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Ref No.: FIM/13/9

17th August 2009

The Leader
Basic Design Explanation Team
Japan International Cooperation Agency
Japan/Malawi Office

Copy: The Secretary for Transport and Public Infrastructure
Ministry of Transport and Public Infrastructure
Capital Hill
Lilongwe

Attention: The Director of Roads

The Director
Environmental Affairs Department
City Centre
Lilongwe

Dear Sir

Project Affected Persons (PAPS) report under the proposed South Rukuru bridge on M1 in Rumphi District

In line with the Minutes of Discussions on the basic design study on the project for replacement of South Rukuru Bridge on the main road M1 in the Republic of Malawi (Explanation on Draft Basic Design Report), item 5-3 under the attachment, we are please to submit the attached PAPS basic agreement to the project.

It is hoped that you will find this in order.

Yours faithfully,

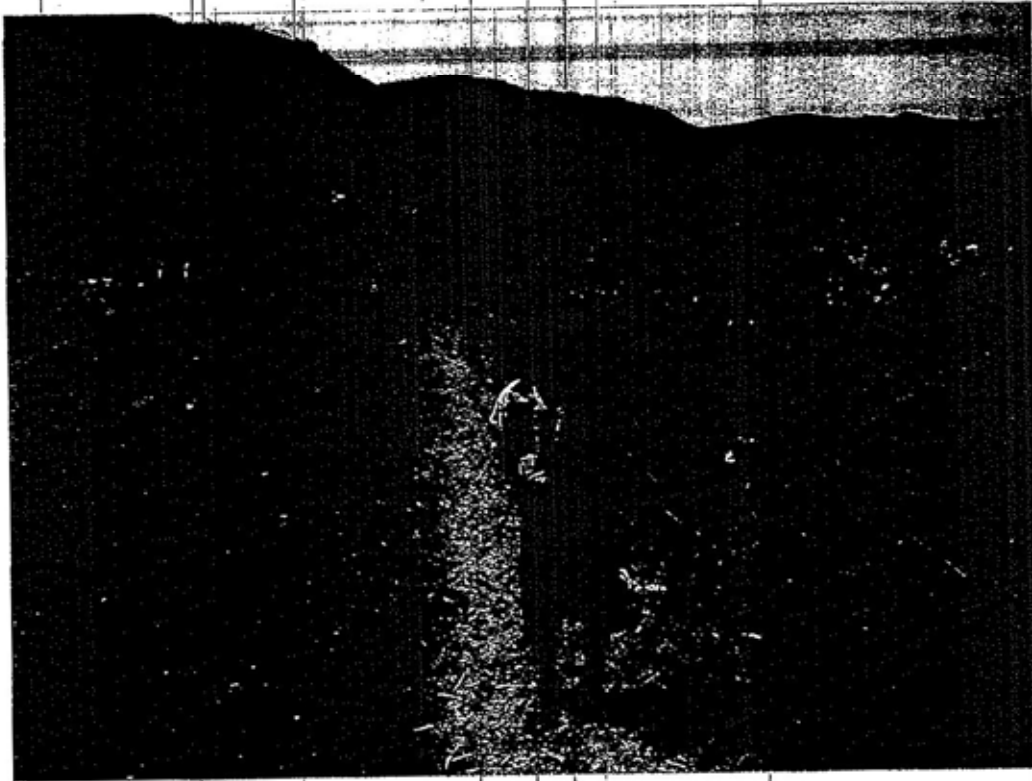
Eng Paul J Kulemeka
Chief Executive officer

Encl

PCK/pck/cpm



**Additional ESIA Process on the proposed South Rukuru Bridge
Project in Rumphi District**



**Report on Public Disclosure and Endorsement of the Proposed Project by
Project Affected Persons (PAPS) as per meetings held on the 13th and 14th
August 2009**

August, 2009

1.0 Introduction

It is a requirement by law under the Environmental Management Act 1996 that new bridge construction projects require a full EIA study to enhance positive impacts and avoid and mitigate negative impacts to ensure sound sustainable environmental management of the surrounding environment.

