



**Infrastructure
Transparency
Initiative**

Uganda

**2nd DRAFT ASSURANCE REPORT FOR THE 2ND ASSURANCE
PROCESS ON THE NANSANA-WAMALA-KATOOKE-JINJA-KAROLI
ROAD (9.5KM) WAKISO DISTRICT LOCAL GOVERNMENT.**

SEPTEMBER 2018



Hoima road junction Nansana Municipality



Nansana-Wamala-Katooke-Jinja-Karoli Road

ACKNOWLEDGEMENTS

I would like to thank the Management of CoST Uganda Chapter MSG hosted by AFIC, who have been more than gracious to provide me and my colleagues the opportunity to undertake the experience of preparing the 2nd Assurance report for the Public Infrastructure projects assigned to us, particularly the support provided by Mrs. Olive Kabatwairwe who has coordinated the entire process on behalf of CoST-MSG. To my fellow colleagues Ms. Elizabeth Nampewo, Mr. Ambrose Musinguzi, Mr. Samuel Mutongole and our team leaders Ms. Pamela Achieng and Dr. Jotham Sempewo thank you for the support provided ethically, professionally and socially working with you. I would also like to thank the Wakiso District Engineer Eng. Samuel Mwesigwa for the warm reception provided in preparing and completing the Assurance report on Nansana-Wamala-Katooke-Jinja-Karoli Road (9.5Km). To the Consultants who provided a very well-articulated and clear presentation of their work at the District Headquarters also helped inform the 2nd Assurance process. I would like to thank the residents of Nansana Wamala Road who were also very receptive during the community site visit Impact Assessment of the Road, particularly Mr. Ssekamate Richard that provided me with more relevant information that helped inform the Assurance report on the Road Project.

THE STORY

The 2nd Assurance Process (AP) has been a unique experience for both CoST Uganda MSG and Wakiso District Local Government as it has had its special set of challenges and strengths. The AP has been carried out on a Road Infrastructure project provided by Wakiso District Local Government. This report seeks to identify the levels of disclosure, stakeholder performance, points of convergence and points of difference, project and good practices for replication. The 9.5Km road is fully funded by the GoU and is located off Hoima Road opposite Oil Libya petro station traversing areas of Wamala via the Wamala tombs and Katooke trading centre and ends at Nabweru Road just after Atlas Junior School. The total project Cost for the two phases came to a total cost of UGX 953,680,500 (Nine Hundred Fifty Three Million, Six Hundred Eighty Thousand Five Hundred Shillings Only). The end dates of the project were however not clear stemming from financial constraints and unclear project schedules the District and road Project faced.

The District procured UB Consulting Engineers as the Design Consultant for the road project on 22nd November 2017. Actual Work by the District started on 11 February 2018. The scope of actual work done by the Consultant by 22nd August 2018 was 5 items i.e. GPS Surveying to establish primary points, Traverse Surveying, Differential leveling used to determine the vertical (elevation) control of the bench mark points, Cross Section surveying to define the ground shape and generate a Digital Terrain Model for the Whole Road and lastly Swamps and drainage structure surveying for the purpose of Hydrology/Hydraulics design. The District scope of works was to widen the road from an average of 5.6m to 15m, cutting to spoil of unwanted materials, relocation of Electric poles, Cut and fill to low spots, Creation of diversions where required, Importing of borrow materials to fill low spots, Drainage Works and General Earthworks.

Findings indicate that the district leaders have supported the initial stages of the project by creating awareness with the affected communities of the anticipated benefits of this road project. The communities willingly offered sections of their land for the road works. The project is in two main phases Design and Works Stage (Force Account). In addition, the PE received technical support from the Ministry of Works and Transport (MoWT) which improved the Quality of work. UNRA Earthwork Equipment was found at the District Headquarters. There was also a Budget cut from the District by the Government for the Financial Year 2018/2019 which is projected to affect some of the activities of the District especially during Force Account.

For this project, the district disclosed 83% proactively and 26% reactively. It is important to note that, information disclosed was all retrieved from files, interviews by the Assurance Professional as it could not be found on the district's available disclosure frameworks such as the website. Works had stalled for 6 months since the widening of the road from 5.6m to 15m and leveling works were carried out as noted by the community members who expressed concern for the delays in road construction which they attributed to the two non fatal accidents and accumulated dust. The scope of works for Force Account Stage to date is at 98% completion pending funding from Government to undertake the next phase of works. It is important that the district notes these concerns including; protection of some road sections to avert accidents and ongoing traffic, installation of project information walls, timely and constant disclosure of information to the citizens on project status/progress/delays and any challenges the district is facing, use of the district website to disclose project information, use of the Infrastructure Data Standard for ease of disclosure.

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ACRONYMS

AFIC	Africa Freedom of Information Centre
AP	Assurance Professional
CoST	Construction Sector Transparency
FY	Financial Year
GoU	Government of Uganda
IDS	Infrastructure Data Standard
LG	Local Government
LTD	Limited
MoU	Memorandum of Understand
MSG	Multi-Stakeholder Group
TOR	Terms of Reference

Meaning of Words

Call off order is a purchase order which a customer places with its supplier to allow multiple delivery dates over a period of time, often negotiated to take advantage of predetermined pricing.

Force Account is a payment method used for extra work when the contractor and Engineer are unable to negotiate prices for revised work.

Proactive Information relates to information that the CoST IDS requires project owners and Procuring Entities to disclose for all eligible projects and contracts at specified stages during the infrastructure project cycle. This information is usually disclosed on platforms such as the District Websites, Social media platforms and District Notice boards.

Reactive Information relates to additional information that project owners and procuring entities are required to make available to any eligible person or entity upon request.

CHAPTER ONE: INTRODUCTION

1.1 BACKGROUND

CoST- the Infrastructure Initiative Uganda chapter as part of its effort to promote better lives from better infrastructure, commissioned the 2nd Assurance Process learning from the experiences and lessons learnt in the 1st Assurance Process.

The Assurance Process involved retrieval, Analysis, interpretation and presentation of all 67 data points of the project information disclosed by Wakiso District DLG for both proactive and reactive information on Nansana-Wamala-Katooke-Jinja-Karoli Road. The Assurance Team agreed on the strategies and methods to collect measure and analyse the data in order to successfully and accurately conduct the assurance process. The study was structured in a way that ensured that both qualitative and quantitative data was collected, measured and analyzed. Effective use of data collection instruments and tools ensured this. The major data collection tool used was the CoST Infrastructure Disclosure Framework including pro-active and re-active data points.

Wakiso district is among the three Procurement Entities whose three projects were recommended for Assurance. This report focuses on one of the road projects under Wakiso district called; Nansana-Wamala-Katooke-Jinja Karoli road (9.5KM). The road has been opened up using Force Account as the primary method of Construction and has entered into two framework Contracts with domestic Companies in the area to support the District which include Nviolupa Business Access LTD carrying out the Excavation and Hauling works and Broadway Engineering Ltd carrying out the Installation and supply of Box culverts in specified locations in preparation for the next phase of Construction. The total project Cost for the two phases came to a total cost of UGX 953,680,500 (Nine Hundred Fifty Three Million, Six Hundred Eighty Thousand Five Hundred Shillings Only)

UB Consulting Engineers was procured for the Detailed Engineering Design and a Main works Contractor has not yet been procured since all the necessary approvals for the detailed Engineering design have not yet been made and the engineers estimate not yet established. The project duration of this project has not yet been determined pending procurement of the main works contractor. The main purpose of this project is to promote mobility of community members and decongest traffic off Hoima Road in Nansana and provide alternative travel routes to the surrounding areas including Wamala and Katooke areas.

1.2 OBJECTIVES OF THE PROJECT

The main Objective of the project is to upgrade the Nansana-Wamala-Katooke-Jinja Karoli Road project to a bituminous standard. In order to achieve this the PE decided to carry out a phased approach to achieve this mandate.

