

B. LETTERS & MEETING MINUTES (ZAMBIA)



**JICA Study Team of the Feasibility
Study on the Proposed Kazungula
Bridge over the Zambezi River between
the Republic of Botswana and the
Republic of Zambia**

c/o Provincial Roads Department
Sheki Sheki Road
P O Box 30918, Lusaka
ZAMBIA
TEL +260-1-241766
FAX +260-1-241766

Ref: KZB/27/S-00
26th October 2000

The Permanent Secretary
Ministry of Works and Supply
Lusaka
ZAMBIA

Fax No. 254108

SUBJECT: NAVIGATIONAL CLEARANCE

Regarding the Navigational Clearance recommended by the JICA Study Team at the Meeting in Livingstone, 18th and 19th October 2000, we would like to ask your acceptance and final confirmation with the organization (such as Department of Maritime and Inland Waterways) related to the navigation at the Kazungula Ferry site of the Zambezi River. This confirmation is crucial condition for the Preliminary Design which will be prepared after return of the JICA Study Team to Japan as we requested at the Technical Sub-committee Meeting in Lusaka, Zambia 9th October with your technical representatives and the last Joint Steering Committee Meeting held on 18th and 19th October 2000, at Livingstone in Zambia.

We would like to remind you that this request for acceptance was made in accordance with The Article 6 of page 2 of the Minutes of Meeting, signed 18th February 2000 between the related countries and JICA.

Your kind reply of the determination and acceptance on these technical criteria attached herewith before the end of October will be highly appreciated.

Sincerely yours,

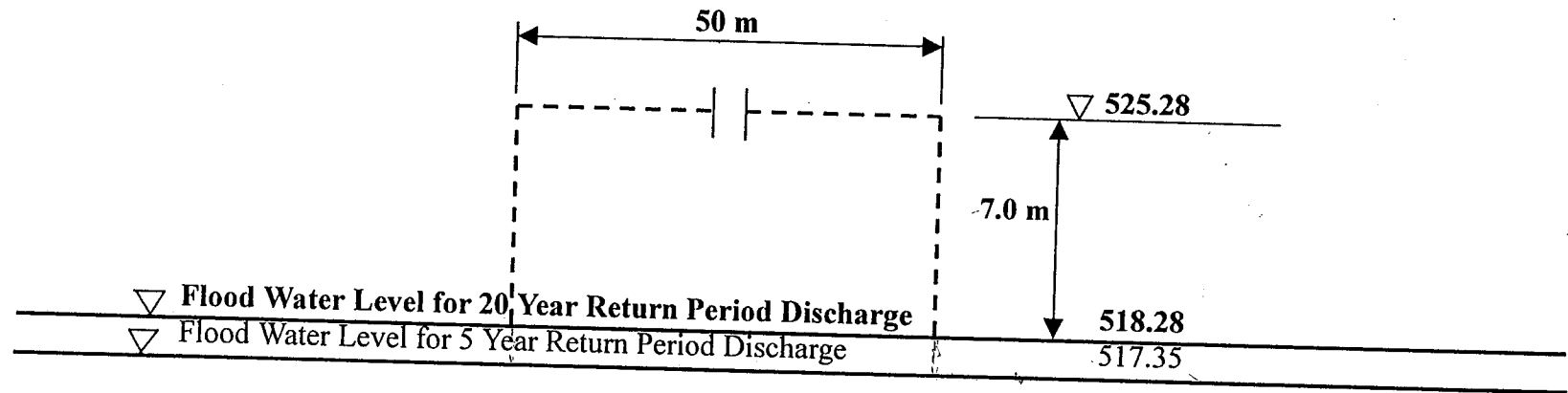
Koji Enomoto
Team Leader
F/S of Kazungula Bridge
JICA Study Team

- cc: Mr. J.D. Mwila, Director of Roads
- Ms. B. Kaonga, Assistant Director (Economics)
Fax No.: 253108
 - Mr. H. Hamaoka, JICA Lusaka
 - Mr. Tanaka, JICA Tokyo
 - File

Attached: Schematic Figure of Navigational Clearance

The navigation clearance of 7m is based on the condition of a safari boat height above the risen water level of 20 years return period flood. This clearance has a 0.33m margin above the existing ferry boat height above the water level of 5 years return period.

