts(FEA) and Foreign Currency Accounts(FCA))

ガーナ国内の全ての銀行及び一般の人々に対して、2014年2月5日から発行となるFEA及びFCAの運用規則を改正することを通報する。本通報により、ガーナ国内における全ての取引はガーナ・セディで行うことが義務づけられる。

1. 運用方法

ガーナ中央銀行（BoG）は、FEA及びFCAの運用規則を以下のとおり改正する。

a.FEA及びFCAに対して小切手を発行しない。

- b. FEA 及び FCA から現金を引き出す場合、ガーナ国内旅行目的でのみ許可することとし、1回の旅行で1日当たり1万米ドルもしくは相当の外貨を上限とする。
- c. 認可を得た業者は、顧客の FEA や FCA の預金に対して外貨為替を販売してはいけない。
- d. 外貨口座から他の外貨口座への送金を許可しない。
- e. FEA 及び FCA からのガーナ国外送金に際しては関連書類が必要となる。

2. 輸入取引の支払いのための信用取引口座

輸入取引の支払いのための外国為替購入については、30 日間の期間内に限り銀行が輸入業者に代わって信用取引口座を通じて運用する。

3. 外貨建貸付

- a. いかなる銀行も外貨収入を持たない顧客に対する外貨建貸付や外貨建取引は行わない。
- b. 本通知の発行に伴い全ての未実行の外貨建取引は現地通貨に変換される。しかし、外貨収入を持たない者に対する既存の実行済みの外貨取引や貸付は契約期間終了まで継続する。

○中央銀行通知 (BG/GOV/SEC/2014/01) 「ガーナにおける外貨為替業者に対する追加的運用措置」 (Additional Operating Procedure for Forex Bureaux in Ghana)

近代化及びマネーロンダリング防止措置強化の一環として、BoG は外貨為替業者協会との協議を踏まえ、認可を得ている外貨為替業者及び一般の人々に対して、以下のとおり追加措置を講じる。

- ・外貨為替業者は、1万米ドルもしくは相当外貨を1回の取引の上限とする。

○中央銀行通知 (BG/GOV/SEC/2014/03) 「輸出手続きにおける本国送金」 (Repatriation of Export Proceeds)

- ・全ての輸出業者は、貨物発送後 60 日以内に国内銀行に本国送金を実施することを求める。
- ・銀行は輸出に関する外貨送金を受領後、5 営業日以内にセディに両替する。
- ・輸出業者を含むガーナ現地企業による海外での外貨両替取引を禁じる。

その後、ガーナ中央銀行は更なる説明のために2月13日付通知を発表した。

○中央銀行通知 (BG/GOV/SEC/2014/04) 「中央銀行通知 (BG/GOV/SEC/2014/01、BG/GOV/SEC/2014/02)、BG/GOV/SEC/2014/03) に関する説明」

外貨為替勘定 (FEA) 及び外貨口座 (FCA) の外貨預金残高については、ガーナ・セディに両替されずに、引き続き外貨で保管される。しかし、国外旅行の目的以外

での同口座からの銀行窓口での引出しについては、該当する為替レートでセディにて支払われる。



GHANA PORTS AND HARBOURS AUTHORITY INTERNATIONAL COMPETITIVE TENDER

TERMINALS FOR CONCESSION: PORT OF TEMA

- Lot 1 : Container Terminal
- Lot 2 : Roll-On Roll-Off [RoRo] Terminal
- Lot 3 : Cruise Terminal

