

Deliberations

Item	Minute	Action/Note
<b>1.0</b>	<b>General</b>	
1.1	Eng. P. Mfugale, Leader of the JTC-Tanzania team, on behalf of the Permanent Secretary, MOID, made the opening remarks with a warm welcome to the respective delegations of Rwanda, JICA, and EAC Secretariat.	
1.2	The Meeting started with introductions of the delegates from Tanzania, JICA, EAC Secretariat and Rwanda.	
<b>2.0</b>	<b>Matters arising from the first JTC Meeting</b>	
2.1	Obligation of respective parties in relation to project presentation by JICA Consultants	
	(a) Identification of ownership of the facilities to be constructed; <i>The governments will come up with decision later. The JTC will advise accordingly.</i>	JTC
	(b) Issues related to the maintenance and operation of the facilities once completed <i>JTC through maintenance agencies will come with a strategy.</i>	JTC
	(c) Funding of the Environmental Impact Assessments (EIA) or Social Impact Assessments (SIA). JICA committed to provide experts to the respective Governments to assist in the preparation of these studies; <i>JICA reported one consultant member on EIA has been assigned in the JICA Study Team</i>	JICA
	(d) Future use of the existing bridge once the new bridge has been completed: <i>Will be decided later</i>	
	(e) JTC requested to JICA to reconsider provision of residential houses for staff members who would operate the facilities in the grant:	JICA
2.2	The time frame for the completion of the basic design of November, 2010 was considered too long and the JICA design team were requested to find a way to shorten the duration of the study.  <i>The JICA Study Team will as much as possible provide any required information on status of design</i>	JICA Design Team
<b>2.3</b>	<b>Bilateral Agreement</b>	
2.3.1	(a) The draft of the bilateral agreement was circulated by the consultant as agreed. The first bilateral workshop to discuss the bilateral agreement was held on 7 <sup>th</sup> - 8 <sup>th</sup> January 2010 and both Rwanda and Tanzania held national meetings on 29 <sup>th</sup> January 2010.	CDC
	(b) It was noted that there were several issues in the agreement which needed further consultations from both sides. These include the location of clearance and the lead ministry.	CDC
	(c) A Second Workshop with the participation of the JTC shall be held on 4 <sup>th</sup> and 5 <sup>th</sup> February, 2010 in Tanzania for further discussions.	CDC
	(d) The Bilateral Agreement would then be concluded for signature by the respective Governments by the end of March, 2010.	JICA

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<b>2.4</b>	<b>Terms of Reference of the Joint Technical Committee</b>	
2.4.1	The Draft Final Terms of Reference for the JTC were prepared (during the first JTC meeting) outlining its operation and functions, for approval and signature.  <i>The terms of reference has to be signed by the Permanent Secretaries of both Rwanda and Tanzania as approval. However they are yet to be signed, JTC to followup.</i>	JTC
<b>2.5</b>	<b>Existing Bridge</b>	
2.5.1	The existing Bridge would be needed during the construction stage of the New Bridge and a decision on its use thereafter, would be made at a later stage.  <i>The findings will be presented by the JICA Study Team and decision will be made there after.</i>	JICA Study Team and JTC
<b>3.0</b>	<b>Presentation of the Project Design Concept for the Bridge</b>	
3.1	The overview of the draft project design concept was presented by the JICA Study Team. Specific issues pertaining to the bridge design were discussed as follows:	
	(a) Selection of bridge type should consider the locally available construction material and cost-effective future maintenance;	Study team
	(b) JTC members recommended a clear deck bridge to allow easy passage of wide loads.	Study team
	(c) For Design loads, the consultant recommended using the Japanese Specifications for Highway Bridges. It was clarified that Tanzania uses SADC standards which is equivalent to HA +45 HB and Rwanda uses 80t as design live load. The JICA Study Team was advised to check the Japanese standards compliance with the requirements of the two countries standards	Study team
	(d) The JICA Study Team requested to meet competent authorities both in Tanzania and Rwanda to further discuss technical issues.	JTC
	(e) The JTC will prepare a proposal on maintenance strategies	JTC
	(f) The meeting discussed the required width of the bridge and proposed to use the largest width	
3.2	<b>Presentation of the Project Design Concept for the OSBP Facilities</b>	
	An overview of the project design concept was presented by the JICA Study Team and specific issues pertaining to the OSBP design were discussed as follows:	
	(a) The JTC felt that concrete technical justification is required in the projection of traffic and in determining the layout of the facility. The consultant was urged to consider other initiatives by the two countries in facilitating trade such the joint Dar es Salaam-Isaka-Keza/Musongati-Kigali Railway Project, the potential mining at Kivu, etc	Study team
	(b) Members noted that there is high potential for increased exports from any of the adjoining states which necessitates facilities on both sides to be capable of handling entry and exit control functions equally. The JICA Study Team was therefore urged to look into larger number of parameters.	Study team
	(c) JICA requested the JTC to provide information and data as much as it is possible in order to obtain a reasonable projection of traffic volumes	JTC

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	(d) The facilities which are complementary to the operation of the OSBP and which are not part of the provision of the grant, should be reflected in the in the basic design of the control zone for deliberation. These include:- accommodation facilities, private operators facilities, i.e, banks, agents ect,.	Study team
<b>4.0</b>	<b>AOB</b>	
<b>4.1</b>	<b>Observations by Permanent Secretaries in Tanzania</b>	
	It was reported that the Permanent Secretaries of Tanzanian Ministries responsible for the Project held a meeting to deliberate on issues related to the project. They had the the following observations or concerns:	
	(a) That process looks to be ambitious especially scheduling the signing of the bilateral agreement by the end of March, 2010;	
	(b) That they support the establishing of OSBP, however they are worried that related process for its establishment may delay the project. They suggested that, since this process will eminently take longer, the construction of the Bridge should be delinked to let it proceed.	
<b>4.2</b>	The Meeting resolved to present those observations to the relevant competent workshop of the Bilateral Agreement and Legal Framework schedule for 4 <sup>th</sup> & 5 <sup>th</sup> Feb 2010.	

The meeting was adjourned at 16:45hrs.