NAVIGATIONAL CLEARANCE



Safari Boat Height		Passenger Height		Additional Margin	Total
3.0 m	+	2.0 m	+	2.0 m	= 7.0 m
Ferryboat Height		Topmast		Margin	Total
7.6 m		(1.5 m)		0.33 m	= 7.93 m

Note : Figure within the bracket is to be neglected.
 The elevation presented here is based on the survey conducted October 1999.

All Communications should be addressed to
the Permanent Secretary
Telephone: LUSAKA 252475-252458
Telegrams: WORKS, RIDGEWAY, LUSAKA
Fax: 254108

In reply please quote



MWS/103/1/50.....

REPUBLIC OF ZAMBIA
MINISTRY OF WORKS AND SUPPLY

P.O. BOX 50236
LUSAKA

1st November, 2000

Mr. K. Enomoto
Team Leader
JICA Study Team
C/o Provincial Road Engineer
LUSAKA.

Dear Sir,

RE: **NAVIGATIONAL CLEARANCE AND THE CRITERIA FOR THE
PRELIMINARY DESIGN OF THE BRIDGE AND APPROACH
ROADS AND BORDER CONTROL FACILITIES
AT KAZUNGULA**

We refer to the two subjects above.

We have consulted the Roads Department our authority on the two issues raised above and enclose their comments.

The Ministry has no objection to the recommendations by the JICA Team and recommend that the study should be allowed to proceed.

We have consulted the Maritime and Inland Waterways Department on the Navigational Clearance and will inform you of their stand upon receipt of their reply.

Yours faithfully

Bupe Kaonga
Bupe Kaonga

Assistant Director (E)

For/Permanent Secretary

MINISTRY OF WORKS AND SUPPLY

Communications should be addressed to
the Director of Roads
Telephone: LUSAKA 253088/253801/253002
Telegrams: WORKS, RIDGEWAY, LUSAKA
Fax: No. 1-253404



In reply please quote:

RDHQ^{No}101/7/51.....

REPUBLIC OF ZAMBIA

MINISTRY OF WORKS AND SUPPLY

ROADS HEADQUARTERS
P.O. BOX 50003
LUSAKA

31st October 2000,

The Permanent Secretary,
Ministry of Works and Supply,
LUSAKA

f.a.o MsBupe Kaonga
Ag Director of Planning

RE: Navigational Clearance and The Criteria for The Preliminary Design of the Bridge and Approach roads and Border Control Facilities at Kazungula.
Comments.

We refer to the two subjects above:

1.0 Navigational clearance over the Zambezi river crossing.

We have studied the document and found that the proposed clearance is within the stipulated navigational clearance and we recommend accordingly to the JICA study team to proceed with the project.

It should also be noted that this is just a study. Depending on its economic results the Japanese government might/might not wish to proceed with the project. It is therefore in our common interests as recipient nations of the Japanese finance that we should allow the feasibility study to come up with economically acceptable study results at this point. Allowing a much higher navigational clearance will push the project to uneconomic levels and thus declared non feasible.

Specific details such as this will be strictly requested for during the proceeding phases of the project such as at preliminary designs and detailed designs.

2.0 Technical criteria for the Preliminary design

The technical criteria has been proposed within the BS 5400 for the bridge structural designs and the study team recommends strictly adherence to the SATCC, Botswana and Zambia Standard specifications and designs or a balance

among the three on both the bridge and road approaches , we have no variance recommendations and recommend that the JICA team may be allowed to proceed. The document is accepted in its entirety.



Silupumbwe Justine Samu
Executive Engineer (Project Management)
For The **DIRECTOR OF ROADS**

JICA Stu
Study on the Proposed Kazungula
Bridge over the Zambezi River
between the Republic of Botswana
and the Republic of Zambia

October 2000, JICA Study Team

c/o Provincial Roads Department
 Sheki Sheki Road
 P O Box 30918, Lusaka
 ZAMBIA
 TEL +260-1-241766
 FAX +260-1-241766

Ref: KZB/26/S-00
 26th October 2000

The Permanent Secretary
 Ministry of Works and Supply
 Lusaka
 ZAMBIA

Fax No. 254108

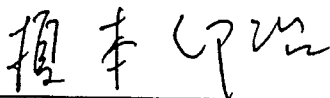
**SUBJECT: TECHNICAL CRITERIA FOR THE PRELIMINARY DESIGN OF THE
 BRIDGE AND ITS APPROACH ROADS AND BORDER CONTROL
 FACILITIES**

Regarding the above subject of the technical criteria in the Minutes of Meeting attached herewith, which were recommended by the JICA Study Team at the Technical Sub-committee Meeting held on 9th October at Lusaka in Zambia and the Joint Steering Committee Meeting on the Interim Report held on 18th and 19th October at Livingstone in Zambia, we would like to ask your final confirmation and acceptance on the technical criteria those were recommended and discussed through both Meetings above.