It was against this background that the Environmental and Social Management unit in the Department of Planning and development carried out the Public Disclosure as part of the ESIA study report that the Roads Authority has prepared through Henderson and Partners.

2.0 ESIA Disclosure

The Roads Authority Environmental Specialist informed the gathering that the study commissioned identified the following adverse impacts:

- **Soil erosion** – due to the re-alignment of the bridge and approach roads
- **Water resources degradation** – with respect to quality and reduced quantities due to usage in the construction purposes
- **Land degradation** – due to possible brick making sand excavation, excavating of borrow sites and quarry establishment
- **Disturbance of natural ecosystems** – during site clearing which will result in cutting of trees, soil cutting and filling during construction of the approach roads
- **Noise pollution and Vibration** – due to heavy plant and vehicles to be used on site
- **Air pollution from dust and particulate matter** - from exhaust fumes and earthworks
- **Water contamination** – due to possible poor waste management and spillage of oils and other solvents to be used on the project
- **Accident-** vehicular, health and safety accidents during the construction works
- **Relocation and resettlement** - of project affected persons (PAPS)
- **Increased transmission of Sexual Transmitted Infections-** due to the influx of migrant and construction workers

- **Loss of business opportunities** - due to the re-alignment of the road and the bridge, demolition of the trading centres buildings and resettlement elsewhere
- **Cultural disruption** – due to the advent of foreign workers in the area
- **Increase in traffic accidents** - after commissioning the bridge and road.

The Roads Authority Environmental Specialist informed the gatherings that the ESIA study had identified mitigation measures to avoid and mitigate the negative impacts outlined above. The measures include, but not limited to:

- Designing and constructing the road in such a way to prevent unwarranted cutting and filling operations
- Management of water resources by ensuring that hazardous and non biodegradable substances are properly disposed of and not throwing/ draining them into the two rivers (South Rukuru and Lura)
- Air pollution from dust will be controlled and checked by water spraying as a palliative measure; while particulate matter will be addressed by charging the contractor to constantly service the plant and vehicles being used at site
- Water contamination will be checked by water quality monitoring and enforcement of waste management practices that do not allow dumping of hazardous, degradable and non degradable materials in use at the site
- Vehicular accidents will be reduced by proper signage and use of rumble surfaces on both sides of the bridge
- In case of business opportunities loss, the design has provided for two lay - byes around which chiefs and the local assembly will relocate the business structures to be demolished and thus maintaining or even improving the livelihoods of the PAPS relocated and the area as a whole
- Cultural disruption- chiefs and the contractor's management will create the necessary awareness on HIV/AIDS and STIs transmission with the help of Health Surveillance Assistants in the area and Medical personnel from Rumph District and Phwezi Foundation.

3.0 PAPS Feedback and Endorsement

Outlined below are issues that transpired during the meetings:

3.1 Project endorsement

The community member unanimously accepted the project with the following caveats:

- What would happen to their crops and properties to be demolished or trees cut down during the bridge road construction?
- Just next to the new bridge there is a road to Mledzi which is very crucial for sustainable livelihoods in the area, what has government in mind to address this?
- The community observed that a lot of accident occur due to the curves into the bridge and asked the designers to smoothen the curve to avoid such accidents.
- The members noted that some villagers' property had not been recorded and this may leave them uncompensated.
- There are two grave in the area, just adjacent to the proposed road to the bridge from the southern side. What would happen to them?
- The chiefs finally asked members from the Rumphi District Assembly to take the compensation matter seriously and compensate the PAPS ensuring that their livelihoods are not only maintained but even enhanced.

In response, members from the Rumphi District Assembly explained to the gathering procedures that are used when it comes to getting at compensation values. They informed the gathering that they will be starting the exercise on Monday the 17th of August and will do the exercise with the Group Village Headmen and the PAPS to ensure transparency and accountability.

For the Junction to Mledzi, and bridge design to reduce accidents, the Environmental Specialist informed the gathering that their concerns had been taken care of and were included in the design of the bridge and the approach roads.

