
APPENDIX 9

M/M OF STEERING COMMITTEE MEETINGS

9.1 1st Steering Committee Meeting

MINUTES OF MEETING

FOR

THE FEASIBILITY STUDY ON A NEW BRIDGE

ACROSS RIVER NILE AT JINJA

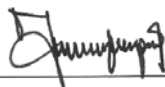
IN THE REPUBLIC OF UGANDA

HELD AT THE BOARD ROOM,

UGANDA NATIONAL ROADS AUTHORITY

Kampala, November 17, 2008

From 9:20am to 11:30am



Eng. Orach O Aloysius
Principal Executive Engineer / Bridges
Ministry of Works and Transport (MOWT)



Mr. Isamu GUNJI
Team Leader
JICA Study Team

AGENDA

The following agenda was adopted by the meeting

1. Prayer
2. Opening remarks by the Chairman of the Steering Committee
3. Introduction of the Steering Committee and the Study Team members
4. Presentation of the Inception Report
5. Discussion about the Inception Report
6. Tea break
7. Discussion about stakeholders for Public Consultation.
8. Confirmation of Undertakings by Government of Uganda and Issuance of Introductory Letters.
9. Request for Additional Data
10. Closing remarks by UNRA

PARTICIPANTS: Refer to ANNEX-1

MINUTE 1: OPENING REMARKS BY CHAIRMAN

After the opening prayer, the Chairman welcomed all members to this inaugural meeting on behalf of the Government of Uganda (GOU). He informed the meeting that Eng. A O Mugisa, the Chairman was on official duty in the United States and could not attend. He further assured the meeting that members of this Steering Committee would do give maximum support to the JICA Study Team to ensure the success of the Project.

MINUTE 2: INTRODUCTION OF MEMBERS

All members of the Steering Committee and the Study Team introduced themselves.

MINUTE 3: PRESENTATION OF THE INCEPTION REPORT

The Team Leader kindly requested the meeting that the errata submitted at the meeting should be part of the Inception Report, and it was accepted by the Committee. He then presented the main points of the report to the meeting. The Steering Committee meeting accepted and approved in general the Inception Report.

MINUTE 4: DISCUSSION ABOUT THE INCEPTION REPORT

Question 1: A member on the Committee requested the Study Team to clarify the source of data on travel time shown in Figure 2.1, page 2-3.

Response: The Study Team informed the meeting that the days indicated included the period for customs clearance at the boarder between Kenya and Uganda and that the source of this information was the Pre-Investment Study report "Nile Bridge at Jinja Uganda" funded by World Bank in 2006.

Question 2: The Committee requested what will be done in the technical transfer programme for the training of Counterpart personnel.

Response: The Study Team informed the meeting that the programmes and evaluation methods proposed in Table 3.17 and 3.18 in the report would be reviewed by both the Study Team and UNRA.

Question 3: The Committee informed the Study Team that Public Private Partnership (PPP) has not been a common practice in Uganda.

Response: The Study Team informed the meeting that this proposal was mentioned in the Pre-Investment Study report funded by World Bank in 2006 and is one of the alternatives for further consideration as well as the method of funding.

Question 4: The Committee requested the detailed schedule for the project implementation.

Response: The Study Team responded that the detailed schedule towards the realization of the project, i.e. implementation plan would be spelt out in due course of the Study.

Item 5: The members requested the Team to know whether there would be two separate Environmental Impact Assessment reports regulated by both JICA Guideline and GOU.

Response: The Study Team promised to support the Ugandan EIA procedure with a view of harmonizing both requirements of the GOU and JICA EIA Guidelines.

Question 6: The members requested the Team to know that the Nile Basin International Protocol had been considered as a member of Stakeholder Meeting.

Response: GOU officials promised that the Ministry of Water, Lands and Environment would handle this matter.

Question 7: The member requested the Team to know the situation and measures in place regarding the rehabilitation of Nalubaale Bridge as the local districts can not await the completion of the new bridge.

Response: The members from Ministry of Works and Transport informed the Team that an emergency rehabilitation was already underway by the GOU (procurements of the consultant and contractor were complete).

Question 8: The member requested to check the forecasted traffic volume of 10,791 for the year "2020", which is indicated in Page 2-4.

Response: The Study Team informed the meeting that its volume is for the year "2010" and that the correction would be added in the attached errata.

Question 9: The Committee requested that a paragraph defining the role of the Team be added in the introduction part of the Inception report

Response: The Team agreed to add the following paragraph:

"In order to cope with such a situation, the Government of Uganda requested the Government of Japan to undertake the Feasibility Study on the Construction of a New Bridge across River Nile at Jinja. In response to the official request, the Government of Japan through Japan International Cooperation Agency, dispatched the Study Team in November 2008."

