



## REPUBLIC OF THE GAMBIA

National Assembly, New Assembly Building, Rev . Pye Lane  
Banjul, The Gambia

# REPORT OF THE NATIONAL ASSEMBLY SELECT COMMITTEE ON MONITORING THE IMPLEMENTATION OF GOVERNMENT PROJECTS

*Third Phase*

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## **ACKNOWLEDGEMENT**

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First, the committee's gratitude is extended to the National Assembly Authority through the Office of the Clerk for financing and providing the necessary logistics required for the committee to undertake these tasks. This institutional support provided has invaluable contributed in enabling the Select Committee to professionally perform its mandate and responsibilities.

Similarly, the Select Committee registers its appreciation for the cooperation and invaluable support of the Ministry of Transport, Work and Infrastructure and NRA officials, especially the teams from these institutions who accompanied the Committee to all the selected project sites throughout the tour. These teams provided vital information and guidance to the committee in dealing with technical issues at the project sites.

Finally, the Committee wishes to commend all the Honorable Members of the Select Committee for demonstrating a high sense of maturity resolve and dedication during performing their constitutionally mandated duty of oversight over the Executive throughout this exercise.

Special appreciation is also extended to the Committee Clerk, the media team as well as the Driver.

## **LIST OF TOUR PARTICIPANTS**

<b>Hon. Sulayman Saho</b>	<b>-</b>	<b>Chairperson of the Committee</b>
<b>Hon. Kebba k. Barrow</b>	<b>-</b>	<b>Member</b>
<b>Hon. Samba Jallow</b>	<b>-</b>	<b>Member</b>
<b>Hon. Majanko Samusa</b>	<b>-</b>	<b>Member</b>
<b>Hon. Amadou Camara</b>	<b>-</b>	<b>Member</b>
<b>Hon. Lamin FM Conta</b>	<b>-</b>	<b>Member</b>
<b>Hon. Sainey Jawara</b>	<b>-</b>	<b>Member</b>
<b>Hon. Alhagie Drammeh</b>	<b>-</b>	<b>Member</b>
<b>Hon. Alfusainey Ceesay</b>	<b>-</b>	<b>Member</b>
<b>Mr. Modou Sillah</b>	<b>-</b>	<b>Secretary to the Committee</b>

## **INTRODUCTION**

In pursuance of meeting one of the National Assembly's oversight procedural guidelines and requirements for select committees in performing oversight. In this light, the committee developed its annual work-plan in alignment with the National Assembly's oversight calendar.

The committee selected on-going capital projects under the purview of the Ministry of Transport, Works and Infrastructure and NRA as the focus of its oversight activities for the third phase in 2019 (i.e. 1<sup>st</sup> – 8<sup>th</sup> June, 2019).

It is against this backdrop that the committee resolved to further engage the Ministry and its satellite agencies through meetings in order to study, appreciate and gain an in-depth understanding of Government's policies, regulatory frameworks and investments outlined for improving infrastructure.

This quickly made the committee to roll out on visits to intervention sites of on-going capital works projects located in the urban, peri-urban and rural areas of the Gambia.

A summary of the Committee's observations, findings and conclusions on issues arising from subject-matters dealt with; and recommendations are herewith presented in this report.

## **Objectives of the Select Committee**

The objectives and duties of the Select Committee are to: -

- I. Consider reports, scrutinize whether the manner/actions of Ministries, Department and Agencies implementing Government projects are fully compliant and aligned with national priorities.
- II. Determine whether the interventions of these projects under review are adequately and appropriately aligned with, and focused on implementing the approved strategies.
- III. Check and determine the level of compliance of the managements of these projects against the agreed and approved project operations and management mechanisms; agreed works schedules; and approved costs estimates, timeframes, progress and budgets;
- IV. To make appropriate recommendations to Government through the National Assembly to improve performance, challenges and sanctions on mismanagement.

