

**MINISTRY OF WORKS AND TRANSPORT (MOWT)  
GOVERNMENT OF THE REPUBLIC OF UGANDA**

**THE FEASIBILITY STUDY  
ON  
THE CONSTRUCTION  
OF  
A NEW BRIDGE ACROSS RIVER NILE AT JINJA  
IN  
THE REPUBLIC OF UGANDA**

**FINAL REPORT**

**VOLUME 2: MAIN REPORT**

**OCTOBER 2009**

**JAPAN INTERNATIONAL COOPERATION AGENCY**

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**ORIENTAL CONSULTANTS CO., LTD.**

**EIGHT - JAPAN ENGINEERING CONSULTANTS INC.**

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The exchange rates applied in this Study are:

US\$ 1.00=Ushs\* 2039.6=Japanese Yen 98.27 (March, 2009)

\* Ushs: Uganda Shillings

## **PREFACE**

In response to the request from the Government of Republic of Uganda, the Government of Japan decided to conduct the Feasibility Study on the Construction of a New Bridge across River Nile at Jinja and entrusted the Study to the Japan International Cooperation Agency (JICA).

JICA sent to Uganda the Study Team which consists of Oriental Consultants Co., Ltd. and Eight – Japan Engineering Consultants Inc. from October 2008 to October 2009. The Study Team is headed by Mr. Isamu Gunji of Oriental Consultants Co., Ltd..

The Study Team held discussions with the officials concerned of Uganda, and conducted field surveys at the study area. Upon returning to Japan, the Study Team conducted further studies and prepared this final report.

Finally, I wish to express my sincere appreciation to the officials concerned of the Government of Republic of Uganda for their close cooperation to the Study Team.

October 2009

Toshiyuki Kuroyanagi  
Director General  
Economic Infrastructure Department  
Japan International Cooperation Agency

October 2009

Toshiyuki Kuroyanagi  
Director General  
Economic Infrastructure Department  
Japan International Cooperation Agency (JICA)

## Letter of Transmittal

Dear Sir,

We are pleased to submit herewith the Final Report of "the Feasibility Study on the Construction of a New Bridge across River Nile at Jinja".

The Study was undertaken in the Republic of Uganda from October 2008 to October 2009 by the Study Team organized by Oriental Consultants Co., Ltd. and Eight – Japan Engineering Consultants Inc. under the contract with JICA.

This report consists of four volumes: Summary, Main Report, Appendix and Drawings. It explores the feasibility of the New Nile Bridge from socio-economic, engineering and environmental viewpoints, fully applying the JICA Guidelines for Environmental and Social Considerations.

We would like to express our sincere gratitude and appreciation to all the officials of your agency, the Ministry of Foreign Affairs, the Embassy of Japan in Uganda, the Ministry of Works & Transport and Uganda National Roads Authority as the counterpart agency, and to counterpart personnel.

We hope that the report will be able to significantly contribute to the development of the Republic of Uganda.

Very truly yours,



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Isamu Gunji  
Team Leader

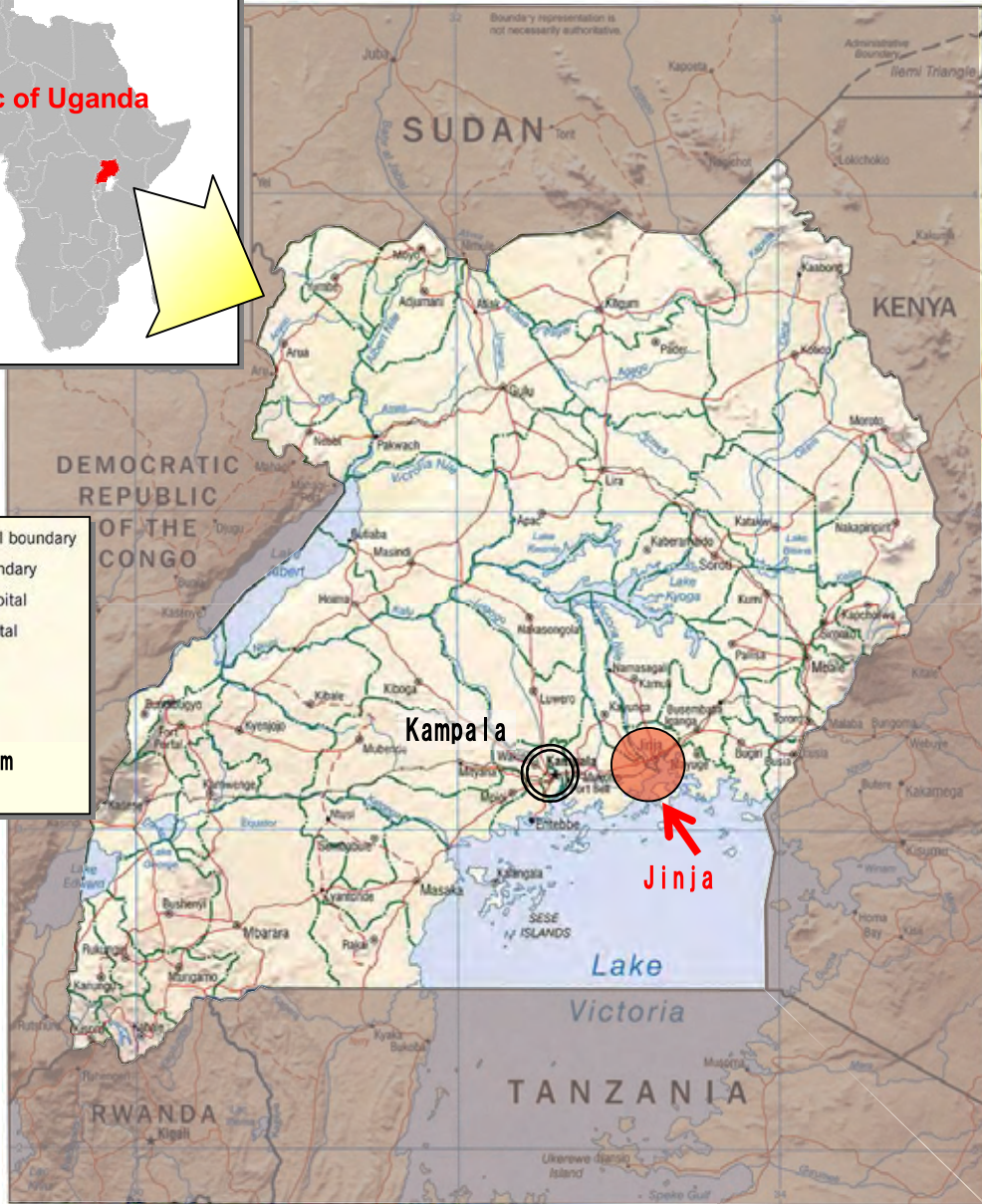
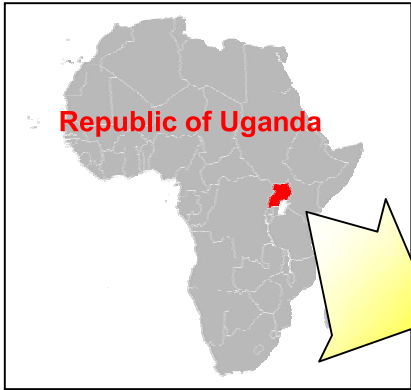
The Feasibility Study on the Construction of a  
New Bridge across River Nile at Jinja

The Consortium of Oriental Consultants Co., Ltd.  
and Eight – Japan Engineering Consultants Inc.



# Republic of Uganda

## Project Location Map



— International boundary  
 - - - District boundary  
 ★ National capital  
 ⊙ District capital  
 —+—+—+ Railroad  
 — Road  
 - - - - - Track  
 0 50 100km

■ Area	241 thousand km <sup>2</sup> (About 0.6 times of Japan)	■ GNI per capita	US\$ 300 (2006, WB)
■ Population	29.9 million (2006) Population Growth Rate :3.3% (2006/2005)	■ Economic Growth	5.4% (2006, WB)
■ Capital	Kampala (with a population of 1.2 million in 2002)	■ Price Rise	6.7% (2006, WB)
■ Ethnic	Buganda, Langi, Acholi etc.	■ Trade (2005, World Bank)	Export: US\$864mil (Fish, Coffee, Tea, Cotton) Import: US\$1784mil (Electronics, Cereal, Chemical Products, Oil & Oil Products)
■ Language	English, Swahili, Rganda	■ Currency	Uganda Shilling (UGX)
■ Religion	Christian (60%), Ancient Religious (30%), Muslim (10%)	■ Exchange Rate	US\$1.00 = 1,831 UGX (Jan, 2008)
■ Major Industry	[Agriculture] Fish, Coffee, Tea, Cotton [Mining] Copper, Mineral Phosphate, Tungsten [Industry] Fabric, Tobacco, Cement	■ ODA Performance of GOJ (Cumulative Value till 2006)	(1) Government Loans 7.26 bil Yen (2) Grant Aid 36.2 bil Yen (3) Technical Assistance 11.8bil Yen (1), (2): EN Base, (3): JICA Base

Source: Ministry of Foreign Affairs



**CG Image of the New Nile Bridge**

**THE FEASIBILITY STUDY  
ON  
THE CONSTRUCTION  
OF  
A NEW BRIDGE ACROSS RIVER NILE AT JINJA  
IN  
THE REPUBLIC OF UGANDA**

**VOLUME 2: MAIN REPORTS**

**- TABLE OF CONTENTS -**

**VOLUME 1: SUMMARY REPORT**

**VOLUME 2: MAIN REPORT**

**PREFACE**

**LETTER OF TRANSMITTAL**

**LOCATION MAP**

**CG IMAGE OF THE NEW NILE BRIDGE**

**TABLE OF CONTENTS**

**ABBREVIATIONS**

**EXECUTIVE SUMMARY**

**1. INTRODUCTION**

1.1	Background of the Study .....	1-1
1.2	Objectives of the Study.....	1-2
1.3	Study Area.....	1-2
1.4	Milestone of the Study.....	1-3

**2. OVERVIEW OF SOCIAL, ECONOMIC AND TRANSPORT DEVELOPMENT**

2.1	Current National Conditions.....	2-1
2.1.1	Social and Economic Conditions .....	2-1
2.1.2	Road Network .....	2-4
2.1.3	Road Maintenance.....	2-6
2.1.4	Road Budget and Fund.....	2-10
2.1.5	Truck Loading .....	2-13
2.1.6	Transit Traffic on the Northern Corridor.....	2-14
2.1.7	Railway and Other Transport Modes .....	2-16
2.2	National Development Plans and Strategies .....	2-19
2.2.1	Poverty Eradication Action Plan .....	2-19
2.2.2	Future Socio-economic Framework .....	2-20
2.2.3	Road Development Plans .....	2-21
2.2.4	Development Plans for the Railways and Other Transport Modes .....	2-27
2.2.5	Development Strategy of the Northern Corridor.....	2-28
2.3	Current Conditions of the Study Area.....	2-31
2.3.1	Population .....	2-31
2.3.2	Existing Land Use in the Study Area .....	2-33
2.3.3	Major Public Facility Distribution .....	2-35
2.3.4	Road Network and Conditions .....	2-36



2.3.5	Other Transport Facilities.....	2-41
2.4	Local Development Plans .....	2-42
2.4.1	Jinja Municipality Development Plan .....	2-42
2.4.2	Njeru Town Development Plan .....	2-43
2.4.3	Jinja-Njeru Conurbation Development Issues.....	2-45
<b>3.</b>	<b>SELECTION OF OPTIMUM SOLUTION TO CROSS RIVER NILE AT JINJA</b>	
3.1	Overall Method of Selecting the Optimum Solution .....	3-1
3.1.1	Base Alignment Alternatives of the Project .....	3-1
3.1.2	Definition of Key Terms.....	3-2
3.1.3	Methodology Flow in Selecting the Optimum Solution .....	3-3
3.2	Review of Base Alignment Alternatives.....	3-5
3.2.1	Base Alignment Alternatives .....	3-5
3.2.2	Description of Base Alignment A and Its Adjacent Area .....	3-5
3.2.3	Description of Base Alignment B and the Adjacent Area .....	3-6
3.2.4	Description of Base Alignment C and Its Adjacent Area .....	3-6
3.3	Selection of Alternative Alignments and Evaluation Method.....	3-6
3.3.1	Selection of Terminal Points for Alignment Alternative .....	3-6
3.3.2	Selection of Possible Alignment Alternatives .....	3-7
3.3.3	Evaluation Method .....	3-8
3.4	Selection of Optimum Alignment by Route .....	3-9
3.4.1	Selection of Optimum Alignment for Route A.....	3-9
3.4.2	Selection of Optimum Alignment for Route B.....	3-15
3.4.3	Selection of Optimum Alignment for Route C.....	3-16
3.5	Selection of Optimum Bridge Type by Location .....	3-21
3.5.1	Selection Method.....	3-21
3.5.2	Topographic, Geological and Hydrological Conditions.....	3-22
3.5.3	Determination of Bridge Length and Span Arrangement for Bridge Locations A, B & C.....	3-23
3.5.4	First Screening of Alternative Bridge Types for Bridge Locations A, B and C ..	3-25
3.5.5	Second Screening of Alternative Bridge Types for Bridge Locations A, B & C.....	3-28
3.6	Comprehensive Evaluation .....	3-38
3.6.1	Evaluation Method .....	3-38
3.6.2	Characteristics of Selected Alignment and Bridge Type Alternatives.....	3-40
3.6.3	Evaluation Results by Item .....	3-41
3.6.4	Weight on Five Major Evaluation Categories .....	3-45
3.6.5	Overall Evaluation and Sensitivity Analysis .....	3-47
3.6.6	Conclusion and Recommendation.....	3-49
<b>4.</b>	<b>TRAFFIC DEMAND FORECAST</b>	
4.1	Characteristics of Current Traffic .....	4-1
4.1.1	Review of Previous Studies.....	4-1
4.1.2	Traffic Survey by JICA Study Team .....	4-4
4.1.3	Survey Results.....	4-9
4.1.4	Willingness to Pay Survey .....	4-19
4.1.5	Traffic Conditions of Cross-Border Transport .....	4-22
4.1.6	Major Findings .....	4-25
4.2	Future Social and Economic Framework.....	4-26
4.2.1	Past Trend of Economic and Social Development .....	4-26
4.2.2	Future Socio-economic Parameters.....	4-28
4.3	Traffic Demand Analysis .....	4-29
4.3.1	Existing Traffic Demand Forecast.....	4-29
4.3.2	Method of Traffic Demand Forecast .....	4-30
4.3.3	International Transit Cargo Volume (in transit to neighbouring countries).....	4-34

