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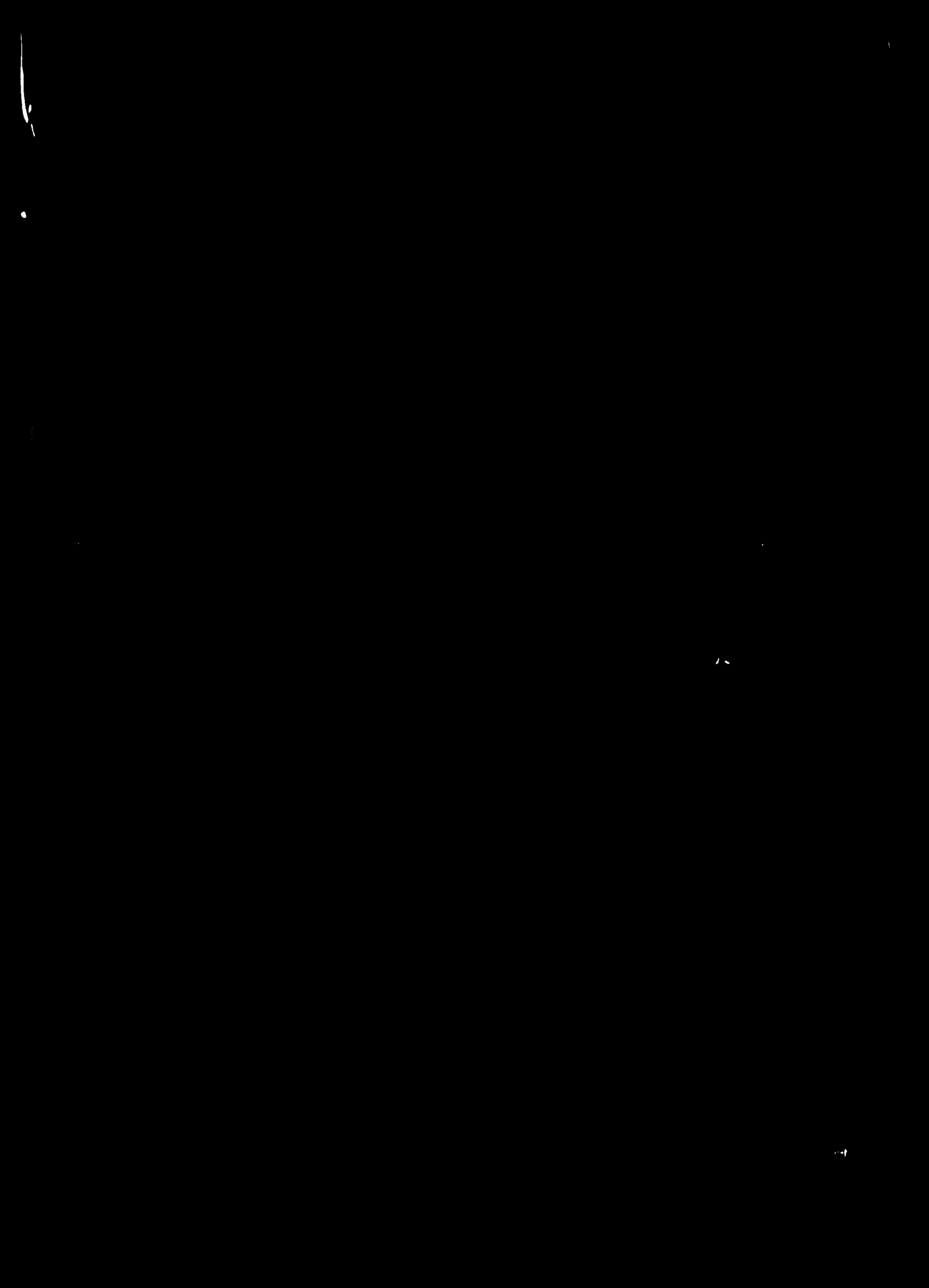
ENGLISH

WESTERN SAMOA
REPORT ON EXPLORATORY MISSION ON THE ESTABLISHMENT ^{1/}
OF AN INDUSTRIAL FREE ZONE

BY

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INTRODUCTION

The Government of Western Samoa, in the Second five-term Plan places emphasis on economic growth. Amongst the means of quickening the pace of industrial development, and thus the creation of jobs and mobilization of available capital resources, they had expressed keen interest in the concept of an Industrial Free Zone.

This emerged from the Unido Survey of Industry carried out by Mr. J. F. Fairbairn, Mr. R. J. Jofre and Mr. P. H. Kruck (Ref. UNIDO/ IPPD 114 25 June 1973)

On the basis of this survey, UNIDO received a request to field an Industrial Free Zone expert to carry out a preparatory mission of three weeks duration leading to technical assistance within the Country Programme.

This mission, WES/73/010 was fielded between 17 July-13 August 1973 with a brief from the Government obtained through the UNDP Regional Representative's office in Western Samoa and the UNIDO Senior Industrial Field Adviser.

This was principally to prepare a proposal outlining the terms and conditions of investment in an Industrial Free Zone in Western Samoa, and a preliminary cost schedule for the Zone and its infrastructure. This proposal was urgently required by the Minister of finance for negotiations with a bilateral source of finance, after due consideration by a special Committee of Government Officials set up for this project.

As a result of finalizing of the proposal the Government expects a counter-proposal from the bilateral finance source, which it intends to request UNIDO to evaluate.

Information about similar schemes in the region existing, or planned, was also required.

Finally, the possibility of an Industrial Estate for small scale industries to supply the small domestic market was to be investigated.

It was foreseen that when finance was made available, further technical assistance would be required to establish the Industrial Free Zone.

Acknowledgements

Sincere thanks for assistance, guidance and support is due to the Minister of Finance the Honourable F.P. Sen Malili, to the Director Economic Development, Mr. Hans Kruse and his staff, to the Deputy Regional Representative Mr. Arthur Hill and his staff, The Commissioner of Inland Revenue, Mr. Meredith, The Director of Lands Mr. A. Hunter, The Assistant Director of Land Mr. A. Soon, The Port Administrator Mr. Stanley, The Commissioner of Labour Mr. A. Kleis, and Mr. P. C. Advertiser (UNDP) the Economic Planning Adviser.

2- BACKGROUND

The population of Western Samoa is approximately 150,000 with a high growth rate of some 4.2%. Since 1956 it has increased by 50% and from 1973 to 1985 it will double. Not only will employment problems thus increase, but already 50% of the population being under 15, alternatives to village agriculture are urgently needed. Present and predicted job opportunities will not suffice.

2.1 The Industrial Free Zone Concept

In many developed countries the rapid increase in labour costs is creating considerable difficulties for manufacturers, especially in terms of export products costs. A growing trend exists to seek alternative economic locations for production, lead by producers of high value items like watches, with considerable labour content.

The process of investigating such locations is usually prolonged, expensive and complicated, relying as it does on obtaining accurate data to produce a cost/benefit analysis.

Industrial Free Zones, by offering a "package deal" of clearly defined incentives, enable company investment analysts to arrive rapidly, with minimum effort at basic product costing if target export market.

To do this the analyst must have available from one source, all relevant cost factors; tax relief, relief from customs duties and other fees, factory rentals, local wages, costs of power, water and other utilities, and freight rates by air, sea or road. Given these (from the central administration office of an Industrial Free Zone Corporation) the analyst, knowing the precise costs of his raw materials can calculate product costs. Knowing investment inputs and estimated net returns for predicted exports to markets over a planned time span, the analyst can calculate net returns after tax, not only during the period of any tax holiday, but (subject to stable taxation), the long-term return on capital invested.

Thus the analyst is in a position to compare net returns between investment in one country or in another, and to recommend to his Board of Directors, the amount of investment which can be risked.

Despite the comparative remote location of Western Samoa, interest in such investment has already been shown, due to the Enterprises Incentives Act, to the fact that the country is independent, is politically stable, and has an intelligent, well educated population which has proved highly adaptable to industrial activities.

An example of what can be achieved is seen in American Samoa where TIMEX watches are assembled from imported parts and air freighted to the U S A.

2) LABOUR

Critical factors are labour costs and freight costs, given that taxation and import duties can be ignored until high volume exports are achieved, and that raw material costs are known.

Labour costs are low, in the region of US\$ 3.30 - 5.0 per day. The foreseeable availability of job seekers is such that any large increase in labour costs is unlikely.

In fact, emigration to New Zealand, estimated at at least 1% per annum is a factor which causes the Government some concern, as it attracts more skilled men whose abilities are most needed in Western Samoa.

An industrial Free Zone would act partially as a brake on such emigration, and eventually lead to attracting Samoans back to their native country.

2) FREIGHT A HARBOUR

Transport costs in the South Pacific region are the main disincentive to industrial development. Not only are sea freight costs high, but due to the lack of surge protection, the wharf at Apia, the only freight harbour in Western Samoa is virtually unusable between November and April.

This means that a major bottleneck to industrial development is harbour improvement.

Two possibilities exist; to extend the present harbour at an estimated cost of US\$ 11,627,060 for phase one; or to construct a new harbour in Vaisu harbour to serve the industrial Zone. The estimated cost of this involving lagoon reclamation is US\$ 34,841,000 (scheme A) or US\$ 25,550,000 (Scheme B)

In view of the financial resources needed for the Industrial Free Zone and approach road, it would seem, on balance, wiser to to devote available finance to extending the existing harbour.

The road linking the existing harbour to the Vaitele site is a development which is essential to the future development of Apia. Costs estimated at US\$ 3,155,000.

Harbour expansion, allowing all year usage will eventually slow the upward trend in freight costs. Sample freight costs given on page 11 of appendix 2.

3) AIRPORT

The existing airport can take aircraft up to BAC 111 size, and a decision is seen expected to be taken to lengthen the runways and

strengthen them, to take larger aircraft.

It seems doubtful if Saleolo Airport will become an international airport in the next 5-10 years. (Pago-Pago, 30 minutes flight away in American Samoa, is not only International, but on the J-S Domestic Airfares schedule)

Air freight of high-value, low weight components into Western Samoa will probably depend on the establishment of a regular shuttle service to Pago-Pago.

Frequency of flights is usually a function of tourist arrivals, now limited by hotel accommodation to a relatively small figure of 150 rooms. By 1974 this should be 250-300, and by the end of 1975 400-450.

Pressure by hotel companies, tourist agencies and airlines should result by 1975 in more flight frequencies, to tap the tourist flow from the USA to Pago-Pago, and from Australia and New Zealand.

Already there is a \$2.21 return flight from Auckland as opposed to the standard charge of \$2.39.

An example of the effect of cheaper airfreight is:

Price paid for 8 Paw-Paw in Apia - 30 sene	
Air freight to New Zealand - US \$ 2.10	
Air freight cost reduction	
of 10	0.21
	<u>1.99</u>

Saving passed to producer 20 sene - increased return - 66.6%.
As cheaper airfreight is a function of flight frequency, prospects seem good, thanks to tourism.

3. SUMMARY AND CONCLUSION

1. The Government wish to establish an Industrial Free Zone in conjunction with an Industrial Estate at a site chosen at VAITELE near the capital Apia.

This would:

- a) Provide employment
- b) Attract industrial investment especially from overseas, as a result of a suitable incentive "package", thus diversifying the structure of production.
- c) Give the country a larger foreign exchange income after meeting the requirements of imported materials.
- d) Reduce imports through the establishment of small-scale industries in the industrial estate.

2. No specific study on the above had been carried out, but the UNIDO Industrial Survey had recommended such steps among others, as part of industrial development plans.

3. The Enterprises Incentives Act of 1965 had been successful in stimulating local investment chiefly in hotels, logging, and small scale ventures in garments, food processing, brickmaking, shoe making industrial gases and others. Terms are decided ad hoc and locations were left to individual negotiations.

4. An increasing difficulty is the nature of land holding in Western Samoa making it desirable to locate new industry in a planned area by one transfer, obviating the necessity for individual negotiations and locating industry near the main source of labour.

5. Another main problem is the future of harbour facilities due to the inaccessibility from November to April of large ships to the existing wharf, due to wind and tide creating wave surge at the wharf.

6. As a result of the UNIDO preparatory mission WPS/73/010 a proposal was formulated which is expected to be used to obtain the required finance. Details of this are given as Appendices to this Report.

7. One major difficulty the cost and time needed to reclaim land from lagoon areas could be circumvented by a once only transfer of 100-150 acres of land to an Industrial Free Zone and Industrial Estate Corporation, at a site at Vaitele near Apia, a heavily populated area.

8. A Project Document outlining the nature of further UNIDO technical assistance on establishing the Industrial Free Zone is given as Appendix 5.

9. Rather than repeat in this report information of a general nature, reference should be made to UNIDO's Industrial Survey Report (Document IPP B 114 dated 25 June 1973)

4 OBSERVATIONS

4.1 Incentives

The various possibilities regarding a suitable incentive "package", to attract foreign investors, without burdening the economy, were reviewed at two meetings of the Industrial Free Zone Officials Committee, on August 2 and 10.