## **Methodology**

The approach adopted by the committee involved the phasing of tasks to ensure coherency in the processes and seamless accomplishment of these oversight exercises which included mainly: -

- Questionnaires
- Interviews
- Focus group discussions
- Question and answer sessions
- Field visits
- Presentations

# OVERSIGHT ACTIVITIES OF THE COMMITTEE

## BANJUL REHABILITATION PROJECT

### **Project background**

Most of the drainage in Banjul were constructed in the 1950's and were functioning well with consistent maintenance regime in force. However, over the recent years there has been lapses in maintaining the drains and prevalence dumping solid wastes in them. As such, the drains were clogged up and instead of conveying water, they became the main cause of the unsanitary conditions of the city, providing breeding grounds for mosquitoes responsible for malaria, and the source of all kind of water- borne diseases.

For many years BCC was running a pail system to depose sewage using night service men under very unpleasant conditions. This system was finally abandoned in the 1980's with the construction of piped sewage system under NAWEC, with two pumping stations and the discharging of untreated sewage to the sea through diffuser outlets.

The system is 36 years old and over the years it had a number of maintenance issues, resulting into blockages due to collapse of major pipes, and the dysfunctional pump stations due to power failures and lack of both corrective and preventive maintenance regime.

The sewage project of the 1980's was followed by a street rehabilitation project phase II of which was completed in 1997 with the reconstruction of streets with asphalt surfacing. However, with the advent of increased traffic of container-carrying trucks, the streets in the commercial areas were subjected to significant deformation and damages to such an extent that most of them became impassable during the rainy season.

With the intervention of this **Banjul Project** combined with **BCC Project**, the capital city is experiencing major changes in most of the streets and drainage system.

**The Banjul Rehabilitation Project** is estimated at USD 35,720,000.00 and is an EPC contract (pre-finance) for a period of 3 years with 1year grace period. The contractor is Gai Construction and Studi International as the consultant.

The project's aim is to rehabilitate all drains, sewage system, reconstruct the ring canal around the Bond Polder and all major roads within Banjul.

### **Level of progress at the time of the committee visit**

- Cleaning of drains is in progress
- Reconstruction of damaged sections of the channels
- Flushing and unblocking of sewage pipes
- Wellington street near the ferry terminal – completed
- Wellington street near GRA HQ and MEGA Bank – completed
- Lower Cameron street – Completed
- Blanc Street – Completed
- Lower Dobson Street – ongoing
- Anglesea street (Buckle to Hagan) – Completed
- Picton Street – completed
- Hill street – Ongoing

### **Challenges**

- Waste dumping into the newly constructed drains
- Rainy season as a hinderant to the progress work
- Increase in fuel cost – fluctuating fuel price
- High rise on steel, basalt and sand – fluctuating prices on steel, basalt and sand
- Construction of new ring canal
- Widely grown of elephant grasses along the outlet canal

### **Committee's Recommendations**

- Provide the contract document and specification involved in this project
- Provide quarterly report to the committee
- Mixture of concrete (i.e. 1:1:2) one bag of cement, one wheelbarrow of sand and two wheelbarrows of basalt
- Add 2cm of lactride on the concrete to reduce noise



## **BANJUL CITY COUNCIL PROJECT**

### Projects Background

The RIDP Project started in 2013 and expected to end in 2019. The project aims to construct 1237meters of concrete road within the capital city. The total cost of the project is estimated at 39 million dalasi with council's counterpart funding of 8.3% and a liability period of 1 year.

The council is also running another project estimated at 21 million dalasi which is the Campama Multipurpose Center. It was open to tender on 12<sup>th</sup> of June 2019 and contract awarded to Guwanji Construction.

### **Challenges**

- Funding gaps for the implementation of the project
- More work to be done on the feeder roads
- Solid waste dump into the drainage
- Traffic congestion during construction
- Delay due to Mobilization of resources

### **Committee's observation at the time of the visit**

- The Committee observed that the contractor was using 15cm thickness of concrete instead of 30cm
- The Committee also observed that 8mm iron rods were being used instead of 10mm
- Sewages were not covered
- Community were not happy with the odor emanating from the sewages

### **Committee's Recommendations**

- The Committee recommends BCC to engage the contractor in order to implement the concrete thickness as specified in the contract document(30cm).
- The Committee also recommend for the contractor to use the specified 10mm iron rods instead of 8mm.
- BCC should find temporal measures of covering the sewages in order not to cause unpleasant odors to the residents.