4.3.4	Generation of Additional Traffic and Traffic Diversion in the Future .....	4-35
4.3.5	Results of Future Traffic Demand Forecast by GDP Growth Scenario.....	4-38
<b>5.</b>	<b>ENGINEERING STUDY</b>	
5.1	Topography .....	5-1
5.1.1	Ground Control Survey .....	5-1
5.1.2	Map Production .....	5-3
5.2	Meteorological and Hydrological Conditions.....	5-6
5.2.1	Meteorological Conditions.....	5-6
5.2.2	Hydrological Condition.....	5-11
5.3	River Conditions .....	5-16
5.3.1	River Nile and Lake Victoria.....	5-16
5.3.2	River Characteristics in the Study Area.....	5-17
5.3.3	River Flood Hydrology .....	5-20
5.3.4	River Structures .....	5-21
5.4	Geographical and Geotechnical Condition .....	5-26
5.4.1	Topographic Features .....	5-26
5.4.2	Regional Geology.....	5-27
5.4.3	Local Geology .....	5-30
5.4.4	Results of Geo Investigation .....	5-37
5.4.5	Geotechnical Consideration .....	5-55
<b>6.</b>	<b>PRELIMINARY ENGINEERING DESIGN</b>	
6.1	Road Design.....	6-1
6.1.1	Road Design Conditions.....	6-1
6.1.2	Preliminary Road Design .....	6-4
6.2	Bridge Design .....	6-20
6.2.1	Bridge Design Conditions .....	6-20
6.2.2	Preliminary Bridge Design.....	6-47
<b>7.</b>	<b>CONSTRUCTION PLANNING AND COST ESTIMATES</b>	
7.1	Construction Planning .....	7-1
7.1.1	Construction Procedure .....	7-1
7.1.2	Preparatory Works.....	7-2
7.1.3	Construction Works for the Bridge.....	7-6
7.1.4	Construction Works for the Road .....	7-9
7.1.5	Finishing Works .....	7-10
7.1.6	Construction Schedule.....	7-11
7.2	Cost Estimation.....	7-11
7.2.1	Estimated Costs .....	7-11
7.2.2	Conditions of the Cost Estimate.....	7-15
7.2.3	Result of Cost Estimation.....	7-16
<b>8.</b>	<b>MAINTENANCE, OPERATION AND IMPLEMENTATION PLANS</b>	
8.1	Inspection and Maintenance .....	8-1
8.1.1	General .....	8-1
8.1.2	Inspection .....	8-2
8.1.3	Maintenance .....	8-4
8.1.4	Organization .....	8-5
8.1.5	Cost of Inspection and Maintenance .....	8-7
8.2	Operation .....	8-7
8.2.1	Traffic management.....	8-8
8.2.2	Toll Operation .....	8-9
8.3	Implementation and Disbursement Plans.....	8-22
8.3.1	Implementation Plan .....	8-22

8.3.2	Disbursement Plan.....	8-23
<b>9.</b>	<b>ECONOMIC AND FINANCIAL EVALUATION</b>	
9.1	Economic Evaluation.....	9-1
9.1.1	General.....	9-1
9.1.2	Economic Project Benefit.....	9-3
9.1.3	Economic Project Cost.....	9-6
9.1.4	Cost Benefit Analysis.....	9-8
9.1.5	Sensitivity Analysis.....	9-10
9.1.6	Economic Impact on Regional Development and Poverty Alleviation.....	9-10
9.2	Financial Analysis.....	9-13
9.2.1	General.....	9-13
9.2.2	Financial Project Revenue.....	9-14
9.2.3	Financial Project Cost.....	9-14
9.2.4	Cash Flow Analysis.....	9-16
9.3	Overall Evaluation of Project.....	9-21
9.3.1	Economic Evaluation.....	9-21
9.3.2	Financial Evaluation.....	9-21
<b>10.</b>	<b>NATURAL AND SOCIAL ENVIRONMENTAL STUDIES</b>	
10.1	Natural Environmental Study.....	10-1
10.1.1	General.....	10-1
10.1.2	Descriptions of Environment (Bio-Physical).....	10-1
10.1.3	Initial Environmental Evaluation (IEE: Bio-Physical Environment).....	10-14
10.1.4	Environmental Impact Assessment.....	10-26
10.1.5	Impacts Mitigation.....	10-31
10.1.6	Environmental Management.....	10-31
10.1.7	Environmental Monitoring.....	10-33
10.1.8	Conclusions and Recommendations.....	10-34
10.1.9	Technical Assistance to UNRA for Environmental Studies.....	10-35
10.1.10	Technical Assistance from JICA Study Team.....	10-36
10.1.11	Supervising the ESIA Study.....	10-42
10.2	Social Environmental Study.....	10-42
10.2.1	General.....	10-42
10.2.2	Socio-economic Profile of the Project Area.....	10-43
10.2.3	Characteristics of the Social Aspects for the Alternative Alignments.....	10-49
10.2.4	Initial Environmental Examination (IEE).....	10-52
10.2.5	Draft ESIA Results on Social Environment by UNRA's Consultant.....	10-57
10.3	Resettlement Action Plan.....	10-59
10.3.1	General.....	10-59
10.3.2	Legal Framework, Laws and Regulations for Resettlement /Land Acquisition.....	10-59
10.3.3	Compensation System of Uganda.....	10-60
10.3.4	Safeguards Policies on Resettlement of JICA.....	10-61
10.3.5	Resettlement Action Plan (RAP).....	10-62
10.3.6	Experiences of Land Acquisition/Compensation for Road Development Project.....	10-63
10.3.7	RAP Preparation for the Project.....	10-63
10.4	Technical Assistance to UNRA for Environmental Studies.....	10-66
10.4.1	Introduction.....	10-66
10.4.2	Environmental Approval Process.....	10-67
10.4.3	Interaction with UNRA-Environmental and Social Studies.....	10-70
10.5	Assistance to Public Consultation.....	10-71
10.5.1	General.....	10-71
10.5.2	Public Consultations for the FS Study.....	10-71

## **11. TECHNICAL TRANSFER**

11.1	Technical Transfer for Bridge Planning.....	11-1
11.2	Technical Transfer for Environmental Study.....	11-2
11.2.1	Roadside Noise Study .....	11-2
11.2.2	Roadside Air Quality Study.....	11-6

## **12. CONCLUSION AND RECOMMENDATIONS**

12.1	Conclusion.....	12-1
12.2	Recommendations.....	12-1
12.2.1	Natural Environmental Considerations .....	12-1
12.2.2	Social Environmental Considerations .....	12-2

## **VOLUME 3: APPENDICES**

## **VOLUME 4: DRAWINGS**

## - LIST OF TABLES -

Table 1.4.1	Major Tasks Schedule .....	1-3
Table 2.1.1	Population Trend .....	2-1
Table 2.1.2	GDP Growth .....	2-2
Table 2.1.3	Businesses and Employment Opportunities .....	2-2
Table 2.1.4	Registered No. of Vehicles by Type .....	2-4
Table 2.1.5	Road Classification in Uganda .....	2-4
Table 2.1.6	Required Reforms for Commercialization .....	2-6
Table 2.1.7	Demarcations of Maintenance Responsibility .....	2-6
Table 2.1.8	Road Maintenance Work Category .....	2-7
Table 2.1.9	Classification of Contractor .....	2-8
Table 2.1.10	Rating for Machines .....	2-9
Table 2.1.11	Budget of MOWT in 2007/08 .....	2-10
Table 2.1.12	Budget of UNRA in 2007/08 .....	2-11
Table 2.1.13	Budget Allocated for UNRA in 2008/09 .....	2-11
Table 2.1.14	Detailed Budgetary Estimates in 2008/09 .....	2-12
Table 2.1.15	Axle Load at Nalubaale Dam Bridge (single axle) .....	2-13
Table 2.1.16	Traffic Volume on the Northern Corridor .....	2-14
Table 2.1.17	Transport Days between Mombasa Port and Kampala .....	2-15
Table 2.1.18	Frequency of Services .....	2-16
Table 2.1.19	Cargo Traffic by Railway (Uganda Only) .....	2-17
Table 2.1.20	Railway Accidents .....	2-18
Table 2.1.21	Rates for Containers .....	2-18
Table 2.2.1	Key Indicators .....	2-20
Table 2.2.2	Future Framework .....	2-21
Table 2.2.3	Road Investment Plan for 15-Year Plan .....	2-23
Table 2.2.4	Committed Projects in 10-Year Road Investment Plan .....	2-25
Table 2.2.5	Bridge Projects (not committed) .....	2-26
Table 2.2.6	Investment Costs .....	2-26
Table 2.2.7	Transit Cargo Ratio .....	2-29
Table 2.3.1	Current Population by Sub-division (2002) .....	2-32
Table 2.3.2	Administrative Sub-units in Njeru .....	2-33
Table 2.3.3	Population .....	2-33
Table 2.3.4	Road Surface Conditions in Jinja .....	2-39
Table 2.3.5	Road Surface Conditions in Njeru .....	2-39
Table 2.4.1	Population Projection .....	2-42
Table 2.4.2	Population Trend in Njeru by Parish .....	2-43
Table 3.1.1	Outline of Base Alignment and Bridge Location Alternatives .....	3-1
Table 3.1.2	Definition of Key Terms .....	3-2
Table 3.4.1-1	Evaluation of Bridge Location in Alignment A .....	3-12
Table 3.4.2-1	Evaluation of Bridge Location in Alignment C .....	3-19
Table 3.4.3	Optimum Alignments for Routes A, B and C .....	3-21
Table 3.5.1	First Screening of Bridge Type for Bridge Location A .....	3-25
Table 3.5.2	First Screening for the Main Bridge Type for Bridge Location B .....	3-26
Table 3.5.3	First Screening of Approach Bridge Type for Bridge Location B .....	3-26
Table 3.5.4	First Screening of Bridge Type for Bridge Location C .....	3-27
Table 3.5.5	Construction Method of Casting & Laying of Caissons .....	3-29
Table 3.5.6	Technical Evaluation of Alternative Bridge Types in Bridge Location A .....	3-32
Table 3.5.7	Technical Evaluation of Alternative Bridge Types in Bridge Location B .....	3-34

Table 3.5.8	Technical Evaluation of Alternative Bridge Types in Bridge Location C .....	3-35
Table 3.5.9	Definitive Bridge Type Alternatives .....	3-36
Table 3.6.1	Major Evaluation Items.....	3-38
Table 3.6.2	Characteristics of Alternatives .....	3-40
Table 3.6.3	Attributes of Participants .....	3-45
Table 3.6.4	Evaluation Items, Questions and Weight Priority .....	3-46
Table 3.6.5	Weight Results by the Study Team.....	3-46
Table 3.6.6	Definitive Scoring on the Alternatives.....	3-47
Table 3.6.7	Results of Sensitivity Analysis.....	3-48
Table 4.1.1	Estimated Average Daily Traffic in 1999 by IDI .....	4-1
Table 4.1.2	Past Trend of Traffic Volume at Nalubaale Dam Bridge.....	4-2
Table 4.1.3	Average Daily Traffic (in October 2005) .....	4-3
Table 4.1.4	Result of Traffic Survey (in July 2008).....	4-4
Table 4.1.5	Types of Traffic Survey by JICA Study Team .....	4-5
Table 4.1.6	List of Traffic Zone Codes .....	4-7
Table 4.1.7	Definition of Vehicle Types.....	4-8
Table 4.1.8	Traffic Flow at Nalubaale Dam Bridge in December 2008 .....	4-11
Table 4.1.9	Motorcycle and Non-Motorized Traffic Flow in December 2008 .....	4-11
Table 4.1.10	Major OD Characteristics (Passenger Vehicle Traffic) .....	4-14
Table 4.1.11	Major OD Characteristics (Passenger Vehicle Traffic) (continued).....	4-15
Table 4.1.12	Major OD Characteristics (Cargo Vehicle Traffic) .....	4-16
Table 4.1.13	Major OD Characteristics (Cargo Vehicle Traffic) (continued).....	4-17
Table 4.1.14	Transit Cargo Movement through Uganda.....	4-18
Table 4.1.15	Results of Passenger's Preference.....	4-21
Table 4.1.16	Estimated Average Loading .....	4-23
Table 4.1.17	Cargo OD Table (Y2007) (Vehicle Base) .....	4-24
Table 4.1.18	Classification of Goods.....	4-25
Table 4.2.1	Census and Estimated Population .....	4-26
Table 4.2.2	Annual Growth Rates of Real GDP and GDP per Capita in Uganda, 2000-2008 .....	4-26
Table 4.2.3	Future Uganda Population .....	4-28
Table 4.2.4	Assumed Future Uganda GDP Growth Rates by Scenario .....	4-28
Table 4.2.5	Future Uganda GDP and GDP per Capita by Growth Scenario.....	4-29
Table 4.3.1	Annual Traffic Growth Rates by Pre-Investment Study .....	4-29
Table 4.3.2	Assumed Annual Real GDP Growth Rates by Pre-Investment Study .....	4-29
Table 4.3.3	Traffic Forecast for Three Traffic Growth Scenarios of the Pre Investment Study .....	4-30
Table 4.3.4	PCUs for New Vehicle Types Applied to Traffic Demand Forecast .....	4-32
Table 4.3.5	Short Trip Traffic Volume in 2008 .....	4-32
Table 4.3.6	Traffic Volume for the Nalubaale Dam Bridge .....	4-33
Table 4.3.7	Regression Formulas for traffic demand forecast .....	4-33
Table 4.3.8	Comparison between Actual Count and Estimation.....	4-33
Table 4.3.9	Finalized Formulas for Daily Traffic Demand Forecast .....	4-34
Table 4.3.10	Comparison between Actual Number and Estimation .....	4-34
Table 4.3.11	Transit Cargo Volume at Mombasa Port and GDP of Neighbouring Countries .....	4-34
Table 4.3.12	Regression Formula of Transit Cargo Volume at Mombasa Port.....	4-35
Table 4.3.13	Estimated Future GDP Growth Rates by Country .....	4-35
Table 4.3.14	Future Estimated Transit Cargo Volume at Mombasa Port.....	4-35
Table 4.3.15	International Transit Cargo Volume .....	4-35
Table 4.3.16	Future Average Daily Traffic with Oil Pipeline Case (Low GDP Growth Scenario).....	4-37
Table 4.3.17	Future Average Daily Traffic for GDP High Growth Scenario.....	4-38