REQUEST FOR EXPRESSIONS OF INTEREST

1. The development strategy of the Government of Ghana (GoG) is to make Ghana the trade and commercial hub of the West African Sub-Region. Accordingly over the past years various economic and developmental policies have been launched by the government targeted at attracting domestic and foreign capital investment into the economy as well as increase the country's share of the seaborne trade into the landlocked countries of Burkina Faso, Mali and Niger.
2. The success of these policies has been accelerated by the adoption of the people of Ghana to be governed by democratic principles in which the rule of law and International norms is recognized as a mandatory condition for the growth of the nation. The land and seaside resources of the country have also been discovered to hold commercial deposits of oil, gas, minerals, forest products, etc., to be harvested for national development in a free economy.
3. Over the past few years, maritime trade into Ghana has witnessed significant growth and in pursuit of this development objective, the GoG has embarked on the ambition to upgrade and significantly expand her seaports at Tema and Takoradi as well as develop new commercial and fishing ports.
4. Constructed in 1960, the Port of Tema is the main commercial seaport of Ghana. It handles about 75% of Ghana's maritime trade with 12 berths, two of which are dedicated to container traffic with berth draft of about 11.5m chart datum (CD). Container traffic through the port grew from about 343,300 TEUs in 2004 to 526,000 TEUs in 2009 and then to 841,989 in 2013, a growth rate of over 50% in three years with limited vessel facilities at the port. For the year ending 2012 alone, 511 full cellular container vessels called at the port. 33 multipurpose vessels (including containers), 162 RoRo vessels and 240 refrigerated vessels were also served by the Port of Tema. In the 12 months of 2012 the port discharged about 156,000 vehicles or an average of 540 per working day into the Ghanaian economy.
5. Various feasibility studies have been undertaken to determine the potential of the seaports to attract further maritime trade into the future. All the studies conclude that there is urgent need for the upgrade and expansion of the maritime facilities of Ghana to meet her fast growing economy into the future. The discovery of oil and gas in 2007 in commercial quantities off the shores of Ghana is expected to further boost the national economy and the maritime traffic in the ports.
6. The government has since commenced the expansion of the country's seaports and the expansion works planned for the Port of Tema are significant. Principal projects include the development of new container terminals, general cargo terminals, fruit and horticulture terminals, a cruise terminal, oil rigs repair facilities and transshipment terminal. The facilities are planned to be developed in Phases in the coming years with a cost of investment estimated over US\$1billion.
7. The seaports of Ghana, under the administration of the Ghana Ports & Harbours Authority (GPHA) of the Ministry of Transport (MoT), has adopted the policy of the active participation of the private sector in the provision of port services and facilities. To this end in 2006 the GPHA awarded a container terminal concession and issued a number of stevedore operator licenses including dry-bulk handling operations to private companies.
8. GPHA has received international bid offers for the physical development of the Sub-structural elements of the planned new terminals in the Port of Tema. These elements will include the breakwater, dredging to 15m chart datum at least, reclamation works for terminal yard, over 1.7km of quay wall under the first phase of works, main access roads and utility services.
9. The Terminal Operators are envisaged to be Part of the Final Design and development of each terminal to meet the final approved terminal layout design and objectives. The objective is to restructure and modernize the main Port and to attract private financing from the Terminal Operators for the new terminal facilities. The facilities will include development up to final yard surface pavement, office accommodation, gating systems and structures, operational plant and equipment, yard utility services, quay and berthing furniture to include marine fenders and pilot ladders designed to suit the Operator's berthing needs, and other items required to meet optimum productivity within the Operations concept. The Terminal Operators are expected to introduce cost-effective International best practices into the Port and to attract substantial additional maritime traffic to Ghana.
10. It is for the above goals that the GPHA, as the Concession Grantor, now invites interested and eligible Port Terminal Operators to register their interest for the Concession to Develop, Operate and Transfer, back to the Port of Tema, Terminals under this Tender. The duration of each Concession is envisioned at Twenty (20) years or more depending on the level of proposed investment. Opportunities exist for further development of additional terminals as maritime traffic to Ghana increases in the coming years.