MINUTE 6: LIST OF STAKEHOLDERS FOR THE PUBLIC CONSULTATIONS

A proposed list was presented by UNRA and amendments were to be made incorporating the comments provided by the Committee.

MINUTE 7/8 CONFIRMATION OF GOU UNDERTAKINGS

(1) The Team confirmed that enough office space at Kyambogo Ministry of Works training centre was provided by MOWT.

- (2) Two engineers and one person for the social consideration were availed by UNRA and more personnel would be availed soon.
- (3) One general letter to related organizations and another particular letter to the Army (UPDF) would be issued by UNRA for the smooth operations of the Study team.

MINUTE 9: REQUEST FOR ADDITIONAL DATA

The Study Team was advised to liaise with UNRA for more particular assistance. Caution was given that acquisition of some data would involve some charges.

Attachments:

- ANNEX-1 Members Present at the meeting
- ANNEX-2 Errata
- ANNEX-3 Discussion Materials distributed at the meeting

9.2 2nd Steering Committee Meeting

**MINUTES OF THE SECOND
STEERING COMMITTEE MEETING
FOR
THE FEASIBILITY STUDY ON A NEW BRIDGE
ACROSS RIVER NILE AT JINJA
IN THE REPUBLIC OF UGANDA
HELD AT THE BOARD ROOM,
UGANDA NATIONAL ROADS AUTHORITY**

Kampala, February 18, 2009

From 10:00 am to 12:48 pm

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AGENDA

The following Agenda was adopted by the meeting.

1. Communication from Chairman of the Steering Committee
2. Presentation of Progress 1 by the Study Team
3. Discussion about the Progress Report 1
4. Closing Remarks by UNRA

LIST PARTICIPANTS : Refer to ANNEX-1

MINUTE 1: COMMUNICATION FROM THE CHAIRMAN.

After self introduction of all the members in attendance as indicated in the attached attendance sheet, the Chairman, Eng. Dr. A O Mugisa, opened the meeting at 1005 hrs.

He informed the meeting that the Government of Japan was financing the ongoing feasibility study through JICA. This was a follow up of the pre-feasibility study earlier financed by the World Bank. He also informed the meeting that holding Public Consultations is a precondition for all Japanese Grant Aid Studies. He underscored the significance of the Team in the ongoing study and requested them to remain vigilant. He was also optimistic that the Government of Japan would finance the bridge construction.

He then called on the JICA Study Team to present the Progress Report 1 to the meeting.

MINUTE 2 : PRESENTATION OF PROGRESS REPORT 1

The Team Leader, Mr. Isamu GUNJI, presented highlights of Progress Report 1 and informed the meeting that the Study Team has been collecting data from various institutions which has enabled them to compile the report.

He informed the meeting that based on the routes originally proposed by the World Bank and IDI, alternative alignments have been proposed along the said routes by the JICA Study Team.

He presented the different alignments and the bridge types on each of the three routes and recommended appropriate alignments for the respective routes for the

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Steering Committee's consideration, taking into account the Engineering, Social and Cost aspects including land acquisition, compensation and maintenance costs.

In addition to the evaluations of bridge location in the various alignments, he discussed the Design Standards, Assistance to the Environment Studies, Public Consultations, Policy on New Nile bridge, the Impact of Jinja Airfield and the Activity Schedule after the Progress Report 1.

Finally, he requested the meeting to set up a Technical Committee to discuss technical matters whenever they arise.

MINUTE 3: DISCUSSION OF THE PROGRESS REPORT 1

Item 3.01 : The Chairman requested to know the date of the Second Public Consultation

Response : It will be held early April 2009 after the 3rd Steering Committee meeting in late March 2009.

Item 3.02 : What output is expected of the Public Consultation (PC) and the Focus Group Discussion (FGD) meeting?

Response : Discussions of the Public Consultation and the Focus Group Meeting will constitute part of the Interim Report scheduled for end of April 2009.

Item 3.03 : A member wanted to know the terms of reference for the Environment Impact Assessment (EIA) and whether the EIA study included aspects like noise, pollution and dust in addition to the physical structures.

Response : The terms of reference in the EIA to be undertaken by the Consultant (to be recruited by UNRA) have been discussed and agreed among JICA Study Team, UNRA and NEMA.

Item 3.04 : The EIA Consultant to be provided by the Government of Uganda has not been procured (two months late).

Response : UNRA promised that on 19th February 2009, the Contracts Committee would complete the procurement process and in the next two weeks the EIA Consultant would be available to the Study Team to enrich the final output. The consultancy will last ten months.

The chairman promised to make a follow up with UNRA.

Item 3.05 : The Steering Committee should visit the site.

Response : Members have been to the site before and were encouraged to go back as often as possible.