Table 4.3.18	Future Average Daily Traffic for GDP Middle Growth Scenario (Most Likely Case).....	4-38
Table 4.3.19	Future Average Daily Traffic for GDP Low Growth Scenario.....	4-38
Table 4.3.20	Non-Motorized Daily Traffic Volume.....	4-39
Table 4.3.21	Non-Motorized Daily Traffic Volume in the Future .....	4-39
Table 4.3.22	Road Capacity (24 hours) of D level of service.....	4-40
Table 4.3.23	Assumed Maximum Speeds for Traffic Assignment.....	4-40
Table 4.3.24	Vehicle-Km and Vehicle-Hour for “With” and “Without” Project Cases .....	4-40
Table 5.1.1	Coordinates of Control Points.....	5-2
Table 5.1.2	List of Coordinates and Heights.....	5-3
Table 5.1.3	Final Results of Aerial Triangulation .....	5-4
Table 5.2.1	Inventory of Meteorological Stations.....	5-6
Table 5.2.2	Climatic Elements at Jinja.....	5-7
Table 5.2.3	Annual Maximum Instantaneous Wind Speed at Entebbe.....	5-9
Table 5.2.4	Probability of Wind Speed .....	5-10
Table 5.2.5	Major Features of Lake Victoria .....	5-11
Table 5.2.6	Inventory of Gauging Stations .....	5-11
Table 5.2.7	Annual Maximum and Minimum Water Level for Lake Victoria at Jinja Pier.....	5-12
Table 5.2.8	Annual Maximum Water Level and Estimated Discharge for River Nile at Mbulamuti Station .....	5-14
Table 5.2.9	Results of the Current Velocity Measurement .....	5-15
Table 5.3.1	River Widths at Routes A, B and C.....	5-19
Table 5.3.2	Flood Water Depth at Routes A, B and C .....	5-20
Table 5.3.3	Flood Discharge, Level and Velocity at Routes A, B and C .....	5-21
Table 5.3.4	Targeted Water Levels of Dam Operation (above USD).....	5-23
Table 5.3.5	Features of Bujagali Dam Complex.....	5-24
Table 5.3.6	Targeted Water Levels of Bujagali Dam Operation .....	5-25
Table 5.4.1	Summary of Uniaxial Compressive and Point Load Test Results in Bujagali Dam.....	5-37
Table 5.4.2	Order of Geological Stratification on Each Route .....	5-42
Table 5.4.3	Representative appearance of core samples.....	5-44
Table 5.4.4	SPT Values and Unified Soil Classification of Strata .....	5-47
Table 5.4.5	Laboratory tests carried out on SPT samples.....	5-49
Table 5.4.6	Summary of Soils Index Properties .....	5-49
Table 5.4.7	Results of Laboratory Tests of Rock Samples .....	5-50
Table 5.4.8	Laboratory Tests on Alignment Test Pit Materials.....	5-50
Table 5.4.9	Details of Investigated Borrow Pits .....	5-54
Table 5.4.10	Laboratory Test Programme for Construction Materials from Bas.....	5-54
Table 5.4.11	Laboratory Test Programme for Construction Materials .....	5-55
Table 5.4.12	List of Assumed Design Parameters .....	5-56
Table 5.4.13	Rock Mass Rating System .....	5-58
Table 5.4.14	Estimated Allowable Bearing Capacities of Sub Soils Based on SPT N-Values .....	5-60
Table 5.4.15	Probable Bearing Layers for Each Route.....	5-61
Table 6.1.1	Functional Class.....	6-2
Table 6.1.2	Design Class.....	6-2
Table 6.1.3	Design Parameters .....	6-3
Table 6.1.4	Pavement Design Life Selection Guidance.....	6-10
Table 6.1.5	Pavement Design Life Selection Guidance.....	6-11
Table 6.1.6	Factors for ESA’s .....	6-11
Table 6.1.7	CBR Test Results .....	6-12

Table 6.1.8	Pavement Design Thickness .....	6-13
Table 6.1.9	Design Year for Drainage Facilities .....	6-15
Table 6.1.10	Comparison of Intersection Types at No.1 .....	6-16
Table 6.1.11	Comparison of Intersection Types at No.2.....	6-17
Table 6.2.1	Existing Vessels/Boats under Operation in Lake Victoria.....	6-21
Table 6.2.2	Loads to be taken for Each Combination with Appropriate $\gamma$ L .....	6-24
Table 6.2.3	Proposed Load Combinations 6, 7 and 8 with Load Coefficients $\gamma$ fL .....	6-27
Table 6.2.4	Dead Load Intensity .....	6-28
Table 6.2.5	Collision Loads on Supports of Bridge over Highways.....	6-34
Table 6.2.6	Values of $V_o$ and $Z_o$ for Various Upstream Surface Conditions .....	6-36
Table 6.2.7	Base Pressure, PB, Corresponding to VB = 160 km/h.....	6-36
Table 6.2.8	Base Wind Pressure, PB, for Various Angles of Attack with VB = 160 km/h.....	6-37
Table 6.2.9	Wind Components on Live Load .....	6-37
Table 6.2.10	Temperature Difference for Different Types of Construction.....	6-39
Table 6.2.11	Bedrock Acceleration Coefficient, A .....	6-41
Table 6.2.12	Seismic Performance Categories (SPC).....	6-41
Table 6.2.13	Site Coefficient, S .....	6-42
Table 6.2.14	Modulus of Elasticity of Concrete under Short Term Loading.....	6-44
Table 6.2.15	Properties and Strength of Reinforcing Bars .....	6-45
Table 6.2.16	Properties of Prestressing Strand .....	6-46
Table 6.2.17	Material Coefficient for Concrete, Reinforcement & PC Strand $\gamma$ m .....	6-47
Table 6.2.18	Material Coefficient for Structural Steel $\gamma$ m .....	6-47
Table 6.2.19	Flood Water Level at Bridge Location.....	6-48
Table 6.2.20	Assumed Design Parameters.....	6-50
Table 6.2.21	Characteristics of 3 Alternatives .....	6-51
Table 6.2.22	Characteristics of Feeling for Bridge Users .....	6-53
Table 6.2.23	History of Major Cable-stayed Bridges with Single Plane Cable .....	6-53
Table 6.2.24	Structural Characteristics .....	6-54
Table 6.2.25	Constructability for the 3 Alternatives .....	6-54
Table 6.2.26	Maintenance Aspect for 3 Alternatives .....	6-55
Table 6.2.27	Safety Aspect for 3 Alternatives.....	6-55
Table 6.2.28	Security Aspect for the 3 Alternatives.....	6-56
Table 6.2.29	Evaluation Summary and Recommendation.....	6-56
Table 6.2.30	Number of Strand for Stay Cable.....	6-61
Table 7.1.1	Procurement Plan for Main Materials.....	7-4
Table 7.1.2	Mobilization Plan for Main Equipment .....	7-5
Table 7.1.3	Mobilization Plan for Engineers .....	7-6
Table 7.1.4	Construction Schedule of the Project.....	7-11
Table 7.2.1	Bill of Quantities for Project.....	7-13
Table 7.2.2	Estimated Construction Cost without Tax and Contingencies .....	7-16
Table 7.2.3	Cost Elements of the Construction Cost without Tax and Contingencies .....	7-16
Table 7.2.4	Total Project Cost with Tax and Contingencies .....	7-17
Table 7.2.5	Total Project Cost with Components.....	7-18
Table 8.1.1	Classification of Inspection Works .....	8-2
Table 8.1.2	Proposed Plan for Inspection Works and Responsible Organizations.....	8-3
Table 8.1.3	Items of Road Inspection .....	8-4
Table 8.1.4	Maintenance Works of Road.....	8-5
Table 8.1.5	Costs of Inspection and Maintenance Works of the Project.....	8-7
Table 8.2.1	Willingness to Pay and Waiting Time by Vehicle Type .....	8-10
Table 8.2.2	Proposed Vehicle Classification and Toll Rates .....	8-12
Table 8.2.3	Tolling Alternatives.....	8-12



Table 8.2.4	Future Average Daily Traffic .....	8-12
Table 8.2.5	Estimation of Future Annual Toll Revenue for 30 years.....	8-13
Table 8.2.6	Maintenance Items and Costs .....	8-14
Table 8.2.7	Merit and Demerit of Operation Scheme.....	8-18
Table 8.2.8	Problems and Issues on Introduction of Tolling System to the Project Bridge and Road.....	8-21
Table 8.3.1	Implementation Plan for Project .....	8-23
Table 8.3.2	Disbursement Plan of Project Costs.....	8-23
Table 9.1.1	Implementation Schedule of the New Nile Bridge .....	9-2
Table 9.1.2	Forecast Average Daily Traffic Volume, Vehicle-Km and Vehicle-Hour.....	9-2
Table 9.1.3	Vehicle Operating Cost by Vehicle Type (at Economic Prices) .....	9-3
Table 9.1.4	Representative Vehicle by Vehicle Type .....	9-3
Table 9.1.5	Distance Related VOC* by Vehicle Type (at Economic Prices).....	9-4
Table 9.1.6	Conversion Factors of Fuel and Lubricant Costs at Estimated Travel Speeds.....	9-4
Table 9.1.7	Vehicle and Depreciation Costs by Vehicle Type.....	9-4
Table 9.1.8	Fuel and Lubricant Cost by Vehicle Type .....	9-5
Table 9.1.9	Tire Cost by Vehicle Type.....	9-5
Table 9.1.10	Maintenance and Insurance Costs by Vehicle Type.....	9-5
Table 9.1.11	Travel Time Cost by Vehicle Type of Passenger.....	9-6
Table 9.1.12	Future O&M Costs of Existing Bridge ('Without' case) .....	9-6
Table 9.1.13	Calculation of Standard Conversion Factor .....	9-7
Table 9.1.14	Estimated Project Cost.....	9-8
Table 9.1.15	Routine and Periodic Maintenance Cost.....	9-8
Table 9.1.16	Cost Benefit Items of the Project for Economic Analysis.....	9-9
Table 9.1.17	Estimated Net Cash Flow for Economic Evaluation of Project.....	9-9
Table 9.1.18	Summary of Economic Evaluation Indicators based on Assumptions.....	9-10
Table 9.2.1	Toll Rates Assumption .....	9-14
Table 9.2.2	Estimated Toll Revenue by Vehicle Class.....	9-14
Table 9.2.3	Initial Investment Cost.....	9-15
Table 9.2.4	Estimated Routine and Periodic Maintenance Costs .....	9-15
Table 9.2.5	Cash-flow for Estimating Financial IRR (ROI).....	9-16
Table 9.2.6	Summary of Cash Flow Analysis.....	9-17
Table 9.2.7	Assumptions of Loan Conditions.....	9-17
Table 9.2.8	Increase in Consumer Price Index from 2002/03 to 2007/08.....	9-18
Table 9.2.9	Cash Flow (Loan/Equity=90/10) .....	9-19
Table 9.2.10	Cash Flow (Loan/Equity=100/0) .....	9-20
Table 9.2.11	Summary of Required Subsidy of Uganda Government.....	9-21
Table 10.1.1	Water Quality Data of the River Nile.....	10-3
Table 10.1.2	Conservation Importance of Land Bird Species along River Nile.....	10-5
Table 10.1.3	Conservation Importance of Aquatic Bird Species along River Nile.....	10-6
Table 10.1.4	Summary of Mammal Diversity around the Study Area.....	10-6
Table 10.1.5	Baseline Herpetological Inventory around the Study Site .....	10-7
Table 10.1.6	Commonly Encountered Fish Species in Uganda.....	10-9
Table 10.1.7	Conservation Importance of Fish Species along River Nile .....	10-10
Table 10.1.8	Initial Environmental Evaluation (Comparison of Do-Project and Do-Nothing Scenarios).....	10-16
Table 10.1.9	Summary of Preliminary IEE (Comparison of Do-Project and Do-Nothing Scenarios).....	10-16
Table 10.1.10	Breakdown of Each Potential Impact (Do-Projects).....	10-17
Table 10.1.11	Initial Environmental Evaluation (Construction of New Nile Bridge, Alignment A) .....	10-19

Table 10.1.12	Breakdown of Each Potential Impact (Alignment A) .....	10-20
Table 10.1.13	Initial Environmental Evaluation (Construction of New Nile Bridge, Alignment B) .....	10-21
Table 10.1.14	Breakdown of Each Potential Impact (Alignment B) .....	10-22
Table 10.1.15	Initial Environmental Evaluation (Construction of New Nile Bridge, Alignment C) .....	10-23
Table 10.1.16	Breakdown of Each Potential Impact (Alignment C) .....	10-24
Table 10.1.17	Summary of IEE Results (All Route Alignments) .....	10-24
Table 10.1.18	Summary of Potential Impact by Score .....	10-25
Table 10.1.19	Time Frame of Environmental Approval Process for the Project (Modified, as of June 2009) .....	10-35
Table 10.1.20	List of Technical Assistances .....	10-36
Table 10.1.21	Noise Measurement .....	10-37
Table 10.1.22	Measurement Point Location (Noise) .....	10-37
Table 10.1.23	Roadside Noise Survey Results .....	10-38
Table 10.1.24	Instruments Used for Air Quality Measurements .....	10-40
Table 10.1.25	Measurement Point Locations (Air Quality) .....	10-40
Table 10.1.26	Survey Results .....	10-41
Table 10.1.27	Reduction in CO2 Emission Loading .....	10-42
Table 10.2.1	Administrative Structure of Jinja Municipality .....	10-43
Table 10.2.2	Type and Number of Education Institution in Jinja Municipality .....	10-45
Table 10.2.3	Type and Number of Education Institutions in the Njeru Town Council .....	10-45
Table 10.2.4	Health Profile for Jinja District, Mukono District and Uganda, (2002) .....	10-45
Table 10.2.5	Proportional Morbidity for the Ten Major Causes of Illness (%) .....	10-46
Table 10.2.6	Outpatients Diagnoses for Jinja District 2005-2006 .....	10-46
Table 10.2.7	Outpatients Diagnoses for Mukono District July 2005 – June 2006 .....	10-46
Table 10.2.8	Summary Operational Characteristics of the Rafting Companies .....	10-48
Table 10.2.9	Affected Transmission/Distribution lines .....	10-50
Table 10.2.10	Water Intake Facilities Existed Along River Nile .....	10-51
Table 10.2.11	Scoping Matrix for “Alignment A” .....	10-53
Table 10.2.12	Scoping Matrix for “Alignment B” .....	10-53
Table 10.2.13	Scoping Matrix for “Alignment C” .....	10-54
Table 10.2.14	Evaluation Matrix for “Alignment A” .....	10-55
Table 10.2.15	Evaluation Matrix for “Alignment B” .....	10-55
Table 10.2.16	Evaluation Matrix for “Alignment C” .....	10-55
Table 10.2.17	Summary of the Evaluation .....	10-56
Table 10.2.18	Summary of the Negative Impacts and Mitigation Measures .....	10-58
Table 10.2.19	The summary of the Meetings .....	10-58
Table 10.3.1	The summary of the experiences on land acquisition/compensation .....	10-63
Table 10.3.2	The summary of the Meetings .....	10-64
Table 10.3.3	Preliminary Implementation Schedule for Land Acquisition/Compensation .....	10-66
Table 10.4.1	Summary of EIA-related Technical Supports .....	10-71
Table 10.5.1	Schedule for Public Consultations for the FS .....	10-72
Table 11.1.1	Technical Transfer Program Schedule for Bridge Planning .....	11-1
Table 11.2.1	Technical Transfer Program Contents (Noise Study) .....	11-4
Table 11.2.2	Summary of Noise Survey Equipment .....	11-4
Table 11.2.3	Technical Transfer Program (Air Quality Study) .....	11-7
Table 11.2.4	Instruments Used for Air Quality Measurements .....	11-8