- BCC to partner with NRA and seek guidance before embarking on any road construction

## **INTERNATIONAL CONFERENCE CENTER PROJECT (OIC PROJECT)**

### **Project background**

The OIC project started in August 2017 and is expected to end in November, 2019. It is located in Bijilo, West Coast Region with an estimated cost of USD 50 million. The capacity of the building ranges from 1000 to 1200 people with 14 bilateral meeting rooms each with a capacity of 100 people and also 4 thematic meeting rooms with a capacity of 250 people each. There are 300 Gambians and 200 Chinese working at the project site.

### **Status of implementation**

At the time of the Committee visit, 86% of the external work was completed and more than 90% of the building was completed. The project was at decoration stage with an outstanding work left (i.e. the external parking lounge requested by the OIC).

### **Part of the project entailed by The Gambia**

- Utility services (i.e. water supply and electricity)
- Gamtel – cable wiring
- GRA – for tax wave
- GPA – for clearing of materials
- Forestry – clearing and setting
- Security
- Beautification (i.e. flowers)

### **Committee's Recommendations**

- To make sure the habitat of monkeys is protected.
- To make sure that the Gambians employed are well equipped with appropriate gears and compensation if there is any accident or damaged.
- Safety precaution to be in place.

## **University of The Gambia Construction Project, Faraba Banta Campus**

### ***Summary Background and Description of Project***

The Ministry of Higher Education, Research Science and Technology-MOHERST acting on behalf of the Gambia Government, awarded a contract worth \$53.46 million to Shapoorji Pallonji Mideast, for the construction of the University of The Gambia (UTG) Faraba campus.

The agreement was signed on the 17<sup>th</sup> October, 2016 at MOHERST premises.

The signing of the Contract Document by both parties was the authoritative reference for the contractor to propel the mobilization and initiation of civil works for an ultra-modern state-of-the-art university campus.

When completed, the campus is expected to house more than 6,000 students at any given point in time, and the university would start to offer master's and doctorate programmes. The construction of the new campus is in line with the Gambia government's ardent desire to transform the UTG to a world-class university and a centre of excellence.

### ***Project Financing***

The project is financed by funds, mainly loans, mobilized from the Islamic Development Bank (IDB), the Kuwait Fund for Economic Development, the Saudi Fund for Development, the Arab Bank for Economic Development in Africa, and the OPEC Fund for International Development (OFID).

### ***Timeframe for completion of works***

The timeframe for completion of the project is three years from date of signing of contract.

### ***Scope of Project***

According to the original design of the Faraba campus, when completed, would consist of various faculties such as: Business Administration; Information Technology and Communication; Agriculture; Law Arts and Sciences; Architecture and Engineering; Graduate Studies and Research; Medicine; and School of Education. There would also be a student dormitory, chancery, a standard library,

multi-purpose center, farmland, mosque and chapel, road networks and landscaping of project grounds. More faculties including that of Journalism and Digital Media are expected to be in the second Optional phase of the project.

### **Challenges of UTG**

- Change of initial plan had lot of cost implications.
- Availability or timely delivery of basalt.
- Funding from donor partners

### **Committee's Observations**

The committee observed that substantial progress has been achieved at the construction site. Two of the Faculty buildings have been erected and are in an advanced construction stage and in accordance with the projects major work schedules.

### **Committee's Recommendations**

- Government to timely released counterpart funding
- That the project coordinator to submit quarterly and annual project progress reports to the Select Committee.

### **REHABILITATION OF ESSAU – KEREWAN ROAD**

The physical progress of the work at the time of the committee's visit was at priming stage and all the maintenance work was in progress. The contract price for the rehabilitation of this road is D69 million.

The Essau - Kerewan road is 8.3 km long. The consultant of this project is SSTV. It has eleven spot areas that were to be constructed. But four (4) were completed upon the committee's visit.

