

9.4 4th Steering Committee Meeting

**MINUTES OF THE FOURTH
STEERING COMMITTEE MEETING
FOR
THE FEASIBILITY STUDY ON A NEW BRIDGE
ACROSS RIVER NILE AT JINJA
IN THE REPUBLIC OF UGANDA
HELD AT HUMURA RESORT**

Kampala, May 13, 2009

From 10:26 am to 13:22 pm

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LIST OF PARTICIPANTS (See Annexure 1)

AGENDA OF MEETING

Opening remarks by the chairman – MOWT
Presentation by the JICA Study Team
Matters arising
Closing remarks by UNRA

MINUTE 1 COMMUNICATION FROM THE CHAIR

The Chairman Dr A O Mugisa called the meeting to order at 1026hrs and requested the attendants to make self-introductions. He then informed the members that the purpose of this 4th Steering Committee meeting was for the JICA Study Team to present the Interim Report and discuss basic design conditions for the preliminary Design work. He made a recap of the past events including meetings held and Consultations as illustrated in his presentation attached herewith as Annexure 2.

MINUTE 2: PRESENTATION BY THE JICA STUDY TEAM

The Team Leader Mr. Gunji Isamu explained, with illustrations as contained in his presentation, herewith attached as Annexure 2, to the meeting that the major items considered were the Traffic Demand forecasts, Project funding and operation.

He made particular emphasis on the fact that a traffic survey was conducted in December 2008, an interview held with the Macroeconomic department of the Ministry of Finance and data obtained from the Uganda Bureau of Statistics.

He underscored the fact that the capacity of the present bridge which is estimated at 17,000 pcu/day would be soon surpassed, as early as 2015 (estimated at 22,660 pcu/day).

As a measure to fill the funding gap, he proposed the Toll system and highlighted on the various issues related with it ; the rationale, how the revenue collected can be reserved for routine and periodic maintenance, who would construct and operate the Toll as well as who would pay and the principle of determining the Toll level.



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2.1 MATTERS ARISING

Item 2.11 The Chairman Dr A O Mugisa informed the meeting that the current bridge will soon be saturated as reflected by the Study team and hence the need for a relief bridge as soon as possible. He informed the meeting that the concept of a “fee for service” or “user benefit” is now a known and common phenomenon the world over and the introduction of a Toll shouldn't be seen as a new concept. He cautioned that it should however be considered in line with the Road Fund policy now under review.

Item 2.12 Mr J Olanya, a Senior Economist with the Ministry of Finance thanked the Study Team for the report. He informed the meeting that the establishment of the Road Fund was now in the final stages and strongly recommended that the Toll be factored in the Fuel Levy since it would be difficult to operationalise the Toll.

Item 2.13 Eng R Taitika of Njeru Town Council said that the Toll would put the local residents who move between Njeru and Jinja at a disadvantage. He proposed that the charges be added to the general fuel levy in the Road Fund.

Item 2.14 Dr F Bagoora of NEMA was happy with the introduction of the Toll system and proposed that it should even be extended to other special features like other major bridges and the Ferries in Uganda. He said that many other countries charge Tolls and therefore this wouldn't be strange. He said that the local residents of Jinja and Njeru would just pay less charges than the rest of the motorists.

Item 2.15 Prof J A Mwakali of Makerere University said that the Toll system is a positive move in principle. He however pointed out that in other countries, an alternative is provided for those who do not want or are unable to use that particular facility. He said that since the existing bridge will be closed to the motorists, the new bridge will then be considered a necessary service.

Item 2.16 Mr J Wazimbe of UNRA cautioned that when the fuel levy is very high, the transit traffic will be discouraged to fuel in Uganda.

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Item 2.17 Ms N Hashimoto from The Embassy of Japan encouraged the Study Team to explore more on the legal framework of the Road Fund.

Response: The JICA Study Team was requested to meet with Ministry of Finance officials as soon as possible to take into account the legal framework of the Road Fund Act. The Ministries of Works and Finance were also encouraged to consider the Road Fund Act and other Protocol like the World Bank financed Transport and Trade Facilitation project which among other issues encourages removal of tolls to promote international trade. This should however leave room for operationalising the Toll system when it is due. The fact that the Toll system once faced an administrative challenge was considered small since enough lessons had be learnt and can now be reviewed.

2.2 RESULTS OF THE MEETING OF THE TECHNICAL MEETING

Mr Gunji Isamu introduced Mr T Izawa and Dr M TATSUMI and requested them to present the results of the Technical Committee meeting held on Monday may 11, 2009.