## - LIST OF FIGURES -

Figure 1.3.1	Study Area.....	1-2
Figure 2.1.1	Foreign Trade (Import).....	2-3
Figure 2.1.2	Foreign Trade (Export).....	2-3
Figure 2.1.3	Trunk Road Network.....	2-5
Figure 2.1.4	Typical Organizational Composition of Field Station.....	2-8
Figure 2.1.5	Tax Revenue Trend .....	2-10
Figure 2.1.6	Past Trend of Railway Cargo via Malaba .....	2-17
Figure 2.2.1	Long Term Road Development Plan.....	2-22
Figure 2.2.2	Implementation Plan .....	2-24
Figure 2.2.3	Committed Dual Carriageway and Overlay Projects.....	2-26
Figure 2.2.4	Cargo Throughput by Port .....	2-28
Figure 2.2.5	Containerization.....	2-28
Figure 2.2.6	Transit Cargo of MBS by Country .....	2-29
Figure 2.2.7	Transit Cargo of DSM by Country.....	2-29
Figure 2.2.8	Share of Ports in Transit Cargo .....	2-30
Figure 2.3.1	Current Land Use in the Study Area .....	2-34
Figure 2.3.2	Existing Road Network in the Study Area .....	2-37
Figure 2.3.3	Dual Carriageway Roads in the Study Area.....	2-38
Figure 2.3.4	Tarmac Roads & Existing Inter-sections (RA) in the Study Area.....	2-40
Figure 2.3.5	Drainage Network in the Study Area .....	2-41
Figure 2.4.1	Land Use Plan in Jinja .....	2-43
Figure 2.4.2	Land Use Plan in Njeru.....	2-45
Figure 2.4.3	Growth/Commercial Centre and Suburbanization.....	2-46
Figure 3.1.1	Conceptual Diagram of Key Terms for Selecting the Optimum Alignment.....	3-3
Figure 3.1.2	Methodology Flow in Selecting the Optimum Solution .....	3-4
Figure 3.2.1	Base Alignment Alternatives.....	3-5
Figure 3.3.1	Proposed Terminal Locations of Route A, B and C .....	3-7
Figure 3.4.1	Outlines of Alignment Alternatives A-1, A-2 and A-3 .....	3-9
Figure 3.4.2	Alignment and Bridge Location Alternatives A-1, A-2 and A-3 .....	3-10
Figure 3.4.3	Outline of Alignment for B and Bridge Location B.....	3-15
Figure 3.4.4	Outline of Alignment C and Bridge Location C .....	3-17
Figure 3.5.1	Flow Chart for Selecting the Optimum Bridge Types for Bridge Locations A, B & C .....	3-21
Figure 3.5.2	Method of Determining the Minimum Bridge Span (Ex. Bridge Location A).....	3-24
Figure 3.5.3	Aerodrome Limitation of Jinja Airfield .....	3-24
Figure 3.5.4	Bridge Profile and Section for Alternative Bridge Types in Bridge Location A .....	3-33
Figure 3.5.5	Profiles of Proposed Bridges.....	3-37
Figure 3.6.1	Evaluation Process .....	3-39
Figure 3.6.2	Results of the Overall Scoring based on Sensitivity Analysis .....	3-48
Figure 4.1.1	Daily Traffic Profile on the Jinja Bridge in 2005 (for both directions).....	4-3
Figure 4.1.2	Survey Locations .....	4-5
Figure 4.1.3	Map of Zone Coding.....	4-6
Figure 4.1.4	Hourly Traffic Volume by Direction (ADT base) .....	4-9
Figure 4.1.5	Hourly Fluctuation of Passenger Vehicle Traffic .....	4-9
Figure 4.1.6	Hourly Fluctuation of Cargo Vehicle Traffic .....	4-10
Figure 4.1.7	Hourly Traffic Volume by Direction (Weekday).....	4-10

Figure 4.1.8	Hourly Traffic Volume by Direction (Non-weekday) .....	4-11
Figure 4.1.9	Historical Trend of Actual ADT with Forecasted ADT over the Bridge .....	4-12
Figure 4.1.10	Composition of Vehicle Type for Passenger Vehicle Traffic .....	4-13
Figure 4.1.11	Composition of Trip Purpose for Non-Motorized Traffic .....	4-19
Figure 4.1.12	Composition of Interviewee's Occupation .....	4-20
Figure 4.1.13	Composition of Trip Purposes .....	4-20
Figure 4.1.14	Results of Passenger's Preference .....	4-21
Figure 4.1.15	Location of Major Border Posts .....	4-22
Figure 4.1.16	Traffic and Cargo Volume at the Major Border (Y2006) .....	4-23
Figure 4.1.17	Traffic and Cargo Volume at the Major Border (Y2007) .....	4-23
Figure 4.1.18	Cargo Volumes by Type .....	4-24
Figure 4.2.1	GDP 2000-2008 .....	4-27
Figure 4.2.2	GDP per Capita 2000-2008 .....	4-27
Figure 4.2.3	Annual Growth Rates of GDP and GDP per Capita, 2000-2008 .....	4-27
Figure 4.3.1	Methodology Flow for Traffic Demand Forecasts .....	4-31
Figure 5.2.1	Monthly Rainfall Intensity in Jinja .....	5-7
Figure 5.2.2	Monthly Maximum and Minimum Temperature in Jinja .....	5-7
Figure 5.2.3	Monthly Mean Relative Humidity (09:00 hours) in Jinja .....	5-8
Figure 5.2.4	Monthly Mean Relative Humidity (15:00 hours) in Jinja .....	5-8
Figure 5.2.5	Monthly Maximum Wind Speed (m/sec) in Jinja .....	5-8
Figure 5.2.6	Gumbel Probability Paper .....	5-10
Figure 5.2.7	Water Level for Lake Victoria from 1900 to Sept-2005 .....	5-13
Figure 5.3.1	Catchment Area of Lake Victoria (from HEST, 1988) .....	5-16
Figure 5.3.2	Bird's-eye View of the Source of Nile Before 1954 .....	5-17
Figure 5.3.3	Change in Alignment of River Banks .....	5-18
Figure 5.3.4	Width of River Nile .....	5-19
Figure 5.3.5	Longitudinal Profile .....	5-20
Figure 5.3.6	Configuration of Nalubaale Dam Complex .....	5-22
Figure 5.3.7	Configuration of Bujagali Dam .....	5-24
Figure 5.4.1	Geomorphologic Map of Uganda .....	5-26
Figure 5.4.2	Geological Map of Uganda .....	5-28
Figure 5.4.3	Geological Map of Jinja .....	5-29
Figure 5.4.4	Provisional Geological Map for the Construction of Owen Falls Dam .....	5-30
Figure 5.4.5	Survey Lines of Gravimetric and Seismic Surveys .....	5-31
Figure 5.4.6	Geological Sections Assumed from Gravimetric and Seismic Surveys .....	5-31
Figure 5.4.7	Survey Lines of Geological Sections for the Construction of the Kiira Canal .....	5-33
Figure 5.4.8	Geological Sections for the Construction of the Kiira Canal .....	5-34
Figure 5.4.9	Geological Conditions at the Left Bank of Bujagali Dam (currently under construction) .....	5-36
Figure 5.4.10	Route Map and the Locations of Investigation .....	5-39
Figure 5.4.11	Route Map and the Locations of Investigation .....	5-40
Figure 5.4.12	Columnar Sections of Each Drilling Site .....	5-41
Figure 5.4.13	The System for Engineering Classification of Rock Mass (JGS, 2004) .....	5-43
Figure 5.4.14	Assumed Geological Profiles (Route A) .....	5-45
Figure 5.4.15	Assumed Geological Profiles (Route B & C) .....	5-46
Figure 5.4.16	Columnar Section of TP-IS1 .....	5-48
Figure 5.4.17	Realised locations of Alignment Trial Pits .....	5-51
Figure 5.4.18	Plasticity Chart of the Samples from Alignment Trial Pit .....	5-52
Figure 5.4.19	Locations of Possible Quarry and Borrow Pits .....	5-53
Figure 5.4.20	Plasticity Chart and Stabilisation Need for Borrow Area Materials .....	5-55
Figure 5.4.21	Determination of Cohesion with NSPT .....	5-57

Figure 5.4.22	Correlation between Uniaxial Compressive Strength and P-wave Velocity .....	5-59
Figure 6.1.1	Outline of Horizontal Alignment Design .....	6-5
Figure 6.1.2	Segments for Cross Section .....	6-6
Figure 6.1.3	Cross Section for Segment-1 .....	6-7
Figure 6.1.4	Cross Section for Segment-2 .....	6-7
Figure 6.1.5	Cross Section for Segment-3 .....	6-8
Figure 6.1.6	Cross Section for Segment-4 .....	6-8
Figure 6.1.7	Cross Section for Segment-5 .....	6-9
Figure 6.1.8	Flowchart for the Pavement Design based on SATCC Standard .....	6-10
Figure 6.1.9	Pavement Composition for Bugiri-Jinja Road .....	6-13
Figure 6.1.10	Intersections with Existing Road Network .....	6-15
Figure 6.1.11	Comparison of Intersection Types at No.1 .....	6-16
Figure 6.1.12	Comparison of Intersection Types at No.2 .....	6-17
Figure 6.1.13	Feeder Road Plan at Jinja (Consolidated Plan for No.3, No.4 and No.5) .....	6-18
Figure 6.1.14	Local Traffic Management .....	6-19
Figure 6.2.1	Existing Navigation Clearance for the Railway Bridge .....	6-20
Figure 6.2.2	Obstacle Limitation Surface for Jinja Airfield .....	6-22
Figure 6.2.3	Graphical Determination of Active Earth Pressure for Cohesionless Soils .....	6-29
Figure 6.2.4	HA Loading .....	6-31
Figure 6.2.5	HB Loading .....	6-31
Figure 6.2.6	HA and HB Loading in Combination .....	6-32
Figure 6.2.9	Seismic Map with Zone .....	6-40
Figure 6.2.10	Load Application in Parallel and Normal Directions .....	6-43
Figure 6.2.11	Load Application for Overall Stability .....	6-44
Figure 6.2.12	Short Term Design Stress-Strain Curve for Normal Weight of Concrete .....	6-45
Figure 6.2.13	Short Term Design Stress-Strain Curve for Reinforcement .....	6-45
Figure 6.2.14	Short Term Design Stress-Strain Curve for Reinforcement .....	6-46
Figure 6.2.15	Longitudinal Profile .....	6-48
Figure 6.2.16	Turbine Operation Hydraulic Conditions .....	6-48
Figure 6.2.17	Location of Drilling and Trial Pit .....	6-49
Figure 6.2.18	Boring Logs and Trial Pit .....	6-49
Figure 6.2.19	Assumed Geological Profiles .....	6-50
Figure 6.2.20	General View of Each Alternatives .....	6-52
Figure 6.2.21	Profile of the New Nile Bridge .....	6-57
Figure 6.2.22	Plan of the New Nile Bridge .....	6-57
Figure 6.2.23	Typical Cross Section of the New Nile Bridge .....	6-58
Figure 6.2.24	PC Cable Arrangement for Girder .....	6-59
Figure 6.2.25	Anchor of Stay Cable for Pylon .....	6-60
Figure 6.2.26	Anchor of Stay Cable for Girder .....	6-60
Figure 6.2.27	General View of Pylon (P1) .....	6-61
Figure 6.2.28	Arrangement of Pile for P2 .....	6-62
Figure 6.2.29	Typical Cross Section of Semi-underground Beam .....	6-63
Figure 7.1.1	Construction Procedure of the New Nile Bridge .....	7-1
Figure 7.1.2	Location of Temporary Road and Yard at Njeru side .....	7-3
Figure 7.1.3	Location of Temporary Road and Yard at Jinja side .....	7-3
Figure 7.1.4	Method of Construction for the Foundation Works at Njeru side .....	7-7
Figure 7.1.5	Method for Construction of the Foundations at the Jinja side .....	7-7
Figure 7.1.6	Construction of Inverted Y-type Pylon with Whole Scaffoldings .....	7-8
Figure 7.1.7	Construction of PC Girder with Wagens .....	7-8

Figure 7.1.8	Cross Section of Stay Cable.....	7-9
Figure 7.1.9	Location of Quarries near the Project Site .....	7-9
Figure 7.2.1	Construction Progress of the Project.....	7-18
Figure 8.1.1	Procedure from Inspections to Maintenance (Repairs) .....	8-1
Figure 8.1.2	The Present Organization for Operation Division of UNRA Headquarters .....	8-6
Figure 8.1.3	The Present Organization of Jinja Station.....	8-6
Figure 8.2.1	Concept of Highway Operation .....	8-7
Figure 8.2.2	Schematic Drawing of Travel Time Comparison.....	8-11
Figure 8.2.3	Extrapolation of WTP .....	8-11
Figure 8.2.4	Estimation of Future Annual Toll Revenue.....	8-13
Figure 8.2.5	Accumulated Costs and Revenues .....	8-15
Figure 8.2.6	Cost Coverage by Cumulative Toll Revenue in 30 years.....	8-15
Figure 8.2.7	Main Line Toll Plaza.....	8-16
Figure 8.2.8	Details of Toll Booth.....	8-16
Figure 8.2.9	Operation Scheme .....	8-18
Figure 9.1.1	Linkages among Large-Scale Infrastructure, Growth, and Poverty Reduction .....	9-11
Figure 9.1.2	Trans-African Highway Network .....	9-12
Figure 10.1.1	Traffic Accidents Statistics of Nile Bridge (1998 – 2008).....	10-11
Figure 10.1.2	Dam-Break Hydrograph.....	10-13
Figure 10.1.3	Water Hyacinth occurred at the River Nile (Westside, near the water intake point of Nile Brewery, photo taken in March, 2009).....	10-13
Figure 10.1.4	Location of Noise and air quality Survey Points .....	10-37
Figure 10.1.5	Roadside Noise Survey (Leq – Time) .....	10-38
Figure 10.1.6	Traffic Counting Results .....	10-38
Figure 10.1.7	Roadside Noise Survey (Leq – Time) .....	10-39
Figure 10.1.8	Traffic Counting Survey Results.....	10-39
Figure 10.1.9	Roadside Noise Survey (Leq – Time) .....	10-39
Figure 10.2.1	Affected Parcel for Alignment A.....	10-49
Figure 10.2.2	Location Map of the Transmission lines in the Project Area .....	10-50
Figure 10.2.3	Location Map of Water Intakes in the Project Area .....	10-50
Figure 10.2.4	Affected Parcel for Alignment B.....	10-51
Figure 10.2.5	Affected Parcel for Alignment C.....	10-52
Figure 10.3.1	Measurement Survey .....	10-64
Figure 10.3.2	Stakeholder Meeting with PAPs (July 22, 2009) .....	10-64
Figure 10.3.3	Meeting with Nytil (July 13, 2009).....	10-65
Figure 10.3.4	Meeting with Nile Breweries (July 22, 2009).....	10-65
Figure 10.3.5	Participatory Socio-Economic Survey .....	10-66
Figure 10.4.1	Flowchart for Environmental Approval Process in Uganda .....	10-69
Figure 10.4.2	Flowchart for Environmental Approval Process in Uganda (continued) .....	10-69
Figure 10.5.1	First Public Consultation.....	10-73
Figure 10.5.2	Focus Group Discussion .....	10-74
Figure 10.5.3	Second Public Consultation .....	10-75
Figure 10.5.4	Third Public Consultation .....	10-76