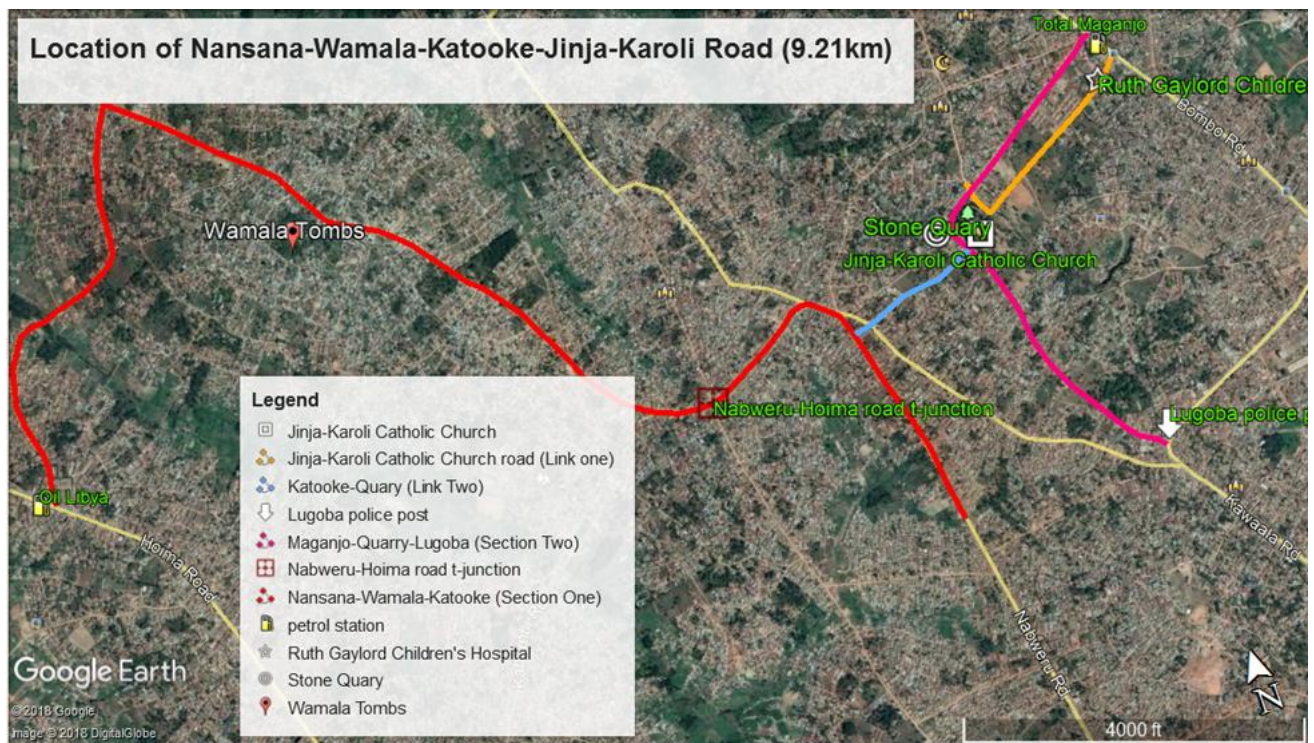
- Design Stage: The PE procured a Design Consultant under call off order Waki555/Srvcs/2017-18/00004-02-15 to provide a detailed Engineering Design of the Road. The main aim at this stage is to obtain the general road level in terms of vertical and horizontal elevation. **The Scope of the Actual work done** included GPS Surveying to establish primary control points, Traverse surveying, Differential Leveling used to determine the vertical (elevation) control of the benchmark points, Cross section surveying to define the ground shape and generate a Digital Terrain Model (DTM) for the whole road, Swamps and Drainage structure surveying for the purpose of Hydrology/Hydraulics Design.
- Force Account: Two Framework Agreements were arranged by the PE to enable them Open up the Road in preparation for subsequent Construction activities to come in the future. These included: The Contract with Nviolupa Business Access Ltd, Lot 1 for Hauling off excavated

Materials estimated at 31,125 cubic meters. Lot 2 for hauling fill and improved sub grade layers material. The Second Contract with Broadway Engineering Ltd responsible for the Supply, installation and Construction of Box Culverts for the phased upgrading of the Road project. **The Scope of Work** included widening the road from average of 5.6m to an average of 15m, cutting to Spoil Unwanted materials (Reducing levels). Relocation of Electric poles, Cut and fill to low spots. Creation of diversions where required. Importing of marram to fill low spots. Drainage Works, General Earthworks and Construction of a Box Culvert.

1.3 PROJECT DESCRIPTION

The Road is characterized by an average width of 15 metres from 5.6 metres. The road is located in a rolling terrain with two low lying sections along section one (Nansana-Wamala-Katooke) at CH0+560 and stretches over a length of 100m and at CH 5+500 and stretches over a length of approximately 150m

Figure 1: Google Earth location of Road Project



1.3.1 Phased Upgrading of the Nansana-Wamala-Katooke Jinja Karoli Road

The Government of the Republic of Uganda extends grants to Wakiso District Council on the basis of an approved budget for purposes of delivery of social and infrastructure development. Wakiso District is responsible for among other things development and maintenance of District road Infrastructure. Amongst Infrastructure services in the maintenance and development of roads, several roads were budgeted and earmarked for upgrading to paved standards. Wakiso District Local Government has planned the upgrade to Bitumen Standard for the Nansana-Wamala-Katooke-Jinja Karoli Road using Funding from the Government. These funds are to be used for the Detailed Design, Construction Works and Consultancy Supervision. UB Consulting Engineers Limited was contracted to carry out the detailed Engineering Design of Nansana-Wamala-Katooke-Jinja Karoli Road under reference Waki555/Srvcs/2017-2018/0004-02-15.

Table 1: Summary of Road Description

Section name	Description
Nansana-Wamala-Katooke (Section One)	It starts from Nansana off hoima Road Opposite Oil Lybia petrol Station traversing areas of Wamala via the Wamala Tombs and Katooke trading center and ends at Nabweru Road just after Atlas Junior School.
Maganjo-Quarry-Lugoba (Section Two)	It starts from Bombo Road just after just after Total Maganjo petrol station via the stone Quarry and ends at Lugoba Police Postjoining to Kawaala Road.
Link Name	Description
Maganjo-JinjaKaroi link (Link One)	It starts from Bombo Road just before Total Maganjo Pertol station via Ruh Gaylord Childrens Hospital and Jinja Karoli Catholic Church ending at the second section
Katooke-Quarry (Link two)	It joins the first and second sections starting from Katooke to the Stone Quarry

1.4 ASSURANCE SCOPE OF WORKS

The scope of works for this assurance exercise included:

- Identification of Procuring Entities to participate in the assurance study.
- PE Engagement Meetings to introduce the objectives of the study, review and share methodology, experiences, challenges and findings.
- Desk reviews on Assurance Process; identification of tools for data collection in line with the Infrastructure Data Standard (IDS).
- Verification of the accuracy and completeness of data disclosed on the projects through Validation meetings with the PEs and verification of data in the project sites.
- Analysis of data disclosed and verified in order to make informed judgments about the cost and quality of the infrastructure.
- Development of reports that are clearly intelligible to the non-specialists, outlining the extent and accuracy of the information released on the CoST projects.
- Synthesis of the report to produce infographics highlighting information obtained and key points of difference, areas of convergence and good practices as per the agreed upon indicators in the study.