In this, the mission was assisted by the publication "Fiscal Review of Western Samoa", and the fact that the Enterprises Act of 1965 had produced a pattern whose results could be judged objectively.

The Fiscal Review considered that taxes must finance development basically, but that an inflow of overseas capital would always be desirable. Preferably this should not be done by external Government borrowing. An Industrial Free Zone will require external borrowing, but will cause an inflow of overseas capital. Some of this capital will not be invested in the IFZ but in Western Samoa generally, as a result of the interest created by the IFZ in the country as a safe investment prospect.

The Ministry of Finance were already moving to the view that a long term business profits tax rate of 50% was too high, and that, rather than tax holidays over five years, that a lower rate of tax, of about 25% would be better in the long term.

Relief from Customs Duties would be given, but could not be linked with the tax holiday, since paying duty on imported components which were all re-exported would merely create paper work.

Duties on such items as vehicles and non-productive equipment would have to be treated differently. However, all investors should be treated on the same basis.

Concerning remittance of profits overseas, the Ministry was not in favour of limiting this. The mission pointed out the rules in other Free Zones did restrict repatriation of profits, typically for the first two years, and restricted to about 15% per year of total investment.

Further incentives suggested were the development of industrial sites, fenced, with an administrative building, standard size rentable, expandable factories ready supplied with power, water, drainage, garbage collection, etc.

The construction of an Industrial Estate next to the Industrial Zone, on the same physical plan, it was pointed out, has advantages in terms of common utility supplies, and later, as the Estate develops, it may supply some components to the IFZ.

Basically, however, the Estate is a means of mobilising domestic capital and encouraging total entrepreneurs to set up import-saving local industry for the domestic market.

Further incentives suggested were standard rentals, standard charges for all utilities, labour costs standardised by legislative or other means, and training schemes in conjunction with employers.

Information on these matters was collected by questionnaire, by visits to all main Government offices, to local enterprises and by visits to proposed Zone sites.

4.2 ZONE SITE *see note below

There are two main possibilities, either to reclaim an area of the lagoon in Vaisu Bay, (*see drawing I) or to use land at Vaitele, where already two firms (Apia Concrete Co. and Commonwealth Industrial Cases, have been allocated land.)

Land ownership being a delicate and complex matter in Western Samoa, the Mission pointed out that the land required at first was less than forecast.

This is estimated at:

	Stage I 1973- 1975	Stage II 1976- 1980
Industrial Free Zone	25 acres	50 acres (in total)
Industrial Estate	25 "	50 "
Housing	5	10
	<u>55</u> acres	<u>110</u> acres.

Reclamation, if required on a large-scale, mechanised basis, even in shallow waters, can cost 3 to 4 times the value of prime shore/beach property. The investors delay before the required acreage is available means that firms will anyway have to be sited on land, probably at Vaitele, in order not to lose potential investors.

One main advantage of an Industrial Free Zone or Industrial Estate is that investors do not need to spend time and money on negotiating private leases.

Experience in Western Samoa from dredging the vehicle ferry terminal on Upolu and Savaii shows that the costs are unpredictable, being a function of coral hardness, the amount of blasting needed, local winds and tides.

*At Appendix 4

Drawings No. 1 and 2 show the preliminary thinking of the Zone site. In Drawing 1 the area is 280 acres. In drawing 2, 100 acres. Drawing 3 shows the plan for the extension of the harbour at APIA. The Zone site remains at Vaitele/Vaisu Bay.

Although a dredger is not always necessary, (The Royal Samoan Hotel Group are reclaiming 65 acres with mobil dredgers) it is always expensive unless done by village labour over long periods, mostly annually.

Reference is made to the Luywendyk report on this subject. Should the PWD dredger not be available, due to usage elsewhere, a new one would cost in the region of US\$ 4 million.

Although reclamation of land at Vaitele could proceed gradually to extend available land, the lagoon being shallow at that point, an Industrial Free Zone on dry land would be a much more economical prospect to start.

4.3 COST

Using figures provided by the Public Works Department which were estimates, made without a full feasibility study and without borings or coral surveys, the cost of filling and stabilizing an area at Vaitele 3000 yards long, 1200 yards from the road (50 acres) would be:

Fill	WS\$ 726,000	
Sea protection	<u>43,697</u>	
	769,697	= US\$ 1,232,830

But, this would give a total area of only 80 acres, too small for the eventual expansion of the IFZ.

One alternative would be to use this land for the Industrial Estate, retaining some trees to provide landscaping and avoid the area becoming an eyesore as seen from Mulinua (Parliament and historic site area)

Ideally, the IFZ should be located opposite this site (where Apia Concrete now is), on the other side of the road, where it could more easily be expanded and landscaped. This is understood to be WSTEC, a Trust Land, now planted with coconut, mainly old growth, going back 60 - 70 years.

Costs of reclamation are estimated by the PWD as.

Drawing I Scheme A	280 acres	WS\$ 12,482,156	(Includes new harbour)
Drawing II	B 100 acres	9,867,063	(" " ")
	C 100 acres	3,641,350	No harbour at Vaisu
(See Appendix 2)			

Ideally the IFZ should be on shore, leaving later reclamation to provide for expansion, and the Industrial Estate should be located on the left of the road (facing Faleolo).

Unfortunately Apia Concrete Ltd. is already installed on this site and Commonwealth Industrial Gases have been allocated a site next to it. As they are in the centre of the site they could scarcely

to fenced into it, and to move them across the road would presumably involve compensation payments.

4. HARBOUR COST

In addition to the reclamation costs of Schemes A and B, the cost of a new harbour at Vaisu would considerably exceed the extension of the existing wharfage at Apia.

Costs estimates are:

See Drawing 3	Harbour extensions:	WS\$ 6,976,000 (3 Phases)
	Link Road, Apia-Vaisu:	1,393,000
	Housing:	1,651,000
	Industrial Free Zone/Industrial Estate:	1,320,000 (on dry land)
		WS\$12,340,000
		= US\$ 20,580,000

It is submitted that such harbour works are necessary in any event, and that sources of finance such as the Asian Development Bank would be interested to finance it on economic terms, as a phased project.

The road will be required in any case to keep lorry traffic away from the town centre.

Housing for the Zone/Estate managers, many of whom will at first, be expatriates is necessary. Some housing for operative with no families near enough to the Zone is also advisable to prevent overloading the surrounding area.

A total scheme whose costs exceed US\$ 20million at present exchange rates, seems to be the maximum expenditure advisable, however soft the loan terms are, or however large a percentage the grant element.

To sum up, the PWD estimates for an immediate start on an Industrial Free Zone and Industrial Estate (Scheme E Appendix 2) are:

Prepared site - 50 acres	WS\$ 351,000	
Housing	264,000	
	WS\$ 615,000	= US\$ 1,025,000

Thus, the Harbour extension and road works could follow after the early establishment of the Zone and Estate. For the major engineering works, extensive feasibility and cost/benefit analysis are required.

Although the engineering works are outside the terms of reference of the Mission, it was pointed out that large scale reclamation will also have a deleterious ecological effect in that the coral growth could well be effected, and destroy lagoon fishing in Vaisu Bay.

Mention should also be made of the effluent problem caused by allowing industries which need re-cycled water to dig pits on beach property. Due to porous rock, seepage could occur leading to algal growth in shallow water, damaging marine life.

5. INDUSTRIAL ESTATES

The list of minor industries given in the UNIDO Industrial Survey Report (UNIDO/IPPD 114) Page VII, and the list of substitutable products (in part) on page 144-table C5 give a good idea of suitable industries which would move into an Industrial Estate.

(Since this survey was done, a firm making concrete products, one making shoes, and one producing industrial gases have set up locally under the Enterprises Incentives Act)

There will no doubt be further small-scale, import substitution firms setting up in this way, attracted from overseas by the terms of the Industrial Free Zone and Industrial Estate Act.

The same provisions should apply to both investors in the IFZ and the Industrial Estate.

The Estate should be located next to the IFZ at Vaiteia.

Further information and advice on this subject can be obtained from UNIDO's Small-Scale Industries Section, which deals with Industrial Estates.

5. SAVAII ISLAND

A special visit was made to Savaii island to look at possible sites for a small industrial estate.

The most probable site is at the wharf at Asau where timber is loaded, near the airstrip served by Air Samoa.

I was accompanied by the Minister of Works, Louisa II, the Port Administrator Mr. A. Stanley and the Director of Works Mr. M. Adams (OPAS).

The Chief of Asau is a very energetic and capable man, and is encouraging small projects himself, such as fishing, garage building, a small hotel, etc.

The Potlatch Timber Company who have a large processing yard at Asau would greatly welcome a Common Facility workshop as the basis of an Industrial Estate. (At present all vehicle repairs and similar emergencies have to be handled by POTLATCH, a private company)

Finance to start this project should be energetically pursued. The village chief should be able to allocate 10 acres (1 acre to start) so save the cost of reclaiming from the lagoon.

6. TECHNICAL ASSISTANCE FROM UNIDO

In order to reduce the size of the Report the Project Document concerning recommended assistance is not incorporated, but is available as a supplementary document.

This proposes an Industrial Free Zone Advisor for 12 months from March 1974, whose main function would be to train a counterpart in the management of the Industrial Free Zone, and Industrial Estate.

This expert, who would have recent experience of establishing and/or managing an IFZ would assist in the selection of suitable investors, the training of Zone Departmental managers, and act as advisor to the IFZ Corporation.

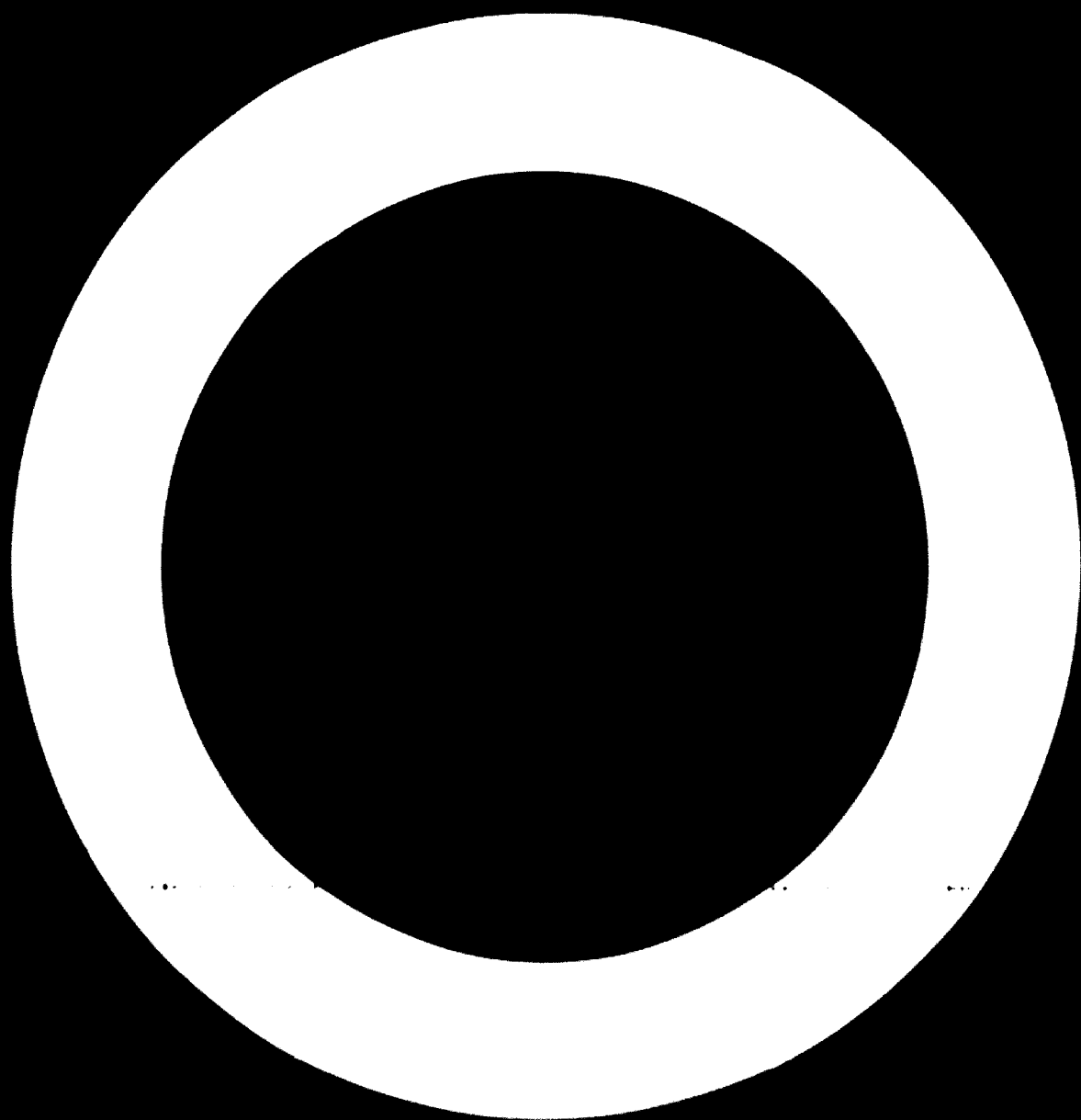
He would be required to work with the team who would carry out the required feasibility study, or if this was completed by March 1974, to assist in its follow up work required in co-ordination with the Public Works Department.