With regard the graves, it was established, after traversing the road boundary that they were located outside the road reserve of the proposed approach road to the bridge and thus posed no threat to this project.

3.2 PAPS Project Endorsement

The PAPS endorsed the project and asked Government to speed up the project. Their signatures and photos are in Annexes 1&2.

Annex 1: Signatures and Endorsements

FEMALES.

Public Disclosure of the Proposed South Rukuru Bridge in Rumphi District to be constructed by JICA

Name	Address	Signature	Remarks	Date
Annie Gonduse	Bale FP School P/B1 Mzokoto, Rumphi.	A. Gonduse	Nkhuzo melezga	13/08/09
Maina Mhoni	Bale FP School P/B1 Mzokoto, Rumphi.	M. Mhoni	Nkhuzo melezga	13/08/09
Annie chisiza	Bale kamelezi FP SC hoel P/B1 Mzokoto	A. Chisiza	Nkhuzo melezga	13/08/09
Fides Nkhonjere	Bale FP School P/B1 Mzokoto, Rumphi.	F. Nkhonjere	Nkhuzo melezga	13/08/09
Myclosona Nkhonjere	Bale FP School P/B1 Mzokoto, Rumphi.	M. Nkhonjere	Nkhuzo melezga	13/08/09
Quena Khumwenda	Bale FP School P/B1 Mzokoto, Rumphi.	Q. Khumwenda	Nkhuzo melezga	13/08/09
Iness Hara wa	" " " " " "	I. Hara wa	Nkhuzo melezga	13/08/09
Mary Msiska	" " " " " "	Mary	Nkhuzo melezga	13/08/09
Ditiwezia Chikwami	" " " " " "		Nkhuzo melezga	13/08/09

MALES.

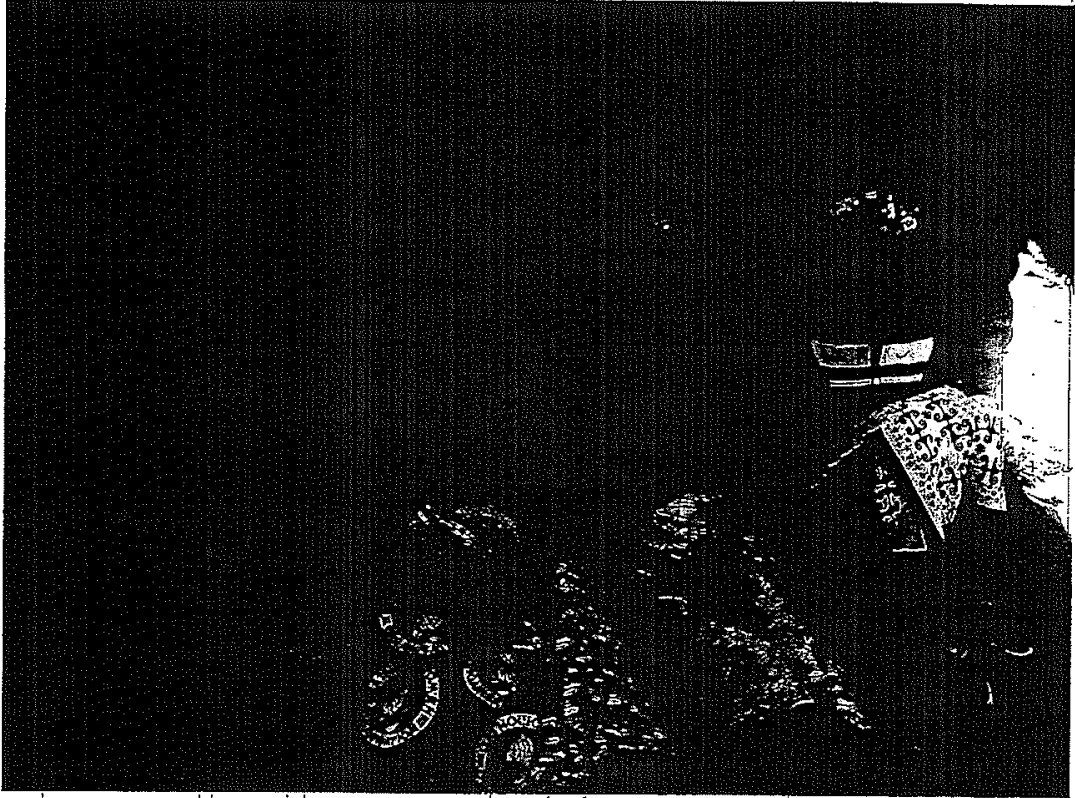
Public Disclosure of the Proposed South Rukuru Bridge in Rumphii District to be constructed by JICA