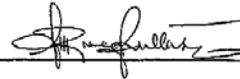
Eng. P. A. L MFUGALE

Team Leader – JTC  
Tanzania



Eng. Honoré MUNYASHONGORE

For Team Leader – JTC Rwanda



Eng. Gratian RUTASERWA

EAC Secretariat

Date 3<sup>rd</sup> February 2010




ANNEX I

2ND JTC MEETING - DSM  
3 FEBRUARY 2016



ATTENDEES

SN	Name	ISH Inhouse designation
1.	A. J. Mwandira	Emerg Affairs
2.	John Kiswaga	Ministry of F&A
3.	Rashid Magella	Home Affairs - Inunguwa Hq. of
4.	G.R.S. Rutaserira	SAC Secretariat, KUSTIA
5.	JOHNNY DEKALURALE	TANROADS KAFERA
6.	BERNARD R. MOLLER	TANROADS HEADQUARTERS
7.	MURINDA MUKOSOLE HANDE	Ministry of Infrastructure Roads
8.	KARIMU PAUL	Rusanda Revenue Authority
9.	Patrick Mfugala	Ministry of Infr. Dev.
10.	Shingi Nariyama	Chodai Co., Ltd.
11.	Aziziki Mwirika	Nippon Koei Co. Ltd.
12.	Masahiko Mori	Chodai Co., Ltd.
13.	Takumi Tokuyari	EAC Secretariat
14.	SWIN HARVO	JICA Tanzania

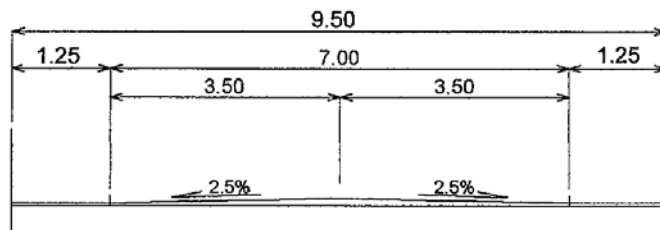



**Minutes of Understanding  
on Technical Issues on the Project  
for Reconstruction of Rusumo Bridge and Construction of OSBP  
Facilities**

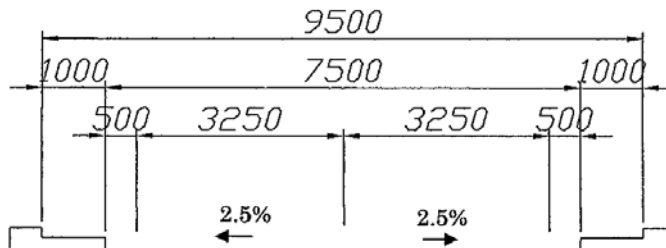
JICA Study Team had carried out data collection and analyses as well as field investigation on technical issues related to design and construction of the bridge and OSBP facilities at Rusumo. Based on the results from those activities, the Team and both Governments of the Republic of Rwanda and the United Republic of Tanzania represented by the Joint Technical Committee (JTC) held discussions on several technical issues pertaining to the project and reached the following understandings ;

**1. Road and Bridge Width**

The proposal of the road and bridge width was agreed as shown on the diagrams bellow. .



Road width



Rusumo Bridge width

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## 2. Design Load

The design of the bridge will mainly use Japanese Live Load B Standards but checked for compliance with NA+45NB Live Load and cleared Tanzania/SADC Standards.

## 3. Distance between Existing and New Bridges

The distance between the existing and the new bridges shall be 15m, due to the terrain conditions at the location

## 4. Bridge Type

The Steel Langer Arch type using weather steel material as proposed has not been accepted, because this type will have height restriction. Such type of bridge will contradict with the regional policy that aims at avoiding non-tariff barriers (NTBs) in all transport corridors. The Study Team will therefore revisit and propose an appropriate and economic bridge type.

## 5. Bridge Design

Design Criteria of New Bridge was proposed by the Team and accepted by both Governments.

## 6. Road Design

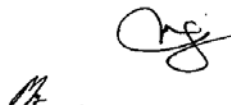
Design Criteria of New Road was proposed by the Team and accepted by both Governments.

## 7. Road and Bridge Accessory

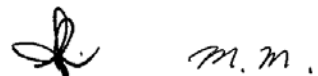
Due to vulnerability of AC pavement by slow moving loaded trucks to stress and grating, both Governments requested change from AC to concrete pavement on Rwandan side. The team agreed to consider the change of type of pavement. Other Road and Bridge Accessories were also accepted

## 8. OSBP Facilities Design

- 1) The site layout of the OSBP facilities was presented as described below:



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### Tanzania OSBP

Site Area: Approx. 1.4 ha.

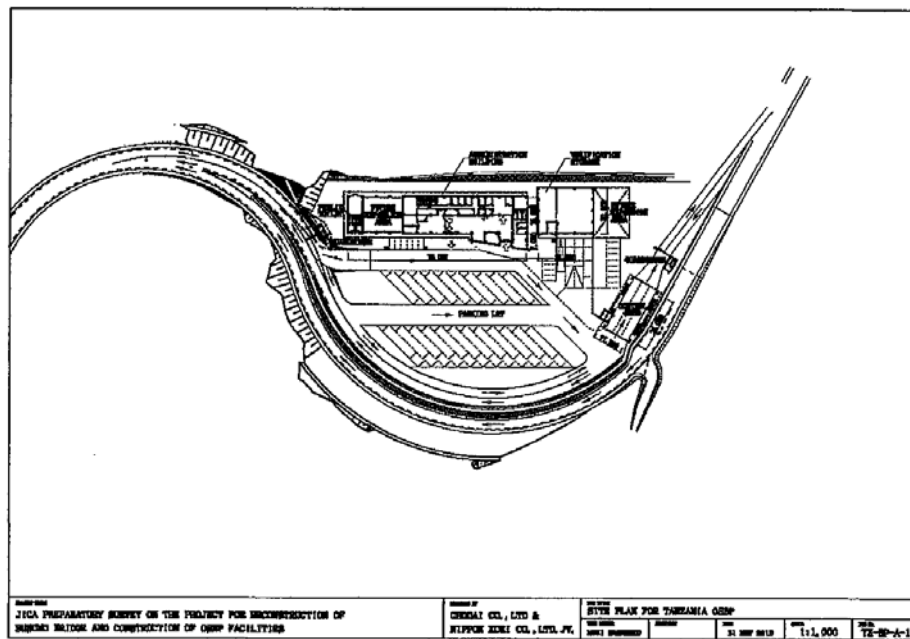
- Administration Building : 1,116 m<sup>2</sup>
- Verification Storage: 547 m<sup>2</sup>
- Control Shed: 330 m<sup>2</sup>
- Guardhouse for Entrance & Exit: 20 m<sup>2</sup> x 2 = 40 m<sup>2</sup>

### Rwanda OSBP

Site Area: Approx. 2.6 ha.

- Administration Building : 1,116 m<sup>2</sup>
- Verification Storage: 1,408 m<sup>2</sup>
- Control Shed: 560 m<sup>2</sup>
- Guardhouse for Entrance & Exit: 20 m<sup>2</sup>x2 + 29m<sup>2</sup> = 69 m<sup>2</sup>

- 2) The room layout and room area for administration building, verification storage, control shed, and guardhouses as shown in attached drawings were agreed by both Governments.