Details of the terms of reference are in the Project Document.

7. ACTION TAKEN

Most of the action required from this Mission was undertaken in the field, and the Appendices show how this was done.

- 1/. Advice on the legislation required to present suitable terms of investment in the Industrial Free Zone.
- 2/. Advice on the probable financial requirements
- 3/. Advice on the size and location of the Industrial Free Zone, in order to arrive at a basis for 2/.
- 4/. All the above was urgently required for submission to foreign governments/sources of bi-lateral funds to finance the construction phase.



ANNEX I

NOTES FOR MEETING OF INDUSTRIAL FREE ZONE OFFICIALS COMMITTEE
HELD IN APFA, 2 AUGUST 1973

MEETING NOTICE

A meeting will be held in the Office of the
Department of Economic Development to discuss the Export
Processing Zone with Mr Peter Ryan, UNIDO Industrial Free
Zone expert.

Enclosed please find some notes for discussion.

DATE AND TIME OF MEETING: Thursday, 2nd August 1973
at 9a.m.

PLACE Department of Economic Development, Matafu'a.

(Name of Person)

NAME OF PERSON'S ORGANIZATION

GENERAL PRINCIPLES FOR THE DEVELOPMENT OF THE PORT OF VALDEBIA

1. **Location:** Decision to construct at Valdebia is final, providing finance is available.

2. **Cost:** Cost depends on size. Suggested:

Phase I.	Approx.	25 acres	1-2 years
II.	"	50 "	2-3 "
III.	"	100 "	>10 "

These figures in outline, are suggested by above, 25 July from the FID. When available, these can be adjusted to the Plans as agreeable to the EPC Committee.

3. **Harbour:** The question of harbour construction at Valdebia, or extension of the Apia Harbour is a separate matter as far as the terms of reference of the EPC Committee are concerned.

Although linked with the EPC, starting work on construction of the EPC ~~should not delay~~ for Harbour work which will take at least 7 years.

4. **Infrastructure:** Transport in and out of the EPC will rely also, eventually on the extension of the existing railway at Valdebia, provision of storage sheds there, and probably, on obtaining LDC clearance of additional EPC equipment.

This should not delay starting work in the EPC.

5. **Financing:** The main objective of the EPC Committee is to assist in the preparation of draft terms for EPC investment, foreign aid contracts, for consideration by the Government, and also approved by the donor organisations in the Government of Japan and any other interested government.

ANNEXURE I

Legal terms should be based on the existing laws of Jordan. Presumably a new Industrial Free Zone Act will be required, but it will carry out forth those (laws similar to the laws, possibly establishing an Industrial Free Zone Corporation to administer Free Zone (Board of Directors) and manage the Zone, (Managing Director and Department Managers). Otherwise all existing laws will naturally, apply to the Corporation.

The act can rest on:

- The International Investment Act 1963 as amended in 1969
- Income Tax Law Act 1969
- Income Tax Ordinance 1969

Annexure II

The should clearly and concisely set forth:

1. Purpose and objectives of IZL
2. Authority of administering Agency or Corporation-govern in relation to existing legislations.
3. Feasible manufacturing operations in IZL
4. Taxation matters, including effective rates of investment and taxation.
5. Import and Export Customs regulations including percentage of free production allowed to be imported, dependant to the domestic market.
6. Composition of Board of Directors of Zone their designation and remuneration.
7. Organizational structure of Corporation in outline, their duties, remuneration, authority.
8. Type of land tenure by Corporation (20 year lease) etc, and terms of rental to administration.

8. **Finance and Accounts.** As the Corporation will pay no tax, its fixed assets are not depreciated in the Accounts proper. Accounts will show amounts of depreciation as separate schedule. Power of Corporation to receive rentals, utility charges, taxes and other fees and to pay Directors fees, employee salaries.
9. **Information required from potential investors, foreign and domestic proceeding, and Rights of Appeal.**
10. **Penalties to be applied to enterprises in bringing Corporation Regulations.**
11. **Foreign exchange regulations, (if different from existing laws), terms for repatriation of profits, depreciation regulations, (initially set out to summarize applicable existing law for convenience of potential investors).**
12. **Labour employment regulations including system of operating wage, national treatment within laws, social insurance and any other payments for overtime, night work.
(A summary of any provisions applying to labour relations with regard to Accident Insurance, Compensation for injury or death within laws, Unions Functions and the like).**
13. **Obligations of investors regarding entering facilities (land-titles), shift work rest periods, etc.**
14. **Safety regulations - fire, machine guards, etc.**
15. **Statutes and Ordinances.**

16.

It is strongly recommended that the laws authority be entrusted to the Ministry should be organized to serve public independently, particularly in all paid city - and law.

The law management should be selected and appointed by the law and should recommend law companies to ensure that they have the necessary capital for day to day work with a sufficient amount of working funds.

**System of Economic Development
1960-65**

1.1.1952

1.1.1952

**Rate required for Commercial Background of IFC
(New offer to Government of Japan)**

1) **Rate of Tax Holiday. 2 Years.**

A. 1952-53 B. 1953-54

2) **The allowed between period of profitable business supplied with electric power, water and drainage for installation of machinery, construction and training of labour.**

Two 7 months.

Period after 7 months will be counted as part of the holiday period 2.

3) **Building made after 2 years up to application of full taxation**

1st	2 x 1	.	5%	reduction
	2 x 2	.	10%	
	2 x 3	.	15%	
	2 x 4	.	20%	
	2 x 5	.	25%	
	2 x 6	.	30%	

4) **Local Tax**

In lieu of rates, a fixed tax of 5% (5-10%) to be levied on the Government's valuation of the production assets owned. This tax pays for provision of Public Services - e.g. Schools, Hospitals, Transport, etc. like elsewhere.

5) **Rate of Free Public Services**

Rate applicable same with other countries

6) **Free High Voltage 1 Services
Low Voltage 1 Rate 1 place
Property
Cost per KW**

7) **Gas**

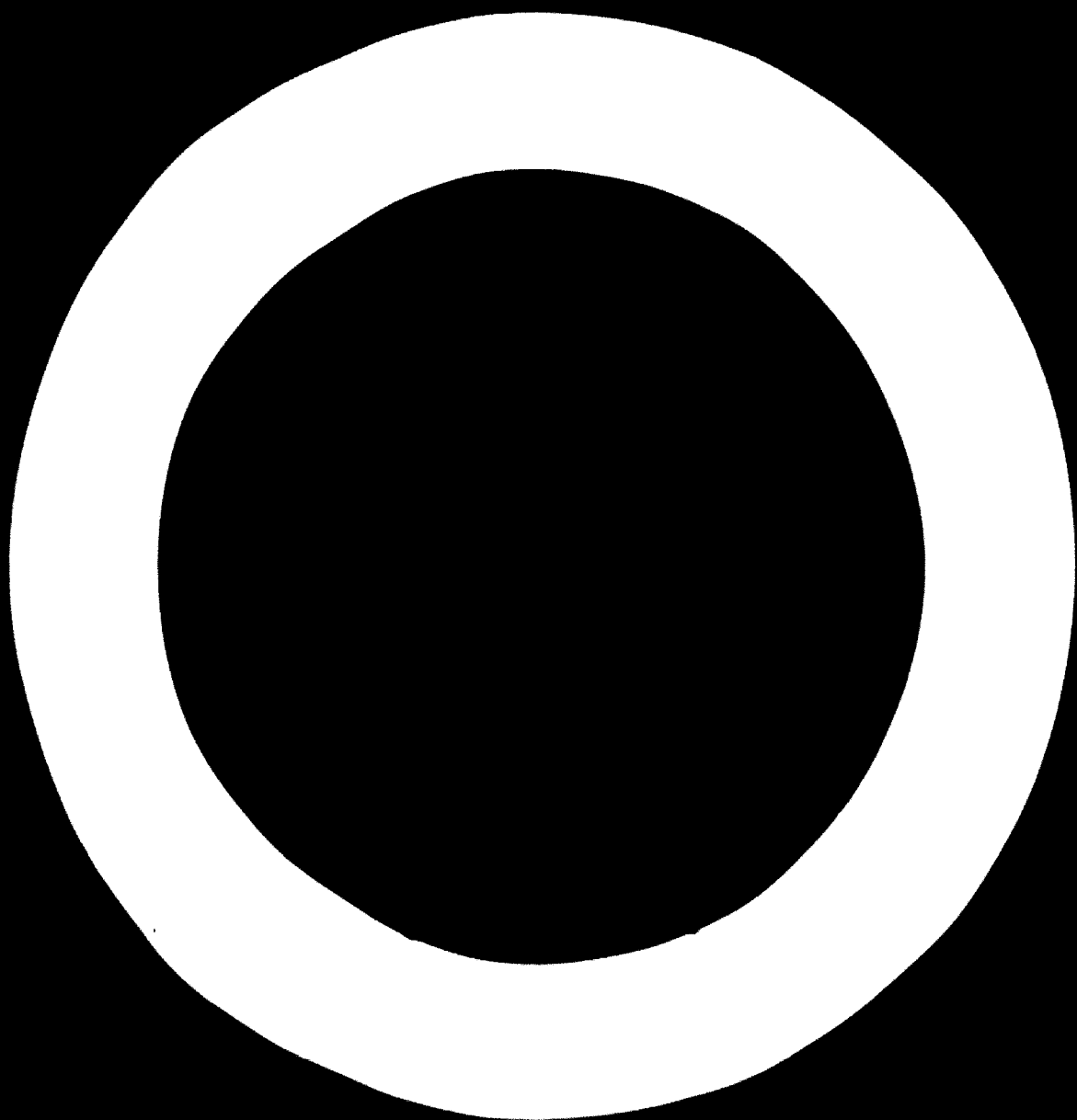
**Gas
Cost
Supply conditions**

8) **Electricity**

Conditions required for different IFC concerning to electric supply standard specifications.

- 2) **Fire**
 Provisions required - Number - Type of extinguishers
 per 1 sq.ft.
 Provision of Fire Fighting
 Vehicle by EFC Corporation.
- 3) **Size of Standard Buildings.**
 Type A. 2,500 sq.ft. 1
 B. 1,500 sq.ft. 1
 Specifications floor - (weight 2,500 of ceiling complete
 roof -
 walls -
 ceilings -
 ventilation
- 4) **Gas Test Facilities**
 Specifications 175 - Standard
 floor over standard
- 5) **Aspiral Facilities**
 Specifications 175 - Standard
 floor over standard
- 6) **Welding Booths**
- 7) **Welding Booth** [REDACTED] [REDACTED] [REDACTED]
- 8) **Welding Booths**
 ceiling
 floor
 for standard
 other provisions ?
- 9) **Welding Booths**
 roof
 ventilation
 for complete plant
- 10) **Industrial Building Facilities (10 sq)**
 roof, walls, floor and base design.
 Provision of load on ceiling structure
- 11) **Roofing system - 175**
 design -
- 12) **Roofing system - 175**
 design -

- 1) Reporting to HQ - Type - Group
- 2) GMS - Staff
- 3) Separation insurance services (A.F. act)
- 4) GMS
 - A. Manager GMS - GMS
 - B. Operatives
- 5) Residential Facilities
- 6) Parking - Cars - Buses
- 7) GMS - GMS - GMS
- 8) Home Tax Rates on separate staff (Foreign Manager and
 Domestic) Income
- 9) Residence permit facilities
- 10) Social charges for separate staff income
- 11) Social pressure available
- 12) Checks available to foreign staff's children.



ANNEX I

**AGENDA OF MEETINGS OF INDUSTRIAL FREE ZONE OFFICIALS COMMITTEE
HELD IN APIA, 10 AUGUST 1973**

MEETING NOTICE

A meeting of the Committee of Officials on the Export Processing Zone will be held on Sunday, 10 August 1973 at 9 a.m. at the Office of the Department of Economic Development, Nofafu.

AGENDA

1. Discussion of attached paper that outlines the main ingredients of the proposal.
2. Discussion of engineering cost figure prepared by Public Works Department in connection with various alternatives associated with the Industrial Free Zone.
3. Other business.


(Minister of Finance)

MINISTER OF FINANCE

MEMBERS OF COMMITTEE:

The Minister of Works
The Minister of Finance
The Attorney-General
The Commissioner of Inland Revenue
The Controller of Customs
The Minister of Lands
The Assistant Director of Lands
The Chairman, Public Service Commission
The Port Administrator
The Director of Economic Development
The Financial Secretary
The Secretary to Government
The Commissioner of Labour
Mr U. Inyang, Public Works Department
Mr G. Cooper, Labour Department

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7. Labour (Photo of Men/Women in Plant)
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8. Site and Standard Facilities available
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10. Taxation
11. Transportation
12. Distances with Chart of Region
13. External Trade
14. Housing and Schools
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16. Assistance during and after establishment
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18. Sheet with variables - Wages, Power, Water
19. Applications

Inside Cover Right.