	Name	Address	Signature	Remarks	Date
1	Sinthani Manda	0884091634	<i>[Signature]</i>	Accept	13/08/05
2	Ephraim Msiska	P/Bag 4 Bale	E. E. Msiska	Accept	13/08/05
3	Khusims Msiska	0884237706	<i>[Signature]</i>	Accept	13/08/05
4	Samuel Mbale	P/Bag 4 Bale	S. Mbale	Accept	13/08/05
5	Petras Mubila	P/Bag 4 Bale	P. Mubila	Accept	13/08/05
6	Vincent Msiska	P/Bag 4 Bale	V. Msiska	Accept	13/08/05
7	David Chiviss	0884934389	<i>[Signature]</i>	Accept	13/08/05
8	William Mbandawire	0999345123	<i>[Signature]</i>	Accept	13/08/05
9	Alex Nyirongu	0884148781	Alex Nyirongu	Accept	13/08/05
10	Lucky Mbandawire	P/Bag 4 Bale	L. Mbandawire	Accept	13/08/05
11	Samson M. Msiska	P/Bag 4 Bale	Samson M.	Accept	13/08/05
12	Aaron Sichaki	P/Bag 4 Bale	A. Sichaki	Accept	13/08/05
13	Keppas Chiviss	P/Bag 4 Bale	K. Chiviss	Accept	13/08/05

Annex 2: Photographs for People Consulted



Picture 1: The Group Village Headman addressing subjects at the meetings



Picture 2: Women at the meetings



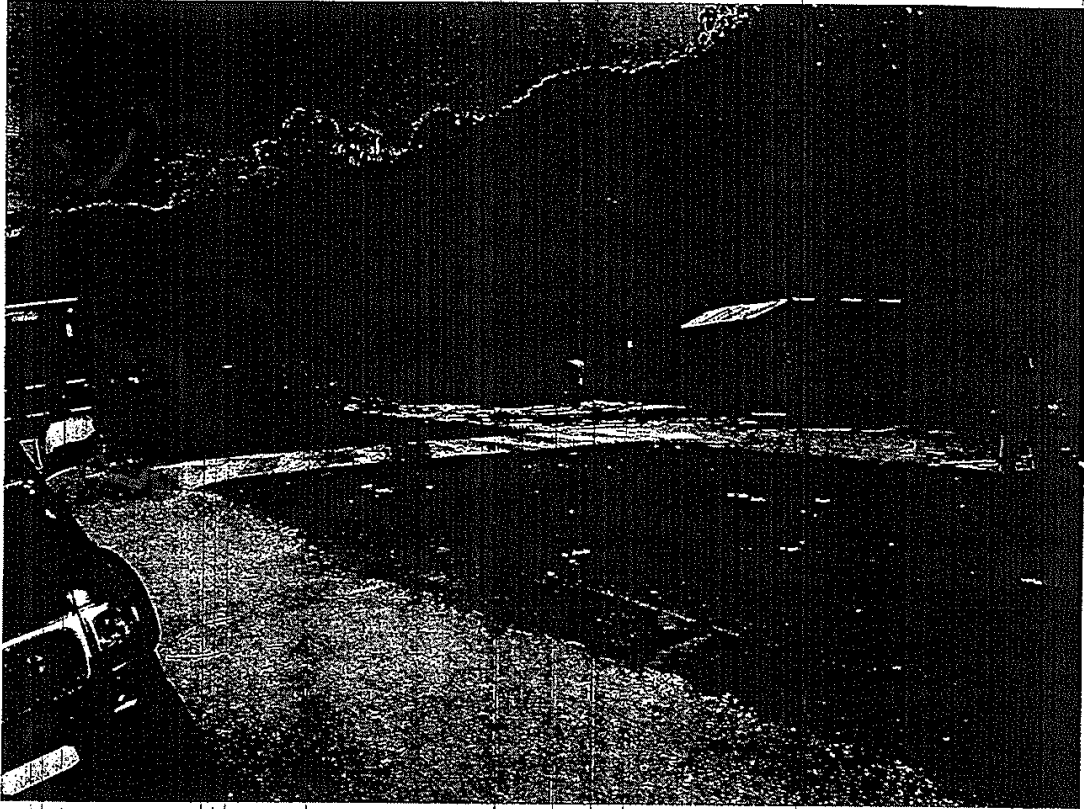
Picture 3: More Female and young participants at the meetings