2.21 With illustrations as indicated in the attached Annexure 2, Mr T Izawa highlighted the Road Design Classification, the Typical Cross-Sections and the selection of the Intersection Types which had been proposed by the JICA Study Team and approved by the Technical Committee. The Steering Committee endorsed the approvals.

2.22 With the Illustrations indicated in Annexure 3, Dr M Tatsumi explained the basic Configuration of the Nile Bridge. He presented the three alternatives proposed by the Study Team and explained the different characteristics of each. He also informed the meeting that a more detailed evaluation was to be presented to the Technical Committee meeting on Friday May 15, 2009 for a final choice of the type of bridge.

2.3 MATTERS ARISING

Item 2.31 The Chairman, Dr A O Mugisa noted that there was no signalized junction along the project road.

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Item 2.32 Mr J Olanya was happy with Alternative 1 and wanted to know more about the open feeling concept as indicated on the evaluation chart.

Item 2.33 Dr Bagoora of NEMA was happy with Alternative 1 due to the lower Construction and maintenance costs.

Item 2.34 Prof J A Mwakali informed the meeting that during the last meeting of the Technical Committee the members requested for a more detailed evaluation of the three alternatives which were due for discussion on May 15, 2009.

Response : The lack of a signalized junction along the project road was upheld due to the envisaged maintenance problems in future. The Steering Committee delegated the decision on the choice of the Bridge Type to the Technical Committee meeting of May 15, 2009.

MINUTE 3. CLOSING REMARKS

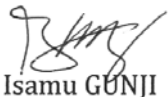
Eng G Bwanga of UNRA thanked all members of the Steering committee, the Study Team, The Embassy of Japan and the JICA office in Uganda for the time and effort that they had given to this project.

He informed the meeting that the UNRA board was passionate about the Toll system to reduce the maintenance costs by about 20 to 30 %. He also informed the meeting that UNRA was finalizing the Contract with COWI Uganda, the ESIA consultants and promised that they would soon join the Study Team.

He requested the Steering Committee members to study the Interim Report and raise any issues for the good of the new Bridge. Finally he requested the Ministry of Finance to facilitate the Study Team with information on the Tolling system and the Road Fund Act.

The next meeting was scheduled for August 2009.


A.O. Mugisa
CHAIRMAN STEERING COMMITTEE
MINISTRY OF WORKS AND TRANSPORT


Isamu GUNJI
TEAM LEADER
JICA STUDY TEAM

9.5 5th Steering Committee Meeting

**MINUTES OF THE FIFTH
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, July 20, 2009

From 10:08 am to 12:30 pm

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LIST OF PARTICIPANTS (Attached as Annexure 1)

AGENDA OF MEETING

Opening remarks by the Chairman
Presentation by the JICA Study Team
Question and Answer session
Closing Remarks

MINUTE 1: OPENING REMARKS BY THE CHAIRMAN

The Chairman Dr A O Mugisa welcomed the members to the fifth Steering Committee meeting. He thanked them for their previous inputs which had enabled the JICA Study Team to progress very well. He then informed the participants that the main purpose for this meeting was to avail an opportunity for the Study Team to present Progress Report II. He also informed the meeting that on July 13, 2009 the Study Team presented to the Minister of Works and Transport the progress on the Feasibility Study. He also informed the meeting that a high level discussion would be held on Thursday 23rd July 2009 to discuss Tolling at the new bridge. All this was to ensure that all stakeholders are aware of the progress and to seek their advice and concurrence. He then requested the Study Team to make their presentation.

MINUTE 2: PRESENTATION BY THE JICA STUDY TEAM

The Team Leader Mr. Isamu GUNJI thanked the Steering Committee for their continued support during the Study. He then informed the members that major issues of Progress Report II had been summarized in the presentation circulated to all members present (attached as Annexure 2) which he then elaborated.

2.1 MATTERS ARISING

Item 2.11 The Chairman Dr A O Mugisa requested to know whether compensation cost was included in the economic evaluation that yielded an EIRR of 16.2%. He said this had a bearing on EIRR and on the level of funding Government of Uganda would request from the Government of Japan. Would that funding cover compensation making it 100% funding?. He also wanted to know whether the tolling was aimed at recovery of the Construction costs and if there would be need for another Consultancy to study tolling.

Response: The Team Leader informed the meeting that Land acquisition had been included in the Project Cost but taxes were excluded from the economic evaluation of the project. He also informed the meeting that the Study Team was now reviewing the Economic benefits which may result in an improvement of the EIRR to approximately 17%.