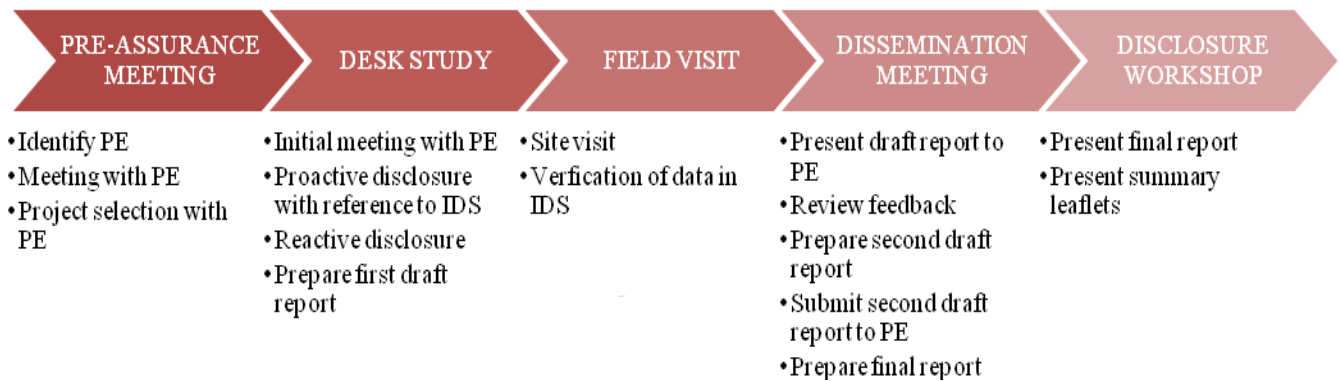
CHAPTER TWO ASSURANCE METHODOLOGY

2.1 General Methodology

The Assurance process is guided by the CoST Disclosure and Assurance Manual 2018. In order to execute the tasks pertinent to the successful completion of the process, the Assurance process involved a desk review to help inform and populate the IDS for basic information and understanding of the project including the Scope, location, project name among others. Validation meetings were conducted together with the PE to help in verifying accurateness, completeness and correctness of the data collected. Throughout the Assurance Process, the Assurance professional ensured that stakeholders such as contractor’s and consultant’s officials and project managers, District Local Government and Municipality officials, citizens and politicians were fully involved and actively participated in the process. A detailed description of the methodology adopted is elaborated in the sections below;

2.2 Summary of Methodology

Figure 2: Summary of Methodology



CHAPTER THREE: SUMMARY OF DISCLOSED INFORMATION

3.1 General Summary

Table 2: Summary of Data Disclosed

IDS Disclosure Items		Number of Disclosed Data Points		
Proactive Disclosure	IDS Points	Design Stage	Force Account	Percentage Disclosure
Project Identification	7	7	7	100%
Project Preparation	7	7	7	100%
Project Completion	6	4	4	67%
Procurement	14	14	13	97%
Implementation	6	1	2	25%
Total	40	33	33	83%
Reactive Disclosure				
Project Identification	8	1	1	13%
Completion	6	0	0	0%
Procurement	5	1	1	20%
Contract	3	3	3	20%
Implementation	5	2	2	40%
Total	27	7	7	26%
Overall Total	67	40	40	60%

Proactive Disclosed data points

Project Identification

1. Project reference number
2. Project owner
3. Sector, subsector
4. Project name
5. Project location
6. Purpose
7. Project description

Project preparation

1. Project scope
2. Environmental impact
3. Land and settlement impact
4. Contact details
5. Funding source
6. Project budget
7. Project budget approval date

Project Completion

1. Project Status (Current)
2. Completion cost (projected)
3. Completion date
4. Scope at completion (projected)
5. Reasons for project changes
6. Reference to audit and evaluation reports

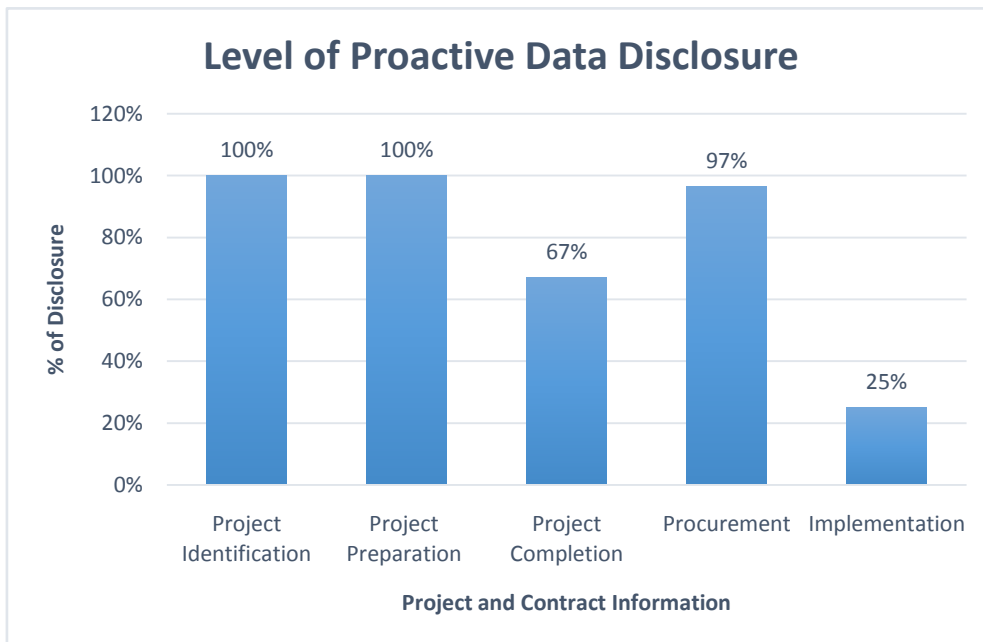
Procurement

1. Procurement Entity
2. Procurement Entity contact details
3. Procurement Process
4. Contract type
5. Contract status (Current)
6. Number of firms tendering
7. Cost Estimate
8. Contract Administration Entity
9. Contract title (S)
10. Contract firm (S)
11. Contract price
12. Contract scope of work
13. Contract start date
14. Contract duration

Implementation

1. Variation to contract price
2. Escalation of contract prices
3. Variation of contract duration
4. Variation of contract scope
5. Reasons for price changes
6. Reason for scope and duration changes

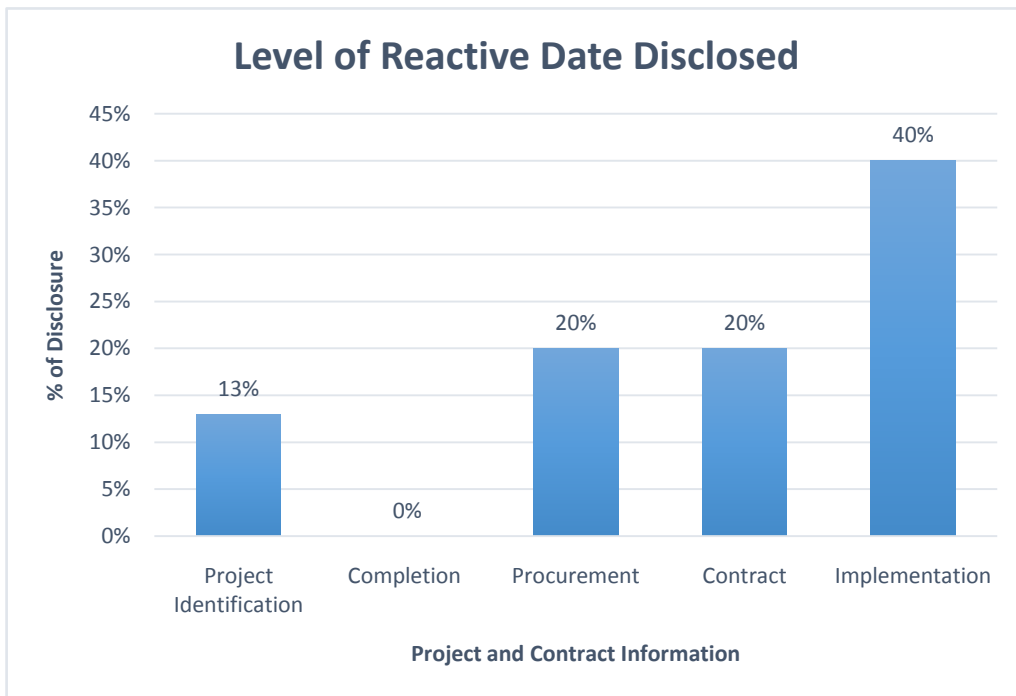
Figure 3: Bar Graph Showing Proactive Data Disclosed



Interpretation: The bar graph above illustrates the level of proactive information disclosed by the PE and the trend shows that information in project identification and project information was fully disclosed at 100% and at completion falls to 67% then rises again at procurement to 97% and drastically falls to 25% at project implementation. The figure shown at Project Completion is attributed to the fact the overall

project was not complete and that information at this stage was still under preparation or review by the District and Ministry stakeholders at both the Design and Works Stage, and there were no completion estimates by disclosed. Procurement Information revealed 97% which was high and this was attributed to the availability of this information at the District procurement Department. During the Implementation of the Project, Information regarding Variations in the Contract price, Escalation of the Contract price, Variations in the Contract duration were not fully registered as they were not all documented however, It was highlighted that most of the Contracts under this stage were not subject to price variations and they were executed in that manner. Some information at this stage was disclosed which represent 25% indicated.

