

DAY XLI OF THE "HIDDEN DEBT" SCANDAL TRIAL

Agi Anlaué says Privinvest was an abnormal supplier and had the ability to influence decisions at the highest level

- In April 2013, Agi Anlaué, a senior intelligence officer, went to work on the ProIndicus project on the instruction of SISE's then National Director of Economic Intelligence, António Carlos do Rosário. Once at the company, he was appointed Director of the Command and Control Centre, a directorate in charge of Centralisation, Processing, Analysis and Dissemination of Information obtained from the surveillance and monitoring system of the Exclusive Economic Zone. The Command and Control Centre operated from the ProIndicus headquarters and consisted of three units, namely the intelligence operations centre, the maritime operations centre and the data and maintenance centre.



Agi Anlaué

In addition to leading setting up of ProIndicus' Command and Control Centre, Agi Anlaué was responsible for training the technical team that would work at the center. For this purpose, the declarant said he had to recruit qualified technicians within the Defence and Security Forces and in other institutions. Until his departure in 2014, the setting up of ProIndicus system had not yet been completed, as many pieces of equipment, such as radars, interceptors and surveillance aircraft, were still to be assembled.

"When I left, the maritime traffic control system was already operational, which could visualise the circulation of boats in the Mozambique Channel as far as the northern part of Sofala. The Command and Control Centre had been equipped, the automatic identification system signal reception tower had been set up, the satellite signal reception antenna, and an exhaustive survey of the locations where radar posts should be installed along the coast had been done."

The declarant considers that the ProIndicus project was well done. "It was a good project, taking into account the threats identified at that time". However, he regretted that there were difficulties in the relationship with the supplier, the Privinvest group, due to the delay in the supply of means. "The supplier was taking a long time. It was not a normal supplier. It was a difficult relationship and they did not heed our complaints". Agi Anlaué further said that some locations planned for the installation of radars were difficult to access. "We had locations where there was no power and alternatives had to be found. I know that after I left there was progress in the installation of radars. I think six radars were installed".

In 2014, Agi Anlaué was appointed to work as Director of the Technology Platforms area of EMATUM and was later appointed Director for the Operations Area, and left this company in January 2016. "Essentially I was doing information and communication technology work, such as installing the operational network and the communication centre between personnel on land and personnel at sea".

During the time he was working at EMATUM, Agi Anlaué had contact with at least nine vessels and all of them had nothing special, apart from equipment related to fishing activity. In other words, for the declarant the EMATUM boats had nothing related to defence and security. "The boats had modern systems to aid navigation and fishing. When I was appointed to work at EMATUM, António Carlos do Rosário

said that the boats had a sophisticated communications system. Nevertheless, when I arrived I did not see any sophisticated communications system. So much so that we had to set up a radio system to allow communication with the boats".

Until his departure from EMATUM in 2016, the declarant said he had never heard of a centre for the coordination of onshore operations and transfer of intellectual property as stated in the supply contract signed with the Privinvest group. He confirmed seeing the boats fishing and said he had heard that there were tuna exports to Spain and China. However, the company began to have cash-flow problems: "the boats did not fish regularly; the bait was imported; part of the team that went fishing came from abroad, a situation that increased costs".

In 2014, he started working cumulatively for MAM, with the responsibility of coordinating the process of setting up the Pemba shipyard and improving the naval bases in Beira and Maputo. "I was the Director for the Technical and Logistics area and went to MAM on the recommendation of the company's then Chair of Board of Directors, António Carlos do Rosário". He said the first task was to study MAM's supply contract to understand the company's purpose. "Because it was a specialty area, priority was given to identifying technicians specializing in the shipyard area. We recruited technicians, set up a team and started work".

The contract provided that MAM should make available the space identified by the supplier for the construction of the shipyard in Pemba. "When we went to Pemba in December 2014, we found that the space that had been identified was not available. There were INAMAR and Pemba Naval Base infrastructures." Agi Anlaué further said that the identified site was within the perimeter of the Porto de Pemba. In addition, the infrastructure and the entire adjacent area had been under concession to the Portos de Cabo Delgado (PCD) consortium since August 2013. In its development plan, the Portos de Cabo Delgado Company also planned to build a shipyard.

Another constraint is that the Cabo Delgado provincial government was not aware of MAM project. That is why the declarant asked the Privinvest group to provide the engineering project regarding the Pemba shipyard to make a presentation to Cabo Delgado provincial government and the CFM public company, shareholder of Portos de Cabo Delgado. "But the supplier did not give us the engineering pro-

ject for the Pemba naval base. I started having relationship difficulties with the representative of Privinvest. He was instructing his subordinate not to give me detailed information about what was happening".