## - ABBREVIATIONS -

AASHTO	American Association of State Highway and Transportation Official
AC	Asphalt Concrete
ADT	Average Daily Traffic
AfDB	African Development Bank
B/C	Benefit per Cost ratio
BEL	Bujagali Energy Limited
BOT	Built Operation Transfer
CBD	Central Business District
CBR	California Bearing Ratio
CCA	Civil Aviation Authority
CPI	Consumers Price Index
DANIDA	Danish International Development Agency
DBST	Double Bituminous Surface Treatment
DCP	Dynamic Cone Penetration Test
DD	Detailed Design
DRC	Democratic Republic Congo
DSM	Dar es Salaam
EAC	East African Community
EIRR	Economic Internal Rate of Return
EM	Environmental Monitor
EMP	Environmental Management Plan
EPP	Emergency Preparedness Plan
ESA	Equivalent Standard Axle
ESIA	Environmental and Social Impact Assessment
EU	Europe Union
FAA	Federal Aviation Authority
FDI	Foreign Direct Investment
FGD	Focus Group Discussion
FIRR	Financial Internal Rate of Return
FIRRI	Fisheries Resources Research Institute
GDP	Gross Domestic Product
GOU	Government of Uganda
GRDP	Gross Regional Domestic Product
HDM4	Highway Development and Management
HEST	Haplochromis Ecology Survey Team
IDI	International Development Institute
IEE	Initial Environmental Examination
IRI	International Roughness Index
IUCN	International Union for Conservation of Nature
IUCN-CR	IUCN-“Critically Endangered” species
IUCN-EN	IUCN-“Endangered” species
IUCN-LC	IUCN-“Least concern” species
IUCN-NT	IUCN-“Near Threatened” species
IUCN-VL	IUCN-“Vulnerable” species
JICA	Japan International Cooperation Agency
JST	JICA Study Team
KPA	Kenya Port Authority
KRC	Kenya Railway Corporation
LC	Local Council
LHS	Left Hand Side

LVEMP	Lake Victoria Environmental Management Project
LVFO	The Lake Victoria Fisheries Organization
MBS	Mombasa
MDD	Maxim Dry Density
MOF	Ministry of Finance
MOHC	Ministry of Housing and Communication
MOW	Ministry of Works
MOWT	Ministry of Works and Transport
MW	Megawatt
NaFIRRI	The National Fisheries Resources Research Institute
NEMA	National Environment Management Authority
NFA	National Forest Authority
NPV	Net Present Value
NRA	National Revenue Authority
Nspt	N-value of SPT
NTSMP	National Transport Sector Master Plan
O&M	Operation and Maintenance
OD	Origin and Destination
OMC	Optimum Moisture Content
OSH	Occupational Safety and Health
PAF	Performance Assessment Framework
PAPCO	Paper and Pulp Company
PAPs	Project Affected Persons
PCU	Passenger Car Unit
PFI	Private Finance Initiative
PPP	Purchasing Power Party
PPP	Public Private Partnership
RAFU	Road Authority Formulation Unit
RAP	Resettlement Action Plan
REAP	Poverty Eradication Action Plan
REO	Resident Engineer's Organization
RHS	Right Hand Side
RMI	Road Maintenance Initiative
RMR	Rock Mass Rating
ROI	Return on Investment
ROW	Right of Way
RQD	Rock Quality Designation
RVR	Rift Valley Railway Ltd.
SADC	Southern Africa Development Community
SATCC	Southern Africa Transport and Communications Commission
SCF	Standard Conversion Factor
SEA	Social and Environmental Assessment
SPC	Special Purpose Company
SPT	Standard Penetration Test
SW	Station Wagon
TAH	Trans African Highway
TPA	Tanzania Port Authority
TRRL	Transport and Road Research Laboratory
TTC	Travel Time Cost
UEDCL	Uganda Electric Distribution Company Limited
UETCL	Uganda Electric Transmission Company Limited
UNECA	United Nations Economic Commission for Africa
UNRA	Uganda National Road Authority
URA	Uganda Railway Authority



URC	Uganda Railway Corporation
USD	Uganda Standard Datum
VAT	Value Added Tax
VOC	Vehicle Operation Cost
WB	World Bank
WWR	White Water Rafting

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## **EXECUTIVE SUMMARY**

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# **The Feasibility Study on the Construction of A New Bridge across River Nile at Jinja**

## **EXECUTIVE SUMMARY**

### **1. INTRODUCTION**

#### **1.1 Background and Objectives of the Study**

The Republic of Uganda is a landlocked country surrounded by Kenya, Tanzania, Sudan, the Democratic Republic of Congo and Rwanda. Kampala, the capital city of Uganda, is the cargo traffic generating source and the centre of distribution of goods. Kampala is therefore considered as the hub of the national road network.

The Northern Corridor route runs through Kampala in parallel with the northern coast of Lake Victoria. This route constitutes a major strategic link from Uganda and other inland neighbouring countries (Rwanda, Burundi and the eastern part of the Democratic Republic of Congo) to Mombasa Port in Kenya.

The Northern Corridor route crosses the River Nile through the existing Nalubaale Dam Bridge at Jinja, located about 80 km to the east of Kampala. Currently, the bridge is the bottleneck for the transport of goods and passengers, due to the narrow width, plate deck deterioration and exfoliation of the concrete surface of the bridge piers. Also, the increasing traffic volume coupled with overloaded heavy vehicles is increasingly causing the structural deteriorations of the bridge.

In order to handle the situation, the Government of Uganda requested the Government of Japan to carry out a 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 the Japan International Cooperation Agency deployed a Study Team in November 2008.

The objectives of the Study are summarized hereunder.

- To conduct a feasibility study on the construction of a new bridge across River Nile at Jinja including the construction of approach roads on both sides of the bridge (hereafter referred to as the Project).
- To Transfer relevant expertise, skills and technologies to Ugandan personnel concerned relative to the development of the Project.

The Study commenced with the presentation of an Inception Report in November 2008 followed by the submission of a Draft Final Report in August 2009, for presentation to the Steering Committee in early September 2009.

One month for the review and comments of the Report by the Steering Committee was allocated, prior to finalizing and submitting the Report to JICA in October 2009.

Table 1.1 shows the major tasks schedule showing the milestones for report submissions and Steering Committee meetings as well as Public Consultation meetings.

**Table 1.1 Schedule of the Major Tasks**

Year	2008		2009											
Month	11	12	1	2	3	4	5	6	7	8	9	10	11	12
<b>◆ Project Activities</b>														
Selection of Representative Alignment of Each Route	█													
Selection of Optimum Solution (Optimum Alignment & Bridge Type)			█											
Preliminary Design & Cost Estimation					█									
Economic & Financial Analysis									█					
Implementation Plan / EIA									█					
<b>◆ Report</b>	△			△	△		△		△		△	△		
<b>◆ EIA Activity by COWI</b>										△				△
<b>◆ Public Consultation</b>		△			△	△					△			

Note: ICR: Inception Report, PR1: Progress Report 1, SPR: Special Report, ITR: Interim Report, PR2: Progress Report 2, DFR: Draft Final Report, FR: Final Report

## 1.2 Study Area

The Study covers the areas directly affected by the proposed development. Figure 1.1 shows the location of proposed New Nile Bridge (Location A) and its surrounding area.



**Figure 1.1 Study Area**

## 2. SELECTION OF OPTIMUM SOLUTION TO CROSS RIVER NILE AT JINJA

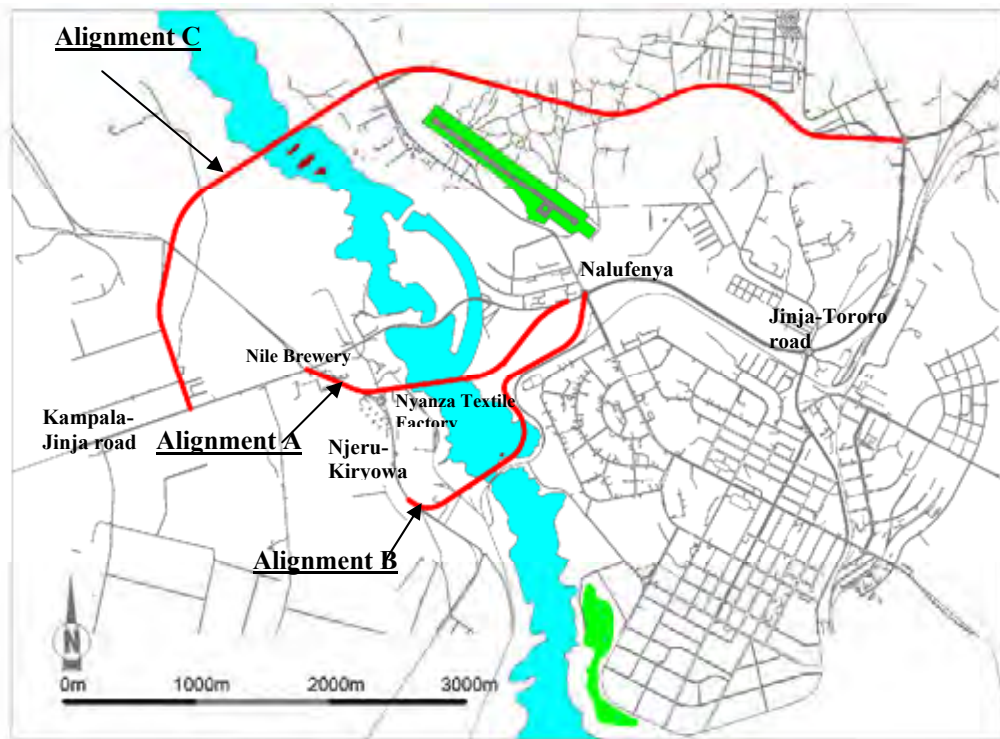
### 2.1 Base Alignment Alternatives of the Project

The three alignment alternatives, which are the basis in formulating the comparative analysis for selecting the optimum solution in the study, are shown in Table 2.1 and Figure 2.1 hereunder.

**Table 2.1 Outline of Base Alignment and Bridge Location Alternatives**

Name of Alignment	Description of Bridge Location
Alignment A	500 m upstream of Nalubaale Dam with river width of 300 m;
Alignment B	1,200 m upstream of Nalubaale Dam, very close to Nile Bridge, with river width of 170 m;
Alignment C	1800 m downstream of Nalubaale Dam with river width of 250 m.

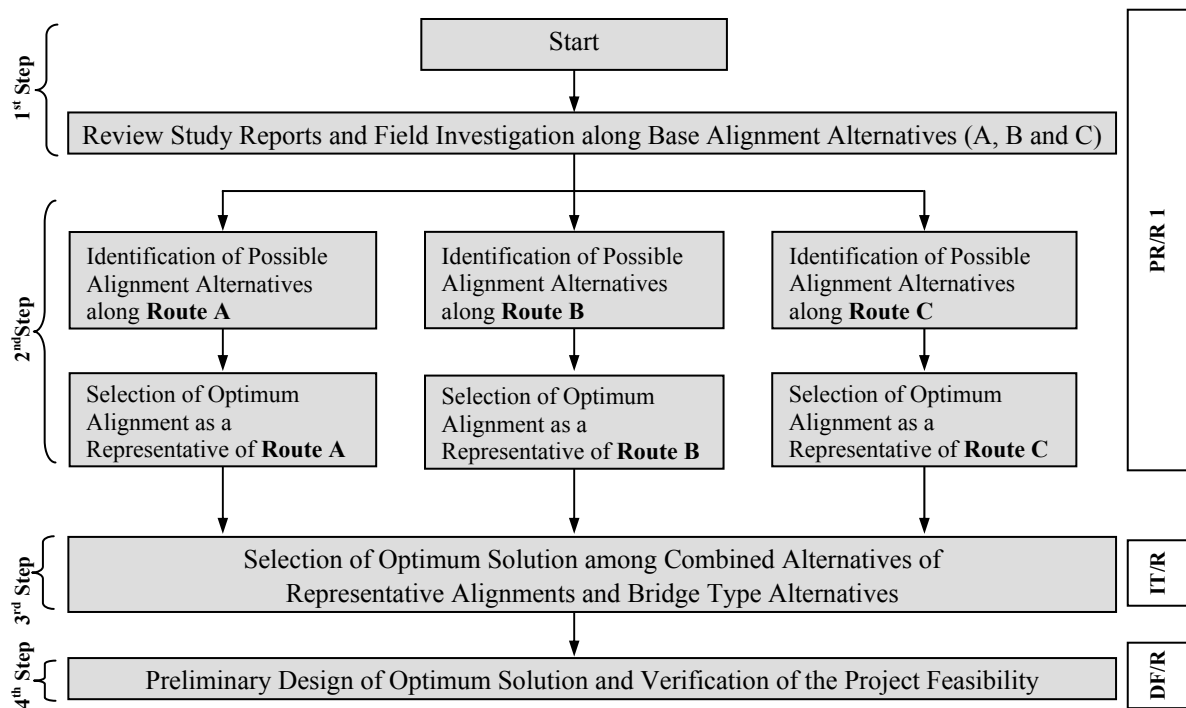
Source: JICA Study Team



**Figure 2.1 Base Alignment Alternatives**

### 2.2 Methodology Flow for Selecting the Optimum Solution

Figure 2.2 shows the four (4) major steps taken to achieve the selection of the optimum solution for the Project.