### **REHABILITATION OF KEREWAN – NJAWARA ROAD**

The project started in April, 2019 and expected to end in September 2019. The physical progress of the work at the time of the committee's visit was 74%, the financial progress was 69.8% and the contract time elapsed was 66%. The contract price for the rehabilitation of this road is USD 459,543.45 out of which USD 442,878.64 will be used for the civil work (i.e. 46,000 per km).

The Kerewan – Njawara road is 9.6 km long. The contractors of this project are **Chino-Gam Company Limited & foresight Engineering JV** and the design and supervision consultant is **Cityscape Associates**. The project is financed by the European Union (EU) and the implementing agency is UNOPS.

### **Scope of work**

The scope of the work is centered on the following: -

- Earthworks i.e. surveying, removal of unsuitable materials, roadbed preparation, placing of gravel, construction of side drainage and mitre drains and also rehabilitation of borrow areas
- Drainage Works i.e. clearing of site, setting out, excavation for structures, preparation of drift bed, placing of 50mm blinding/lean concrete, backfilling of structures with approved fill materials, construction of stone pitching and clearing site of waste material including culvert inlet and outlet.
- Road furniture which includes supply and installation of road signage, supply and placing reinforcement steel to culverts aprons and supply and fixing of galvanized steel
- Passage of traffic i.e. accommodation of public traffic and
  
- pedestrians passing through or around the construction work, provision of comprehensive traffic management measures such as provision and installation of temporary road signs, ETC.

### **The activities that are completed at the time of the committee visit are;**

- Site clearing
- Topsoil removal
- Roadbed preparation
- Sub-base 1
- Sub-base 2

### **The outstanding works are;**

- Wearing course
- Drainage works
- Road furniture

## Challenges

- The width of the road is compromised in Suwareh Kunda and Njawara Village due to lack of compensation in the project.

## Committee's Recommendations

- To construct proper culverts
- To apply quality basalt or stones
- To be safety convenient as regards to humans and animals

## **TRANS-GAMBIA CORRIDOR PROJECT AND CROSS BORDER IMPROVEMENT**

### **PROJECT:-**

#### **Background:**

The Trans-Gambian Corridor (Kaolack-Trans-Gambian Highway Ziguinchor), which is part of the Dakar-Gambia-Bissau-Conakry-Trans-West African Highway in the ECOWAS program and the Cairo-Dakar-Lagos Corridor of the Trans-West African Highway, serves as an important economic and strategic link connecting the northern and southern parts of The Gambia and Senegal, serving both intrastate and interstate traffic. A major barrier to transport along the corridor, to be addressed by the project, is the lack of a reliable connection at Yelli-Tenda, currently serviced by a ferry across the Gambia River and poor road conditions.

In addition, there are a number of non-physical barriers to transport along the corridor (e.g. obstacles to the cross-border movement of goods, vehicles, and people), which result in increased freight transit times, thereby leading to higher transaction costs that hinder national and regional trade. The project has been designed to address these barriers within the framework of the New Partnership for Africa's Development (NEPAD) Plan, the Sub-Saharan Africa Transport Policy Program (SSATP), and the ECOWAS Priority Road Transport Programme (PRTP), which aim to enhance regional trade through improvements in the regional transport network that facilitate the seamless movement of goods and services. Pursuant to the foregoing, the project is accorded high priority amongst the Transport Sector's priority projects under the NDP-2018-2021.

**A brief description of the progress on each component is outlined below.**

### **Committee's Observations**

#### **Construction of the Trans-Gambia Bridge and Tolling Facilities**

The outstanding work is the construction of lights along the bridge for the safety operation during night. For financial aspect, the funds collected from the tickets sales are deposited into a special account control by NRA.

#### **Construction of Two Joint Border Posts**

The orientation of the border post has been agreed upon by the Joint Technical Committee (JTC), which is to have a Straddled Post positioned astride the border between Gambia and Senegal, 50% in each territory. However, the former Government had opted for a wholly located border post contrary to what was agreed by the JTC. This had caused a delay in the implementation of this component of the project, the consequences of which have cost implications.

#### **Construction of Roads and Markets**

The design phase of this component has been completed. The scope was reduced to only the construction of two markets due to funding issues. The final design and tender documents of the markets have been approved by the AfDB. The access road to the bridge on FaraFenni is still pending.