Agi Anlaué again stated that the Privinvest group was not a normal supplier. "Privinvest had the ability to influence decisions at the highest level. That is why when I went demanding a number of things, they simply stopped cooperating with me. I reported these facts and PCA António Carlos do Rosário was aware of them. I felt that I had responsibilities, but I did not have any authority. I stopped going to MAM and shortly afterwards I ceased my duties. It was clear that I should leave. Until he left MAM in late 2015, the Pemba shipyard had not yet been installed and there were no works at the naval bases in Beira and Maputo.

The declarant said that MAM's feasibility study was not done correctly. "It was not previously assumed on the availability of the space for the construction of the shipyard and it was not checked if there were qualified technicians to train the team." As for EMATUM, Agi Anlaué also concluded that the feasibility study was not done correctly. "There was a sequence of errors. The vessels' suitability should have been checked with the national authorities so that they would not fail, thus avoiding suitability and berthing costs; our waters did not provide suitable bait for tuna fishing, what implied import costs; there were insurance costs for the foreign vessels and crew."

Asked whether he received salaries in the three companies, Agi Anlaué replied that he did. "When I worked in ProIndicus I received a salary as a director. It was about 140,000 meticais. When I was appointed administrator at EMATUM I started to receive as an administrator. The salary was in the range between 200 and 300 thousand meticais. At MAM I was also paid as an administrator. As the other intelligence officers assigned to ProIndicus, EMATUM, and MAM, Agi Anlaué also received two salaries simultaneously, in the companies and in SISE.

When asked whether he had any disputes or relationship problems with António Carlos do Rosário, he answered in the negative. And he said that he considers him as a friend. And he took the opportunity to explain why he never went to visit him in jail: "António Carlos do Rosário indicted me of having ordered the arrest of everyone, including the General Director of SISE, alleging that I talked to Kroll. I do not have those powers. I never spoke with Kroll."

Nazir Aboobacar says that MAM was able to keep the Maputo shipyard thanks to the intervention of the Filipe Nyusi government

Nazir Passades Felizardo Aboobacar was the second declarant to be heard by the court. In August 2014 he was appointed to work as MAM's Director of Administration and Finance. "I was told that MAM was linked to the National Directorate of Economic Intelligence and that some secrecy was required. I learned from my director António Carlos do Rosário that SIMP (Integrated Monitoring and Protection System) was a project of the National Directorate of Economic Intelligence and integrated the three companies, namely ProIndicus, EMATUM and MAM. I never had access to any documents about the project." He requested the court not to reveal his salary as Director of Administration and Finance, saying only that it varied between 100 and 200 thousand meticaís.

According to Nazir Aboobacar's explanation, the MAM project was not implemented on time because there were difficulties in identifying the location for the installation of the shipyards in Pemba and Maputo. The declarant explained that on an unspecified date he went to a session of the Council of Ministers, accompanying the then MAM CEO, António Carlos do Rosário. At this session, the President of the Republic, Filipe Nyusi, asked why MAM and other companies (ProIndicus and EMATUM) were not producing, and the declarant explained that MAM was facing difficulties in accessing the Maputo shipyard, which at the time was under concession to the company SOMONAV.



Nazir Aboobacar

Subsequently, Filipe Nyusi instructed the declarant to contact the Minister of Economy and Finance, Adriano Maleiane in order to start with the process of reversion of the Maputo shipyard; and mandated the then Minister of Transport and Communications, Carlos Mesquita, to accompany the process. "After two days, a team from the Ministry of Economy and Finance linked to the area of state property was already at the Ministry of Transport and Communications, there was the National Director of Economy at the Ministry of Transport and Communications, myself and the administrator of MAM (Raúfo Ismael Ira)". There had been also a second meeting at

the office of the Minister of Transport and Communications, where the Minister himself (Carlos Mesquita), the declarant (Nazir Aboobacar), the CEO of MAM (António Carlos do Rosário) and the lawyer of SOMONAV (Albano Silva) were present. "We were discussing who should pay the debt that the State had with SOMONAV. Whether it would be the government or MAM. Finally, the State paid. After this process, MAM had access to the Maputo shipyard to start with the works." Nazir Aboobacar did not confirm that there was sabotage of the three companies by the Government, as claimed by António Carlos do Rosário.



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