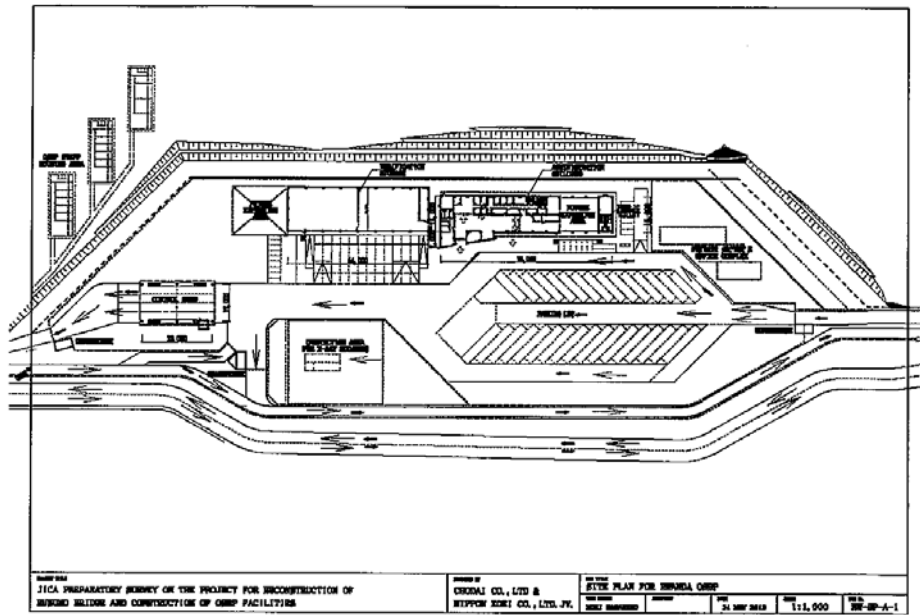


Tanzania OSBP

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*[Signature]* *m.m.*



### Rwanda OSBP

The JTC members had reservations regarding the layout of the OSBP facilities.

Members noted that there is high potential for increased exports from any of the adjoining states which necessitates facilities on both sides to be capable of handling entry and exit control functions equally. The proposed specifications of the facilities on the Tanzanian side will not be sufficient. The JTC therefore emphasized for future expansion as blow:

- i. Providing 11 (eleven) additional parking spaces;
- ii. Providing space for X-Ray scanner;
- iii. The fencing to cover all the area which will be used for the proposed elements,
- iv. Private sector support services areas.

The space for weighbridge will be added on both sides of the OSBP. The expansion of the site plan for Tanzania side including the fencing, as observed by JTC, will be discussed with JICA and the explanation will be included in the presentation of

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the Draft of Final Outline Design report, at the moment it is not included in the component of the project.

#### 9. Machinery Plan

The Team proposed a list of machinery and equipment that will be provided in the grant. That was accepted by both governments with the understanding that the list will be reviewed in accordance with the needs at a given time.

#### 10. Obligation of Recipient Countries

Both Governments accepted Japan's Aid Scheme.

#### 11. Construction Schedule

The Construction Schedule provided by the Team was explained and accepted by both Governments.

#### 12. Use of Existing Bridge

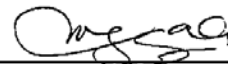
The existing Bridge will be used during construction of new bridge and OSBP facilities. However, this shall not obstruct the traffic that uses the road.

Axial load of 8 ton and driving speed of 5 km/h on the Existing Bridge shall be applied.

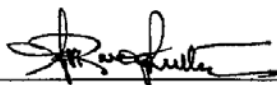
10<sup>th</sup> June, 2010  
Kigali



Dr. Bari MAHABUBUL  
Team Leader - JTC Rwanda



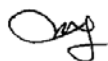
Eng. P.A.L. MFUGALE  
Team Leader - JTC Tanzania



Eng. Gratian RUTASERWA  
EAC Secretariat



Mr. Masahiko MORI  
Chief Consultant - JICA Study Team



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The Republic of Rwanda  
Ministry of Infrastructure

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MINUTES OF MEETING No. 3 OF  
JOINT TECHNICAL COMMITTEE ON CONSTRUCTION OF  
NEW BRIDGE AND ONE STOP BORDER POST AT RUSUMO

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Date: 9<sup>th</sup>-10<sup>th</sup> June, 2010  
Venue: Ministry of Infrastructure  
Time: 09:00hrs

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In Attendance:

*Rwandan Team (RT)*

Dr Bari MAHABUBUL(BM)	Ministry of Infrastructure (Team Leader)- <i>Member</i>
Eng. Honoré MUNYASHONGORE (HM)	Ministry of Infrastructure- <i>Member</i>
Eng. Jean HABYARIMANA(JH)	Ministry of Infrastructure- <i>Member</i>
Mr. Saleh BAZIGA (SB)	Ministry of Foreign Affairs and Cooperation- <i>Member</i>
Eng. Pasteur KAYISIRE(PK)	Ministry of Infrastructure- <i>Co-opted Member</i>
Mr. SEBERA Michel (SM)	
Mr. KAYITARE Paul (KP)	Ministry of Finance and Economic Planning- <i>Member</i>
Mr. MUTABAZI Théodore (MT)	Rwanda Revenue Authority Directorate General of Immigration and Emigration- <i>Co-opted Member</i>
Eng. MUJAWAYEZU Basilisse (MB)	Rwanda Revenue Authority- <i>Co-opted Member</i>

*Tanzanian Team (TT)*

Eng. Patrick MFUGALE (PM)	Ministry of Infrastructure & Development (Team Leader) - <i>Member</i>
Mr. Ali J. MWADINI (AJM)	Ministry of Foreign Affairs and International Co-operation- <i>Member</i>



Eng. Johnny KALUPALE (JK)	TANROADS (Kagera Region)- <i>Member</i>
Mr. Burton M. KAISY (BMK)	Tanzania Revenue Authority- <i>Member</i>
Ms. Yosepha A. TAMAMU (YAT)	Ministry of Finance and Economic Affairs- <i>Co-opted Member</i>
Mr. Samuel N. MARWA (SNM)	<i>Co-opted Member</i>
Eng. Emmanuel M.N. MSUMBA (EMNM)	TANROADS- <i>Co-opted Member</i>
Mr. Damas D. KIZENGA (DDK)	MOFEA- <i>Co-opted Member</i>
Mr. Petro MALIMA (PM)	MOHA- <i>Co-opted Member</i>
Eng. John KISWAGA	MEAC- <i>Co-opted Member</i>

*EAC Delegate (ED)*

Eng. Gratian RUTASERWA (GR)	East African Community Secretariat- <i>Member</i>
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*JICA Team (JT)*

Kotaro NISHIGATA (KN)	JICA HQs
Shingo KIKUCHI (SK)	JICA Rwanda
Jiro HONDA (JH)	JICA Study Team
Masahiko MORI (MM)	JICA Study Team

*Apologies*

*Rwanda*

Chris HAKIZA (CH)	Rwanda Revenue Authority- <i>Member</i>
Jean Marie Vianney MAKOMBE (VM)	Eastern Province- <i>Member</i>

*Tanzania*

Stanford MAKALA (StM)	Ministry of Infrastructure Development - <i>Member</i>
Mr. Mololo	Ministry of Finance and Economic Affairs- <i>Member</i>
Mr. Rashid Salum MAGETTA (RM)	Ministry of Home Affairs - Immigration



Dept- Member.