#### **HIV/AIDS/STI, Road Safety and Gender Awareness Campaign**

The consultant Gambia Family Planning Association has satisfactorily carried out all the necessary scoping works to properly target the correct population in the project influence zone. Also support to donkey cart, horse cart and vendors is inclusive.

### **Committee's Recommendations**

- For Government (through NRA) to develop an optimal institutional model for managing the toll bridge
- Government should outsource the maintenance of the bridge through an Operations and Maintenance (O&M) contract, funded by a user toll
- Government to begin considering an appropriate model for the maintenance of the bridge

## **BASSE -FATOTO-KOINA ROAD AND BRIDGES PROJECT**

### ***Project Background***

A memorandum of understanding between the peoples' republic of China and the government of the Gambia was signed in early November 2017. This followed the president's visit to china, on the 21<sup>st</sup> of December, 2017. The Government of the People's Republic of China agreed to undertake the Project of Construction of a Road and Bridges in the Upper River Region (URR). The estimated cost of this project is USD 81million.

### ***The Committee's Observations***

The road starts from Basse to Fatoto and runs to the northern border village of Koina. The road pass through the villages of Chamoi, Kundam, N'dimba, Waliba kunda, Sarre Alpha, Suduwol, Kusun, Fatoto, Jawo Kunda and ends at Koina. The terrain on which the road is constructed varies from flat to hilly at three different locations and generally flat again towards the end of the project intervention site.

The road spans across three major creeks at Chamoi, Sarre Alpha and Kundam. Several other minor water courses cross the road and the project area are among the zones receiving the highest amount of rainfall in The Gambia.

The length of the road will be approximately 51km stretching from Basse – Fatoto roads intersection to Koina Village entrance. The project cannot continue to the end of Koina village due to encroachment of properties.

### **Status of Implementation**

At the time of the visit, 20% of progress has been achieved. Mobilization had been completed, Art work and road formation are at an advanced stage. Culvert construction is in progress and works on two bridges have started.



### ***The Basse Bridge and Link Road***

The Basse Bridge is located about 90m east of the existing ferry crossing. The length of the bridge is 250m which will be connected to a link road of 2.30km on north and south banks. Some of the properties along the link road will be demolished and some services relocated in order to achieve a desired road alignment.

### ***Fatoto Bridge and Link Road***

The Fatoto Bridge will be located near the original ferry port on the north side of Fatoto town, and it is proposed to build a new bridge across the Gambia River. The starting point of the Link road intersects with section of Laminkoto-Passamass road which is under construction on north bank of the Gambia river. The length of the link road at north bank is 400m. The link road ends at the intersection with the main road at south of Fatoto town. The total length of the Fatoto link road is 1.77 kilometers, and the length of the bridge is 170 meters. The Fatoto link road on the south will intersect the main road from Basse to Koina.

Appropriate bridge soffit height has been proposed for both bridges in consultation with Gambia Ports Authority (GPA) for river transport initiatives.

### **Challenges**

- Compensation of properties (which should be done by the Gov. of The Gambia)
- Utility cooperation is a constraint (like water and electricity)
- NAWEC to change the existing transformer at Basse
- Encroachment on roads

### **Committee's Recommendations**

- NAWEC to installed the transformer in Basse
- Government to consider the compensation to affected victims
- Collaboration and co-operation between Ministry of Works and Physical Planning to be conducted before engaging in any project
- Proper environmental assessment (E.I.P) to be done in the initial stage

## **OMVG (ORGANIZATION POUR LA MISE EN VALEUR DU FLEUVE GAMBIE) PROJECT**

The Gambia River Basin Development Organization (OMVG) is a sub-regional institution with four (4) member states: The Gambia, Guinea, Guinea-Bissau and Senegal.

The OMVG High Commission is the executing agency of the integrated development programmes of the four member states for a rational and coherent development of shared hydroelectric resources in The Gambia, Kayanga-Geba and Koliba-Corubal river basin.