11. The Concession seeks to achieve the following principal objectives:
 - A. Introduce new independent Terminal Operators into the Port of Tema that will generate competition in the provision of port terminal services to the benefit of the Ghanaian shipper as well as compete for traffic to the landlocked countries through Ghana as the preferred corridor.
 - B. Increase the cargo throughput capacity of the Port of Tema, in particular for container and RoRo traffic.
 - C. Increase the overall operational efficiency of the Port of Tema and thereby make the port the preferred choice of port of call within the West African Sub-region.
 - D. Increase employment opportunities for Ghanaians and raise the human resource capacity of the country in the maritime industry.
12. The proposed terminals to be developed under each Concession are in the following Lots. Applicants may express interest in any one or more of the Lots.
 - A. Lot 1: Container Terminal
 - i. Quay length of about 1200m to accommodate at least 4 berths. Average water depth to be -16mCD. Terminal to be equipped with Rubber-tyred or Rail-mounted cranes, Ship-to-Shore (STS) cranes to handle Post-Panamax vessels, etc.
 - ii. About 600m, or more, wide terminal for Container operation.
 - B. Lot 2: Ro-Ro Terminal
 - i. Quay length of about 730m to accommodate at least 2 berths. With a local tidal range of 1m, berthing can take place at any part of the berths without any special construction.
 - ii. About 100m width of terminal to discharge/load RoRo cargo and containers.
 - iii. Available off-dock terminals, nearly 30Hectares for the storage and delivery of vehicles and other project cargo.
 - C. Lot 3: Cruise Terminal
 - i. Quay length of about 400m to accommodate cruise vessels
 - ii. About 10Hectares of space for development of passenger, immigration, bus parking and cruise services related facilities, etc.,
13. All Terminals under this Tender are envisaged to be operated as Common User Facilities for each operation and NOT restricted or limited to any particular Shipping line. Accordingly, independent Terminal Operators would be preferred under this tender.
14. An Applicant shall provide the general information as an entity, and in the case of a Consortium, each member of the Consortium shall provide its own general information. Information submitted shall include the following:
 - A. Company or Corporate profile, and in the case of a consortium, profile of all members of the consortium;
 - B. In the case of associations / consortium, letters of consent from the various partners to be jointly submitting the application for the interest in support of the leading partner;
 - C. Applicants' audited financial statements for the years 2010, 2011, 2012 and 2013;
 - D. A minimum of two (2) relevant Terminal Operations references to prove applicant's ability to invest in, develop, manage and operate a project of the proposed terminal. References must emphasize all investment levels, productivity and performance standards, throughput volumes, growth trends, innovations and modern application, technology and any other relevant information;
 - E. In the case of the Container Terminal, evidence that each individual terminal realized a minimum throughput of 600,000TEUs in each of the last three years (2013, 2012 and 2011).
15. Applicant must submit Five (5) hard copies of the Application (1 original; 4 copies) and two (2) soft copies of the Application (Labelled USB-stick only). GPHA undertakes, to the extent permitted by Ghanaian law, to keep any information contained in the Application that is not already in the public domain entirely confidential and undertakes not to share such information with any third party, unless required by Ghanaian law or statutory regulation, competent jurisdiction or any competent judicial, governmental or supervisory body. By submitting such information the applicant grants GPHA the full right to conduct the required due diligence on the Applicant and members of a consortium.
16. Only Shortlisted Candidates will be invited by Request for Proposals to present final Proposals for evaluation. GPHA is not bound to accept any Application and reserves the sole right to reject any or all Applications without professing any reasons whatsoever to any or all applicants for a selection, rejection or cancellation.
17. 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.
18. Expressions of Interest (EOIs) should be delivered to the address stated below on or before 10:00GMT of Friday, the 23rd of May, 2014. E-mail versions of EOIs cannot be guaranteed and may be submitted at the risk of the applicant. The outer envelopes of submissions shall be clearly marked with:
 - A. "EOI - TERMINAL OPERATIONS - PORT OF TEMA"
 - B. "The Lot(s) and name(s) of terminal(s) -"
 - C. "The name of the applicant, or the lead partner in the case of associations / consortia -"
 - D. Addressee, as stated below.
19. Application envelopes are to be addressed to:

The DIRECTOR-GENERAL
Ghana Ports and Harbours Authority
GPHA Towers, 9th Floor;
Tema, Ghana.
20. Contact Person for enquiries, clarifications:

THE PROJECT ENGINEER
MR. KOMLA OFORI
Tel: +233-303-202631-to-9
Email: projects@ghanaports.net
kofori@ghanaports.net

**DIRECTOR-GENERAL
GPHA.**