Eng. Ebenezer MOLLEL (EM)

TANROADS HQ- Coopted Member

Note: See annex I for Participants

Agenda for Discussion

Wednesday, 09<sup>th</sup> June 2010

1.0	Welcome Remarks by the Permanent Secretary in the Ministry of Infrastructure of the Republic of Rwanda
2.0	Introduction of the participants
3.0	Presentation of the Draft Basic Design (Rusumo bridge, Road) by the JICA Team
4.0	Discussions on the Draft Basic Design by the participants
5.0	LUNCH BREAK
6.0	Presentation of Draft Basic Design (OSBP facilities) by the JICA Team
7.0	Discussions on the Draft Basic Design by the participants

Thursday, 10<sup>th</sup> June 2010

8.0	Matters arising from the 2 <sup>nd</sup> JTC meeting in Dar es Salaam on 3rd February 2010.
9.0	Presentation of Draft Basic Design (Schedule for the project implementation) by the JICA Team
10.0	Discussions on Draft Basic Design ( Machinery and Implementation Schedule)by Participants
11.0	LUNCH BREAK
12.0	Drafting of Minutes by JTC
13.0	Technical Notes by JICA Study Team
14.0	End of the Meeting and Drafting of Minutes

Deliberations


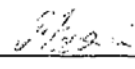
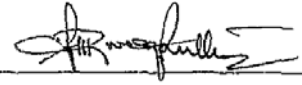
Item	Minute	Action/Note
1.0	General	
1.1	Ms. Marie Claire Mukasine, Permanent Secretary in the Ministry of Infrastructure of the Republic of Rwanda made the opening remarks with a	

	warm welcome to the respective delegations from the United Republic of Tanzania, JICA, and EAC Secretariat. She also underscored the importance of this project in the regional integration.	
1.2	The Meeting started with introductions of the delegates from Tanzania, JICA, EAC Secretariat and Rwanda.	
2.0	<b>Matters arising from the second JTC Meeting</b>	
	<p>a) The Bilateral Agreement for the establishment of OSBP at Rusumo was signed in Arusha, Tanzania on the 26<sup>th</sup> March 2010 by Rwanda and Tanzania. <i>The next step is for Rwanda and Tanzania to enact a law that will give effect to the Bilateral Agreement.</i></p> <p>b) The Draft Final Terms of Reference for the JTC were prepared (during the first JTC meeting) outlining its operation and functions, subject to approval and signature. <i>The terms of reference has to be signed by the Permanent Secretaries of both Rwanda and Tanzania as approval. However they are yet to be signed, JTC to followup.</i></p> <p>c) The existing Bridge and a decision on its use thereafter, would be made at a later stage. <i>Under discussion in the 3<sup>rd</sup> JTC Meeting.</i></p> <p>d) JTC Members recommended a clear open deck bridge to avoid any restrictions of height. <i>Under discussion in the 3<sup>rd</sup> JTC Meeting.</i></p> <p>e) The JTC was supposed to prepare a proposal on maintenance strategies of the facilities after completion of the Project. <i>The JTC to come up with a proposal.</i></p> <p>f) The meeting discussed the required width of the bridge and proposed the use of the largest width <i>To be agreed in the 3<sup>rd</sup> JTC Meeting</i></p> <p>g) Members noted that there is high potential for increased exports from any of the adjoining states and the region at large, which necessitates facilities on both sides to be capable of handling entry and exit control functions equally. The JICA Study Team was therefore urged to look into larger number of parameters. <i>The proposed design for facilities for Tanzanian side do not seem to be adequate to cater for future projected demands.</i></p> <p>h) The facilities which are complimentary to the operation of the OSBP and which are not part of the provision of the grant, should be reflected in the basic design of the control zone for deliberation. These include: accommodation facilities, private operators facilities, i.e, banks, agents etc., <i>Under discussion in the 3<sup>rd</sup> JTC Meeting</i></p>	<p>GoR and GoT</p> <p>JICA Study Team &amp; JTC</p> <p>JICA Study Team</p> <p>JICA Study Team</p> <p>JICA Study Team</p>
3.0	<b>Deliberations of the 3<sup>rd</sup> JTC Meeting</b>	
3.1	JICA Team proposed changes to the name of the Project for better understanding of the purpose of the Project to the People of Japan. The agreed	

	new name of the Project is "The Project for Construction of RUSUMO International Bridge and One Stop Border Post Facilities."	
3.2	Apportioning of the Grant The meeting proposed an equal apportioning of the Grant to the recipient countries	JICA
3.3	Training for OSBP operations JTC noted the importance of training for capacity building. The respective Governments to approach JICA for financing of training for the smooth border control operations. JICA to provide guidance.	JICA GoR and GoT
3.4	Road design	
	a) Geometrical design It was agreed that the carriageway width will be 7 m wide and shoulders will be 1.25 m wide within the Common Control Zone. b) Pavement design It was agreed that the pavement including the shoulders within the Common Control Zone will be in rigid concrete.	JICA Study Team
3.5	Bridge design	
	The JTC Members reiterated the previous recommendation on open deck bridge without any height restriction in line with the current EAC policy that seeks to avoid and remove all the Non Tariff Barriers within all major transport corridors. Moreover, the Rusumo area has no alternative route across the border. It was agreed that JICA Study Team will examine three other types identified in the 3 <sup>rd</sup> JTC Meeting namely: Concrete Box Girder, Inverted Arch Steel Truss and Steel Box Girder.	JICA Study Team
3.6	Provision for additional crucial space in the Control Zone	
	a) Provision for space for more parking area in Tanzania The JTC Members emphasized on the need for providing 11 (eleven) additional parking spaces.	JICA Study Team
	b) Provision for space for private sector operators, staff quarters and X-Ray Scanner. The JTC Members recommended that the space allocated to the two sides should be similar. The JTC requested JICA to improve the space provided for X-Ray scanner on Rwanda side given the scanner is already existing.	JICA Study Team
	c) Space for weighbridges for axle load control within the Common Control Zone Provision of space should be made for installation of the equipments.	JICA Study Team
3.7	Environment and Social Impact Assessment Process The two Governments are required to prepare EIA and SIA reports before the commencement of the Project. JTC is recommending a small joint unit to prepare TORs and a methodology for engaging an EIA expert. This unit will work closely with JICA environmentalist in order to be sure that the TORs are in conformity with JICA guidelines.	GoR, GoT and JICA Study Team

4.0	A.O.B. JTC is recommending that what has been discussed in the 3 <sup>rd</sup> JTC Meeting be reflected into next Draft Final Basic Design scheduled for August 2010.	JICA Study Team
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The meeting was adjourned at 17 hrs.

		
Eng. P. A. L MFUGALE	Eng. Bari MAHABUBUL	Eng. Gratian RUTASERWA
Team Leader - JTC Tanzania	Team Leader - JTC Rwanda	EAC Secretariat

Date 10<sup>th</sup> June 2010


MINUTES OF DISCUSSIONS  
ON THE PREPARATORY SURVEY  
ON THE PROJECT FOR CONSTRUCTION OF RUSUMO INTERNATIONAL BRIDGE  
AND ONE STOP BORDER POST FACILITIES  
IN THE REPUBLIC OF RWANDA AND THE UNITED REPUBLIC OF TANZANIA  
(Explanation on Draft Final Report)

In December 2009, February 2010 and May 2010, the Japan International Cooperation Agency (hereinafter referred to as “JICA”) dispatched Preparatory Survey Teams on the Project for Construction of Rusumo International Bridge and One Stop Border Post Facilities (hereinafter referred to as “the Project”) in the Republic of Rwanda (hereinafter referred to as “Rwanda”) and the United Republic of Tanzania (hereinafter referred to as “Tanzania”), and through discussions, field surveys and technical examination of the results of the surveys in Japan, JICA prepared a Draft Final Report of the Outline Design.