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Item 3.06 : The ecological system should form the basis of the optimum route selection.

Response : This will be part of the considerations during the evaluation of alternative alignments.

Item 3.07 : What was the basis of the weighted scores reflected in the scoring tables?

Response : Members were referred to Page 18 of the Progress Report 1 which shows the computation method. It was further noted that since the Engineering aspect is not critical at this stage it was given a lower rating (20%) compared to the Social and Cost parameters which were given 40 % each. Members were also informed that whole-life costing was adopted.

Item 3.08 : What is the basis of the recommended bridge types?

Response : The Study Team considered the bridge length, river condition and their past long experience on bridge planning and design. Detailed comparison of bridge types will be discussed again for the selected optimum alignments of Route A, B and C in the next Interim Report. Members however recommended that bridge piers should be constructed outside the river to increase convenience of access during inspection and also to reduce water abrasion.

Item 3.09: Acceptance of the Design Standards

Response : The Design Standards were approved by the meeting.

Item 3.10 : Why should the project road be defined as “rural” ?

Response : This is an internationally accepted nomenclature and is reflected in the Design Manual as such.

Item 3.11 : What will be the content of the presentation to the Focus Group Discussion Meeting, who will constitute the FGD, what is the objective of this meeting? Could fishermen be represented?

Response : Invitees (about 40) will include mainly the Jinja / Njeru local leaders and some private property owners. The objective is to involve these local stakeholders in the planning process by gathering their ideas about the project evaluation categories / items. The proposed routes will be explained to them. It is hoped that by March 6, 2009, the meeting date, the EIA consultant will be on board. Leaders of the fishermen will be invited.

Item 3.12 : Maintenance and emergency repairs on the existing Narubale bridge are critical.



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Response : An emergency rehabilitation contract has been signed by UNRA and work will start soon. Of equal importance is fast-tracking construction of the new bridge.

Item 3.13 : Ministry of Finance and Economic Planning should start the documentation process to seek funding for construction of the proposed new bridge from Government of Japan.

Response : Government of Japan has shown willingness to support the construction. However the construction cost for the bridge will be known after detailed design. Therefore a formal application to GoJ cannot be made until detailed design has been completed.

Item 3.14 : Has the Nile Basin Initiative been invited ?

Response : If need arises, the Ministry of Water and Environment, which is a member of this Steering Committee, will be requested to handle the matter.

Item 3.15 : Does the Steering Committee approve the Study Team's proposals on the policy on the new Nile bridge as stated on page 22 of the presentation handout?

Response : Yes, in principle it is agreeable to all the proposals.

Item 3.16 : The Study Team requested to know which alignments have been approved by the Steering Committee in the context of the available information and proposals by the Team.

Response : The Chairman confirmed that alignment A2 on route A, alignment B on route B and alignment C1 on route C were approved for further study to finally come up with the most optimum route, alignment and Bridge type.

Item 3.17 : Ambiguity on the development plan of the Jinja airfield where the requirements of obstacle limitation have an impact on the proposed bridge heights and costs significantly.

Response : MOWT, UNRA and Civil Aviation Authority should as a matter of urgency, meet to share the information with the Study Team.

Item 3.18 : Further study of the Progress Report 1

Response : Members were encouraged to peruse the report further and send any new observations and comments by the end of February 2009 to UNRA who will then share it with the Study Team.

Item 3.19 : Formation of the Technical Committee

Response : MOWT and UNRA will nominate five members by 26 February 2009.

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MINUTE 4 : CLOSING REMARKS BY UNRA

After scheduling the next Steering Committee meeting for early April 2009, UNRA thanked all members for sparing time to come and contribute to the development of the study, promised fast tracking the EIA consultancy contract and closed the meeting.



A O Mugisa
Ag. Commissioner Roads
Ministry of Works and Transport



Isamu GUNJI
Team Leader
JICA Study Team

9.3 3rd Steering Committee Meeting

MINUTES OF

THE THIRD STEERING COMMITTEE MEETING

FOR

THE FEASIBILITY STUDY ON A NEW BRIDGE

ACROSS RIVER NILE AT JINJA

IN THE REPUBLIC OF UGANDA

HELD AT UNRA BOARD ROOM

Kampala , April 01, 2009

From 10:08 am to 12:18 pm

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AGENDA

The following Agenda was adopted by the meeting.