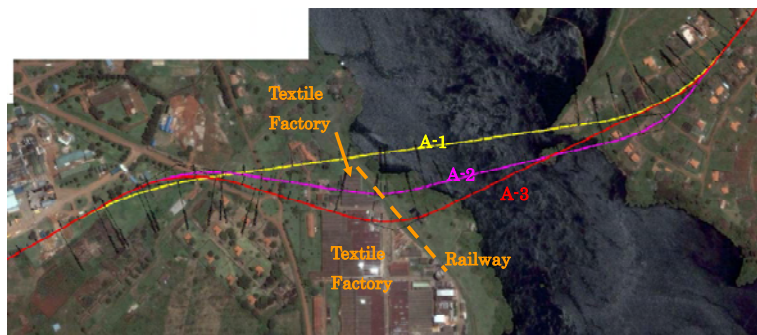


Note: PR/R 1 (Progress Report 1), IT/R (Interim Report), DF/R (Draft Final Report)

**Figure 2.2 Methodology Flow for Selecting Optimum Solution**

**First Step:** Three (3) base alignments were reviewed, identified/confirmed at site and assessed by field investigation.

**Second Step:** Additional possible route alignments (combination of bridge locations and approach road alignments) are identified, based on field survey and engineering studies. Consequently, Route A comprised three (3) alignment alternatives, Route B has one and Route C has two alignment alternatives. Alignment alternatives for the respective routes were compared and ultimately three representative alignments were considered.



**Figure 2.3 Alignment and Bridge Location Alternatives A-1, A-2 and A-3**



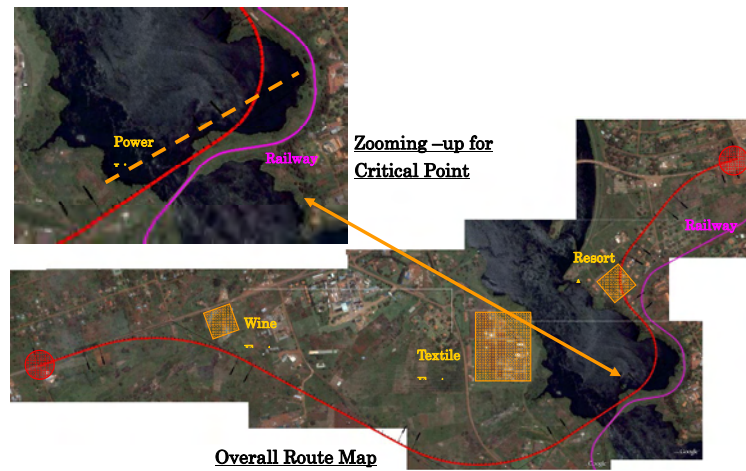


Figure 2.4 Alignment and Bridge Location for Route B

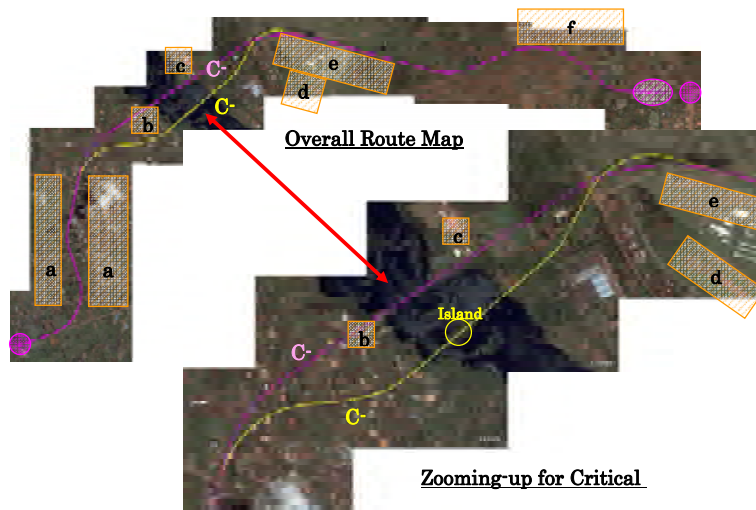
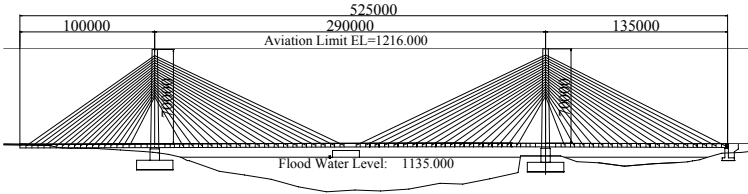
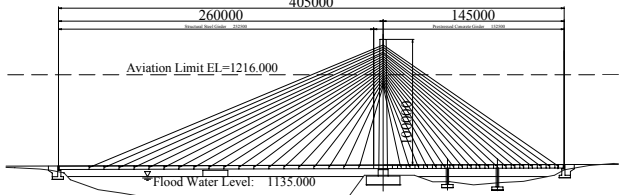
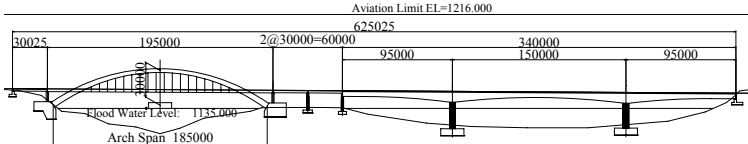
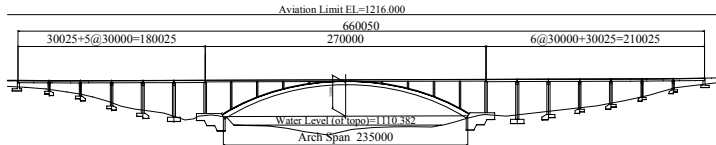
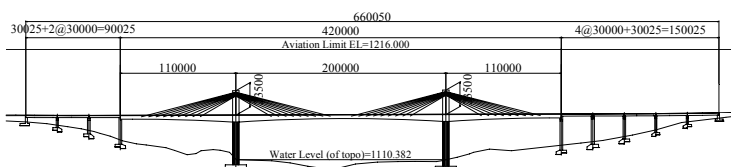
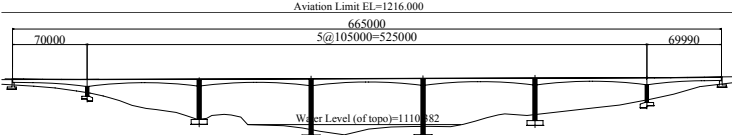


Figure 2.5 Alignment and Bridge Location Alternatives C-1 and C-2

**Third Step:** The representative alignment alternatives for the respective routes are then combined with possible bridge type options. Each representative alignment had more than two structural type options. Eventually, six alternatives shown in Table 2.2 were compared to select the optimum solution to cross the River Nile at Jinja.

**Fourth Step:** After the optimum solution was selected, preliminary design was pursued and supplemented by estimated total project cost and to determine the feasibility of the project.

**Table 2.2 Definitive Bridge Type Alternatives**

<p><b>Bridge Type AA4 : 3-Span PC Cable-stayed</b></p> 	<p>A plan to avoid the risk of setting the foundations on the river bed of hard rock in deep water and to satisfy aviation limit Most recommendable.</p>
<p><b>Bridge Type AA5 : 4-Span Hybrid Cable-stayed</b></p> 	<p>A plan to avoid the risk of setting the foundations on the river bed of hard rock in deep water In case aviation limit is relaxed, this option is also recommendable.</p>
<p><b>Bridge Type BB1 : RC Arch Bridge with 3-Span Balanced Cantilever PC Box Girder + PC I-Girders</b></p> 	<p>Recommendable. Only BB1 was selected as BB2 has higher risk for construction of foundations bearing on hard rock in deep water.</p>
<p><b>Bridge Type CC1 : RC Arch Bridge with PC I-Girders</b></p> 	<p>While the cost is high there is no risk for construction of foundations, CC1 is selected for further comparison.</p>
<p><b>Bridge Type CC2 : 3-Span Extra-dosed PC Girder with PC I-Girders</b></p> 	<p>Since the cost difference is not much when compared with CC1, CC2 this option is selected for further comparison.</p>
<p><b>Bridge Type CC3 : 7-Span Balanced Cantilever PC Box Girder</b></p> 	<p>Since there is low risk for the construction of the foundations and considering that the cost is the lowest, CC3 is also recommendable.</p>



## 2.3 Comprehensive Evaluation

### 2.3.1 Evaluation Result

Evaluation of individual sub-items is scored accordingly, described hereafter as follows: 1 (inferior to other alternatives), 3 (moderate) to 5 (superior to other alternatives). The scoring were then weighted by factors derived from stakeholders' remarks as shown in Table 2.3.

**Table 2.3 Definitive Scoring on the Alternatives**

No.	Sub-item	A		B	C			Weight	
		AA4	AA5	BB1	CC1	CC2	CC3		
	Alignment Length (km)	2.4		5.1	8.1			Weight of Sub-items by Stakeholders	Weight of Categories by Stakeholders in ratio
	Construction Cost (US\$ M)	67.7	66.0	90.0	83.0	85.2	76.9		
	Bridge	57.1	56.0	78.3	56.1	58.3	50.0		
	Road	10.6		11.7	26.9				
	Maintenance Cost (Present value US\$1,000)	5.6	289.0	19.0	23.0	22.0	7.0		
	Construction Period (Year)	3.5	3.3	3.5	3.4	3.0	3.0		
1	1.1 Contribution to local development	5	5	4	3	3	3	4.17	0.21
2	2.1 Social environmental impact	4	3	4	2	2	2	3.39	0.17
3	3.1 Natural environmental impact	4	4	3	2	2	2	3.82	0.20
	Engineering Aspects								
	4.1 Impact by airfield expansion plan	5	5	5	2	2	2	4.37	
	4.2 Construction cost	5	5	1	2	2	3	4.37	
	4.3 Risk of construction works	3	2	1	5	5	4	4.37	
	4.4 Maintenance	3	1	4	4	4	5	4.37	
	4.5 Bridge aesthetics	4	4	2	5	5	4	3.40	
	Composite score	4.00	3.37	2.63	3.53	3.53	3.58	4.18	0.21
	Economic Benefits								
	5.1 Transit traffic & Through traffic	5	5	4	4	4	4	3.80	
	5.2 Accessibility to Kampala Road to/from Jinja	5	5	4	1	1	1	4.06	
	Composite Score	5.00	5.00	4.00	2.45	2.45	2.45	3.93	0.20
	<b>Overall Evaluation</b>	<b>4.25</b>	<b>4.11</b>	<b>3.51</b>	<b>2.64</b>	<b>2.64</b>	<b>2.64</b>	<b>19.49</b>	<b>1.00</b>

### 2.3.2 Consensus

Based on the comparative evaluation of the six alternatives, Alignment A with Bridge Type AA4 (3-Span PC Cable-Stayed Bridge) scored the highest point among the alternatives and this was also confirmed by sensitivity analysis.

Since it was officially acknowledged that the aviation limit of Jinja Airfield was not relaxed, Bridge Type AA5 was not considered as an optimum solution.

Based on the above evaluation, the 3rd Steering Committee held on 1 April, 2009 accepted the recommendation of the Study Team, and also that of the stakeholders, during the 2nd Public Consultation held in Kampala on 3 April 2009, agreed with the Team's recommendation, for the adoption of, Alignment A with Bridge Type AA4 as the optimum solution to cross River Nile at Jinja.

### 3. TRAFFIC DEMAND FORECAST

#### 3.1 Traffic Survey

The Study Team carried out traffic surveys (Traffic Count Survey, Roadside OD Interview Survey, Cargo Truck Survey and Stated Preference (SP) Survey) in December 2008 to gather primary traffic data for the analysis of the current traffic characteristics to provide a basis for the forecast of traffic demand of the project. ADT for the existing bridge is estimated at 9,412 (excluding motorcycle) vehicles per day or 11,124 vehicles (including motorcycle) per day in December 2008.

Regression analysis was made using traffic and socio-economic data (Uganda Population and GDP) to forecast future traffic demand. Additionally, the demand forecast considered international traffics through Uganda (trips between foreign countries) and the Influence of Oil Transport by an Oil Pipeline (Low Traffic Case). It seems that Influence of the Railway and Ferry would be very small and limited. Therefore, it was assumed that there would be no diversion from road traffic to the railway or the ferry in the future. The future traffic volumes on the project bridge were estimated as shown in Table 3.1 hereunder.

**Table 3.1 Future Average Daily Traffic for Middle Growth Scinario**

<Vehicle Base>

	Motorcycle	Sedan, SW	Mini Bus	Large Bus	Truck	Trailer	Total
2008*	1,712	3,868	2,886	146	1,510	986	11,108
2015	3,686	5,858	3,826	236	2,596	1,754	17,956
2025	6,356	8,578	4,934	358	4,870	2,848	27,944

Source: JICA Study Team

Note: \* based on JICA Study Team's survey data in 2008

Unit: Vehicle/Day

<PCU Base>

	Motorcycle	Sedan, SW	Mini Bus	Large Bus	Truck	Trailer	Total
2008*	856	3,868	3,175	292	3,020	2,859	14,070
2015	1,842	5,858	4,209	472	5,192	5,087	22,660
2025	3,178	8,577	5,427	717	9,740	8,259	35,898

Source: JICA Study Team

Note: \*) based on JICA Study Team's survey data in 2008

Unit: PCU/Day

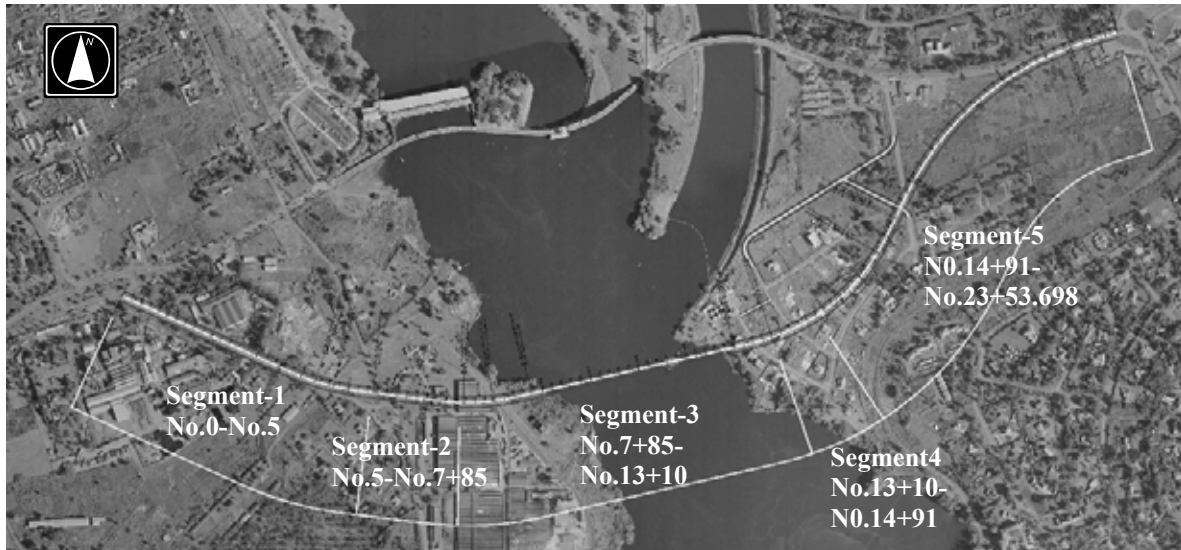
### 4. PRELIMINARY ENGINEERING DESIGN

#### 4.1 Engineering Study

Meteorological condition (rainfall and wind velocity), river condition and geological & geotechnical condition data has been collected from statistics and field surveys and investigated. Those data are used as background information in preliminary engineering design.