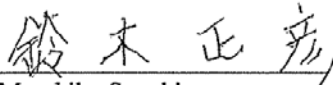
In order to explain and to consult with the concerned officials of the Government of Rwanda and Tanzania on the components of the Draft Final Report, JICA sent to Rwanda and Tanzania the Preparatory Survey Team (hereinafter referred to as “the Team”), for explaining the Draft Final Report. The team was headed by Mr. Masahiko Suzuki, JICA senior adviser, from September 30<sup>th</sup> to October 8<sup>th</sup>, 2010.

And as a result of the discussion, both sides confirmed the main items described on the attached sheets.

October, 2010



Ms. Marie Claire Mukasine  
Permanent Secretary  
Ministry of Infrastructure  
the Republic of Rwanda

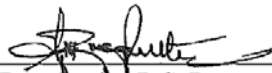


Mr. Masahiko Suzuki  
Leader  
Preparatory Survey Team  
Japan International Cooperation  
Agency



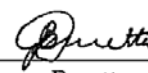
Eng. Omar A. Chambo  
Permanent Secretary  
Ministry of Infrastructure  
Development  
the United Republic of Tanzania

(Witness)



Eng. Gratian R.S. Rutaserwa  
Senior Materials/Pavement Engineer  
East African Community Secretariat

(Witness)



Mr. Jerome Buretta  
Ag. Commissioner for External  
Finance  
Ministry of Finance and Economic  
Affairs  
the United Republic of Tanzania



July 2011.

- The Rwandan and Tanzanian sides agreed to initiate the process of the EIA by the end of October 2010.

(2) Land acquisition procedures

- The Rwandan and Tanzanian sides agreed to complete the land acquisition procedures including resettlement by the end of December 2011.
- The Rwandan and Tanzanian sides agreed to get the consensus of project affected persons (PAPs) on relocations and compensations by the end of September 2011.
- The Rwandan and Tanzanian sides agreed to provide the detailed schedule of land acquisition procedures based on the result of the detailed design and the EIA report by the end of August 2011.

8. Administrative issues on Rusumo international bridge and the OSBP facilities

The Rwandan and Tanzanian sides provided the following information regarding administrative matters to the Team. The Team will forward the provided information to the Government of Japan for the necessary actions for the Project implementation as follows;

(1) Boundary of two countries on the Rusumo International Bridge

The border for the two countries on the bridge will be determined by the relevant authorities of two countries.

(2) Ownership of Rusumo International Bridge

Ownership of Rusumo International Bridge will be a common property of Rwanda and Tanzania.

(3) Administrative authority on the bridge

Administrative operation on the bridge located in the control zone shall be implemented in accordance with the bilateral agreement for the establishment and implementation of a one-stop border post in Rusumo signed on 26th of March 2010.

(4) The obligations of the recipient countries

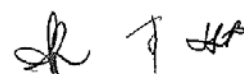
Each government has the obligations of the project in their own territories. However, the EIA study will be conducted jointly.

(5) Responsibilities and cost sharing for maintenance of facilities

Both countries equally have the responsibility for the operation and maintenance of the new constructed bridge and the OSBP facilities. The details of the maintenance program will be provided through discussions at the JTC.

(6) Implementation entities for the Project

The bridge construction will be implemented by both the Rwandan and the Tanzanian governments and the responsible authorities of each government will be the signatory of the contract with the consultant and contractor of the project.



9. Other issues

(1) Customs operation of Rwandan side

The Rwandan side explained that all the functions of the Kigali Dry Port for the transportation through the Rusumo border would be transferred to the Rusumo OSBP to fully utilize the OSBP facilities after the completion of the Project and agreed to assign adequate numbers of staff for the operation.

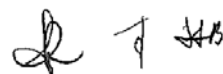
(2) Confidentiality of the Project

The Rwandan and Tanzanian sides agreed that all the information related to the Project such as detailed drawings, specifications, and the result of cost estimation shall not be released to any outside parties before conclusion of all the contracts for the Project because they are confidential documents that contain information related to the tendering.

<List of Annex>

- |         |  |
|---------|--|
| Annex-1 | Project Cost Estimation (Confidential) |
| Annex-2 | EIA Check List                         |
| Annex-3 | Monitoring Form                        |





**Confidential**

ANNEX 1

### Project Cost Estimation

This cost estimate is provisional and would be further examined by the Government of Japan for the approval of the Grant Aid.

1. Cost to be borne by the Japanese side: approximately ¥ 3.99 billion

Item	Amount (Million Japanese Yen)
1. Construction cost	3,716
1) Rusumo International Bridge, Road and Parking Space	(2,496)
2) OSBP facilities	(1,220)
2. Consulting Services Fee	277
3. Total (1+2)	3,993

2. Cost to be borne by the recipient sides:

Rwandan Side

Item	Amount(USD)
1. Cost for Full EIA	75,000
2. Land acquisition/ compensation	100,000
3. Bank commission for B/A and A/P	215,000

Tanzanian Side

Item	Amount(USD)
1. Cost for Full EIA	75,000
2. Land acquisition/ compensation	600,000
3. Bank commission for B/A and A/P	215,000
4. Registration fee for CRB and ERB	63,000

3. Cost to be borne by the recipient sides for Operation and Maintenance (every year)

- |                                 |                         |
|---------------------------------|-------------------------|
| (1) Road maintenance            | Approximately USD 3,410 |
| (2) Bridge maintenance          | Approximately USD 7,120 |
| (3) OSBP facilities maintenance | Approximately USD 5,910 |

4. Conditions for estimation

- |                            |  |
|----------------------------|--|
| (1) Time of estimation:    | March 2010   |
| (2) Foreign exchange rate: | USD 1.00 = JPY 91.36<br>RWF 1.00 = JPY 0.157<br>TZS 1.00 = JPY 0.068 |

(3) Others:

The above estimation was carried out in accordance with relevant rules and the guideline of Japan's Grant Aid.