Picture 4: Some of the Male Participants at the meetings



Picture 5: Vendors selling Foodstuff to Passengers at the project site



Picture 6: Parking on the Road side at the bridge site



Picture 7: Pointing at a grave just outside the Road Reserve

1. 案件名
マラウイ共和国 国道1号線南ルクル橋架け替え計画
2. 要請の背景（協力の必要性・位置付け）
<p>マラウイ共和国（以下「マ」国）政府は、貧困削減手段として持続可能な経済成長とインフラ整備により経済成長を確保するために、今後5年間（2006年7月～2010年11月）の「マ」国における包括的戦略として、2006年に「マラウイ成長開発戦略（Malawi Growth and Development Strategy:MGDS）」を策定した。MGDSは、「6つの重点分野」と「5つの主要テーマ」から構成されており、目標達成に至る戦略と中長期達成目標を示している。MGDS構想における道路セクターの戦略としては、「マ」国の現在の道路交通の必要性を満たすために、主要な回廊において安全で効率性が高く、経済的な交通サービスを確立することに焦点が当てられている。</p> <p>国道1号線は、タンザニアとの国境の街、ソングェからモザンビーク国境マルカまで続く、「マ」国を南北に縦断する全長1,108kmの基幹道路である。国道1号線は、国内物流において重要な役割を担うばかりでなく、タンザニア、モザンビーク、ザンビア、南アフリカとの物流を支える国際幹線道路としての役割を持つと言われている。</p> <p>既存のルクル橋（新橋は“南ルクル橋”と称す）は、国道1号線上に位置しながらも一車線であり、交通及び物流のボトルネックとなっている。また、同橋梁は設置から約30年が経過した仮設構造物（ベイリー橋）であり、老朽化が進行している。さらに、ルクル橋下を流れている南ルクル川は、現架橋位置から上流側30mの所で支川ルラ川と合流しており、このルラ川からの多くの転石と流木がルクル橋の周囲に堆積している状況にある。</p> <p>このような状況の下、「マ」国政府は既存橋に代わる新橋の建設につき、わが国に対し無償資金協力を要請した。</p>
3. プロジェクト全体計画概要
<p>(1) プロジェクト全体計画の目標</p> <ul style="list-style-type: none"> ・ 国道1号線沿線の地域において、円滑で安定的な交通が確保される。 ・ 裨益対象の範囲及び規模：直接的には「マ」国全国民（1,320万人）、間接的にはタンザニア、ザンビア諸国民（5,668万人）。 <p>(2) プロジェクト全体計画の成果</p> <p>ア <u>新橋及びその取付道路、護岸が建設される。</u></p> <p>(3) プロジェクト全体計画の主要活動</p> <p>ア <u>新橋及びその取付道路を整備する。</u></p> <p>イ <u>洪水対策としての護岸工・護床工を整備する。</u></p> <p>ウ 建設後の維持管理体制を確保する。</p>