1. Opening remarks by MoWT
2. Remarks by JICA Country Representative
3. Presentation of Optimum Bridge location and type by JICA Study Team
4. Question and answer by participants
5. Closing remarks by UNRA

PARTICIPANTS: Refer to ANNEX-1

MINUTE 1: COMMUNICATION FROM THE CHAIRMAN

The Chairman of the Steering Committee Dr. A O Mugisa requested all the participants to introduce themselves after which he called the meeting to order and gave highlights on the objectives of the meeting, the role of the Steering Committee, the need and significance of the Public Consultations and the Environment Impact Assessment to both The Government of Uganda and The Government of Japan, as indicated in the presentation attached herewith (Annex-2)

MINUTE 2: REMARKS BY THE CHIEF REPRESENTATIVE JICA UGANDA

The Chief Representative of JICA Uganda Office Mr. Tetsuo SEKI thanked the Steering committee and the Government of Uganda for the cooperation and assistance accorded to the Study Team. He was optimistic that the Study which started in November 2008 will be completed on schedule in October 2009.

He stressed the importance of consensus and requested for continued cooperation with the Study Team.

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MINUTE 3: PRESENTATION OF THE OPTIMUM BRIDGE LOCATION AND TYPE BY THE JICA STUDY TEAM

The Team Leader Mr. Isamu GUNJI presented the findings and the progress of the Study Team with two documents attached herewith as annex 3 and 4.

He pointed out the change in alignment on route A (from the proposal given during the second steering committee) as a result of the over \$ 20 million expansion programme of Nile Breweries. He also informed the meeting of the aviation limitations and the expansion programme of Civil Aviation Authority regarding the Jinja Airfield which had also been considered in the proposal of the optimum solution.

MINUTE 4: QUESTION AND ANSWER

Item 4.01: By Mr. Olanya James – Senior Economist Ministry of Finance

He thanked the Study team for an elaborate presentation and then after requested to know whether reduction traffic congestion and the future development of Jinja had been considered in the evaluation of the alternative alignments especially that the new bridge along route A would end nearly at the same location with the existing bridge towards Nile Breweries junction and that there was a lot of undeveloped land along route C.

Response : The Team Leader informed the meeting that the following issues have been considered namely

- The existing bridge will be closed off to all motorized traffic after construction of the new bridge.
- All the motorized traffic will use the new bridge
- The new bridge will be a dual carriage way
- The new bridge will readily substitute the function of the existing bridge
- A bridge to be used as a Jinja bypass should be considered much downstream in future and this will then separate the transit and local traffic.

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- The expansion program of the Jinja Airfield requiring an extra 1000m for the run way would necessitate relocating the approach road on route C further north. This is however constrained by the topography of the neighborhood which is hilly and would then make it expensive to construct the road.
- And finally routes A and B already bypass Jinja town.

Item 4.02 : Dr. Festus Bagoora – NRMS – NEMA

Dr Bagoora requested to know if the effects of the destabilizing the riverbed during construction had been considered.

Response : Elaborating with the use of the handout (Special Report) already distributed to participants (annex 4), the Team Leader explained that the recommended alignment A and bridge type AA4 have the least risk on the river bed since construction of the piers is on the river bank and on the island (shallow water).

Item 4.03 : Ms Pamela Ayebare – Environmental Specialist – UNRA

Ms Pamela Ayebare wished to know what mitigation measures have been put in place for the Nile Breweries Water source, whether the weight score results in the FGD in Jinja which were almost the same had any impact on the findings of the Study Team and if the same or other questionnaire would be availed to the Second Public Consultation participants.

Response : Mitigation measures on the Nile Breweries water source will be discussed and reviewed in detail during the EIA now on going. Nevertheless, the proposal would be to relocate this source upstream. The range of scores was small because of the scale used (1-5) and the differences realized were considered significant for the Study. It was clear that the considered categories were very important for the Study. No forms would be given out during the next Public Consultation.

Item 4.04 : Ms Tabitha Kakuze – Physical Planner – Jinja Municipal Council

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Why was Bridge type AA1 not considered the best alternative?

Response : The water level along this route are high and the piers would need to be constructed inside the water which is more risky and costly much as the construction time would be longer.

Item 4.05 : Eng Taitika – Senior Engineer Njeru Town Council

Eng Taitika moved a motion that the Steering Committee endorse Alignment A and Bridge type AA4.

Item 4.05 : Ms Tabutha – Jinja Municipal Council

Ms Tabutha seconded the motion and all members agreed that Alignment A and Bridge type AA4 be the Steering Committee's preferred alignment and bridge type.

MINUTE 4 : CLOSING REMARKS BY UNRA

Eng. George Bwanga of UNRA thanked members for coming and for making this landmark decision. He commended the work by the Study Team and urged them to embark on the next stage, preliminary Design, since an Optimum Solution had been selected.


He urged members to attend the Public Consultation on Friday April 3, 2009.

The meeting ended at 1218hrs.



A O Mugisa

Chairman Steering Committee
Ag. Commissioner Roads
Ministry of Works and Transport



Isamu GUNJI

Team Leader
JICA Study Team

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