FREE ZONE

1. Preamble:

IFE Corporation to exploit zones will be established as an autonomous body to administer the zones.

IFE Sites

Applications for specific projects are invited to be sent to the address shown at the foot of this page.

Map showing location of Western Zones

Economic development the responsibility of the Minister of Finance and Economic Development.

The Director of Economic Development will answer any queries and welcome your visit.

Overseas, information for prospective investors in is obtainable through the offices of the New Zealand Trade Commissioners.

The Industrial Free Zone in Western Samoa has been established to assist foreign investors to access the benefits available by locating production plants in the country and to give you every assistance in starting up and achieving profitable export business.

**Mr Russ Evans
Minister of Economic Development
Department of Economic Development
Apia, Western Samoa.**

3. Background

Geographical (Size and Population)

The islands of Western Samoa lie between latitudes of 15° and 15° south and longitude 168° and 173° west and between it and Fiji runs the International Dateline separating today from tomorrow. The Samoa group lies 2,613 miles southwest of Hawaii, 2,700 miles from Sydney and 1,800 from New Zealand.

Western Samoa with an area of 1,104 square miles consists of two main islands, Savaii and Upolu, and eight other smaller islands. Savaii 660 sq. miles is the "Big Island", Upolu (430 sq. miles) the second largest and more developed, and where the seat of government and centre of commerce are located. Apia is the capital of Western Samoa and is situated on the north coast of Upolu.

The population of Western Samoa is now some 145,000. Western Samoa shelters the largest proportion of full blooded Polynesian population in the world today.

Political

Western Samoa was the first independent Polynesian nation. Its transition from Trusteeship to Independence on the 1st January 1962 evoked considerable international comment. Unlike many newly independent countries, Western Samoa's first years have been marked by political stability. Before independence, Western Samoa was a Trust Territory administered for the United Nations by New Zealand. From 1900 to the First World War Western Samoa was a German territory.

Today, Western Samoa has a strong and stable democratic parliamentary system of government. The executive power of Western Samoa is vested in the Head of State, His Highness Malietoa Tanumafili II C.B.E. A Cabinet of nine Ministers headed by the Prime Minister, Hon. Fiamē Mata'afa Mulinu'u II is responsible to Parliament for the general direction and control of the executive government.

Climate

The climate of Western Samoa is pleasantly tropical (72° - 86°) with more than 2,500 hours of sunshine per year. During the cooler months May through November, the fresh trade winds make living pleasant and comfortable. For the aquatic enthusiast the sea temperatures are ideal all year round being mostly in the lower eighties (80° - 85°) and seldom as low as 75°).

Officially the "rainy" season extends from December through April, in actual fact the pattern is the same all year round; brief downpours alternate with long stretches of sunshine. This steady flow of sun and rain combine to produce a lush vegetation of rain forest which covers much of the islands.

6. Summary of offer to investors

Tax Exemption

Relief from West Samsen taxes or profits derived from export business for _____ years on accelerated depreciation.

After 5 years, (6 years from signed a site/factory Rental agreement), the investor will be taxed at a rate of 25% of net profits only.

Buildings and sites

The investor is based a site by the IFZ Authority on which there is a newly constructed fully serviced factory building. There will be available in two sizes, 2,500 square feet and 5,000 square feet. As many units can be leased as are necessary, and will be added to in multiples of the original unit, as an extension to the first building, as required.

The rental will be set at the current cost of construction and providing services. This charge will be W\$_____ per square foot.

Labour

A pool of productive, adaptable, educated labour, male and female, which greatly exceeds present demand is available. An Apprenticeship Scheme and Technical Trade Testing Scheme is implemented.

Investors will be given facilities to train labour, and will be expected to train key workers in their own plants overseas during their start-up period, for which one year is allowed. In-plant training schemes will be required, with assistance from the Zone Authority. A maximum and minimum wage rates are established by the Zone Authority.

Transportation

The West Samsen Government is pursuing a policy of improvements in all communication areas to extend shipping and air services, roads and telegraph/telephone systems.

Administrative Assistance

The Zone Authority has the brief to give all possible assistance to investors in cooperation with the Department of Economic Development, (Ministry of Finance and Economic Development), and with the Ministry of Labour.

The full cooperation of the Public Works Department (Ministry of Works), is assured on all matters concerning factory

buildings, and infrastructure matters; through the IFC Authority.

Officers of the Authority will be available to advise on all matters concerning investors requirements, and to help them solve any problems as rapidly as possible.

Repatriation of Profits

Repatriation of invested capital, dividends, net profit, royalty and license fees shall be allowed after the investor has been in production for a minimum period of 2 years. Forward remittances will be freely allowed of up to 10% of the total investment annually, or of a certain percentage thereof, to be determined by the IFC Authority.

Recreation and Amusement

The climate of Western Samoa is ideal for all types of aquatic sports, all through the year.

There are excellent facilities for fishing, sailing, canoeing, skin-diving, golf, rugby, football, boxing, cricket, tennis, horse-racing, boat racing, volleyball and other sports.

There is a Golf Club, Tennis Club, Surf Club, Aquatics Club and several other Clubs.

9. ~~LABOUR~~

Small though the population is, there is a large pool of educated, employable labour in Western Samoa. The highest concentration is in the Vaiteke area, west of Apia where the ITC is located.

In the years 1970 - 1976, the number of men and women between the ages of 15-25 coming on to the labour market will rise from:

1971 - About 5,000

1976 - About 12,000

(95% of the population is under the age of 15 as at 1973)

Traditional village agriculture cannot absorb these numbers, and as yet the industrialization of Western Samoa does not provide sufficient employment. Foreign firms who have established enterprises in recent years express great satisfaction at the standard of labour available.

Samoa workers have proved quick to learn skills and adapt very well to industrial processes used.

The Department of Economic Development can give detailed advice to prospective investors.

There are no Trade Unions in Western Samoa, but minimum and maximum wage rates for different trades and skills will be adjusted by the Samo Authority as necessary.

Apprenticeship Scheme:

This scheme is being set up by the Ministry of Labour in conjunction with expert advice from the United Pacific International Labour Organisation.

An Apprentices Act was passed by Parliament in 1972.

In the Trades Section of the Technical College, administered by the Ministry of Education there are apprenticeship schemes for:

1. Carpentry/Joinery
2. Plumbing/robing
3. Fitting/machining
4. General motor mechanics
5. Electrical

It is planned to extend these to: printing, refrigeration/air conditioning, radio/TV, painting and decorating and possibly to watchmaking, glazery and tiling.

A system of work testing is in operation, and is probably being extended and upgraded.

Employees in the industrial line area will be expected to supplement the standard labor available by training by personnel courses in their plants, and also by operating in-plant training courses, in cooperation with the line authority.

Training

For details of structure, including technical establishment, see "Structural Establishments".

Level of Work

The percentage level of work are:

Senior 4%

Junior 4%

Regulations for night work and shift work are laid down in

Shift Working

For full details of the latest regulations and working conditions please refer to the separate sheet attached.

4. Standard Factory Association

Companies can apply under the Act either

- (a) To set standard factory space units in the line or estate.
- (b) Construct their own factory providing the assured guarantee offered to the State registered by the Board. Such guarantee to the possession of the state after the expiry of 20 years from the date of signing the lease terms. Providing protection continues at the same lease charge rate as in the sixth year to tenth year of occupancy, the company may continue to occupy the site and buildings. Such buildings must be maintained to a standard as desired by the Board.

Provision of standard sites will be available, normally in units of 1,500 and 3,000 square feet. These units are designed so that two or more units of the same size can be built alongside each other i.e. in addition of 1,500 square feet or 3,000 square feet. A unit of 1,500 square feet cannot be built alongside a unit of 3,000 square feet as provision is continuously made for expansion in the same size units.

Lease

The basic rent for standard factory accommodation is determined by the cost of construction. It currently works out at £10 per square foot annually. A lower level of rent may be negotiated for projects particularly attractive to the Board. The usual lease is for a period of twenty years renewable.

Land to provide security in advance to the line construction.

4. Electricity

Generation and distribution of power for the state country is the responsibility of the Public Works Department.

The output (total capacity 3,200 in 1972) is about to be increased to 6,400.

Any generator wishing to install his own generating plant may be subject to the written permission of the State Authority and technical supervision of the Ministry of Works.

The supply voltage is:

High Voltage:	6.6KV
Low Voltage:	240/230 volts 3 phase single phase
Frequency	50 cycles per second

Normal supply voltage to standard factories is 24.0KV, 400/415V but higher voltages are by power at higher voltages and thereby ensure are advantageous when.

For details of Electricity costs and Supply of Water in the State and Industrial Estate, please see attached sheet.

Water

Information on the type, cost and supply of water in specific locations within the State and Industrial Estate are available.

Please see attached sheet for details.

14. Income

A. Income Tax

The taxes on company profits are levied under the Income Tax Ordinances 1961 and subsequent amendments. Rates of tax are not fixed annually but are prescribed by the Ordinances and amendments. The Income Tax Act 1963, which came into force on the 1st of January 1970 provides for the current rates. A PMS (Pay-as-you-earn) system for salary and wage earners was introduced from 1 January 1970.

The rate of tax is graduated up to an income of £21,000. After that a flat rate is levied on Resident Companies of 14%.

B. Exemption

Profits attributable to export trade in goods manufactured in the Eastern Zone Industrial Free Zone are eligible for relief from Income Tax for a maximum of 5 years.

The relief granted is 100% remission of tax on goods manufactured or processed and exported from the Industrial Free Zone. This also applies to the profits of any company established in the Industrial Free Zone which undertakes design and planning services in Eastern Zone in connection with specific and engineering work executed abroad.

The Free Zone may also be used, under certain conditions by commercial and trading companies involved in work outside Eastern Zone, the etc. also to qualify for tax exemption. A main criterion will be the number of Eastern Zone citizens employed by such companies.

C. Eastern Zone Income

The Industrial Free Zone operates as a Customs Free Area with customs exemption. To avoid the complexities of paying duty and claiming draw-back, goods whether capital goods or raw materials for use in the Zone are admitted under Customs Bond with normal invoices and certificates of origin.

Companies are obliged to keep detailed records of the usage of such material, which less a reasonable allowance for wastage, must all be exported in finished goods.

Penalties for infringement of these regulations are laid down in the Industrial Free Zone Act.

All goods imported duty free are required to be exported, also under Customs Bond, and if not used must be returned to supplier, or only in exceptional circumstances may finished goods to a limit of 5% of previous year's turnover, be sold after payment of all Customs Duties in Eastern Zone.

1. Land Tax

In lieu of "tax" (a tax assessed on the value of land and buildings), a fixed fee of £5 is levied on the Government's retention of the production space occupied.

This tax pays for provision of Public Services - edu., health, hospitals, public transport.

2. Industrial Free Zone

There are agreements for relief from certain taxation etc.

3. [Redacted Section Header]

This is controlled by the Exchange Control Regulations of 1947 by which the purchase or taking of funds out of certain zones has to have prior approval of the Director of Exchange.

The Industrial Free Zone Act provides for the registration of interest, dividends and principal for those zones intended to operate in the ERM.

11. [REDACTED]
 (See up and along chart)

Customs House is rapidly expanding its connections with other countries by air and sea, partly due to the steady build up of tourists.

[REDACTED] (Concerning interest by Government of [REDACTED])

[REDACTED] **[REDACTED]**

to [REDACTED] via [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED] via Page Page or Rail	6	
[REDACTED] [REDACTED] via [REDACTED], [REDACTED], [REDACTED] via Page Page	7	
Rail [REDACTED] via [REDACTED], [REDACTED], [REDACTED], [REDACTED] via Page Page	2.20+	
	via Sea or Street	2.20+
Sea [REDACTED], [REDACTED]	Street	1.20
	via Page	9
Page Page [REDACTED] (3 flights)		20 minutes
(NOTE: [REDACTED] is an International Airport to American Samoa)		
[REDACTED] (USA) via [REDACTED], [REDACTED] via Page Page	6.20	
Sea (USA) via [REDACTED]	45 minutes + 1	
	via [REDACTED], [REDACTED], [REDACTED] via Rail	2.20
Page [REDACTED], [REDACTED], [REDACTED]	2.20 + 1	

Through Rail Connecting Rights to Australia and New Zealand
 Through Page Page Connecting Rights to Fiji, other Pacific Islands
 Russia and U.S.A.

High Air Customs cover the Region

- Air [REDACTED] - [REDACTED] used by Economic Development Association
- Air [REDACTED]
- Air [REDACTED]
- Air [REDACTED] - A regional connection
- Air [REDACTED]
- Regional Airlines - Controlled by Government of Western Samoa
- Sea
- Sea - Australian Airlines

The [REDACTED] operates facilities across between Australia (Russia and as to U.S.A.), Fiji (Russia and as to U.S.A.) and via Page Page (American Samoa - Russia and U.S. Customs Rights)

The Air Customs cover in the Region to constantly expanding an inter-regional and international trade and tourism business.