In a related response, Mr Yusuke Hanieshi of JICA Uganda Office advised the meeting that if the project was to access Japanese Government assistance, costs for land acquisition /compensation and taxes would ~~be~~ not be included in the funding.

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On tolling, the meeting was informed that the issue would be further discussed in the meeting of Thursday as already indicated. The major objective of Tolling would be to collect funds for maintenance. It was also noted that if the Tolling option was adopted, then the maintenance costs indicated on the cost recovery table would also be increased to address the toll administrative costs.

The Team Leader confirmed that there would be no need to have a separate Study on Tolling if it could be concluded within the coming two weeks.

Item 2.12 Mr Mbulamuko Laban of the Ministry of Finance, Planning and Economic Development (MFPEPD) informed the meeting that the Road Fund was mandated to determine how much and whether to charge the tolls. The Fund is also mandated to collect the tolls.

Item 2.13 Ms Pamela Ayebare of UNRA wanted to know whether it was necessary to have an alternative road if we were to levy any toll. She also sought clarification on the traffic flow at intersections 3, 4 and 5.

Response: Mr Mbulamuko of the MFPEPD confirmed that the legal framework to collect the toll exists regardless of an alternative road. The Team Leader also responded that in many cases, an alternative route is usually available but it depends on the legal background that defines the application of the tolling system. He also explained the traffic flow on the project road by use of illustrations in the presentations.

Item 2.14 On the flow of traffic on the project road, **Mr Laban Mbulamuko** of MFPEPD recommended that the design should discourage U-turns which disrupt the smooth flow of traffic.

Response : Mr Gunji responded that the design had considered a 30cm high median strip along the entire stretch. Dr A O Mugisa of MOWT recommended that the height of the median strip should be deterrent for any vehicle to cross over and therefore higher than the proposed 30cm. All members agreed that guard rails should not be used and the concrete barriers used should be high enough to stop the strong rays of oncoming vehicles and that some green cover should be availed to enhance beauty. It was suggested that this should be settled at the Detailed Design stage.

Item 2.15 Eng Saeed of Jinja Municipal Council, with the use of the illustrations on the handouts, proposed that to avoid bringing dirt to the project road, the approximately 1km of adjoining and access roads should be tarmacked. Mr Lufafa Dick of NEMA also noted that with the increased diverted traffic, there would be too much dust.

Item 2.16 Eng R Taitika of Njeru Town Council pointed to the need to consider access of the heavy vehicles to the packaging factory and Nile Breweries.

He also was concerned about the road safety of the NYTIL staff who will need to cross the road from the split premises of the factory.

Response: Mr Kamanda and Ms Pamela of UNRA informed the meeting that the ESIA Consultant was already on the site and would continue to identify and document these issues for review. It was also recommended that the ESIA Consultant continues to invite the local planning authorities for consultations and meeting with property owners whenever need arises. The meeting also learnt that the ESIA team met with NYTIL and NYTIL was requested to prepare a mitigation proposal for review.

Item 2.17 Eng Saeed of Jinja Municipal Council noted that land acquisition had been scheduled for end of 2011. He asked whether the land developments of the affected property owners would now need to be halted to avoid speculation or to utilize the funds that had been said to be available with the Government of Uganda at the onset of the feasibility study.

Response: Mr L Mbulamuko of MFEPD advised the meeting that this particular item had not been provided for in the current financial year. He however added that since the ESIA will submit a report towards the end of this year, then the discussions on the inclusion of the funds for compensation would start early enough and be availed in the next financial year. It was recognized that a General Development Order was not possible now unless Government planned to pay soon, otherwise, the social impact would be negative and there would be stiff legal complications with the delayed payments.

Members unanimously agreed that compensation should be made concurrently with pursuing of financing for construction.

Item 2.18 Ms Pamela of UNRA asked if the Detailed Design was likely to result in the need for more land for the project.

Response: The Team Leader informed the meeting that experience from other Countries shows that the construction corridor is usually sufficiently defined at the feasibility Study stage and that the Detailed Design can fit within that corridor. The meeting also learnt that the road reserve to be acquired would be for a dual carriageway road.

MINUTE 3: CLOSING REMARKS

The Chairman thanked members for their input so far and requested the concerned members to fast track the necessary documentation so that the funds for compensation are included in the Financial Year 2010/11 budget. The meeting closed at 1230 hrs.



A O Mugisa
CHAIRMAN STEERING COMMITTEE
MINISTRY OF WORKS AND TRANSPORT



Isamu GUNJI
TEAM LEADER
JICA STUDY TEAM

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