Figure 4: Bar Graph Showing Reactive Data Disclosed



- Reactive Data points disclosed
- Identification and Preparation**
 1. Multi-year programme & Budget
 2. Project Brief or Feasibility Study
 3. Environmental and Social Impact Assessment
 4. Resettlement and compensation plan
 5. Project Officials and roles
 6. Financial agreement
 7. Procurement plan
 8. Project approval decision
 - Completion**
 1. Implementation progress report
 2. Budget Amendment decision
 3. Project completion report
 4. Project Evaluation report
 5. Technical audit reports
 6. Financial audit reports
 - Procurement**
 1. Contract officials and roles
 2. Procurement method
 3. Tender documents
 4. Tender evaluation results
 5. Project design report
 - Contract**
 1. Contract agreement and conditions
 2. Registration and Ownership of firms
 3. Specifications and Drawings
 - Implementation**
 1. List of Variations, changes, amendments
 2. List of escalation approvals
 3. Quality assurance reports
 4. Disbursement records or payment certificates
 5. Contract amendments

Interpretation:

The Bar Graph above represents the level of Reactive Information disclosed by the PE as per the CoST IDS. There was prior official commitment by the PE to disclose reactive data. The trend shown illustrates that information at project identification was at 13% and project Completion was not disclosed at 0% and then rises to 20% at Procurement and Contract information. At implementation the information again raises to 40%. This category of Information was generally low mainly because this information was not all accessed by the AP upon request. Information at project completion such as project Completion was not disclosed to the AP because the Project was not yet complete.

Table 3: Summary of Data not disclosed

IDS Disclosure Items		Number of Data Points not Disclosed		
Proactive Disclosure	IDS Points	Design Stage	Force Account	Percentage Disclosure
Project Identification	7	0	0	0%
Project Preparation	7	0	0	0%
Project Completion	6	2	2	33%
Procurement	14	0	1	4%
Implementation	6	5	4	75%
Total	40	7	7	18%
Reactive Disclosure				
Project Identification	8	7	7	88%
Completion	6	6	6	100%
Procurement	5	4	4	80%
Contract	3	0	0	0%
Implementation	5	3	3	60%
Total	27	20	20	74%
Overall Total	67	27	27	40%

Figure 5: Bar Graph Showing Proactive Data not disclosed

Data Standard Items for Proactive Disclosure

Project Identification

1. Project reference number
2. Project Owner
3. Sector, Subsector
4. Project name
5. Project Location
6. Purpose
7. Project Description

Project preparation

1. Project Scope
2. Environmental Impact
3. Land and Settlement Impact
4. Contact Details
5. Funding Source
6. Project Budget
7. Project Budget Approval Date

Project Completion

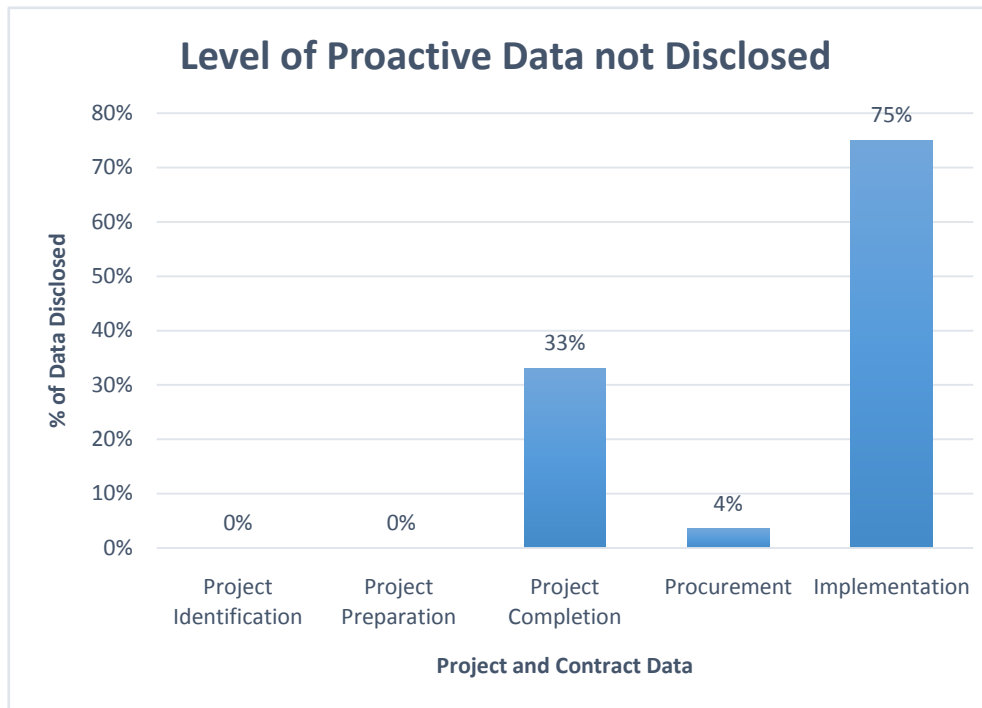
1. Project Status (Current)
2. Completion Cost (Projected)
3. Completion Date (Projected)
4. Scope at Completion (Projected)
5. Reasons for project changes
6. Reference to audit and evaluation reports

Procurement

1. Procuring Entity
2. Procuring Entity Contact Details
3. Procurement Process
4. Contract Type
5. Contract Status (Current)
6. Number of Firms Tendering
7. Cost Estimate
8. Contract Administration Entity
9. Contract title(s)
10. Contract firms(s)
11. Contract price
12. Contract scope of work
13. Contract start date
14. Contract duration