Especially, we would like to remind you that the Technical Sub-committee Meeting was held in order to determine the technical criteria for the Preliminary Design in accordance with the Article 6 of page 2 of the Minutes of Meeting on Scope of Works for the Feasibility Study on the Proposed Kazungula Bridge, signed 18th February 1999 between the related countries and JICA.

Following the schedule of the Study agreed at the Joint Steering Committee Meeting held on 30th and 31st August 2000 at Gaborone in Botswana, your kind reply of the final determination and acceptance on these technical criteria in the Minutes of Meeting attached herewith and the Interim Report before the end of October, as requested by the Team Leader of the JICA Study Team at the Joint Steering Committee Meeting held on 18th and 19th October at Livingstone in Zambia, will be highly appreciated.

Sincerely yours,



Koji Enomoto
Team Leader
F/S of Kazungula Bridge
JICA Study Team

- cc: - Mr. J.D. Mwila, Director of Roads
 - Ms. B. Kaonga, Assistant Director (Economics)
 Fax No.: 253108
 - Mr. H. Hamaoka, JICA Lusaka
 - Mr. Tanaka, JICA Tokyo
 - File

Attached: Minutes of Meeting, 18 and 19 October 2000

MEETING MINUTES

Technical Meeting between Representatives from The Government of Zambia and the JICA Study Team for the Feasibility Study on the Proposed Kazangula Bridge over the Zambezi River between the Republic of Botswana and the Republic of Zambia

Date : 14th November 2000, 10:00 a.m. – 11:45 a.m.

Venue : Conference Room, Ministry of Works and Supply, Lusaka

Attendees : Zambian delegation:

- Ms. Kaonga Bupe (Asst. Director, MWS)
- Mr. Mukumbwa B.M (ZRA – Project Engineer)
- Mr. Silupumbwe J.S. (MWS, Roads Dept. Executive Engineer)
- Mr. Natan M. Jere. (Buildings Department, Chief Architect)
- Mr. S. M. Matonka (Immigration Dept., Principal Immigration Officer)
- Mr. Michael Daka (ZRA – Projects Manager)
- Mr. D. M. Mukuka (ZRA – Assistant Commissioner, Customs services)

: JICA Study Team

- Mr. M. Lenczner (Building Engineer, Border Facilities)

1.0 General

- 1.1 JICA Study Team Representative presented and explained, with the aid of drawings, the latest planning arrangement and conceptual design for the Border Facilities, with emphasis on the Zambian Side facilities. On the below-mentioned subjects, the following points were raised, which are to be reflected or commented upon in the final report. Results of latest discussions with Zambian and Botswana side were also reflected in the design.

2.0 Overall Site Plan

No particular comments

3.0 Zambian Border Facilities Layout

- 3.1 Areas marked for expansion should lie within the security fence boundary.
- 3.2 Truck parking for more than 30 trucks (as current plan) should be provided.
- 3.3 Freight office building should accommodate around 30 separate offices for clearing agents.
- 3.4 Provision for two commercial banks should be made (e.g. inside Public Facilities Building)
- 3.5 Town and Country Planning Department (Livingstone) will eventually need to be consulted regarding further detailed planning matters (zoning, layout, relocating, infra facilities, etc.) even if such items can not be dealt with or reflected at this Feasibility Stage.
- 3.6 If possible, future worker accommodation should not block views of Zambezi River.