ALBANIA

Air freight rates - Albanians in the region are increasing at a rate greater in excess of the world average. This increase was 15.5% in 1977 - 78 over the world average.

ALGERIA

Rate to Tunis per kg (over 40kg)	US\$2.50 = US\$2. 00
Fuel Surp	0.50 = US\$2. 00
Base	0.50 = US\$2. 00
Rate Tunis to Alg	US\$2.50

For International air cargo rates see Official Airline Guide.

ANDHRA PRADESH

1,500 feet long, 100 feet wide. Capacity 100 tons at end of container for 1977 and 80 aircraft, all weather, 24 hour operation.

Further extension of runway is planned.

See item on Tamil Nadu.

Local Airlines, operate proposed flights bi-weekly between Bangalore to 7 ports (main island) and coastal.

ARIZONA

There are 47 miles of roads in Tucson area.

The roads between the Tucson, the San and Phoenix airports are all top - quality. Constant improvement to the road system is made.

In other development this form of 100.0 million was used to finance road and airport improvements, starting in 1975.

Local transport costs

Tucson	US\$ 0.50 per mile
Phoenix Tucson	US\$0.50 per mile.

Ship

The harbor at Agaña has wharves available for two vessels up to 2500 tons.

Expansion is envisaged up to 6 berths. A new warehouse is under construction. Containers can be handled.

Inter-Island

A fleet of motor vessels caters for passenger and cargo traffic between Western Samoa (Upolu and Savaii) and Pago Pago (American Samoa). A roll-on, roll-off vehicle ferry connects Upolu and Savaii.

The main shipping lines calling at Western Samoa are:

Union Steamship Co.

The Dutch Line

Ballantyne Line

British Line

Compagnie Generale Indienne

Peninsular and Oriental Steam Navigation Co.

Peninsular and Oriental Steam Navigation Co.

Peninsular and Oriental Steam Navigation Co.

There are regular sailings to the following ports.

London

London

London

London

etc

etc

etc.

UNIT PRICE LIST FOR 1954
GENERAL CONTRACTOR'S SUPPLIES

Description	Quantity - 10' x 10'		Quantity - 10' x 20'		Remarks
	Standard Price	Special Price	Standard Price	Special Price	
10' x 10' concrete	\$12.00 per sq	\$10.00 per sq	\$17.00 per sq	\$16.50 per sq weight	\$1.75 per sq 1/2" over
10' x 10' brick	10.00	9.00	10.70	17.00	.95 per sq 6" over
10' x 10' tile	20.00	30.00	20.00	19.00	1.00
10' x 10' stone	25.00	30.00	25.00	25.75	1.22
10' x 10' sand	26.00	30.00	25.00	26.65	1.30
10' x 10' gravel	28.00	40.00	27.00	27.00	1.30
10' x 10' cement	27.00 per m ³		27.21 per m ³		
10' x 10' lime	31.00 per 1000 lb	10.00 per 1	30.30 per 1000 lb	28.21 per 1000 lb	1.56

14 HOUSING AND SCHOOLS

As land for the construction of private housing is not easily obtainable, the Zone Authority intend to construct suitable housing for Zone managers. This will be well situated near the Zone itself and will be rented to companies in the Zone in proportion to the space they occupy there.

Expatriate managers with work permits may also rent private accommodation, but not purchase property.

EDUCATIONAL FACILITIES

There are 40,000 children currently attending schools in Western Samoa, which has a very high literacy rate in the order of 95%.

Primary Education

Although primary education to age 14 is in Samoan, schoolboy in English is also available in Apia. 60% of the total primary school children go to government schools. There are also church run primary schools.

Secondary Education

Government schools cover 34% of the total secondary level school children, and a large proportion of the remainder attend church run. Fee paying schools also exist.

Government education expenditure is constantly increasing. Various Aid bodies also provide teachers eg. United States Peace Corps, New Zealand and Commonwealth.

Technical Schools

There is a Trades Training Institute, Teachers Training College, Avelo (Agricultural) College, and the South Pacific Regional College of Tropical Agriculture Alafua. There is a New Zealand Scholarship Programme, a United Nations Fellowship programme, an Australian, United States (University of Hawaii) and a Commonwealth Scholarship programme.

Expatriate children

Education in English is available for non - Samoan children from age 5 - 18 to University Entrance level. Two English speaking Kindergartens are available.

15. Industries in Western Samoa

Private Sector

These are the following industries already established in Western Samoa.

Hotel Enterprises	6	one of these is engaged in reclaiming 65 acres of lagoon area.
Timber Logging and Milling	3	
Construction	11	
Concrete, aggregate, brickmaking	1	large and many small-scale
Industrial gases	1	
Shoe-making	1	
Shawl making	1	
Automotive Engineering	1	
Corrugated Iron Roofing	1	
Cement making	12	
Bottling soft drinks	1	
Decussating coconuts	1	
Coconut buttons	1	
Furniture production	6	
Canneries	1	
Garage making	1	
Shawl making	2	
Cake production	1	
Plastic signs	1	
Ice cream	1	
Engineers & Architects	1	
Finishing and Printing	6	
Food Processing and Dairy	12	

In addition there is a long-established and well developed body of merchant traders and importers who also process agricultural products for export.

Public Sector

Apart from the extensive construction activities of the Public Works Department, there are in this sector, the activities of the Marine Department supervising harbour facilities.

The Agriculture Department processing agricultural produce, fish-ries and livestock.

A Plantation Department also supervises an abattoir and the Samsa Soap factory.

The Western Samoa Trust Estates Corporation is also active in processing the main crops, coconuts, coconuts, bananas, coffee and various fruits.

There is in Western Samoa the Regional Office of the United Nations Development Programme for the South Pacific. There are approximately 30 United Nations Technical assistance personnel currently working on various programmes in Western Samoa.

1971

	Copra (tons)	Coconut (tons)	Summed (cents)
1971	17,781	2,529	27,491

Industries under Administration for Development

- A. Major
 - 1. Coconut, copra and oil
 - 2. Large-scale fishing and processing
 - 3. Animal feeds
 - 4. Pineapple processing
 - 5. Brewery - beer
 - 6. Poultry and pig farming - intensive units
 - 7. Large-scale cattle raising

- B. Minor
 - 1. Flour and bakery products
 - 2. Baking products
 - 3. Wood products
 - 4. Maintenance and repair services
 - 5. Small fishing vessel construction
 - 6. Production of stationery (paper)
 - 7. Tanning
 - 8. Coconut charcoal
 - 9. Handicrafts

15. Assistance during and after establishment

Assistance in overcoming establishment problems is primarily given by the staff of the IFE Authority in cooperation with the Department of Economic Development.

Rapid service and minimum formalities are accorded to investors.

Trade and Commerce

Advice or information on the interpretation of legislation and regulations; on matters affecting export trading such as duties, transport services and costs, supplies of raw materials etc.

Factory Buildings

Detailed information on specifications and services supplied, space available, maintenance agreement, method of extending space occupied, rentals, forward planning, pre-investment site inspections.

Essential Services

Advice on the regulation of telephones, water, electricity and water supply, effluent and garbage disposal storage, transport and other services required.

Personnel Recruitment and Services

Advice to prospective or established companies on the availability of labour in various grades and skills. Advice on trade tests, selection of personnel, etc.

Assistance in supplying trained labour, drawing up in-plant training schemes and arranging training of key personnel overseas in investors' own plants.

Labour Relations

Advice on all matters relating to labour, law, holidays, discipline, award wage rates and official activities.

APPLICATION FOR INVESTMENT LICENCE
INDUSTRIAL FIRM 2008

The following information must be included.

(5 copies of the application are required)

1. Name of Firm.
2. Directors names and addresses. **Financial Information.**
3. Type of Company; where incorporated, date.
4. Nature of new enterprise -
 - (a) Product(s)
 - (b) Estimated turnover over first 10 years production
 - (c) Markets to which product(s) to be exported
 - (d) Overseas parent and subsidiaries (Names and addresses)
 - (e) Estimated FOB Aids prices of product(s).
5. **Capital Sources**
 - A. **Foreign currency** origin - country - in local currency
 - paid up
 - other
 - B. **Local currency** origin - country
 - paid up - in US\$
 - other
6. **Local Investments** - Estimated cost of fixed assets **US\$ MIL** with description
Estimated cost of buildings (if not using standard factory)
7. **Labour and Skills of Labour Required** -
 - a) Initially
 - b) After 12 months from starting date
 - c) After 24 months from starting date
 - d) After 36 months from starting date
8. **Training** - Facilities required
Instructors to be provided by investor
9. **Raw Materials** - Type required a) Imported - values
b) Local - values
10. **Cost Accounting** - Give an estimated product cost analysis (including breakdown)
11. Provide any Market Research or Marketing Plans available for your export target markets.
12. Give functions of any expatriate staff required and length of their stay required in Western Zone.
13. Give References of local expatriates with curriculum vitae
14. Give dates a) Intended start or entry to the site
b) Estimated plant commissioning date
15. Any other information which you feel will assist your application.

Attended Care

1952-1953

Item	1951.45	per day	1952.45
attended	1951.45	"	1952.45
semi-attended	1951.75	"	1952.50
skilled	1951.97	"	1952.50

2000-2001

Unattended	1951.75	"	1952.50
hourly qualified Cr. II	1952.30	"	1953.05
hourly qualified Cr. I	1952.55	"	1954.00
Per Diem qualified	1954.19	"	1954.50

Expenses

Laundry	-	Two 1/2
Daily	-	" 2
Public Callings	-	" 2

1951 - 1951.50

1952-1953

Cost per 24 hour - 1/2 constant (1.50 per 24 hr)
 At this stage there is no change in the 24 hr cost
 on the 24 hour.

1954-

The water supply at present available is suitable only for domestic requirements. For industrial purposes, treatment water and further utilization of river water would be required. In general cost figures are available but it is expected that cost would be of the order of \$27.10 per thousand gallons. The supply would come from government controlled sources and would be subject to regulation, which would later also require metering.

1955-

Water would require treatment to make it clean, free from objectionable odors and free from quantities of constituents likely to be objectionable to public health, or to otherwise deteriorate the quality of the water, or to produce objectionable odors or colors in the drinking water, or to be otherwise objectionable to the public.

THE INVESTMENT ACT

It is suggested that the Investment Incentives Act of 1958 No. 57, as amended in 1959, No. 51 be replaced by an Act to be entitled Industrial Free Zone and Industrial Estate Incentives Act.

The new Act could incorporate the same general conditions with the following suggested clauses, aimed at attracting investments from both foreign and domestic investors.

Article 1. The Act

1. No limitations as to type of enterprises to be approved, as the approval of each applicant could be dealt with by the Board of Directors of, the Industrial Free Zone and Industrial Estate.

All enterprises to be given one year free signing their limited lease as a grace period, after which that: initial 5 year tax holiday commences. Enterprises starting full production, as shown by their output records, before the one year grace period, to have this as an additional tax holiday period.

2. Instead of the members of the Incentives Board in Section 4 of the Act, the Board of Directors of the Industrial Free Zone and Industrial Estate together with the Managing Director of the Zone and Estate, the Financial Secretary, the Commissioner of Inland Revenue and the Comptroller of Customs should approve investors applying for sites in the Zone or Industrial Estate.

Article 2. Tax Holiday (Section 5)

This should be for 5 years. A sunset period of 5 years should be allowed, at the discretion of the Zone Board during the last year of the first 5 year period, providing:

1) That the enterprise has been in full production of the goods or services for which it originally applied for a tax holiday for not less than 3 years at the expiration of the first 5 year tax holiday period.

2) That the enterprise undertakes not to withdraw its investment and/or other than absolute control of more than 49% of the shares or paid up capital for at least 5 further years after the expiration of 10 years tax holiday.

3) That any enterprise which fails to maintain production of those products or services specified in their original application, three years after signing of the site rental contract shall

be required to relinquish the site, removing any machinery or equipment installed thereon at its own expense, leaving the premises in the same state of repair as on entering. Such machinery and equipment either to be exported or if used or sold within Western Zone, to pay full Government duties and taxes on its full market value less 3 years depreciation as laid down by the Income Tax Ordinance

of 1935 as amended.

Exemption of Manufacturers from

Enterprises desiring to manufacture goods of similar character not specified in their original application may wish to do so by submitting an application to the Board. They must normally do so at least two years before the expiry of their current tax holiday period.