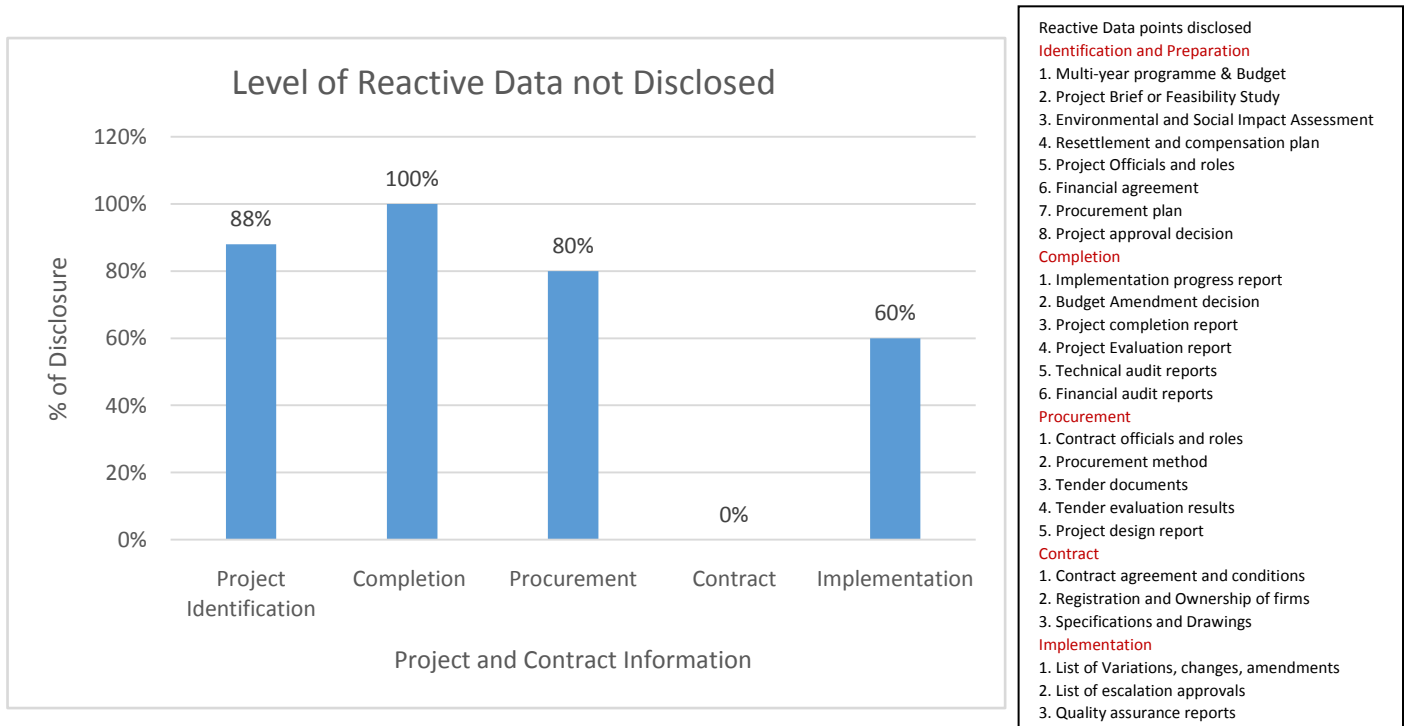
Implementation

1. Variation to Contract price
2. Escalation of Contract price
3. Variation of contract duration
4. Variation of contract scope
5. Reasons for price changes
6. Reasons for scope and duration changes



Interpretation: The Bar graph shown above indicates the level of proactive information not disclosed as per the CoST IDS Items. At project Identification and Project Preparation all the information was disclosed and therefore no information was not disclosed at 0% and at Project information 30% of the information was not disclosed. We see that at Procurement 4% of the information was not disclosed and lastly at Implementation 75% of the Information was not disclosed. The trend shown above indicates that more information was not disclosed at Implementation as regards to Variations and Escalations to Contract price, Variations to Contract scope and duration. This is mainly because the Contracts were not subject to price changes and very little to no effect was seen to the scope and duration of the project. This therefore should not be cause for worry for stakeholders as the PE did not anticipate any variations by then.

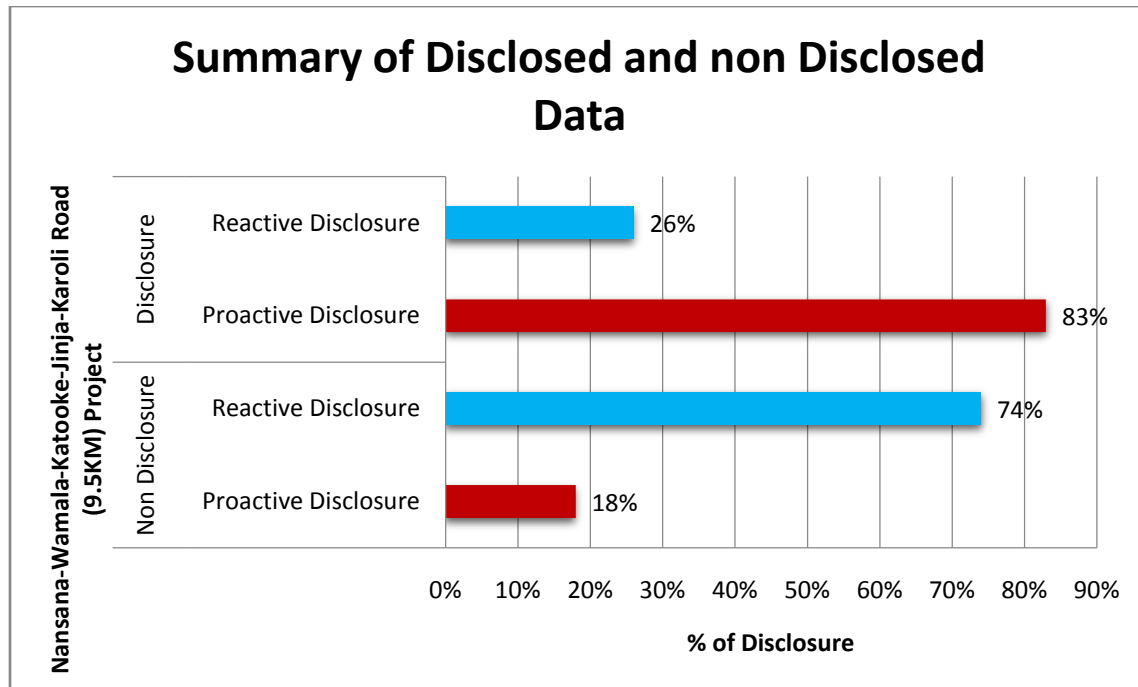
Figure 6: Bar Graph Showing Reactive Data not Disclosed



Interpretation

The Bar Graph above illustrates the level of Reactive Information not disclosed by the PE. The information at Project Identification not disclosed was at 88% and at Completion fully not disclosed at 100%. The trend further shows a decline at procurement where the information not disclosed was at 80% and Contract all the information was disclosed which shows 0% information not disclosed. The implementation indicates a rise from Contract information to 60% not disclosed. The information at Contract stage regarding Contract Agreement and Conditions, Registration and Ownership of Firms and finally Specifications and Drawings was all present at the district procurement department and therefore shown at 0% not disclosed.

Figure 7: Summary of Disclosed and non-Disclosed Data



Interpretation: The Bar graph above indicates the percentage of Actual Data disclosed versus CoST IDS Items. It also indicates the general Summary of Disclosed and Non disclosed Data for both proactive and reactive information in the CoST Information Disclosure Standard. Wakiso District registered the Proactive Data disclosed at 83% which is the highest and 26% of Reactive Data Disclosed and Information not disclosed at 18% Proactive Data not disclosed and 74% Reactive Data not disclosed.

The Overall total of Data points in the IDS are 67 points of information, 40 of which represent proactive information and 27 represent reactive information for the project. Proactive and Reactive data disclosed on the Road project registered a total of 40 Data points disclosed at both Design and Works Stage (Force Account) and 27 Data points not disclosed for both proactive and reactive information on the road project.

CHAPTER FOUR: ANALYSIS AND VERIFICATION OF DISCLOSED DATA

4.1 Introduction

The data presented here was obtained from the PE Wakiso District Local Government. Additional Data was obtained from the Design Consultant regarding the Detailed Engineering Design of the Project.

4.2 Analysis of the Nansana-Wamala-Katooke-Jinja Karoli Road (9.5KM)

During the exercise, it was noted that the information to be gathered was decentralized and not all adequately archived at the procurement department. Further consultations with the District Engineer and project consultants were necessary to obtain the most accurate Information relevant to the purpose of this exercise. After the validation of desk review findings, recommendations, a site appreciation was conducted to further verify disclosure and transparency levels on the project. The site appreciation visits are conducted guided by the CoST field protocol which seeks to verify an application of project technical

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and administrative aspects, environmental and social aspects, and appearance of risk management, disclosure and stakeholder participation.

The site visit conducted with the guidance of the district engineer on 22nd August 2018, revealed that the project was located off Hoima Road consistent with the technical engineering design. The physical progress of the project was at 98% and financial progress was at 100% for the Force Account phase. There haven't been any technical works done because the district was yet to procure a works contractor. The district had used the call off order approach to project delivery because the project would be implemented through a phased arrangement. The site visit also revealed that a proper road width had been attained and the road was opened adequately. Citizens around the project appreciated the quality of work and were anxious at the next phase of the project.

The procurement process for the contractor had been initiated and the Wakiso district staff had assessed the bids submitted by the two contractors and determined that they had the necessary equipment, materials and personnel for the proper execution of works.