EIA Check List

Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
1 Permits and Explanation	(1) EIA and Environmental Permits	<ol style="list-style-type: none"> <li>1. Have EIA reports been officially completed?</li> <li>2. Have EIA reports been approved by authorities of the host country's government?</li> <li>3. Have EIA reports been unconditionally approved? If conditions are imposed on the approval of EIA reports, are the conditions satisfied?</li> <li>4. In addition to the above approvals, have other required environmental permits been obtained from the appropriate regulatory authorities of the host country's government?</li> </ol>	<ol style="list-style-type: none"> <li>1. EIA approval is requested under their laws ('Organic law, Gazette Number No.04/2005 of 08/09/2005' of Rwanda and 'National environmental Policy, Environmental Management Act, No. 20 2004 and Environmental Impact Assessment and Audit Regulation No. 349 2005' of Tanzania) in both countries. EIA reports have not been completed yet because of the lack of necessary information for EIA reports.</li> <li>2. EIA approval has not been obtained yet. After E/D design is completed, MOID (Tanzania) and MININFRA (Rwanda) will acquire the approval before construction phase.</li> <li>3. Not yet obtained because EIA has not been approved.</li> <li>4. Not yet obtained because EIA has not been approved.</li> </ol>
	(2) Explanation to the Public	<ol style="list-style-type: none"> <li>1. Are contents of the project and the potential impacts adequately explained to the public based on appropriate procedures, including information disclosure? Is understanding obtained from the public?</li> <li>2. Are proper responses made to comments from the public and regulatory authorities?</li> </ol>	<ol style="list-style-type: none"> <li>1. Implementing agencies of stakeholder meeting of EIA are RDB (Rwanda Development Board) in Rwanda and MOID in Tanzania. RDB is committed to hold public hearing of stakeholders for the project. The stakeholders include relevant government ministries, the municipal authorities and private sector organizations such as trade associations, general public, local communities and NGOs. On Rwanda and Tanzania, stakeholder meetings for EIA will be held during EIA process.</li> <li>2. Proper response to the public and regulatory authorities is requested in the above-mentioned EIA process. On Rwandan side, RDB holds the public hearing before EIA study, and they prepare result of the meeting and their opinion will be reflected in EIA study. MOID and MININFRA should properly respond to stakeholders' comments based on 'Environmental Code of Practice for Road Work' for MOID and 'REMA's General Guidelines and Procedure for Environment Impact Assessment' for MININFRA.</li> </ol>
2 Mitigation Measures	(1) Air Quality	<ol style="list-style-type: none"> <li>1. Is there a possibility that air pollutants emitted from various sources, such as vehicle traffic will affect ambient air quality? Does ambient air quality comply with the country's ambient air quality standards?</li> <li>2. Where industrial areas already exist near the route, is there a possibility that the project will make air pollution worse?</li> </ol>	<ol style="list-style-type: none"> <li>1. On Tanzanian side, environmental standards for air and noise pollution, water quality and soil quality are in place. Air pollution caused by traffic would be reduced because current traffic jam will be mitigated by the project once OSBP is operational. During the construction phase, air-pollution substance from construction may increase, but it is temporary and minor. And following measures are proposed to reduce impacts by the construction machines and vehicles: (i) To limit construction time (e.g. at daytime only 8:00-17:00), (ii) To limit driving speed of construction vehicles, (iii) To comply strictly with the technical specification of the construction work.</li> <li>2. Not applicable. Any industrial area is not located near the project site.</li> </ol>
	(2) Water Quality	<ol style="list-style-type: none"> <li>1. Is there a possibility that soil runoff from the bare lands resulting from earthmoving activities, such as cutting and filling will cause water quality degradation in downstream water areas?</li> <li>2. Is there a possibility that surface runoff from roads will contaminate water sources, such as groundwater?</li> <li>3. Do effluents from various facilities, such as stations and parking areas/service areas comply with the country's effluent standards and ambient water quality standards? Is there a possibility that the effluents will cause areas that do not comply with the country's ambient water quality standards?</li> </ol>	<ol style="list-style-type: none"> <li>1. During the construction phase of the bridge, soil runoff from construction site should be monitored by the contractor. Because the site is located near Akagera River, it is necessary to avoid negative influence on the river water quality. And it is requested to the contractor that surface soil of cutting and filling area will be covered with sheets or green to prevent the soil runoff.</li> <li>2. Not applicable. Basically, roadway drainage will be installed at the subculture end by drain facilities in the street gutter.</li> <li>3. The new OSBP facilities include parking area in both countries. The drain water from the new OSBP facilities will be appropriately processed by effluent treatment installation in the facilities.</li> </ol>
	(3) Noise and Vibration	<ol style="list-style-type: none"> <li>1. Do noise and vibrations from vehicle and train traffic comply with the country's standards?</li> </ol>	<ol style="list-style-type: none"> <li>1. It is necessary to limit the speed of the vehicles which pass through the new bridge and roads for reducing noise and vibration.</li> </ol>
3 Natural Environment	(1) Protected Areas	<ol style="list-style-type: none"> <li>1. Is the project site located in protected areas designated by the country's laws or international treaties and conventions? Is there a possibility that the project will affect the protected areas?</li> </ol>	<ol style="list-style-type: none"> <li>1. Not applicable. The project site is not located in protected areas.</li> </ol>
	(2) Ecosystem	<ol style="list-style-type: none"> <li>1. Does the project site encompass primeval forests, tropical rain forests, ecologically valuable habitats (e.g., coral reefs, mangroves, or tidal flats)?</li> <li>2. Does the project site encompass the protected habitats of endangered species designated by the country's laws or international treaties and conventions?</li> <li>3. If significant ecological impacts are anticipated, are adequate protection measures taken to reduce the impacts on the ecosystem?</li> <li>4. Are adequate protection measures taken to prevent impacts, such as disruption of migration routes, habitat fragmentation, and traffic accident of wildlife and livestock?</li> <li>5. Is there a possibility that installation of roads will cause impacts, such as destruction of forest, poaching, desertification, reduction in wetland areas, and disturbance of ecosystems due to introduction of exotic (non-native invasive) species and pests? Are adequate measures for preventing such impacts considered?</li> <li>6. In cases where the project site is located at undeveloped areas, is there a possibility that the new development will result in extensive loss of natural environments?</li> </ol>	<ol style="list-style-type: none"> <li>1-6. The project site will not encompass primeval forest, tropical rain forest and other important habitats. The project site is located in already developed areas as a residential area, banana and wheat field. The project's main purpose is construction of a new bridge at the same location as the existing one and the improvement of border system between Rwanda and Tanzania. The project will not require a large scale of grading. On Rwandan side, the new OSBP facilities site needs land grading, however the existing environmental condition of the construction site is agricultural land, not including important natural environmental area. Therefore, the project appears not to affect important ecosystem. However, during EIA study the consultant will collect all the relevant information to have a clear picture on existing natural environment within the project site in order to scrutinize every possible impact on ecosystem around the project site.</li> </ol>