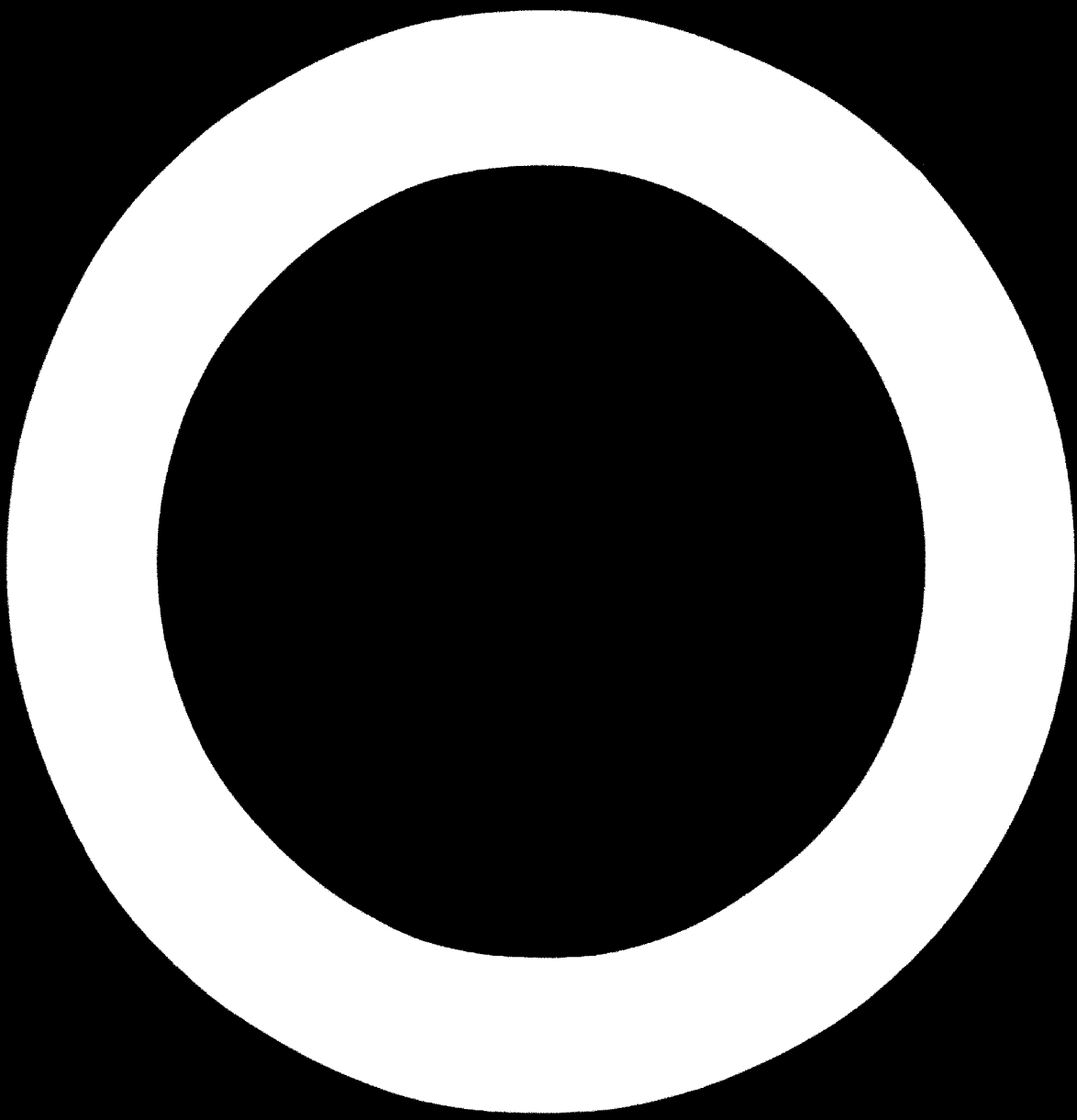
The Industrial Estate

To encourage the formation of new enterprises and not less the imports bill, it is recommended that the Act should also apply to those industries approved for admission to the Industrial Estate.

In order to encourage export as much as possible, the tenants of the Industrial Estate should be carefully vetted and supervised in the early stages, and their leases not to easily terminable in case of default. Tax holidays, if applied to them at all must be very stringently controlled and renewal only given in very exceptional circumstances.

Special Incentives for

Some few industries with a strong foreign exchange earning feature, or a vital part in the economy, such as an animal feed mill, brewery, etc, are too large to be compatible with small scale industry inside an Estate. Such industries should be the only exceptions to be granted privileges under the Act, and would normally require to be granted such special privileges by Cabinet approval only.



ESTIMATED COST ESTIMATE: AUGUST 1964

INDUSTRIAL ZONE AND HOUSING FACILITIES

In accordance with the requirements of the Industrial Zone and Housing Committee an investigation has been conducted into the engineering and building costs relating to the proposed Industrial Zone and Housing situated in Vaitupu Bay.

In the course of the investigation various alternative plans have been considered as follows:

Scheme A

~~Industrial Zone and Housing on the site indicated by the Department of Lands and Survey.~~

For the purpose of this study it was assumed that modifications could be made to the actual layout with a reduction in the scale of facilities offered in order to maintain costs at a minimum.

It will be appreciated that the wharfage as shown is in excess of 6000 running feet (i.e. 10 times the length of the existing Apia wharf) and that it is unlikely that a harbour of this size will be fully utilized for many years.

The industrial zone of 200 acres includes prepared sites of approximately 600,000 square feet which item constitutes an investment of about 50 million tala. It has been assumed that industrial development of this magnitude will require an initial minimum of 50 housing units for senior staff and 400 housing units for junior staff and that suitable housing land will be made available to the project free of charge.

The estimates for the Vaitupu Bay harbour facilities are based on the suggested minimum channel width of 600 ft. and minimum turning basin diameter of 1000 ft. Channel depths have been taken as 30 ft. reducing to 20 ft. within the basin.

The selected unit costs have been augmented by a total of 2% to allow for the following:

Contingency and unforeseen extras	10%
Inflation over two years	10%
Engineering costs and fees	1%
Total	21%

The detailed estimates which are given in Appendix 1 are summarized as follows:-

(a) Harbour Facility	US\$20,905,000
(b) Industrial Zone	US\$ 4,777,000
(c) Housing	US\$ 1,382,000
Total	US\$27,064,000

Scheme B

~~Industrial Zone and Housing on the site indicated by the Department of Lands and Survey.~~

This study is based on the prediction that a wharf frontage of approximately four times that now in existence in Apia will suffice for the

traffic that will be handled in the foreseeable future and that the Development Zone is initially restricted to an area of 100 acres with 100,000 square feet of prepared sites. A housing requirement of 500 of Scheme A has been assumed.

In view of the accepted minimum requirements for an international port of 600 ft. entrance width and 1200 diameter turning basin, this scheme does not benefit from any significant reduction in dredging costs.

The detailed estimates which are given in Appendix 2 are summarized as follows:

(a)	Harbour facility	US\$ 5,950,000
(b)	Industrial Zone	US\$ 2,000,000
(c)	Housing	US\$ 1,450,000
	Total	US\$ 9,400,000

Scheme C

Extension of 1000 Harbour with International Port and Industrial Zone

This study is based on the extension of the existing Apra Harbour to give the same wharf frontage as in Scheme B. The scheme incorporates a rock filled cofferdam and an wall which encloses the extension on the western side and runs into deep water at the harbour entrance to form a surge barrier.

This scheme permits the development of the western side of the harbour and the improvement of turn facilities with the construction of a turn post should this prove desirable in the future.

Included in this scheme is a dual carriageway highway connecting the port to the proposed 100 acre Industrial Zone on reclaimed land in the vicinity of Vungay. The purchase of land for this purpose has been included at the rate of \$50,000 per acre.

Estimates for housing are as for Scheme B.

The detailed estimates which are given in Appendix 3 are summarized as follows:

(a)	Harbour Facility	US\$ 6,975,000
(b)	Dual carriageway highway	US\$ 1,000,000
(c)	Industrial Zone	US\$ 1,400,000
(d)	Housing	US\$ 1,400,000
	Total	US\$ 10,775,000

Scheme D

As per Scheme A but with Industrial Zone on other

This study is based on the assumption that 100 acres of land can be made available in the vicinity of Vungay or as near to the project.

Detailed estimates for the Industrial Zone element are given in Appendix 4. The costs for the full scheme are summarized as follows:

(a)	Harbour facility	USD 6,976,000
(b)	Rail carryingway	USD 1,893,000
(c)	Industrial zone	USD 1,820,000
(d)	Roading	USD 1,691,000
	Total	USD 12,380,000

Scheme 2

Industrial zone

This estimate is based on the assumption that there will be no extension to existing harbour or road facilities.

The Industrial Zone will comprise a fenced and partially cleared area of 50 acres with one administrative block of 100,000 sq. ft. Prepared sites totalling 20,000 sq. ft. of covered area will be provided together with 60 executive houses and 32 workers houses.

Detailed estimates of this scheme are given in Appendix 5 and are summarized as follows:

(a)	Industrial Zone	USD 991,000
(b)	Roading	USD 82,000
	Total	USD 1,073,000

Scheme 3

The estimated costs of the proposals are as follows: A detailed summary is given in Appendix 6.

Scheme 3

Full scheme as detailed in Department of Lands and Survey drawings

USD 20,000,000

Scheme 4

Scheme as detailed in Department of Lands and Survey drawings but to reduced scale

USD 11,000,000

Scheme 5

Extension of both Harbour, road connection and Industrial Zone of Scheme 3 to grade of Scheme 2. (Revised land)

USD 14,142,000

Scheme 6

As Scheme 3 but with exclusive Industrial Zone

USD 12,200,000

Scheme 7

Scheme 3 plus the additional harbour or rail facilities. Industrial Zone site further reduced in area

USD 14,142,000

Total

USD 61,584,000

Notes

1. It is stressed that these estimates are based on wide assumptions and the minimal information which could be obtained in the time available and must be regarded as a guide only.

This comment applies particularly to the dredging estimates which in the case of Scheme A comprise $\frac{1}{3}$ of the total Project Estimate and in the case of Scheme B $\frac{1}{4}$ of the total project estimate. It will be appreciated that these particular estimates may be subject to significant variation in that volumes have been based on the minimal information given on the Admiralty charts and no soundings or bearings have been taken to determine the coral or rock structure.

2. The optimum configuration of the eastern sea wall in the Apia Harbour Extension Scheme (Scheme C, D,) will be dependant on detailed studies.

Should it prove necessary to fully enclose the outer harbour to provide additional facilities on the west side in the future, the cost of the western sea wall would be in the order of US\$2,600,000. (Appendix 7)

3. The cost of creating an inner town harbour in conjunction with Scheme C, D, to provide facilities for local vessels outside the customs area has also been investigated. The additional cost of this work including an quay 'Marina' is in the order of US\$500,000. (Appendix 7).

Apia
6th August 1973


(H.A.B. Adams)
DIRECTOR OF PORTS

111
(1)

**REPAIR AND IMPROVEMENTS AT VAIUSU BAY
AT THE PORT OF HONOLULU**

Item	Detail	Unit	Quantity	Rate \$	Amount \$	Notes
1. 1	(a) <u>Rebar</u> Bridges to fill including carting spreading and compacting. Hard coral	cu.yd.	750,000	4.00	3,000,000	(Assumes 20% of dredge comprises hard coral rock which can be cut without excessive use of explosives and 80% soft corals)
1. 2	-- ditto -- Soft coral	cu.yd.	3,050,000	2.00	6,100,000	
1. 3	Exported fill including excavating, carting spreading and compacting	cu.yd.	300,000	1.00	300,000	Assumes shallow soft dredge from Vaiusu Bay
1. 4	Surge protection. Rock filled caisson	lin.ft.	3,100	34.50	106,950	Protection to approach channel
1. 5	Fill protection	lin.ft.	21,000	13.75	288,750	Protection to filled area
1. 6	Piling to wharf including ties and capping	lin.ft.	6,750	300	2,160,000	Assumes sheet piling fascia as per Perry Terminals
1. 7	Reinforced concrete slab to wharf including all beams, joints and finishings - 100 ft. wide	sq.yd.	35,000	8.33	291,550	Main working areas adjacent to berths
1. 8	-- ditto -- 50 ft. wide	sq.yd.	28,300	8.33	234,906	Secondary working areas adjacent to berths

ATTACHMENT 1
(2)

Item	Detail	Unit	Quantity	Rate \$/sq	Amount \$/sq	Notes
1-9	Reinforced concrete slab to rear part area including surface water drainages and conduits	sq.yd.	109,450	3.75	400,437	Reduced thickness slab to area to rear of wharves including roadways and car parks
1-10	Part administration offices	sq.ft.	10,000	10.00	100,000	Vehicle bays, stores
1-11	Part administration area	Sq.		Sq.	30,000	Passenger terminal included in items 1-10 and 1-12
1-12	Warehouses	sq.ft.	200,000	4.50	1,278,000	
1-13	Roadways within part area. Furniture and lighting only			Sq.	17,500	
1-14	Security building and gates			Sq.	5,000	Main security at some entrance included below
1-15	Fencing to part area	lin.ft.	5,000	2.00	10,000	
1-16	Services within part area			Sq.	30,000	Water and sewerage only including water bunkers facility, fire points and hydrants and garbage bins. Power and telephones excluded
1-17	Weightbridge and cabin			Sq.	20,000	