Project width (15m) achieved



Road ready for next construction phase

The scope of works done to this point included widening the road corridor from 5.6m to 15m since citizens allowed right of way for the project upon awareness meetings with the district and community leaders. The project at this stage did not register any scope changes and work progressed as scheduled. The project was consistent with the detailed engineering design. The district attributes this to the cooperation from the citizens who willingly offered their land and availability of funds. In the image below, concrete Culverts were not adequately stored on site as this left them exposed to damage due to Environmental and physical factors.



Figure8: Culverts laid along road

4.2.1 Analysis of Proactive Information

i. Project Identification

This analysis is based on the information disclosed during the project identification process and information disclosed to the Assurance Professional about this project stage against the seven data points in the IDS.

The reference number was seen consistent on all documentation regarding the project which is good practice because it was clear in identifying the project and facilitated easy archiving in the District procurement department. This however was not represented at the site because the project signboards were not present. The project owner according to the desk review is Wakiso District Local Government and site visits indicate that the community members are aware as they were approached by the District leadership, who engaged in several meetings with the community landowners in a bid to obtain the right of way for the road corridor. However it's important that this information is displayed on the project signboard which was not present on site.

The purpose of the project is to improve Traffic Management and Mobility. The road is classified as a Type C Primary Road. During the site visit, community members that interacted with the Assurance Professional had a good understanding of the general road purpose however, it was not clearly displayed on the road as most of them pointed out that it was meant to improve their standard of living as they anticipated development of the area through the promised road construction by the District leaders.

The Road is located off Hoima Road opposite Oil Libya petro station traversing areas of Wamala via the Wamala tombs and Katooke trading centre and ends at Nabweru Road just after Atlas Junior School. The location of the road was accurate when the site visit was carried out. The road links indicated in the project description were also clearly represented in the drawings. The road sector and Subsector recorded by the District was that it was a District Road under Transport sector which was Consistent with the Uganda Road Classification System by the Ministry of Works and Transport. The project name and project description were all recorded accurately at the district on file and on site, the different road sections and links were seen to be consistent with the project information at the District Headquarters.

ii. Project preparation

The analysis of project preparation looked at 7 IDS items which included the project scope, Environmental Impact Assessment, Land and Settlement impact, Contact details, Funding Sources, Project budget and project Budget approval Date. All Data points during the Design stage were disclosed but only 6 Data points were disclosed During the Works Stage.

The Project scope during Force Account was Widening the road from average of 5.6m to an average of 15 metres, Cutting to Spoil Unwanted materials, Relocation of Electric Poles, Cut and fill to low spots, Creation of diversions where required. Importing of borrow materials to fill low spots, Drainage Works, General Earthworks and Construction of Box Culverts. During the Site visit it was noted that about 98% of the project scope had been completed. Community members appreciated the work done but raised concerns as to the delays in work and pollution caused (noise and dust) during the construction

The Road was fully funded by the Government of Uganda through the Wakiso District Local Government at an estimated cost at Design stage of UGX 115,650,000 (One Hundred Fifteen Million Six Hundred Fifty Thousand Shillings Only) VAT inclusive and UGX 838,030,500 (Eight Hundred Thirty Eight Million, Thirty Thousand Five Hundred Shillings Only) VAT inclusive during Works Stage. The total project cost to date is UGX 953,680,500 VAT Inclusive. This information was not known to members of the community as there were no project sign boards on the road project. The District also was very careful not mention the contract sum as it would raise issues of compensation which issues were trying to be avoided by the District after the members willingly and freely offered their land for the road corridor.

The Land and Settlement impact Assessment was not carried out due to the method of acquiring the land for road widening. PE Contact indicated that it wasn't necessary since the communities were directly sensitized by their leaders about the road project. The community also confirmed that they had not participated in such an exercise

The Environmental Impact Assessment Report was carried out by the Design Consultant however the AP did not get access and therefore not disclosed. The information regarding the EIA was not disclosed on the District website. It was also indicated that NEMA was involved in the process and that they acquired their support in carrying out the EIA for the road project. The clearance certificate from NEMA was not disclosed.

iii. Project Completion

Project Completion looked at 6 IDS items which include project Status, completion Cost (Projected), completion date (Projected), scope at completion (Projected), and reasons for project changes, and reference to audit and evaluation reports. Of these 4 data points were disclosed and 2 not disclosed.

The project Status for the Design stage was not disclosed as a percentage of the Detailed Engineering Design for the road was still under review by the Stake holders (District leadership and Ministry of Works Officials), which could be subject to variations however the design information available was adequate to help the District officials proceed with works. During the Site Visit, Community members acknowledged that work was carried out on site as per the District scope.

The projected completion Cost was not disclosed as the PE indicated that the project could be subject to variations in the future. The PE however indicated that the initial cost could be maintained as this was a projected figure. The Reasons for Project changes were not disclosed however the PE Contact indicated these might be availed in the future because the Detailed Engineering Design was still under review and subject to scope changes. The PE Contact indicated that the reference to audit and evaluation reports

was too early as they were still pending decisions to be made as regards to the Detailed Engineering Design and also actual work done on site was not yet complete.

The procurement method used was National Open domestic bidding for both the Consultancy services and Civil works. Information collected from the District Procurement Department indicated that at the Design stage, 2 firms participated in the tendering process from which UB Consulting Engineers emerged as the Best Evaluated Bidder and 3 firms during the Works Stage from which 2 firms emerged as the best evaluated Bidders from the two categories. The Community members acknowledged that the District Officials used local masons within the community to execute technical works. The district also relied on Call off orders for the more challenging work. Call off orders is when the district in this case relies on purchase orders placed by the District with its suppliers to allow multiple delivery dates over a period of time often negotiated to take advantage of predetermined pricing.

The Contract Title was consistent with all the documentation regarding the road project, Consultants reports and other call off orders. This was however not the case where the District had originally procured for 9.5KM stretch of the road but the Detailed Engineering Design indicated 9.21KM. It was finally determined by the Consultant that when coming up with the vertical and horizontal alignment of the road a small distance of about 300m would be lost hence the discrepancies in the actual road length designed for. The Contract start Date was 22 November 2017 for the Design Stage and 11 February 2018 for the actual Construction Work. The project completion letters were written by the contractors on call off order. The District Procurement Department indicates that they fulfilled their obligations and that work commenced when it was supposed to and the District Officials made necessary payments for works done as indicated by the Payment receipts disclosed.

The Contract Duration for the project at the Design stage was stipulated at 6 months however the District was considering extending their Contract because of the unfinished Design reviews by the District Stakeholders. It wasn't disclosed as to whether the extension was granted and for how long it was granted to the Consultant. For the Works Stage, the duration of the project was unclear as the PE indicated that work would proceed as and when resources were made available for Construction work.

i. Implementation

The Implementation process mainly looked at 6 IDS data points which include Variations in Contract price, Escalation of Contract price, Variation of Contract duration, Variation of Contract Scope, Reasons for price Changes and Reasons for scope and duration changes. All the 6 Data points were not disclosed

The Contract was not subject to price adjustments and so variations to the Contract price were not registered. The PE indicated that there were no variations to the Contract scope and duration.

4.2.2 Analysis of Reactive Information

The Desk review looked at mainly 5 Items which included the Identification and preparation of the project, Completion, Procurement, Contract and lastly Implementation. The Reactive Data disclosed was very low at 22% and this was mainly attributed to the fact The District did not disclose most of this information through the Interviews and Documents at the District Headquarters. From the site visits, project beneficiaries were aware of who to contact about the project and they were very reliant on their local council leaders with whom they trusted to have knowledge about the project.