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Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
3 Natural Environment	(3) Hydrology	1. Is there a possibility that alteration of topographic features and installation of structures, such as tunnels will adversely affect surface water and groundwater flows?	1. It is possible that River Akagera will be impacted during the construction period. During EIA study the consultant will collect all the relevant information to have a clear picture on existing natural environment within the project site in order to scrutinize every possible impact from the aspect of hydrology.
	(4) Topography and Geology	1. Is there a soft ground on the route that may cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides, where needed? 2. Is there a possibility that civil works, such as cutting and filling will cause slope failures or landslides? Are adequate measures considered to prevent slope failures or landslides? 3. Is there a possibility that soil runoff will result from cut and fill areas, waste soil disposal sites, and borrow sites? Are adequate measures taken to prevent soil runoff?	1. There are no slope failures and landslides in the project area. It is proposed to use the geotextile method to the high filling parts in the project area. As the measure will make it possible to ensure safety in high filling area and to protect natural environment by using vegetation capability. And it is requested to the contractor that surface soil of cutting and filling position will be covered with sheets or vegetation to prevent the soil runoff. 2. The above appropriate measures are implemented to prevent sand collapse and landslide for earth fill and cut earth on the new OSBP facilities site. In addition, there is a need for environmental consideration for the sites where the contractor excavates to get necessary materials for construction and deposit excavated materials. The implementing agencies will monitor the contractor to properly execute appropriate measures. 3. As mentioned above, appropriate measures are implemented to reduce negative impact for soil runoff. The measures are; i) To cover the cut and fill areas when it rains, ii) To do planting along cut areas by the contractor, if necessary. The implementing agencies monitor the contractor to properly execute appropriate measures.
4 Social Environment	(1) Resettlement	1. Is involuntary resettlement caused by project implementation? If involuntary resettlement is caused, are efforts made to minimize the impacts caused by the resettlement? 2. Is adequate explanation on relocation and compensation given to affected persons prior to resettlement? 3. Is the resettlement plan, including proper compensation, restoration of livelihoods and living standards developed based on socioeconomic studies on resettlement? 4. Does the resettlement plan pay particular attention to vulnerable groups or persons, including women, children, the elderly, people below the poverty line, ethnic minorities, and indigenous peoples? 5. Are agreements with the affected persons obtained prior to resettlement? 6. Is the organizational framework established to properly implement resettlement? Are the capacity and budget secured to implement the plan? 7. Is a plan developed to monitor the impacts of resettlement?	1. Large scale involuntary resettlement is not generated in the project, since the project aims to reconstruct existing facilities. However, land acquisition is required for the construction of the new OSBP facilities. One household on Rwandan side and five households on Tanzanian side are supposed to be required involuntary resettlement by the project. In the original plan, there was a possibility of the resettlement of over 100 households on Rwandan side. However, JICA study team reconsidered the OSBP design, scale and facilities configurations to minimize the number of effected households. 2. Resettlement Action Plan (RAP) is planned in the responsibility in both countries. The responsible sections for resettlement are MOID and MININFRA in this project. Under the national laws, the ministries are responsible for sufficient explanation to the affected persons. 3.4 MOID and MININFRA responsible sections closely contact each other to prepare resettlement plan for affected persons. The sections provide the necessary information of resettlement progress to JICA. On Rwandan side, to reduce the negative impact on existing socioeconomic condition by the project, the management measures proposed are; i) To set up a connecting road link to the new OSBP and town areas, ii) Not to include restaurants and other shops for eating in the new OSBP facilities. 5. The responsible sections have to obtain agreement from all affected persons in appropriate RAP process such as a stakeholder meeting. 6. MOID and MININFRA have the resettlement unit in their own organization to coordinate resettlement actions. MOID and MININFRA have responsibility of securing the budget for the resettlement. On Tanzanian side, resettlement process will follow the Compensation and Resettlement Guidelines of 2009 and existing laws. 7. Monitoring is necessary for appropriate implementation of resettlement and land acquisition in the project. Therefore, MOID and MININFRA establish implementing agencies for environmental monitoring based on the proposed monitoring form.
	(2) Living and Livelihood	1. Where roads or railways are newly installed, is there a possibility that the project will affect the existing means of transportation and the associated workers? Is there a possibility that the project will cause significant impacts, such as extensive alteration of existing land uses, changes in sources of livelihood, or unemployment? Are adequate measures considered for preventing these impacts? 2. Is there a possibility that the project will adversely affect the living conditions of inhabitants other than the affected inhabitants? Are adequate measures considered to reduce the impacts, if necessary? 3. Is there a possibility that diseases, including communicable diseases, such as HIV will be introduced due to immigration of workers associated with the project? Are adequate considerations given to public health, if necessary? 4. Is there a possibility that the project will adversely affect road traffic in the surrounding areas (e.g., by causing increases in traffic congestion and traffic accidents)? 5. Is there a possibility that roads and railways will cause impede the movement of inhabitants? 6. Is there a possibility that structures associated with roads (such as bridges) will cause a sun shading and radio interference?	1. No significant adverse impact is expected, because the project main purpose is construction of a new bridge at the same location as the old one. However, on Rwandan side, the project may give negative impact on the existing restaurants and shops for the drivers in the border town, as the new OSBP facilities would be moved to Kigali side about 1km. On Tanzanian side, it is necessary to remove some shops and houses. The proposed management measures are; i) To set up connecting road link between the new OSBP and town areas, ii) Not to plan restaurants and other shops in the new OSBP facilities. 2. During the construction phase of the new bridges, old bridge is operated by both countries for cross-border transfers. 3. Construction activities may affect the social environment such as access to the existing infrastructures, infectious diseases (e.g. HIV). During the construction phase, educational program for construction workers and local residents will be organized by the contractor. During the operation phase, no significant impact is expected by the project, because no large population will inflow based on the character of the new facilities. 4. Positive impact is expected by the project, because the existing traffic jam surrounding the border will be mitigated. 5. On Rwandan side, connecting roads which are from border to the new OSBP facilities will prevent mountain side residents from coming to the town. The mitigation measures are proposed to reduce the impacts by setting up access roads and doorway of fences for the movement of inhabitants. 6. Not applicable. It is expected to be negligible.
	(3) Heritage	1. Is there a possibility that the project will damage the local archaeological, historical, cultural, and religious heritage sites? Are adequate measures considered to protect these sites in accordance with the country's laws?	1. Not applicable.
(4) Landscape	1. Is there a possibility that the project will adversely affect the local landscape? Are necessary measures taken?	1. The bridge and OSBP institution design will be in harmony with the surrounding environment.	