4.0 Passenger Control Building

- 4.1 The final plan layout can not be finalized at this time, as one-stop formalities need further clarification by all parties. This includes whether the facilities of each country should be grouped together, or whether a more integrated arrangement (as shown) is preferable.
- 4.2 Tourist Information Office to be relocated to separate Public Facilities Building
- 4.3 2 detention cells to be provided (1 male; 1 female) and to be on Ground Floor, with office.
- 4.4 Additional space preferred for Secretary rooms for Immigration and Customs Chiefs.
- 4.5 Three separated large conference rooms (one for each country) not required, as room-use schedule planning by a building administrator would allow one room to be sufficient.
- 4.6 Similarly, separate interview rooms for each country for both immigration and customs (total 6 no.) could be rationalized to total of three rooms (one for each country).
- 4.7 A separate building administration room should then be provided.
- 4.8 Separate rooms for accounting for each country could be removed and absorbed in the space of the open-plan Ground Floor Immigration and Customs Office
- 4.9 Space for Deputy Chiefs, at least for the host-nation facility, should be provided.
- 4.10 As the separate requirements of each country would vary, slight differences in the layout of each facility was likely to occur. This would be handled in a more detailed design stage.


5.0 Facility Management, General Design Matters

- 5.1 The matter of the funding of running costs for the maintenance of each facility should be raised in the Study Report, including the options of separate funding for each facility, or the stated preferred option of creating a single autonomous body (e.g. Zambezi River-Kazungula Border Facilities) to manage all three facilities.
- 5.2 Preference is for a low-maintenance design, even if this meant a higher initial construction cost, e.g. brick external walls were stated as preferable to block with plaster finish.

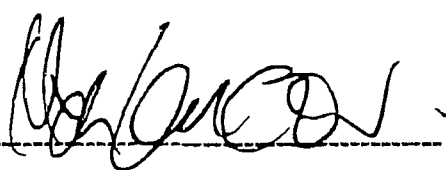
6.0 Other Matters

- 6.1 Zambia Customs officials will try to advise any other comments they may have by 17 November, on the understanding that such comments may be reflected in the Final Draft Report text, but not necessarily in the Final Draft Report Drawings.
- 6.2 It was agreed that the JICA Study Team's planned 'courtesy' visit to advise the latest status of the Study be on 22 November 2000 at 9:30 a.m. (at the Ministry of Works and Supply)

Signatures



Ms. Kaonga Bupe (Zambian delegation)

PP. 

(for) Mr. Koji Enomoto (JICA Study Team)

*All Communications should be addressed to
the Permanent Secretary
Telephone: LUSAKA 252475-252458
Telegrams: WORKS, RIDGEWAY, LUSAKA
Fax: 254108*



MWS/103/1/50
No.....

REPUBLIC OF ZAMBIA
MINISTRY OF WORKS AND SUPPLY

P.O. BOX 50236
LUSAKA

17th November, 2000

Mr. Koji Enomoto
Team Leader
JICA Study Team
C/o Provincial Road Engineer
LUSAKA.

Dear Sir,

**OVERALL COMMENTS ON THE JICA SPONSORED FEASIBILITY STUDY
OF KAZULUNGU BRIDGE DESIGN, APPROACHES AND THE BORDER
CONTROL FACILITIES (BCF).**

My reference to the subject above:

Having participated and attended the presentations of the Feasibility Study on the construction of the Kazungula Bridge, the approaches and the Border control facilities over the Zambezi river by the JICA team. We comment as follows:

We have studied the documents and found that the proposed clearance is within the stipulated navigational clearance and we recommended accordingly to the JICA Study Team to proceed with the project.

The structural designs and the configuration of the proposed bridge is to the best of our technical, environmental and aesthetic value knowledge, the best of all options.

From the point of view of the layout, structural design and quality of the materials to be used, the border control facilities conforms with our standard requirements. We therefore, have no objection to JICA proceeding with the designs of BCF.

The bridge approaches on the Zambian side are within the standard designs of the Roads and Bridges Design standards. We have no objection, except it would have been better to extend the approach to include the 2km of the road to the junction with Livingstone/Sesheke road (M10).

We have discussed with our colleagues from Botswana who mentioned their concern on the choice of the bridge by the JICA Study Team.

We trust their concerns will be taken into consideration during the write up of the Draft Final Report.

Yours faithfully


Bupe Kaonga

Assistant Director (E)

for/Permanent Secretary

MINISTRY OF WORKS AND SUPPLY

c.c. Mrs. Judith Nwako
Ministry of Works and Transport & Communications
Roads Department
Private Bag 0026
Gaborone
BOTSWANA

Fax 314278/313303

All Communications should be addressed to
the Permanent Secretary
Telephone: LUSAKA 252475-252458
Telegrams: WORKS, RIDGEWAY, LUSAKA
Fax: 254108



In reply please quote

MWS/103/1/50
No.....