4.2.3 District and Community Engagements

During the Site visit, some of the Community members were approached to establish whether they have been involved, to what extent they have been involved in the construction of the road and the effects of the project. The scope of this interaction mentioned issues such as the following:

- It was noted that there were interactions or meetings between the District leadership and community landlords on the road in question as regards to access of a road corridor. This was evidenced through minutes and signed consent forms by community members at the District Headquarters..
- The landlords willingly gave their land to this cause after being encouraged by the community leadership and Wakiso DLG Officials that it would greatly benefit them. All landowners on the road corridor signed the consent forms as disclosed.
- As a result of the meetings held some Land owners of the land whose land was to be affected by the road corridor agreed to dismantle some of their houses and property in order to provide access for the road. There was evidence of signing of consent forms at the District. They also had evidence of the meeting minutes at the District HQ
- This process helped expand the road corridor from 5.6m to the average width of 15m.
- The community members indicated that it had been atleast 6 months since construction works had taken place on the road and that they were getting anxious as to when the next construction process would take place. They had originally thought that the construction process would be continuous and not time wasting.
- They also noted that since construction works had stopped on the road project, they found it difficult to carry out their businesses along the road due to the dust pollution.
- They also indicated that since road construction started on the road project, 2 accidents had occurred on the road. The extent of damage and severity was however not clearly determined.

4.3 AREAS OF CONVERGENCE AND POINTS OF DIFFERENCE

- The PE was receptive to the assurance process and exhibited readiness to take action on feedback from the report. The PE cooperated in providing a percentage of the required information to inform the data collection process.
- Quality assurance reports were prepared by both the design consultant and works contractors which were used to ensure and promote the quality of work done. These reports were prepared after every month. As per the interviews, there was an aspect of feedback from the PE to the contractor and consultant.
- The design consultant carried out review and update engagements with the key stakeholders at the district headquarters which promoted project appreciation and Involvement by the PE Wakiso District Local Government.
- The PE received technical support from the Ministry of Works and Transport which improved the Quality of work. UNRA earthwork equipment was found at the District Headquarters.
- The Budget cut from the District by the Government for the financial year 2018/2019 is projected to affect some of the activities of the District especially during Force Account. However, the quality of work and approaches applied on the project prompted the Ministry to take on the next phases of the project in terms of financing. This gives the district a sign of relief to re-channel the planned budget to additional projects opened in the communities.

- There was presence of proper record keeping on file and archives management for most of the information at the district and the information was clearly marked, tagged and stored adequately.
- Information disclosure was quite cumbersome as the only source of information about the project was the office of the district engineer and the engineer himself. The district website barely has any disclosed information and so do the information boards at the district, this was mostly attributed to the lack of capacity, internet challenges and the general lack of interest for disclosure of information.
- Disclosure of information on site was generally lacking and this answers the questions from the community related to project status, planned activities and challenges thereof.

4.4 CHALLENGES FACED

1. During Data retrieval, it was a challenge setting up appointments with the PE contact due to the district's already planned scheduled, who also noted of his department being understaffed and thus alot of work would be left to a few individuals making it very difficult to catch for a meeting.
2. Due to the nature and stage of the project it was challenging to obtain some information as regards to evaluation audits ad completion reports as these had not been prepared.
3. During the site visit, there wasn't any construction works taking place which made it difficult to assess the methods of work and quality management in place.

4.5. RECOMMENDATIONS

- The district should establish an information disclosure framework online and physically on the project site preferably using the Infrastructure Data Standard. This will also go far in addressing the need for information to inform the CoST Assurance process.
- Put in place measures to address the human resource gaps within the engineer's office and access to internet for officials to enhance disclosure.
- CoST should work with the district to build the capacity of district officials responsible for disclosure on how to use the IDS to disclose information.
- The district should put in place education messages and safeguards in relation to safety, warning and prevention of HIV AIDS on the project to inform the community on healthy living, protection from accidents, cordoning off the danger zones as a temporary measure during the project construction period.
- The community complained of dust pollution along the road, to address this problem, the district should deploy water trucks to spray sections that are busy and on predetermined duty schedule to help the public carry on with their daily activities reducing health risks and improving their working conditions.

ANNEX 1: IDS FOR NANSANA-WAMALA-KATOOKE JINJA KAROLI ROAD (9.5KM)

<i>Table 1: Project Information for Proactive Disclosure: (Project Data 20 out of 21) (Contract Data 20 out of 21)</i>			
Project Phase	Data to be disclosed	Design Stage (20 out of 21)	Works Stage (20 out of 21)
Project Identification	Project reference number	Waki555/Srvcs/2017-2018/0004-02-15	Waki555/Wrks/2017-2018/00116
	Project owner	Wakiso District Local Government	Wakiso District Local Government
	Sector	Transport	Transport
	Subsector	District Road	District Road
	Project name	Consultancy Services for the detailed Engineering Design of Nansana-Wamala-Katooke-Jinja-Karoli Road (9.1KM)	Phased Upgrading of Nansana-Wamala-Katooke-Jinja Karoli (9.5km)
	Project Location	It starts from Nansana off Hoima Road Opposite Oil Libya petro station traversing areas of Wamala via the Wamala tombs and Katooke trading centre and ends at Nabweru Road just after Atlas Junior School	It starts from Nansana off Hoima Road Opposite Oil Libya petro station traversing areas of Wamala via the Wamala tombs and Katooke trading centre and ends at Nabweru Road just after Atlas Junior School
	Purpose	Traffic Management Connectivity, Improve Mobility of Community and diaspora	Traffic Management Connectivity, Improve Mobility of Community and diaspora
	Project description	Upgrading of Nansana-Wamala-Katooke-Jinja Karoli (9.1km) road	Upgrading of Nansana-Wamala-Katooke-Jinja Karoli (9.5km) road
Project Preparation	Project Scope (main output)	Review all available documentation of previous work, inspections, designs, studies, reports, etc. Collect all relevant field data to carry out preliminary assessment of the traffic loading, hydrology, topography and geotechnical conditions of the existing roads. Materials investigations, Surveys, Preliminary design of facilities.	Widening the road from average of 5.6m to an average of 15 metres. Cutting to Spoil Unwanted materials. Relocation of Electric poles. Cut and fill to low spots. Creation of diversions where required. Importing of borrow materials to fill low spots. Drainage Works. General Earthworks. Construction of Box Culverts
	Environmental impact	It was carried out by UB Consulting but was not accessed by AP.	It was carried out by UB Consulting but was not accessed by AP.
	Land and settlement impact	It was not carried out and therefore not accessed by AP	It was not carried out due to unique nature of project and therefore not accessed by AP

	Contact details	Eng Samuel Mwesigwa District Engineer Wakiso District Local Government 0704194901/0782998675 dsmwesiga@yahoo.co.uk	Eng Samuel Mwesigwa District Engineer Wakiso District Local Government 0704194901/0782998675 dsmwesiga@yahoo.co.uk
	Funding sources	Government of Uganda through Wakiso District Local Government	Government of Uganda through Wakiso District Local Government
	Project Budget	UGX 115,650,000 (One Hundred Fifteen Million Six Hundred Fifty Thousand Shillings Only) VAT inclusive	UGX 838,030,500 VAT inclusive (Eight Hundred Thirty Eight Million, Thirty Thousand Five Hundred Shillings Only)
	Project budget approval date	15th May 2018	15th May 2018
Project Completion	Project status (current)	Draft Engineering Design report presented to Wakiso District stakeholders pending approval and Comments from MoWT	Widening has been done from an average of 5.6m to 15m. Cutting to spoil in final stages.Box culverts completed Electricity relocation in final stages.Draft design presented to stakeholders for approval.
	Completion cost (projected)	UGX 115,650,000 (One Hundred Fifteen Million Six Hundred Fifty Thousand Shillings Only) VAT inclusive	UGX 838,030,500 VAT inclusive (Eight Hundred Thirty Eight Million, Thirty Thousand Five Hundred Shillings Only)
	Completion date (projected)	Not Disclosed	Not Disclosed
	Scope at completion (projected)	Final Design signed and approved by all District and Ministry stakeholders	Widening has been done from an average of 5.6m to 15m. Cutting to spoil Completed Box culverts installed at critical sections ready for next phase Electricity poles relocated Final design presented, signed and approved by stakeholders.
	Reasons for project changes	Interactions with the PE Contact indicated that there might be some design changes since the draft was still under review by Stakeholders	Interactions with the PE Contact indicated that there might be some design changes since the draft was still under review.