#### 4.2 Typical Cross Section of Road

The typical cross sections of the road are planed for each divided 5 segments as shown in Figure 4.1 and design of it are based on geometric design standard and land uses along route of the project. The typical cross sections for segments 1, 3 and 5 are formulated as shown in Figures 6.3 through 6.5.

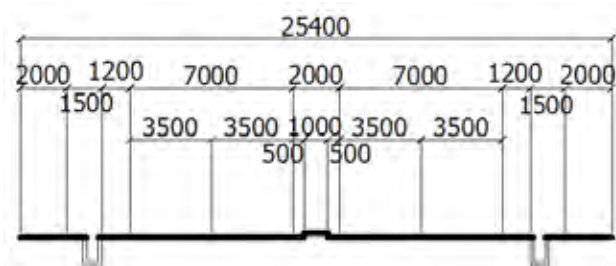


Source: JICA Study Team

**Figure 4.1 Segments for Cross Section**

◆ **No.0- No.5 (Segment-1): Njeru Town**

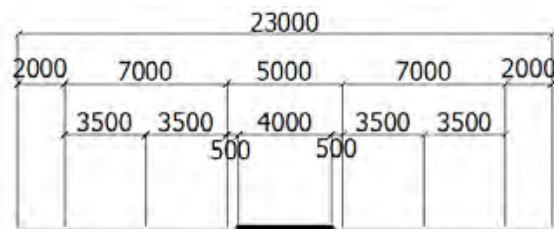
The cross section for this segment was conceived to minimize areas from being affected by the development of the Project to curtail land acquisition cost.



**Figure 4.2 Cross Section for Segment-1**

◆ **No14+91-No.23+ 53.698 (Segment -5): Jinja City**

The cross section of this segment satisfies the standard requirement for Class Ib Paved Road. It is also compatible with the Bugiri-Jinja road as a continuation of the project road.



**Figure 4.3 Cross Section for Segment-5**

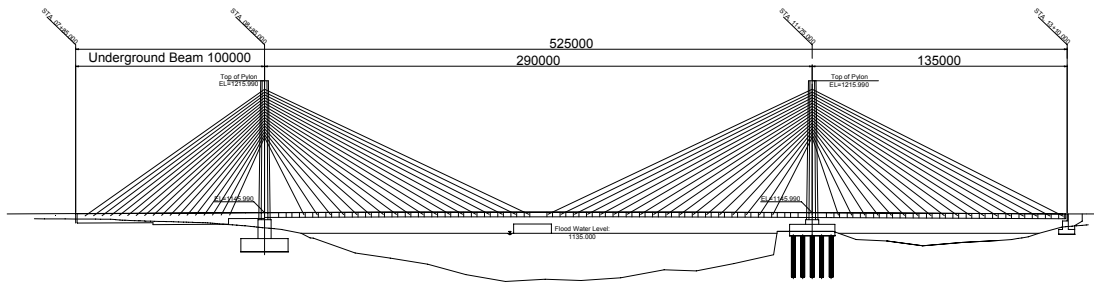
### 4.3 Bridge Design

The design conditions to be used for the bridge are listed as follows:

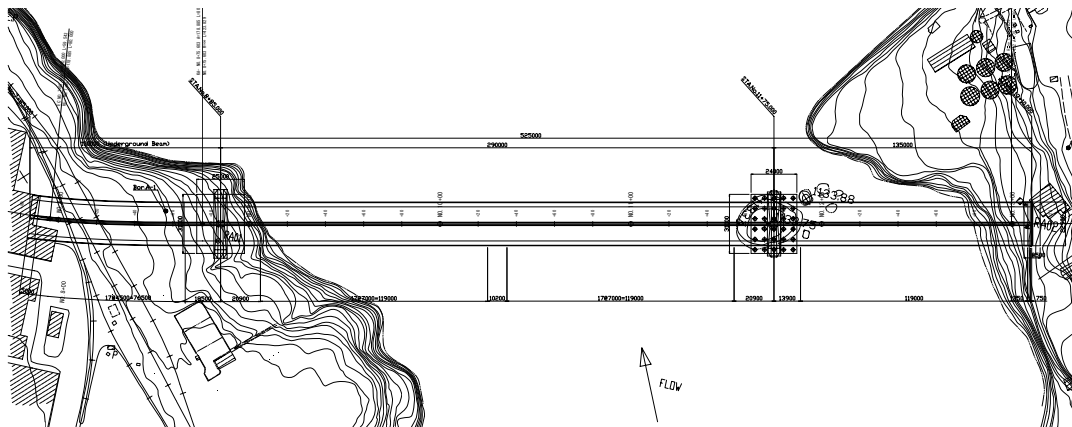
1. Prestressed concrete three-span cable-stayed bridge, with 290m main span, 100m left hand side span and 135m right hand side span, for a total bridge length of 525m.

2. The structure of 100m left side span will be the semi-underground beam type.
3. The structure will be provided with Inverted Y shape Pylons.
4. Spread type of footing will be used for the foundations on land (P1).
5. Cast in Place Concrete Pile with Steel Casing for foundations will be used on the island (P2).

The profile, plan, typical cross section and general view of the pylon of the New Nile Bridge are shown in Figure 4.4 through Figure 4.7.

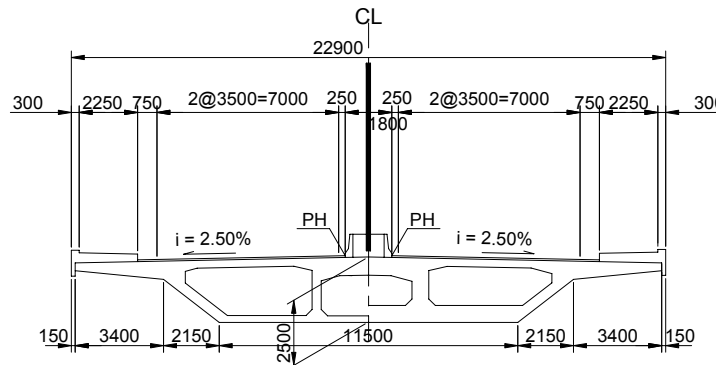


**Figure 4.4 Profile of the New Nile Bridge**



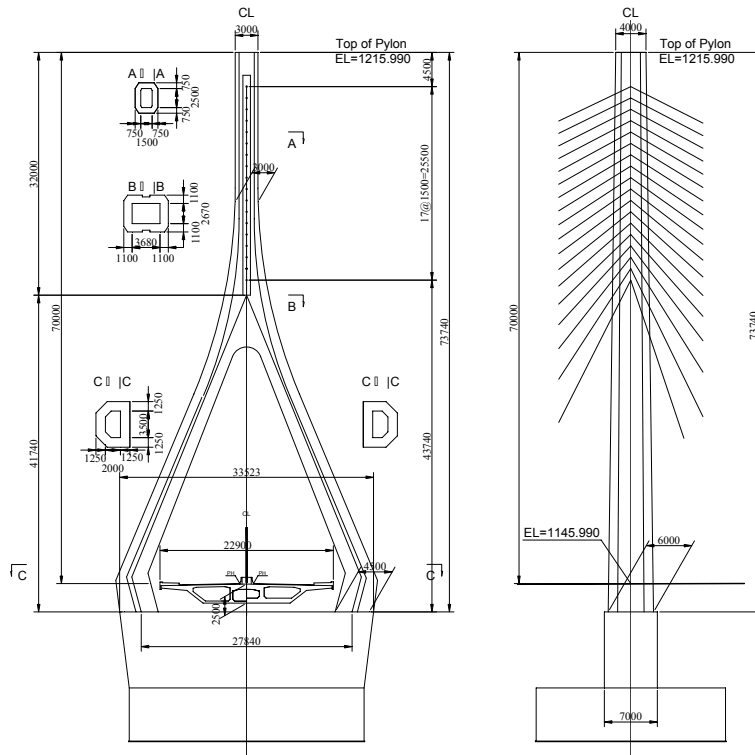
Source: JICA Study Team

**Figure 4.5 Plan of the New Nile Bridge**



Source: JICA Study Team

**Figure 4.6 Typical Cross Section of the New Nile Bridge**



Source: JICA Study Team

Figure 4.7 General View of the Pylon (P1)

## 5. CONSTRUCTION PLANNING AND COST ESTIMATES

### 5.1 Construction Schedule

The construction period will be 3.5 years (about 42 months) including mobilization and demobilization as shown in Table 5.1. The total project cost is estimated at US\$ 115.7 million based on the price in June, 2009 as shown in Table 5.2.

Table 5.1 Construction Schedule of the Project

Description	1st Year												2nd Year												3rd Year												4th Year											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mobilization	[Bar]												[Bar]												[Bar]												[Bar]											
Material Order	[Bar]												[Bar]												[Bar]												[Bar]											
Oversea Transportation	[Bar]												[Bar]												[Bar]												[Bar]											
Custom & Inland Transportation	[Bar]												[Bar]												[Bar]												[Bar]											
Site Office	[Bar]												[Bar]												[Bar]												[Bar]											
Sub contract with local contractor	[Bar]												[Bar]												[Bar]												[Bar]											
Demobilization	[Bar]												[Bar]												[Bar]												[Bar]											
Temporary Works (Kampala side)	[Bar]												[Bar]												[Bar]												[Bar]											
Temporary Works (Jinja side)	[Bar]												[Bar]												[Bar]												[Bar]											
Temporary Works (for Plants)	[Bar]												[Bar]												[Bar]												[Bar]											
Temporary Yard for Plants	[Bar]												[Bar]												[Bar]												[Bar]											
Crusher Plant assemble	[Bar]												[Bar]												[Bar]												[Bar]											
Concrete Plant assemble and test	[Bar]												[Bar]												[Bar]												[Bar]											
Asphalt Plant	[Bar]												[Bar]												[Bar]												[Bar]											
Main Bridge Work	[Bar]												[Bar]												[Bar]												[Bar]											
Main Pier (P1)	[Bar]												[Bar]												[Bar]												[Bar]											
Excavation (Rock)	[Bar]												[Bar]												[Bar]												[Bar]											
Footing	[Bar]												[Bar]												[Bar]												[Bar]											
Column	[Bar]												[Bar]												[Bar]												[Bar]											
Tower (74.07m)	[Bar]												[Bar]												[Bar]												[Bar]											
Girder & Stay Cable	[Bar]												[Bar]												[Bar]												[Bar]											
PC Box Girder	[Bar]												[Bar]												[Bar]												[Bar]											
Main Pier (P2)	[Bar]												[Bar]												[Bar]												[Bar]											
Excavation (Rock)	[Bar]												[Bar]												[Bar]												[Bar]											
Piling Work	[Bar]												[Bar]												[Bar]												[Bar]											
Footing	[Bar]												[Bar]												[Bar]												[Bar]											
Column	[Bar]												[Bar]												[Bar]												[Bar]											
Tower (74.07m)	[Bar]												[Bar]												[Bar]												[Bar]											
Girder & Stay Cable	[Bar]												[Bar]												[Bar]												[Bar]											
PC Box Girder	[Bar]												[Bar]												[Bar]												[Bar]											
Abutment (A1 & A2)	[Bar]												[Bar]												[Bar]												[Bar]											
Excavation	[Bar]												[Bar]												[Bar]												[Bar]											
Footing	[Bar]												[Bar]												[Bar]												[Bar]											
Wall	[Bar]												[Bar]												[Bar]												[Bar]											
Pavement & Accessory	[Bar]												[Bar]												[Bar]												[Bar]											
Road Work	[Bar]												[Bar]												[Bar]												[Bar]											
Earthwork & Structures	[Bar]												[Bar]												[Bar]												[Bar]											
Pavement & Traffic Facilities	[Bar]												[Bar]												[Bar]												[Bar]											

**Table 5.2 Total Project Cost including Tax and Contingencies**

No	Item	Cost	
		US\$ thousand	Ushs Mil.
1	<b>Construction Cost</b>		
2	Bridge	70,387	143,561
3	Approach Road	11,747	23,959
4	Subtotal (2 + 3)	82,134	167,520
5	Tax(Import Tax)	1,936	3,949
6	Subtotal (4 + 5)	84,070	171,470
7	Contingency (10% x 6)	8,407	17,147
8	<b>Total (6 + 7)</b>	<b>92,477</b>	<b>188,616</b>
9	<b>Engineering Service</b>		
10	Detailed Design	3,405	6,946
11	Tender Assistance	712	1,451
12	Supervision	9,030	18,417
13	Total (10 + 11 + 12)	13,147	26,814
14	Total for Construction (8 + 13)	<b>105,624</b>	<b>215,430</b>
15	<b>Land Acquisition &amp; Compensation</b>		
16	Total	10,111	20,622
17	<b>Grand Total (14 + 16)</b>	<b>115,735</b>	<b>236,052</b>

Source: JICA Study Team

US\$ 1 = Ushs 2,093.60

## 6. IMPLEMENTATION PLAN

### 6.1 Outlook of the Toll Operation

There are several ambiguities, incomplete legislative background and inconsistency for concerning international treaty on tolling issues, and making it difficult to provide conclusive actions at the soonest time possible. Those problems and issues, if not acted accordingly, will become the primary contributory factors to the delay in commencing the implementation of the project.

Ultimately, the introduction of tolling system to the project needs more discussions and preparation of legislative actions and consensus of users on principles of the tolling system, including the necessity of alternative route when a toll system is introduced.