REPUBLIC OF ZAMBIA
MINISTRY OF WORKS AND SUPPLY

P.O. BOX 50236
LUSAKA

23rd November, 2000

Mr. Koji Enomoto
Team Leader
JICA Study Team
C/o Provincial Roads Engineer
LUSAKA.

Dear Sir

ONE STOP BORDER POST FACILITY

Please find enclosed herewith a self-explanatory letter concerning the above.

We shall advise you of any developments.

Yours faithfully

A handwritten signature in cursive script, appearing to read 'Bupe Kaonga'.

Bupe Kaonga
Assistant Director (E)
for/Permanent Secretary
MINISTRY OF WORKS AND SUPPLY

All Correspondence should be addressed
to the Permanent Secretary

In reply, please quote

No.....

Telephone: LUSAKA 251444/251740
251749/251759

Telegrams: TRANSWORKS, RIDGEWAY



REPUBLIC OF ZAMBIA

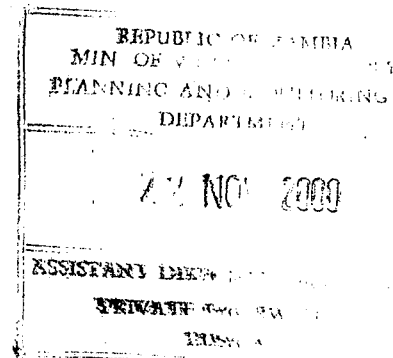
MCT/6/7/48 Conf

MINISTRY OF COMMUNICATIONS AND TRANSPORT

P.O. Box 50065
LUSAKA

22 November, 2000

The Permanent Secretary
Ministry of Works and Supply
LUSAKA.



Attention Ms B. Kaonga

Re ONE STOP BORDER POST FACILITY AT KESSANOGARCIA BORDER
POST SOUTH AFRICA/MOZAMBIQUE

Refer to your minute MWS/103/1/50 dated 2nd November, 2000 on the above subject.

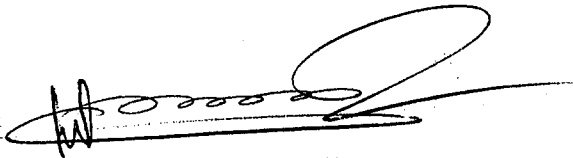
Please be advised that the One-Stop Border Post Facility concept has not been implemented yet in the SADC region. However, the concept is being actively re-activated by SATCC/USAID and Member States. A meeting involving relevant Ministries and other Government Institutions is being arranged for 15th of December, 2000 in Zambia by SATCC/USAID to discuss the concept further at National level before a regional workshop on the same early next year. Your Ministry is one of those that have been relevant to attend this important meeting.

In summary I would say that the One Stop Border Post Facility concept is quiet popular among Member States going by the out come of the First Workshop held in Harare in 1998 which you attended. I also note that your meeting of the Joint "Steering Committee; Zambia, Zimbabwe and Namibia on Kazungula Bridge Project held in Livingston from 18th to 19th October, 2000 endorsed that the planning conditions of Board Control Facilities at Kazungula Bridge be based on One Stop Border Post Facility.

With these developments it is advisable that the JICA Study Team incorporates the One Stop Border Facility in their plans both for Chirundu and Kazungula Bridges.

As regards the Kessanogarcia Border Post between Mozambique and South Africa

Border Post I wish to state that we have no clear position as to whether the One Stop Border Post concept is implemented. We are still trying to get information from the SATCC-TU on the matter and we will get back to you.



Winston S.C. Mwandila
Director of Planning
For/Permanent Secretary

MINISTRY OF COMMUNICATIONS AND TRANSPORT.



**JICA Study Team of the Feasibility
Study on the Proposed Kazungula
Bridge over the Zambezi River
between the Republic of Botswana
and the Republic of Zambia**

c/o Provincial Roads Department
Sheki Sheki Road
P O Box 30918, Lusaka
ZAMBIA
TEL +260-1-241766
FAX +260-1-241766

To:	The Permanent Secretary	Ref. No.	_____
	Ministry of Works and Supply	Date	_____
	Lusaka	From:	Koji Enomoto
	ZAMBIA		Team Leader
	_____		F/S of Kazungula Bridge
	_____		_____
	_____		_____
Fax. No.	254108		

Subject : Final Bridge Type for the Kazungula Bridge Project

Dear Mss./Messrs.