Item	Detail	Units	Quantity	Rate ₹/sq	Amount ₹/sq	Notes	
1-18	Sheet gear			₹/sq	138,000	Includes fenders, bollards, capstans and miscellaneous small gear	
1-19	Signal cover			₹/sq	10,000		
1-20	Highway and workshops			₹/sq	200,000		
1-21	Maintenance yard. Workshops, etc.	sq. ft.	180,000	₹/sq	780,000		
1-22	Lights, buoys and buoys			₹/sq	50,000		
1-23	Tugs and plant			₹/sq	750,000		
1-24	Teak berths			₹/sq	150,000		Tugs and rail mounted cranes
							Berth only. Excludes tank farm, pipes and equipment
Total					16,461,093		
Add 2% for contingency, escalation and engineering					4,444,495		
Total Scheme / Harbour Works					<u>20,905,588</u>		

Total
Add 2% for contingency, escalation and engineering
Total Scheme / Harbour Works

**APPENDIX I
(A)**

Scheme A (continued)

Item	Detail	Unit	Quantity	Rate	Amount	Notes
	(b) Industrial Zone					
1-25	Perimeter fence	lin.ft.	16,500	2.00	33,000	Inclusive of gates
1-26	Roadways, main	lin.ft.	17,086	38.00	649,030	Inclusive of furniture and lighting
1-27	Roadways, estate	lin.ft.	22,920	19.00	435,480	-- ditto --
1-28	Administration and other buildings	sq. ft.	20,000	10.00	200,000	Includes: Police and security, Zone administration, bank, post office, health, customs, training, canteen
1-29	Services	sqm		8m	46,000	Water and sewerage in roadways only
1-30	Bus park	sqm		8m	155,000	Includes concreted terminals, shelters and fencing
1-31	Carry park	sqm		8m	12,500	U surfaced hardstanding for 40 vehicles including furniture
1-32	Utility and landscaping	sq.ft.	880,000	8m	100,000	Includes modelling of Zone centre
1-33	Prepared sites	sq.ft.		5.00	5,280,000	Includes connection of services, access and fencing
Total						
						6,911,000
Sub Total for contingency, escalation and engineering						1,865,975
Total Scheme A, Industrial Zone						8,776,975

Sub Total for contingency, escalation and engineering

Total Scheme A, Industrial Zone

Item	Details	Units	Quantity	Rate (US\$)	Amount (US\$)	Notes
1-34	(a) Executive housing	Units	50	12,000	600,000	
1-35	Artisans housing	Units	400	5,000	2,000,000	
	Total				2,600,000	
	Add 25% for contingencies, escalation and engineering				700,000	
	Total Scheme A, Housing				3,300,000	
	Scheme B, Housing					
(a)	Harbour facility				US\$20,906,000	
(b)	Industrial zone				US\$ 8,777,000	
(c)	Housing				US\$ 3,302,000	
	Total Scheme A				US\$32,985,000	

APPENDIX 2
(1)

REPAIRS TO THE SEAWALL AT THE PORT OF BANGALORE

Item	Detail	Unit	Quantity	Rate	Amount	Notes
2.1	(a) <u>Reboring (200 ft. seawall)</u> Dredge to fill including carting, spreading and compacting Hard coral	cu.yd.	700,000	4.00	2,800,000	(As scheme A but with marginal reduction in dredging in vicinity of terminal
2.2	-- ditto -- Soft coral	cu.yd.	2,900,000	2.00	5,800,000	
2.3	Barge protection. Best filled emergency	lin.ft.	3,100	34.50	106,950	As Scheme A
2.4	Fill protection	lin.ft.	20,200	13.75	277,750	Assumes that the full 1/2 million cu.yds. of dredging spoil will be placed and protected for future land reclamation
2.5	Filling to wharf including ties and capping	lin.ft.	2,775	300	832,500	As Scheme A but to reduced frontage. Allowance for 375 ft. long berth
2.6	Reinforced concrete slab to wharf including all beams, joints and finishings.	sq.yd.	20,000	8.33	166,600	As Scheme A : Reduced frontage
2.7	-- ditto -- 50 ft. wide	sq.yd.	3,333	8.33	27,765	-- ditto --

Table 3 (continued)

Item	Detail	Unit	Quantity	Unit Price	Amount	Notes
2.8	Reinforced concrete slab to rear part area including roadways, lawn park, etc.	sq.yd.	25,000	3.75	93,750	Boundaries included below
2.9	Port administration offices	sq.ft.	7,000	10.00	70,000	As Scheme A : reduced scale
2.10	Port administration area			Sum	20,000	Includes port depot, workshops, stores etc.
2.11	Warehouses	sq.ft.	200,000	4.50	900,000	As Scheme A : reduced scale
2.12	Boundaries within port area			Sum	81,300	Includes drainage, slab, kerbs, furniture and lighting
2.13	Security building and gates			Sum	5,000	Main security at some entrance included below
2.14	Fencing to port area			2.00	6,000	As Scheme A : reduced perimeter
2.15	Services within port area			Sum	15,000	As Scheme A : reduced scale
2.16	Wharves and cabin			Sum	20,000	As Scheme A
2.17	Wharf gate			Sum	63,825	As Scheme A : reduced fittings

Item	Details	Units	Quantity	Rate \$	Amount \$	Notes
(D) Industrial Base (1952-1953)						
2-25	Perimeter fence	lin. ft.	20,200	2.00	40,400	Assumes full area of reclaimed land to be fenced to allow continued expansion
2-26	Buildings, main			2m	270,000	Inclusive of furniture and lighting
2-27	-- ditto --, estate			2m	305,500	Allow for 2 main inter-sections
2-28	Administration and other buildings	sq. ft.	20,000	10.00	200,000	Allow for 14,500 sq. ft. carrying plus 5 inter-section to main access. Inclusive of furniture and lighting
2-29	Services			2m	39,000	As Scheme A : reduced footings
2-30	Bus park			2m	25,000	As Scheme A : reduced lengths
2-31	Leaky park			2m	6,250	As Scheme A : 20 vehicles
2-32	Leaky park and landscaping			2m	50,000	As Scheme A : reduced scale
2-33	Prepared sites	sq. ft.	100,000	6.00	600,000	20 sites (50' x 100') including connection of services, access and fencing
Total					1,646,120	
Add 2% for contingency, completion and engineering					33,360	
Total Scheme B. Industrial Base					2,002,580	

2

Table A (continued)

Item	Subtotal	Unit	Quantity	Rate	Amount	Notes
(1) <u>Reserve</u>						
2-24	Investive housing	Units	25	12,000	300,000	As Subsum A : reduced scale -- 0000 --
2-25	Artisan housing	Units	200	5,000	1,000,000	
	Total				1,300,000	
Add 25% for contingency, escalation and engineering						
Total Subsum B, Housing						
						1,645,000

Table B - Summary

(1) Reserve Facility	USD 5,370,000
(2) Industrial Park	USD 2,000,000
(3) Housing	USD 1,645,000
Total Subsum 1	USD 9,015,000

Item	Grade	Unit	Quantity	Rate	Amount	Notes
Substructure Retention Structures (S.A.S.S. Co. - Retention wall, retaining)						
1-1	Structure on wall	cu-yd.	128,000	2.50	1,080,000	Average rate to include rubble fill, 2-5' top capping and 5-6' top slope protection
1-2	Excavation for curb terminal including the wall capping	cu-yd.	1,000	7.20	596,000	Rate as for Section 1-3
1-3	Excavation for top and pilot beam berth	cu-yd.	575	3.00	120,000	-- 600c --
1-4	Backfill concrete to support beam	cu-yd.	4,300	2.50	10,950	
1-5	Grades to fill including spread and compact	cu-yd.	128,000	3.00	384,000	Provides 2' cover surplus to other requirements for back form, 1.5' for peak and expansion
1-6	Balance of fill to reinforced area	cu-yd.	441,000	1.00	441,000	
1-7	Reinforced concrete slab to other including all beams, joints, etc. 140 ft. wide	cu-yd.	20,000	8.33	966,600	
1-8	Reinforced concrete slab to rear area for parking rampways, etc.	cu-yd.	25,000	3.75	93,750	

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3.5 (continued)

Item	Detail	Units	Quantity	Rate	Amount	Notes
3-9	Workshops	sq-ft.	150,000	4.50	6,750,000	
3-10	Part Administration offices	sq-ft.	5,000	10.00	50,000	
3-11	Administration car park			200	2,000	Including shops, etc. and furniture only
3-12	Part administration area			200	20,000	Includes part depot, workshops, etc.
3-13	Workshops within part area			200	21,500	2,700 sq. ft. plus an main intervention including furniture, lighting and lighting
3-14	Security building and gates			200	10,000	
3-15	Security fencing		1,750	2.00	7,500	
3-16	Services within part area			200	15,000	To include water supply, water drainage, fire pumps, sewerage, refuse disposal facilities
3-17	Empty park			200	15,000	Included PPO situated area 1. offered
3-18	Workshops and canteen			200	20,000	

No.	Item	Unit	Quantity	Rate	Amount	Notes
1	Feathers	lb	20	100	2,000	Feathers, ball net, capstan, etc.
2	Ball net	ft	100	100	10,000	
3	Capstan	ft	200	100	20,000	
4	Ball net	ft	250	100	25,000	
5	Ball net	ft	200	100	20,000	
6	Ball net	ft	150	100	15,000	
Total						
Add 25% for contingencies, exclusive of engineers						
Total Subtotal - 1,485,137						
Total Subtotal - 1,856,421						

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Table C (continued)

Item	Detail	Unit	Quantity	Rate	Amount	Notes
(b) Dual carriageway highway, Part area to Vaishu						
3-25	Dual carriageway part area to Beach Road	lin.ft.	400	57.00	22,800	
3-26	Intersection, Beach Road East			Sum	50,000	
3-27	Beach Road, Pulling and upgrading at eastern end	lin.ft.	1,400	38.00	53,200	
3-28	Intersection, Beach Road West			Sum	50,000	
3-29	Dual carriageway Beach Road to Vaishu new construction	lin.ft.	11,986	93.0	1,114,700	Inclusive of land purchase
3-30	Intersections	No.	4	50,000	200,000	
	Total				1,490,700	
	Add 27% for contingency, escalation and engineering				400,589	
	Total Scheme C. Road Works				1,891,289	

Item	Detail	Unit	Quantity	Rate R\$	Amount R\$	Notes
(c) Industrial Park (100 acres):						
3.31	Fill protection	lin.ft.	6,356	13.75	87,355	Each protection on three sides
3.32	Fill to reclaimed area including cutting levelling and compacting	cusy.	4,452,000	1.00	4,452,000	Assume soft dredge from vicinity in Variana Bay
3.33	Perimeter fence	lin.ft.	6,356	2.60	16,712	
3.34	Roadways			Sum	385,500	Allow for 14,500 ft. carri. way plus 5 intersections inclusive of furniture and lighting As Schemes A and B
3.35	Administration and other buildings	sq.ft.	20,000	10.00	200,000	Water and sewerage in roadway only
3.36	Services			Sum	29,000	As Scheme B
3.37	Bus park			Sum	25,000	As Scheme B
3.38	Lorry park			Sum	6,250	As Scheme B. 20 vehicles unsurfaced
3.39	Amenity and landscaping			Sum	70,000	As Scheme B
3.40	Prepared sites	sq.ft.	100,000	6.00	600,000	As Scheme B
Total					2,851,857	
Add 2% for contingency, escalation and engineering					770,000	
Total Scheme C, Industrial Zone					3,621,857	

Scheme C (continued)

Item	Detail	Unit	Quantity	Rate RM	Amount RM	Notes
3-b1	(d) <u>HOUSING</u> Executive housing	Units	25	12,000	300,000	As Scheme B
3-b2	Artisan housing	Units	200	5,000	1,000,000	As Scheme B
	Total				1,300,000	
	Add 2% for contingency, escalation and engineering					
	Total Scheme C. Housing				351,000	
					1,651,000	

Scheme C. Summary

(a)	Harbour extension	RM\$ 6,976,000
(b)	Dual carriageway highway	RM\$ 1,893,000
(c)	Industrial Zone	RM\$ 3,622,000
(d)	Housing	RM\$ 1,651,000
	Total Scheme C	RM\$14,142,000

SECRET
(1)

MEMORANDUM FOR THE SECRETARY OF DEFENSE

Item	Detail	Unit	Quantity	Rate \$/\$	Amount \$/\$	Notes
	<u>(a) Harbor works, As Scheme C</u>					Items 3.1 to 3.24 incl.
	<u>(b) Road works, As Scheme C</u>					Items 3.25 to 3.30 incl.
	<u>(c) Housing, As Scheme C</u>					Items 3.41 and 3.42
	<u>(d) Industrial zone (100 acres)</u>					
4- 1	Clear site and level	sq.yd.	484,000	0.25	121,000	
4- 2	Perimeter fence	lin.ft.	9,356	2.00	16,712	
4- 3	Roadways			Sum	325,500	As Scheme C
4- 4	Administration and other buildings			10.00	200,000	-- ditto --
4- 5	Services		20,000	Sum	29,000	-- ditto --
4- 6	Bus park			Sum	25,000	-- ditto --
4- 7	Leisure park			Sum	6,250	-- ditto --
4- 8	Amenity and landscaping			Sum	50,000	-- ditto --
4- 9	Prepared Sitec			Sum	600,000	-- ditto --
					1,833,462	
					207,025	
					1,380,497	
	Add 2% for contingency, escalation and engineering					
	Total Scheme D, Industrial Zone					