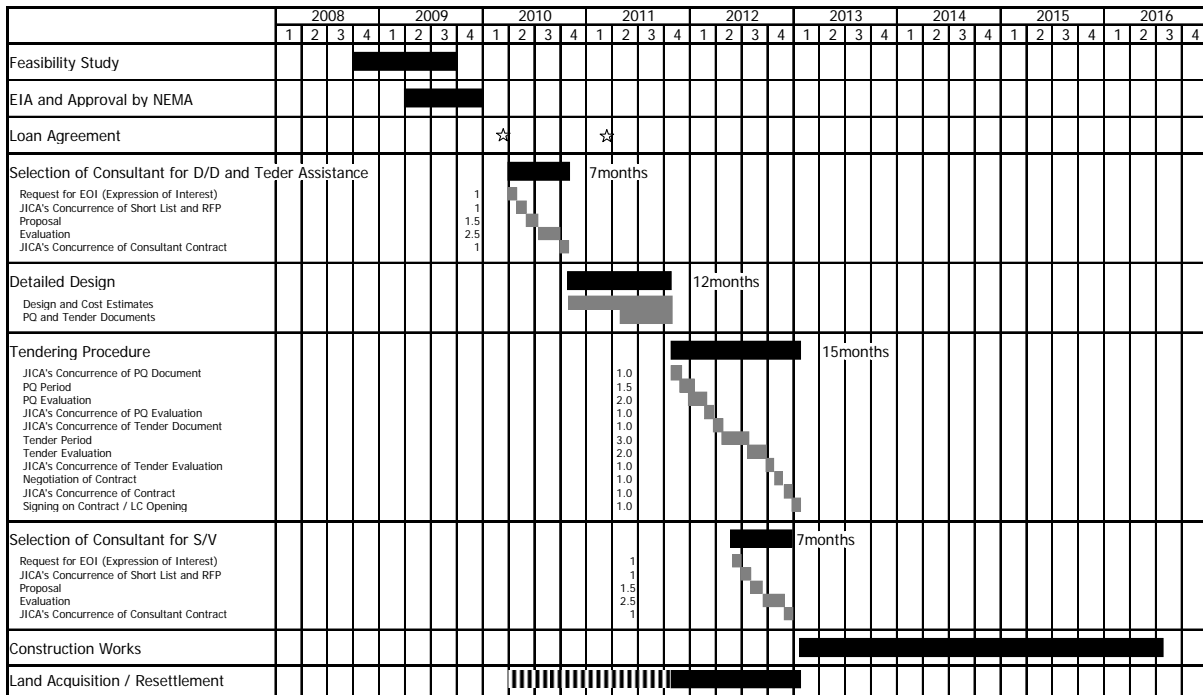
### 6.2 Implementation Plan

Because huge initial investment is required, the Proposed Nile Bridge Project will have to rely primarily on the financial assistance from either international or bilateral donor agencies.

As a recapitulation, the total implementation schedule will commence with the approval of the Loan Agreement for Detailed Design by March 2010 for which the construction will be completed by July 2016 as detailed in Table 6.1 hereunder.

Moreover, the detailed design of the Proposed Nile Bridge including the approach roads could be undertaken within the ROW determined by the Feasibility Study.

**Table 6.1 Implementation Plan for Project**



Source: JICA Study Team

## 7. ECONOMIC AND FINANCIAL EVALUATION

### 7.1 Economic Evaluation

Major quantifiable economic benefits derived from the proposed project are mainly composed of savings in vehicle operating cost and travel time cost. The project EIRR for the base case resulted in an EIRR of 17.1 %. The sensitivity analysis based on 20% reduced traffic demand and increased project cost by 20 %, resulted in an EIRR of 13.7 % thereby ensuring the economic viability of the project, the breakdown of which is shown in Table 7.1.

**Table 7.1 Summary of the Economic Evaluation Results**

			Project Cost		
			Base Case	10% Increase	20% Increase
Traffic Demand	Base Case	EIRR	<b>17.1%</b>	16.3%	15.5%
		NPV	<b>49,191</b>	43,444	37,698
		B/C	<b>1.86</b>	1.69	1.55
	10% Decrease	EIRR	16.2%	15.4%	14.7%
		NPV	38,879	33,132	27,385
		B/C	1.68	1.52	1.40
	20% Decrease	EIRR	15.3%	14.5%	<b>13.7%</b>
		NPV	28,567	22,820	<b>17,073</b>
		B/C	1.50	1.36	<b>1.25</b>

Source: JICA Study Team

Note: Unit of NPV is 000US\$ discounted at 12%

## 7.2 Financial Evaluation

In summary, the results of the financial evaluation exercise for NPV, ROI (Return on Investment) and FIRR are shown in Table 7.2. Additionally, the FIRR could be only viable if based on toll rates of 12 times higher than the base rate. Table 7.2 shows the result of the financial analysis.

**Table 7.2 Summary of Cash Flow Analysis**

	Base Toll		Base Toll				
	Base Toll	Base Toll x 12	Class	Class 1	Class 2	Class 3	Class 4
*NPV(US\$1,000)	-60,091	450	Vehicle Type	Sedan, Wagon, Mini-bus	Bus and Light and Medium Truck	Heavy Truck	Semi and Trailer Truck
*ROI	0.17	1.99	Toll Rate (Ushs)	300	600	600	1000
FIRR	Unsolved	12.7%					

Source: JICA Study Team

Note: \*Discounted at 12%

## 8. NATURAL AND SOCIAL ENVIRONMENTAL STUDIES

### 8.1 Natural Environmental Study

Firstly, the current baseline data on environmental conditions regarding the natural environment surrounding the study site were collected. The information collection focused mainly on technical site inspections, reviews of current reports and discussions with local researchers/or scientists around the study site.

Thereafter, based on the collected baseline environmental information and the engineering features for each alternative of this study, an IEE was carried out. Basically, the IEE took the following two steps. The first step, involved preliminary IEE for two scenarios, i.e., (i) Do-Nothing scenario, and (ii) Do-Project scenario of all the completed route alternatives (i.e., Routes A, B and C). By using more specific engineering information, a more detailed, route-specific IEE was carried out, to identify possible negative environmental impacts to be caused during and/after the construction of the Project for each of the alternative alignment options.

From this IEE study, it can be said that the order of the magnitude of potential negative impacts on the natural environment associated with Alignment A will be less significant, but not for Alignments B and C.

Technical support program was formulated by reviewing the ToR and tender documents on ESIA/RAP for the project implemented by UNRA and EIA law in Uganda.

Based on the interaction scheme and technical support system, several assistances such as the roadside air quality and noise studies were provided from JICA Study Team to UNRA. Also, technical transfer seminars on roadside air quality, noise and CO<sub>2</sub> emission studies were provided to UNRA for the capacity building of the environmental work, associated with the transport planning. The Draft Final Report for this ESIA/RAP studies were submitted to UNRA for review and comments in the mid September 2009. Thereafter, the official examination of submitted reports will be initiated by NEMA, and the environmental permit for the construction of the proposed project is expected to be approved in late November 2009.



## 8.2 Social Environmental Study

A social environmental study of the project area was carried out to determine the optimum alignment for crossing the River Nile. For the initial environmental examination (IEE) of the three alignment alternatives, firstly, the social environmental parameters were selected using scoping matrix pertinent to JICA Guidelines. Based on the results of the scoping, the assessment revealed the project's negative impacts on each environmental parameter by grading system: "grade A" to "D" for each alternative alignment.

The IEE results along the selected Alignment A show that Alignment A will bring about minor impacts on the social environment of the concerned area. Mitigation measures against these negative impacts are proposed as shown in Table 8.1.

**Table 8.1 Summary of the Negative Impacts and Mitigation Measures**

<b>Negative Impact</b>	<b>Description</b>	<b>Mitigation Measure</b>
Land acquisition	About 72,000m <sup>2</sup> of land is to be acquired for the ROW of the approach road.	<ul style="list-style-type: none"> <li>● Conducting adequate RAP study for fair and appropriate compensation</li> <li>● Engineering design will be pursued considering the need to reduce the area of ROW</li> </ul>
Involuntary Resettlement	The actual number of buildings that require resettlement is 26 consisting of 16 houses (either partially or completely built), 2 commercial and 8 industrial buildings.	<ul style="list-style-type: none"> <li>● Adequate, fair and prompt compensation under the RAP</li> <li>● Consideration on issues of restoring peoples' livelihoods following disruptions from project activities</li> <li>● Establishment of the mechanism for resettlement of some of PAPs relative to their demand</li> </ul>
HIV/AIDS Concern	Influx of labours from the outside might cause the prevalence of Sexually Transmitted Diseases (STDs) and HIV/AIDS.	<ul style="list-style-type: none"> <li>● Preparation of comprehensive HIV/AIDS mitigation programme for the staffs and laborers</li> </ul>
Social conflict and Crime Issues	The increased influx of workers is likely to lead to conflict over housing, water resources and related social services.	<ul style="list-style-type: none"> <li>● Encouraging the recruiting of local labour force from within the immediate communities</li> </ul>
Occupational Safety and Health(OSH) for the Workers	There will be a number of health and safety concerns relating to the site preparation and construction.	<ul style="list-style-type: none"> <li>● Preparation of OSH plan by contractor based on OSH Statute of 2006r</li> </ul>
Public Health and Human Safety	The project might facilitate the incorporation of certain hazardous materials that could not have been envisaged in the ESIA study.	<ul style="list-style-type: none"> <li>● Preparation of a comprehensive plan for the management of potential hazardous materials in conjunction with the Ministry of Health and the Uganda National Bureau of Standards(UNBS)</li> </ul>
Risk due to Project related Traffic	There will be some disruption to local traffic movement during the construction of the proposed approach roads	<ul style="list-style-type: none"> <li>● Preparation of traffic management control in close liaison with traffic police</li> </ul>
Loss of access route to properties	The construction of the approach road will inhibit traffic flow for some of the roads in the eastern side.	<ul style="list-style-type: none"> <li>● Provision of alternative alignment for the inhabitants</li> </ul>

Source: JICA Study Team compiled from the Draft ESIA report

## 8.3 Resettlement Action Plan

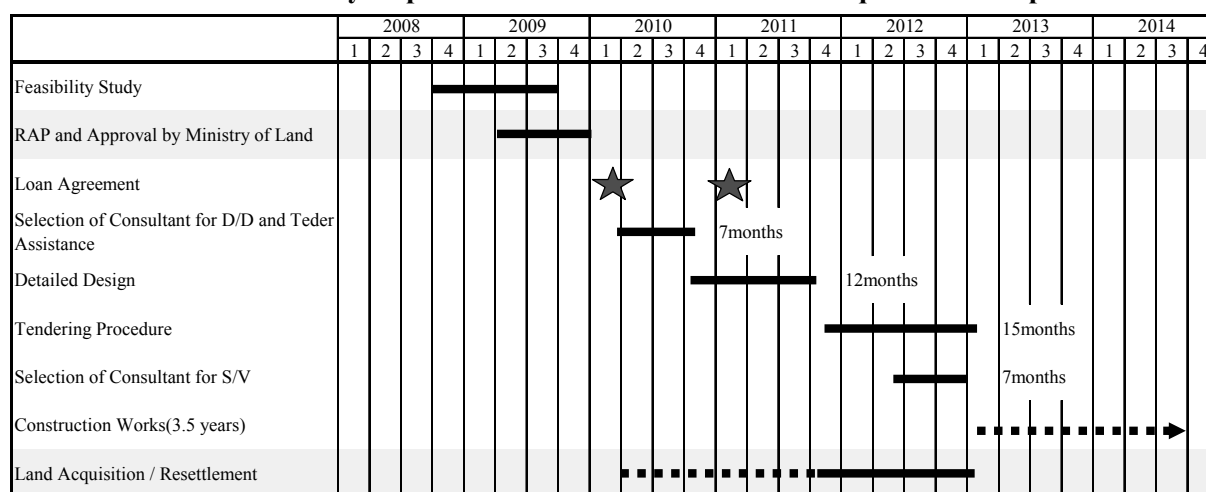
The resettlement action plan (RAP) should be prepared in accordance with the Resettlement/Land Acquisition Policy Framework (Nov. 2001) which provides institutional/legal framework and compensation system for resettlement/land acquisition. The overall objectives of the RAP is the provision of all findings and results of land acquisition preparatory exercises and based on the outcome RAP should propose the procedure to be taken for the land acquisition process for project implementation.

RAP for the Project has been prepared as part of the ESIA study. All the field works for the RAP preparation including measurement surveys has been completed on August 07, 2009 for which the draft RAP report is under preparation. RAP will be submitted to the Ministry of Land in the middle of September after the review of the Chief Government Valuer.

The measurement survey revealed that approximately 72,000 m<sup>2</sup> of land need to be acquired as the ROW of the approach road and the actual number of buildings that require resettlement is 26 consisting of 16 houses (either partially or completely built), 2 commercial and 8 industrial buildings.

The preliminary implementation schedule based on discussion with the Land acquisition specialist of UNRA is shown in Table 8.2.

**Table 8.2 Preliminary Implementation Schedule for Land Acquisition/Compensation**



Source: JICA Study Team

## 8.4 Assistance to Public Consultation and Technical Transfer

Public consultations were held three times and “Focus Group Discussion (FGD)” was held once during the study.

A series of the public consultation were conducted successfully with active commitment of UNRA.

**Table 8.3 Schedule and Main Topics of Public Consultations**

Public Consultation(PC)	Date and Venue	Main Topics
1st PC	December 12, 2008 in Kampala	Introduction of the outline of the Project and presentation of the Study schedule
Focus Group Discussion	March 6, 2009 in Jinja	Presentation of the Project to Focus group directly affected by the Project
2nd PC	April 3, 2009. in Kampala	Establishment of basic agreement on the optimum alignment and bridge type of the Project.
3rd PC	September 8, 2009 in Seeta	Presentation of the results of the Feasibility Study and opinion exchange

Technical transfer programs related to seminars on bridge planning, roadside noise study and roadside air quality study were also conducted successfully.

## **9. CONCLUSION AND RECOMMENDATIONS**

- The project is technically and economically feasible and environmentally sound. Hence, it is justified to implement the project for national and people's benefits.
- It is recommended to select Alignment A which is located close to Nytil Textile Factory.
- It is recommended to adopt PC Cable-stayed bridge with inverted Y-shape Pylon and Single Plane Stayed-Cable.
- Preparation and execution of RAP in adequate, fair and prompt manner is most anticipated to expedited the land acquisition process.
- Introduction of Toll System to the Project should be carefully examined again during the Detailed Design stage involving stakeholders not only the service providers but also users.