	Reference to audit and evaluation reports	Since Works on the Project were on going, the PE Contact indicated that it was too early to have them and therefore not available for review hence not disclosed	Since Works on the Project were on going, the PE Contact indicated that it was too early to have them and there not available for review hence not disclosed.
Contract data		Design Stage (16/20)	Works Stage (Force Account) 15/20
Procurement	Procuring entity	Wakiso District Local Government	Wakiso District Local Government
	Procuring entity contact details	The Accounting Officer Wakiso District Local Government P.O.Box 7218 Kampala Uganda 0775-470741	The Accounting Officer Wakiso District Local Government P.O.Box 7218 Kampala Uganda 0775-470741
	Procurement process	Open National Bidding	Open National Bidding
	Contract type	Force Account	Admeasurement Contract for each Framework Agreement. Call off orders.
	Contract status (current)	The Contract has been signed and currently on-going	The Contract has been signed, approved by Stakeholders and is currently on-going
	Number of firms tendering	2 firms	3 firms
	Cost estimate	UGX 115,650,000 (One Hundred Fifteen Million Six Hundred Fifty Thousand Shillings Only) VAT inclusive	UGX 838,030,500 VAT inclusive (Eight Hundred Thirty Eight Million, Thirty Thousand Five Hundred Shillings Only)
	Contract administration entity	Wakiso District Local Government	Wakiso District Local Government

	Contract title(s)	Consultancy Services for the Detailed Engineering Design of Nansana-Wamala-Katooke-Jinja-Karoli Road (9.21KM) Wakiso District Local Government	They were Two Framework Agreements/Contracts Arranged by the District to assist them in Enforcing Force Account Method of Construction. They include: Title 1 :Contract Agreement for Phased Upgrading of Nansana-Wamala-Katooke-Jinja Karoli Road (9.5KM), Wakiso District Local Government Between Wakiso District Local Government and Ms Nviolupa Business Access Ltd. Title 2 :Construction of Box Culverts and Supply, Installation of RCC Culverts under the upgrading programme on the Nansana-Wamala-Katooke-Jinja Karoli Road and its Links (9.5KM) – Wakiso District Local Government Between Wakiso District Local Government and Ms Broadway Engineering Services Ltd
	Contract firm(s)	UB Consulting Engineers Ltd	Ms Nviolupa Business Access Ltd & Broadfield Engineering Ltd
	Contract price	UGX 115,650,000 (One Hundred Fifteen Million Six Hundred Fifty Thousand Shillings Only) VAT inclusive	UGX 838,030,500 VAT inclusive (Eight Hundred Thirty Eight Million, Thirty Thousand Five Hundred Shillings Only)
	Contract scope of work	Data Collection, Route Selection and location, Primary Control Surveying, Secondary control Surveying, Data Processing and Validation, DTM preparation	Widening the road from average of 5.6 to an average of 15 metres. Cutting of Spoil Unwanted materials. Relocation of Electric poles. Cut and fill to low spots. Creation of diversions where required. Importing of ball materials to fill low spots. Drainage Works. General Earthworks
	Contract start date	22-Nov-17	11-Feb-18
	Contract duration	6 months	Not Disclosed
Implementation	Variation to contract price	The Contract was not subject to Price adjustment and so Variations to the price weren't registered	The Contract was not subject to Price adjustment and so Variations to the price weren't registered
	Escalation of contract price	The Contract was not subject to Price adjustment	The Contract was not subject to Price adjustment
	Variation to contract duration	Not Disclosed	Not Disclosed

	Variation to contract scope	Not Disclosed	Not Disclosed
	Reasons for price changes	Not Disclosed	Not Disclosed
	Reasons for scope and duration changes	Not Disclosed	Not Disclosed

Table 2: Project Information for Reactive Disclosure

Identification and Preparation	Multi-year programme & Budget	Not Disclosed	Not Disclosed
	Project brief or Feasibility study	Not Disclosed	Not Disclosed
	Environmental and social impact assessment	Not Disclosed	Not Disclosed
	Resettlement and compensation plan	Not Disclosed	Not Disclosed
	Project officials and roles	Eng Samuel Mwesigwa District Engineer	Eng Samuel Mwesigwa District Engineer
	Financial agreement	Not Disclosed	Not Disclosed
	Procurement plan	Not Disclosed	Not Disclosed
	Project approval decision	Not Disclosed	Not Disclosed
Completion	Implementation progress reports	Not Disclosed	Not Disclosed
	Budget amendment decision	Not Disclosed	Not Disclosed
	Project completion report	Not Disclosed	Not Disclosed
	Project evaluation report	Not Disclosed	Not Disclosed
	Technical audit reports	Not Disclosed	Not Disclosed
	Financial audit reports	Not Disclosed	Not Disclosed
Procurement	Contract Officials and Roles	Not Disclosed	Not Disclosed
	Procurement Method	Not Disclosed	Open Tendering
	Tender Documents	These were present at Procurement Office of District	These were present at Procurement Office of District
	Tender Evaluation reports	Not Disclosed	Not Disclosed
	Project Design reports	Not Disclosed	Not Disclosed
Contract	Contract agreement and conditions	These were present at Procurement Office of District	These were present at Procurement Office of District
	Registration and ownership of firms	UB Consulting Engineers was formed in 2011	Ms Nviolupa Business Access Ltd was formed on 18th May 2012. The Directors are Nagdya Viola Lule Paul
	Specifications and Drawings	The Drawings and Specifications were prepared by UB Consulting Engineers	The Drawings and Specifications were prepared by UB Consulting Engineers
Implementation	List of Variations, changes,	Not Disclosed because the project	Not Disclosed because the project

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	amendments	registered no Amendments up to this stage	registered no Amendments up to this stage
	List of escalation approvals	Not Disclosed	Not Disclosed
	Quality Assurance reports	These were disclosed as the Consultant provided these reports to the District which adequately stored the. 2 reports were seen.	These were disclosed as the Contractor provided these reports to the District which adequately stored the. 2 reports were seen.
	Disbursement records or payment certificates	These were disclosed and the District duly paid the Consultant for work done	These were disclosed and the District duly paid the Contractors
	Contract Amendments	Not disclosed because they were no Contract Amendments	Not disclosed because they were no Contract Amendments

REFERENCES

1. CoST Infrastructure Data Standard (IDS)
2. CoST Disclosure Manual 2018
3. 1st Assurance Report 2017 CoST UGANDA CHAPTER
4. Procurement Document Waki555/Srvcs/2017-2018/0004-02-15 at Wakiso District Local Government Headquarters accessed 04/06/2018.
5. Procurement Document Waki555/Wrks/2017-2018/00116 at Wakiso District Local Government Headquarters accessed 04/06/2018
6. Procurement Document Waki555/Wrks/2017-2018/00097 at Wakiso District Local Government.
7. Implementing HIV prevention in the Context of Road Construction: *A Case study from Guangxi Zhuang Autonomous Region in the Republic of China*. PDF
8. Uganda Road Safety Performance Review: Principles of Road Safety Engineering and Audits. Dr. Eng. Andrew Naimanye *Capacity Building Workshop -Infrastructure*.
9. Work on and along Roads: *Requirements and guidelines regarding warning and Protection. Manual/Handbook revised 2012*.
10. Involve local communities in road Construction by *Wakayima Musoke Nsereko added on 20/07/2016 05:38pm accessed on 07/09/2018 14:52pm. New Vision Online*.

LIST OF INTERVIEWEES

Name
1. <i>Eng. Sam Mwesigwa</i>
2. <i>Mr. Mayanja William</i>
3. <i>Mr. Ssetongo Henry</i>
4. <i>Mr. Herman Wilber</i>
5. <i>Mr. Ssekamate Richard</i>
6. <i>Ms. Brenda UB Consulting Engineers</i>
7. <i>Mr. Opio Felix</i>
8. <i>Mr. Onen Richard</i>
9. <i>Mr. Lubowa Eric</i>
10. <i>Mr. Henry Lwanyanga</i>