As we discussed and confirmed, at the Joint Steering Committee Meeting on 18 and 19 October 2000 at Livingstone in Zambia, that the most suitable bridge type would be selected among the three alternative bridge types, we would like to recommend PC Extra-dosed bridge type to be adopted to the Kazungula Project after the comparative study on the economical and technical conditions as the attached sheets. The PC Extra-dosed bridge has advantageous compared with PC Box Girder Bridge in construction costs, concrete works and weight which may affect the sizes of foundation structure, and bridge deck level which will directly relate to the proposed height of approach road embankment.

Your final confirmation and acceptance of PC Extra-dosed bridge type to be adopted to the Preliminary Design will be highly appreciated.

proposed by:

accepted by:

Koji Enomoto
Team Leader
F/S of Kazungula Bridge
JICA Study Team

G. P. Nyirenda
Permanent Secretary
Ministry of Works and Supply
ZAMBIA

C.C.: JICA Tokyo
File


NIPPON KOEI CO., LTD.
Consulting Engineers

5, Kojimachi 2-Chome, Chiyoda-Ku, Tokyo

To Ms. W.S. Akapelwa
Economist (ERM)
Ministry of Finance and
Economic Development
Zambia

From: Koji Enomoto
JICA Study Team
Kazungula Bridge

Telex : J24557 KOEICO
Telephone : 81-3 (5276) 3871
Facsimile : 81-3 (5276) 3081
E-mail :

Your ref.

Our ref.

Date March 15, 2001

**Subject: Further Information for Finalizing the Draft Final Report for the
Kazungula Crossing**

Thank you very much for your kind cooperation for the Feasibility Study on the Kazungula Crossing.

To finalize the Draft Final Report of the above Feasibility Study in Japan before submission of the Final Report, we would like to ask your kind opinions on the Kazungula crossing of the following items:

- 1) Intangible benefits such as strengthening regional integration, promotion of local industries, inducement of community area development.
- 2) Regional economic development in the SADC and COMESA areas.
- 3) Importance of Kazungula crossing as the central point of linking South Africa and Northern or Central Africa countries, affecting development and integrity of economic and communications.
- 4) Economic expansion and trades flow to the surrounding countries such as Congo, Burundi and Rwanda.

We appreciate your prompt reply on the above matters by fax.

Sincerely yours,

Koji Enomoto
Team Leader
JICA Study Team

C.C : - Mr. T.Hamada, JICA Expert
- Mr. K.Tanaka, JICA Tokyo
- File



Nippon Koei Co., Ltd. Consulting - 55 - n International Division
Registered in England and Japan
Registered Office: 2-5 Kojimachi, Chiyoda-ku, Tokyo



Fax: 260-1-254108

5, Kojimachi 2-Chome, Chiyoda-Ku, Tokyo

To Ms. Bupe Kaonga
Assistant Director-Economic
Planning and Monitoring Department
Ministry of Works and Supply
Zambia

From: Koji Enomoto
JICA Study Team
Kazungula Bridge

Telex : J24557 KOEICO
Telephone : 81-3 (5276) 3871
Facsimile : 81-3 (5276) 3081
E-mail :

Your ref.

Our ref.

Date March 15, 2001

**Subject: Further Information for Finalizing the Draft Final Report for the
Kazungula Crossing**

Thank you very much for your kind cooperation for the Feasibility Study on the Kazungula Crossing.

To finalize the Draft Final Report of the above Feasibility Study in Japan before submission of the Final Report, we would like to ask your kind opinions on the Kazungula crossing of the following items:

- 1) Intangible benefits such as strengthening regional integration, promotion of local industries, inducement of community area development.
- 2) Regional economic development in the SADC and COMESA areas.
- 3) Importance of Kazungula crossing as the central point of linking South Africa and Northern or Central Africa countries, affecting development and integrity of economic and communications.
- 4) Economic expansion and trades flow to the surrounding countries such as Congo, Burundi and Rwanda.

We appreciate your prompt reply on the above matters by fax.

Sincerely yours,

Koji Enomoto
Team Leader
JICA Study Team

C.C : - Mr. K.Tanaka, JICA Tokyo
- File

