Terms of Reference for a consultancy to assess and develop options to upgrade the current wharf and Port facilities of Niue.

Introduction

Niue is embarked upon a path of economic development and has developed a Strategic Plan outlining priorities for development. Three key areas of focus for economic development: Tourism; Fisheries; and, Agriculture are identified. Priorities to support development in these key sectors consist of telecommunications infrastructure, roads, and port facilities to name a few. Niue’s aspirations are to achieve financial self-sufficiency and sustainability through a viable economy built upon six identified pillars: financial stability, governance, economic development, social, environment, and Taoga Niue. Strategies have been identified which will assist Niue in achieving the benefits sought.

The upgrade of wharf and port facilities has been identified as a key component in achieving economic development for Niue due to its significance as a conduit to the global economy for its imports, exports, domestic economy and the necessity of a safe and practical port facility, in the development of a commercial fishing industry and building of the local tourism sector. FFA has been providing critical support to Niue in the development of a commercial tuna fishing industry, and while focusing to date on on-shore processing activities, has identified a number of key development constraints, of which the wharf and port facilities is prominently ranked. As a result, FFA has agreed to extend its support to assist Niue in exploring options to alleviate this constraint, recognizing that the upgrade of the wharf and port facilities will present positive economic development potential and opportunities far beyond fisheries alone.

In its present form, with average prevailing weather and oceanographic conditions, the existing port facilities are seen as adequate for survival, but constraining in terms of limiting economic development potential and opportunities. Existing operations and activities have evolved around the existing circumstances, but as a result operate at levels below optimum and with relatively high risk.

Background

Given the nature and potential size of the wharf facility development a three phased approach is envisaged. This initial phase will constitute a two pronged scoping study, which will include a technical engineering site options assessment and design component, as well as an economic cost-benefit and investment case analysis. The second phase would include the full development of preferred engineering design and costing, as well as the development of a full project document and resourcing prospectus. The final phase will constitute the contracting and physical implementation of the project. This ToR relates to the first phase which will determine the scope and feasibility of subsequent phases.

Goal: “The overall goal of this project will be the upgrade of Niue’s wharf and port facilities to create a safer and more conducive operating environment within the port facility, which will serve as a catalyst for greater economic development in marine related and associated activities contributing to Niue’s economy and people”.

Key Objectives

The key objectives of this first phase assessment are:

1.) The identification, development and comparative assessment of potential site and design options for the upgrade of Niue’s wharf and port facilities.
2.) Recommendation on selection of preferred site and design option for full design and cost development.
3.) An economic assessment and cost-benefit analysis providing the economic justification for the upgrade of Niue’s wharf and port facilities.

Tasks

Based on the two distinct components of this initial phase, objectives 1 and 2 above will be considered separate from objective 3, and they will relate to the tasks to be completed under this ToR’s by the technical Engineering Consultant. Tasks relating to objective 3 will be completed jointly by expertise of the FFA and GON and are included here for the purposes of outlining the full scope of phase-1 work.

Engineering: - Wharf and port facility upgrade Site & Design Options

- Develop at least three site and design options for an upgrade to Niue’s wharf and port facilities based on an identifiable set of asset capability, engineering feasibility, environmental, and cost parameters. (Note: the design options may include 2-3 stages as determined appropriate or necessary).
- Provide detailed sketches and description for all options, including “ball park” estimates of cost to construct.
- Provide comparative analysis for the options developed (SWOT inclusive)
- Identify issues relating to any foreseen or potential environmental impact.
- Provide recommendation on preferred site and design.
- Provide estimated costs for the full development of a selected upgrade option, as envisaged under phase-2.

These objectives would be met and delivered through a single report, or reports, as may be decided necessary by the GON, FFA and the consultant.

Economic Analysis

- Complete an economic situation appraisal as a bases for setting a comparative baseline for future economic development (review of current issues, historical issues involving fishery sector and initiatives undertaken, sector plans, strategic plans, current uses, traffic loads, activity capacities, economic statistics, port security operations, South Pacific Cruise Ship strategy, and other information as necessary in understanding the current situation)
- Carry out full cost-benefit analysis on the proposed upgrade of the wharf and port facilities.
- Develop an investment case analysis and business plan.
Methodology

The work will be conducted in 3 weeks, including a 1 week site reconnaissance mission to Niue.

Methodology for the technical engineering component will include:

- Fly to Niue for one week to carry out site assessments.
- Review of existing plans, data, documents, and information relating to the wharf infrastructure and port facilities.
- Collate and review existing oceanographic and coastal processes, bathymetric and geological data, GIS, etc.
- Determine any additional pre-requisite information required in order to assess site and designs for wharf and port facility upgrade (e.g. localized currents patterns, wave energy, etc)
- Consultations with relevant personnel from the Government of Niue, DAFF, Fisheries, PWD, Tourism Authority, NIFA, NYC, NCOC, Reef Shipping, Peleni’s travel, Bulk fuel, NZHC, and other primary and secondary stakeholders as necessary.

Note: The consultant should expect to work closely with and receive assistance where appropriate from the local government departments of DAFF, EDPSU (Strategic Planner), PWD, Infrastructure Co-ordinator, and Tourism. He/she should also work with regional intergovernmental organisations of FFA, SOPAC, SPREP and others as considered appropriate.

Consultant skills and experience

The consultant will have the following background and Experience:

- Appropriate engineering qualifications and demonstrated experience in deep water marine construction work in exposed marine conditions comparable to that of Niue.
- Qualification, and/or demonstrated experience in oceanographic and coastal marine processes.

Outputs

A report which addresses the relevant objectives (1 & 2), and fulfils the tasks as outlined above.