(b) (3)

(a)	Other Information	\$10,000,000
(b)	Real Estate	\$1,000,000
(c)	Business	\$1,000,000
(d)	Industrial Zone	\$1,000,000
TOTAL ASSETS		\$13,000,000

[REDACTED]

[REDACTED]

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20 APRIL 1968, 1000 GALT - 101 1000

Item	Details	Units	Quantity	Rate \$/unit	Amount \$	Notes
5. 1	(A) Industrial Zone Site clearance and levelling	sq.-ft.	22,000	0.10	2,200	Partial clearances and levelling for prepared sites only
5. 2	Perimeter fence	lin.-ft.	5,900	2.00	11,800	
5. 3	Buildings	lin.-ft.	300	19.00	5,700	Access to prepared sites only
5. 4	Administration and other buildings	sq.-ft.	10,000	10.00	100,000	As other schemes: reduced scale
5. 5	Services	sq.-ft.	20,000	5m	1,000	Connection to prepared sites only
5. 6	Prepared sites	sq.-ft.		6.00	120,000	
5. 7	Reserves	sq.-ft.		5m	10,000	
	Total				286,900.	
	Add 25% for contingency, completion and engineering					
	Total Scheme 1. Industrial Zone				71,625	
					358,525	
5. 8	(B) Domestic Executive housing	Units	4	32,000	128,000	Ratio of executive/section housing reduced from 1:4 to 1:8
5. 9	Artisan housing	Units	32	5,000	160,000	
	Total				288,000	
	Add 25% for contingency, completion and engineering					
	Total Scheme 2. Domestic				96,160	
					384,160	

ANNEX 1

ANNEX 1 (continued)

ANNEX 1

(a) Industrial Zone	USD 370,000
(b) Housing	USD 26,000
Total Subarea B	USD 396,000

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ENVIRONMENTAL IMPACT STATEMENT - PORTLAND, OREGON

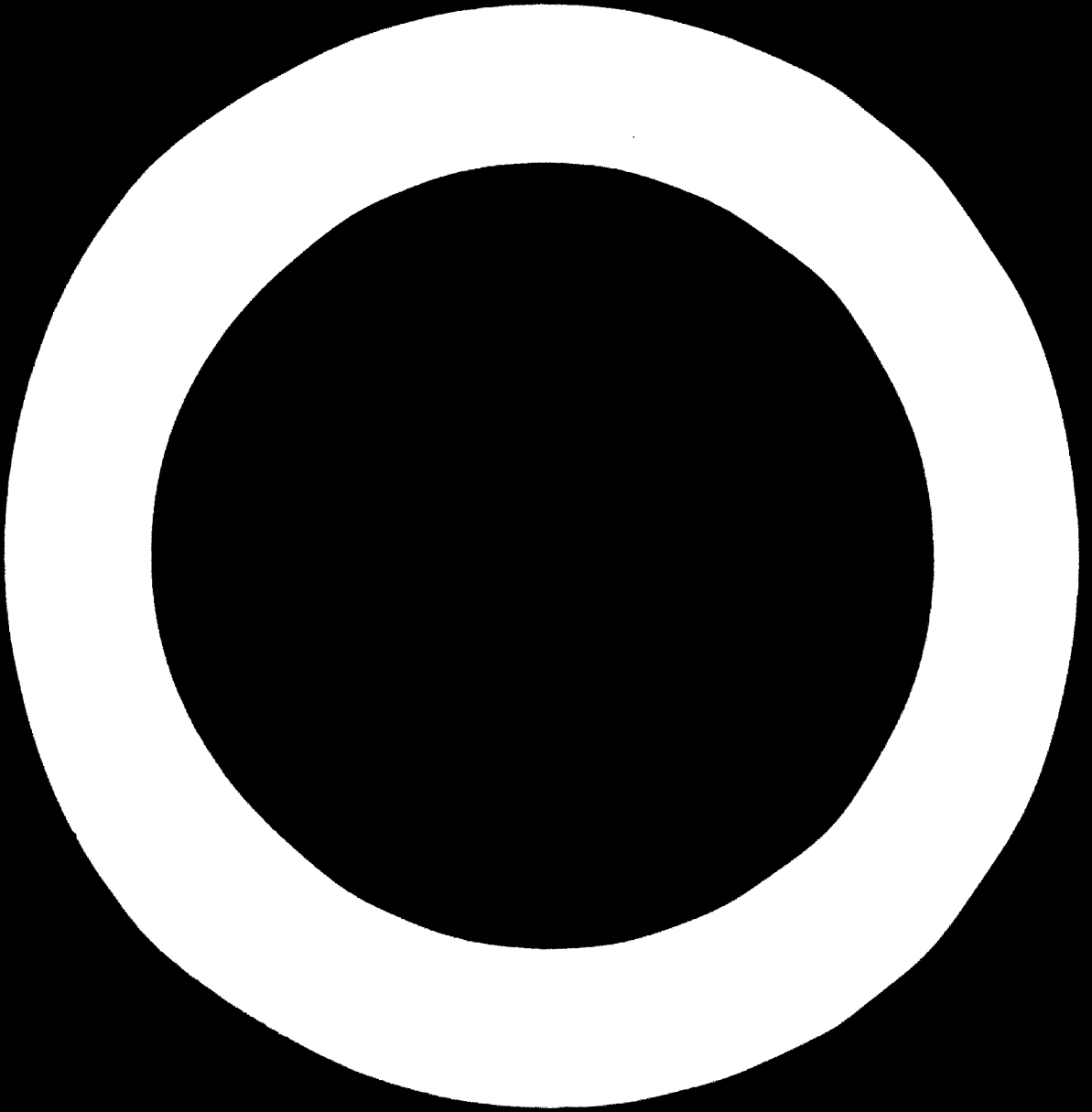
	SCHEME A	SCHEME B	SCHEME C	SCHEME D	SCHEME E
Industrial Zone	Value Bay (Reclamation) 200 acres 800,000 sq-ft.	Value Bay (Reclamation) 100 acres 100,000 sq-ft.	Value (Reclamation) 100 acres 100,000 sq-ft.	Value (On shore) 100 acres 100,000 sq-ft.	Value (On shore) 50 acres 20,000 sq-ft.
Harbour Works	Value Bay 6750 ft. 50 400	Value Bay 2775 ft. 25 200	Apia 2775 ft. 25 200	Apia 2775 ft. 25 200	Apia 600 ft. 4 32
Roading					
Seaside (All in 1980)					
Industrial Zone	8,777,000	2,053,000	3,622,000	1,820,000	391,000
Harbour Works	20,906,000	15,330,000	6,976,000	6,976,000	-
Roading	3,302,000	1,651,000	1,651,000	1,651,000	264,000
Totals	32,985,000	19,034,000	12,249,000	10,447,000	645,000
Highway					
Apia Port area to Value					
Totals			1,893,000	1,893,000	
Eastern harbour protection (future)					
Totals			14,342,000	12,340,000	
Sea harbour facility (future)					
Totals			2,588,000	2,581,000	
Sea harbour facility (future)					
Totals			16,723,000	14,521,000	
Sea harbour facility (future)					
Totals			930,000	930,000	
Sea harbour facility (future)					
Totals			17,653,000	15,851,000	

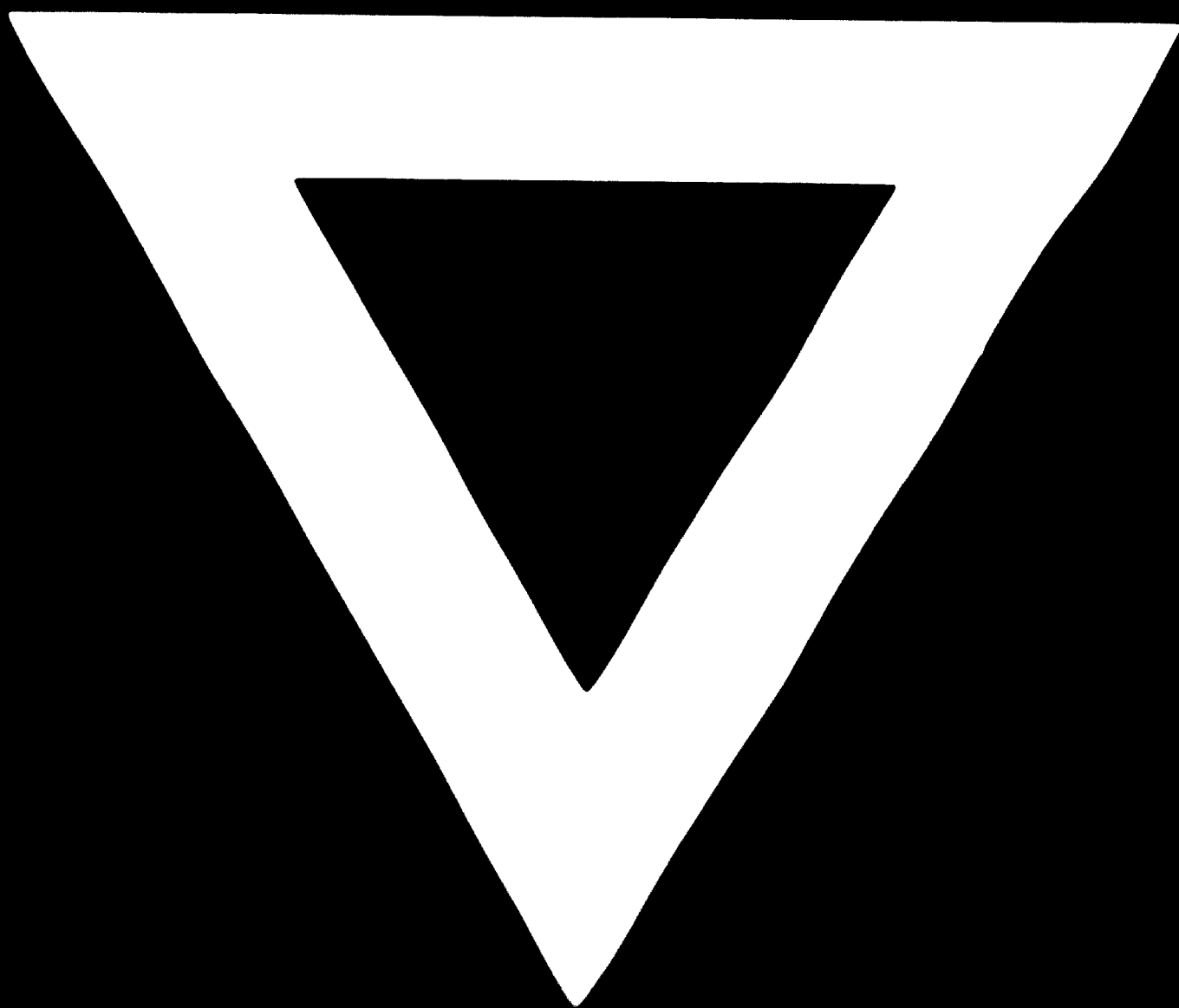
APPENDIX

APTA HARBOUR : FANTOED PUNING REPAIRS - PAGE 2

WESTERN SEA WALL AND TOWN FACILITIES (See Drawing No.3)

Item	Details	Unit	Quantity	Rate	Amount	Notes
1	Western Sea Wall Caissony and sea wall. Rock fill	cu.yd.	793,000	2.50	1,982,500	See Scheme 3. Item 3.1
2	Amenity area on w. face of caissony			Sum	50,000	Comprises sand for beach fill and planting
	Total				2,032,500	
	Add 2% for contingency, escalation and engineering				96,775	
	Total Western Sea Wall				2,509,275	
7. 1	Town Facilities			Sum	200,000	Including access, office and car park
7. 2	Verticalier Ferry Terminal	lin.ft.	700	320	224,000	
7. 3	Town wharf. Filling incl. ties and capping	cu.yd.	125,000	1.00	125,000	Incl. spreading and compacting
7. 4	Fill to reclaimed area	sq.yd.	9,000	5.75	51,750	Incl. amenity finishings
7. 5	Surfacing to town wharf frontage			Sum	30,000	Timber Jetty
7. 6	Yacht wharf	sq.ft.	5,000	10.00	50,000	Incl. Shelters, toilets, restaurant
7. 7	Wharf office and amenity buildings	lin.ft.	500	19.00	9,500	
7. 8	Access road	sq.yd.	4,440	5.00	22,200	200 cars
7. 9	Car park			Sum	20,000	
	Total				732,450	
	Add 2% for contingency, escalation and engineering				197,764	
	Total Town Facilities				930,214	





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