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Category	Environmental Item	Main Check Items	Confirmation of Environmental Considerations
4 Social Environment	(5) Ethnic Minorities and Indigenous Peoples	<ol style="list-style-type: none"> <li>Where ethnic minorities and indigenous peoples are living in the rights-of-way, are considerations given to reduce the impacts on culture and lifestyle of ethnic minorities and indigenous peoples?</li> <li>Does the project comply with the country's laws for rights of ethnic minorities and indigenous peoples?</li> </ol>	<ol style="list-style-type: none"> <li>Not applicable. No mitigations are proposed because any ethnic minorities or indigenous people do not live in the project areas.</li> <li>Not applicable. There is no law for rights of ethnic minorities and indigenous people in both countries.</li> </ol>
5 Others	(1) Impacts during Construction	<ol style="list-style-type: none"> <li>Are adequate measures considered to reduce impacts during construction (e.g., noise, vibrations, turbid water, dust, exhaust gases, and wastes)?</li> <li>If construction activities adversely affect the natural environment (ecosystem), are adequate measures considered to reduce impacts?</li> <li>If construction activities adversely affect the social environment, are adequate measures considered to reduce impacts?</li> <li>If necessary, is health and safety education (e.g., traffic safety, public health) provided for project personnel, including workers?</li> </ol>	<ol style="list-style-type: none"> <li>Following measures are proposed to reduce impacts during the construction: (i) for noise and the vibration; To limit construction time (e.g. at daytime only 8:00-17:00), (ii) for contaminated water. To execute proper treatment before discharging, (iii) To organize education program for construction labors and (iv) To include environmental consideration matters in the technical specification of the construction work. C/P will monitor compliance with the measures if necessary.</li> <li>During the construction phase, the project will not give significant negative impacts on natural environment (ecosystem) because the project site is already developed area. And implementing agencies particularly make consideration about impacts on Akagera River.</li> <li>The proposed management measures are: (i) To educate construction workers about environmental impacts, (ii) To stipulate environmental consideration measures in the technical specification of the construction works, (iii) To limit construction time, (iv) To explain purpose and periods of construction to local community and (v) To recycle materials from construction works. Positive impacts by construction are: (i) sales of daily goods to construction workers, (ii) getting job opportunity. Negative impacts are expected to be negligible.</li> <li>The educational program for construction workers and local residents will be organized by the contractor.</li> </ol>
	(2) Monitoring	<ol style="list-style-type: none"> <li>Does the proponent develop and implement monitoring program for the environmental items that are considered to have potential impacts?</li> <li>Are the items, methods and frequencies included in the monitoring program judged to be appropriate?</li> <li>Does the proponent establish an adequate monitoring framework (organization, personnel, equipment, and adequate budget to sustain the monitoring framework)?</li> <li>Are any regulatory requirements pertaining to the monitoring report system identified, such as the format and frequency of reports from the proponent to the regulatory authorities?</li> </ol>	<ol style="list-style-type: none"> <li>The detail monitoring plan has not been prepared yet. Expected significant negative impacts are: (i) the water quality (drainage water from construction site), (ii) the soil erosion, and (iii) socioeconomic situation (including resettlement and land acquisition). The items should be monitored by MOID and MININFRA in a responsible manner.</li> <li>The detail monitoring plan has not been prepared yet. However, the national laws oblige that implementing agencies prepare monitoring plan in EIA process. MOID and MININFRA will be involved in monitoring.</li> <li>On Tanzanian side, under Environment Management Act, 2004 the environmental monitoring tools are in place which includes standards (air, water, soil and ozone). Inspection manual for environmental inspector and Checklist for monitoring pollutants in water soil air and noise are also in place. On Rwandan side, under REMA's General Guidelines and Procedure for Environment Impact Assessment, the monitoring will be undertaken. Monitoring program is proposed to be carried out in the responsibility of MOID and MININFRA as they are the owner of the project.</li> <li>The implementation of monitoring plan is obligated depending on project scales and types under the EIA regulation as needed. The consultant will include in the EIA report the Chapter of Monitoring which will show what to be monitored and responsibility including monitoring costs (EMP).</li> </ol>
6 Note	(1) Reference to Checklist of Other Sectors	<ol style="list-style-type: none"> <li>Where necessary, pertinent items described in the Forestry Projects checklist should also be checked (e.g., projects including large areas of deforestation).</li> <li>Where necessary, pertinent items described in the Power Transmission and Distribution Lines checklist should also be checked (e.g., projects including installation of power transmission lines and/or electric distribution facilities).</li> </ol>	<ol style="list-style-type: none"> <li>Not applicable. The project site has already been developed, and no need to carry out large-scale deforestation.</li> <li>Not applicable. This project does not include new installation of power transmission lines and/or the new electric distribution facilities.</li> </ol>
	(2) Note on Using Environmental Checklist	<ol style="list-style-type: none"> <li>If necessary, the impacts to transboundary or global issues should be confirmed, if necessary (e.g., the project includes factors that may cause problems, such as transboundary waste treatment, acid rain, destruction of the ozone layer, or global warming).</li> </ol>	<ol style="list-style-type: none"> <li>Not applicable. The project main purpose is upgrading and improvement of existing border system between Rwanda and Tanzania. No transboundary issues will be involved.</li> </ol>

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Annex 3

MONITORING FORM

The C/Ps has to implement environmental monitoring based on this monitoring form (if their sections have no enough member, C/P should set up individual implementation section). And construction phase, the contractor should monitor and inform results to C/P.

1. Pre-construction phase

(1)Resettlement and land acquisition

Monitoring Item		Implementati on system	Methods	Progress (%) and number
1	Adapt implementation Resettlement and land acquisition	Monitoring section from C/P	Interview to PAPs and resettlement section	(%)
2	Received requests /complaints from PAPs.		Interview to PAPs	(number)
3	Preparation of resettlement sites		Interview to resettlement section	(%)

\*Project Affected Persons: PAPs

If PAPs give serious impacts by the project, indicate the issue(s) to be solved. The C/P should make adapt mitigation plan for them immediately (if any).

Person	Date	Issue(s) (Requests/complaints)	Mitigation measure	Results of issues

2. Construction phase

(1)Soil erosion

Item	Monitoring Item	Measured value (Occurrence situation)	Standards	Methods	Monitoring period
Soil Erosion	Occurrence of Soil runoff from construction site (Soil runoff condition)		Not detected	visual contact	After raining

(2)Water quality

Item	Monitoring Item	Measured value (Occurrence situation)	Standards	Methods	Monitoring period
SS, Oil and Grease	Drainage water from construction site (SS)		Not detected	visual contact	After raining

(3)Noise and Vibration

Item	Monitoring Item	Measured value (Occurrence situation)	Standards	Methods	Monitoring period
Noise and Vibration	Construction time (limit or not)	(day)	Not detected	visual contact	Everyday
	Construction vehicle speeds (under 30km/h)	(number)	Not detected	visual contact	Once/week

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### 3. Operation phase

#### (1) Resettlement

Monitoring Item		Implementati on system	Methods	Progress (%) and number
1	Progress of Payment	Monitoring section from C/P	1)Interview to PAPs 2)Interview to resettlement section	(%)
2	Provision of livelihood restoration assistance		Interview to resettlement section	(%)
3	Preparation of resettlement sites		Interview to resettlement section	(%)
4	Socio-economic status		Interview to PAPs	(%)
5	Received requests /complaints from PAPs.		Interview to PAPs	(number)

If PAPs give serious impacts by the project, indicate the issue(s) to be solved. The C/P should make adapt mitigation plan for them immediately (if any).

Person	Date	Issue(s) (Requests/complaints)	Mitigation measure	Results of issues

#### (2) Living / Livelihood

Monitoring Item		Implementation system	Methods	Progress (%) and number
1	Provision of livelihood restoration assistance	Monitoring section from C/P	Interview to affected person (Restaurants. Shops)	(%)
2	Socio-economic status			(%)
3	Received requests/complaints from PAPs			(%)

\*If affected person have serious impact by the project, C/P should make adapt mitigation plan for them immediately.

If PAPs give serious impacts by the project, indicate the issue(s) to be solved. The C/P should make adapt mitigation plan for them immediately(if any).

Person	Date	Issue(s) (Requests/complaints)	Mitigation measure	Results of issues

#### (3)Water quality

Item	Monitoring Item	Condition	Mitigation measure	Results of issues
Water quality	Effluent treatment installation		<ul style="list-style-type: none"> <li>• Visual contact</li> <li>• Operation issues</li> </ul>	