(4) 投入（インプット）

ア 日本側： 無償資金協力 8.87 億円

イ 「マ」国側

- ・ 本無償資金協力案件の実施に係わる負担額：1012 万円
- ・ 本無償資金協力案件対象施設の改修後の維持管理経費：年平均 251 万円

(5) 実施体制

主管官庁：運輸・公共インフラ省（MOTPI）

実施機関：道路公社（RA）

4. 無償資金協力案件の内容

(1) サイト

「マ」国北部ルンピ地区

(2) 概要

南ルクル橋及びその取付道路、護岸・護床工の建設

(3) 相手国負担事項

- ① 家屋撤去／移転
- ② 用地取得
- ③ 土地借地
- ④ 全般的な工事区域の監視
- ⑤ 既存橋の撤去
- ⑥ マラウイ政府関係者による監督
- ⑦ 銀行手数料

(4) 概算事業費

概算事業費 8.97 億円

（日本側負担 8.87 億円、「マ」国側負担 0.1 億円）

(5) 工期

詳細設計・入札期間を含め約 25.5 ヶ月（予定）

(6) 貧困、ジェンダー、環境及び社会面の配慮

- ・ 橋梁計画に際し、用地取得・住民移転を最小限に抑える。
- ・ 既存橋周辺では通過する運転手に対し周辺住民等により作物等の販売を行っており、本施設建設後は商業機会を逸することになるため、取付道路に駐車帯を設け、商業機会を維持する。

5. 外部要因リスク（プロジェクト全体計画の目標達成に関して）

- ・「マ」国内の政情・治安が悪化しない。
- ・想定外の大洪水、大地震等の自然災害が発生しない。

6. 過去の類似案件からの教訓の活用

なし

7. プロジェクト全体計画の事後評価に係る提案

(1) プロジェクト全体計画の目標達成を示す成果指標

成果指標	現状の数値（2009年）	計画値（2012年）
橋梁通行可能な車両重量の増大	16.3トン (設計荷重)	43トン
平均走行速度の上昇	10km/h	60km/h

(2) その他の成果指標

特になし。

(3) 評価のタイミング

2012年以降（協力対象施設竣工後）。

収集資料リスト

調査名 マラウイ国 国道1号線南ルクル橋架け替え計画準備調査

番号	名 称	形態 図書、ビデオ、 地図、写真等	オリジナル・ コピー	発行機関	発行年
1	Annual Economic Report 2008	図書	コピー	Ministry of Economic and Planning and Development	2008
2	MALAWI TRANSPORT COST STUDY	電子データ	コピー	MOTPI	
3	The Public Sector Investment Program(PSIP)	図書	コピー	Government of Malawi	2008
4	Annual Debt and Aid Report	図書	コピー	Government of Malawi	2008
5	Summary of Project Support Managed Outside Government Systems	小冊子	コピー	Ministry of Finance	2007
6	Budget Summary of MOTPI for 2007/2008 , 2008/2009 , 2009/2010	小冊子	コピー	Government of Malawi	2008
7	Budget Summary for R-A for 2006/2007 , 2007/2008 , 2008/2009	電子データ	コピー	Roads Authority	2009
8	MOTPI組織図	電子データ	コピー	MOTPI	2009
9	R-A組織図	電子データ	コピー	RA	2009
10	CONCEPT PAPER ON THE LOWER FUFU HYDROELECTRIC PROJECT	図書	コピー	MERA	2008
11	SATCC standard specs and codes of practice	電子データ	コピー	SATCC	2001
12	Bridge Design Manual	電子データ	コピー	Ministry of Works and Supplies	1978
13	Highway Design Manual	電子データ	コピー	Ministry of Works and Supplies	1978
14	ENVIRONMENTAL IMPACT ASSESSMENT DRAG REPORT	小冊子	コピー	Henderson and partners	2009
15	Environmental and Social Management Guidelines in the Road Sector	電子データ	コピー	Roads Authority	2007
16	地震データ	電子データ	コピー	Regional Geological Centre	
17	気象データ	電子データ	コピー	MOMS	