On the 4<sup>th</sup> February, 2017 in Kaleta (Guinea), the OMVG launched its ambitious energy Project. This project includes the construction of a power transmission line interconnecting the electricity grids of the four member countries as well as the construction of a hydroelectric power plant at Sambangalou in Senegal.

The objectives of this project is to;

- Supply member states with **clean, renewable** and **low-cost energy**
- Boost the **electricity market** by **sharing hydroelectric resources** in the sub-region and **pooling power generation and transmission means**
- Significantly reduce the consumption of fossil fuel thereby preserving the **environment**
- Contributing to **sub-regional integration** and foster **economic growth** in the sub-region
- Improve the **livelihoods of local populations**

### **Interconnection line**

- 225kv power transmission line equipped with 36 pairs of optical fibre
- 1,677km – 183km in The Gambia, 575km in Guinea, 218km in Guinea- Bissau and 701km in Senegal
- 15 HV/MV substations including 2 in The Gambia, 5 in Guinea, 4 in Guinea-Bissau and 4 in Senegal

The construction time frame for the interconnection line is 18 months and the estimated cost is €400 million (excluding taxes).

Also the Sambangalou Hydroelectric Power Plant (HPP) which is to be located in the Kedougou region in Senegal with an installed capacity of 128 MW and an annual production of 402 GWh is estimated at €400 million (excluding taxes) at a duration of 42 months.

### **THE ENERGY PROJECT IN A NUTSHELL**

- 1,677km of interconnection lines
- 402 GWh in annual production capacity
- 8 Technical and Financial Partners
- € 1.2 billion in funding
- 18 contracts signed with 7 contractors
- 90,000 ha of land that can be potentially irrigated
- 18 months of construction works for the interconnection line
- 42 months of construction works for the Sambangalou hydroelectric power plant

### **Committee's Observations**

- NAWEC will operate as a back-up and in control of the operation
- The project is plan for 2 years (i.e. to be completed in 2021)
- 1<sup>st</sup> (first) leg of compensation has already been done
- Sensitization programmes is done every Friday on safety precaution
- All affected farms lands are compensated

### **Challenges**

- Rainy season hinders the progress of the work which affect the expected time to complete the work
- Some people are still waiting for compensation
- Some people were missed out during the assessment

### **Committee's Recommendation**

- To sensitize the people more about this project on radio talk shows across the country
- To make sure that people affected are compensated

## **NDEMBAN TECHNICAL AND VOCATIONAL TRAINING CENTRE (WESTCOAST REGION)**

PROJECT TITLE: Ndemban Technical and Vocational Training Centre) ICDF-Taiwan/The Gambia Government;  
Client: National Training Authority  
Implementing Agency: GAMWORKS Agency  
Consultant: Master plan  
Contractor: Kilimanjaro Construction Company Limited

The Committee visited this project which is located in Ndemban Village, approximately 500 metres off the main road- Mandinaba-Soma Highway.

### **Committee's Observation**

The project is on halt and no progress work has been made for the past months. There are construction materials packed and are getting spoil. If care is not taken, even the already constructed structures will be affected.

The community of Ndemban shown keen interest in the project and geared for its completion. The Alkalo and the community elders commended the committee for engaging them in a dialog.

The Committee has resolved to further engage the Ministry of Higher Education and Office of The President to investigate the issues and challenges that have rendered this center dysfunctional.

### **Committee Engagement**

The Committee engaged the Office of the President and the Ministry of Higher Education at the National Assembly premise to solve the long-standing issue of signatories to the account to Ministry of Higher Education and for the monitoring unit under the ministry to continue monitoring the project.

### **Committee's Recommendations**

- The Select Committee made a recommendation that, the Office of The President to handover all documents relating to this project to the Ministry of Higher Education.

- That Ministry of Higher Education be in control of all project accounts and fully collaborate with MOBSE for monitoring purpose since there is an unit at MOBSE that were involved at the beginning. Further, the military to complete the pending structural adjustment left.

### **GENERAL RECOMMENDATIONS OF THE COMMITTEE**

- Government to support or strengthened the capacity of local contractors
- Developing appropriate strategies for road construction and road transport financing
- Developing road traffic safety/excessive axle load regulations and management plans
- Supporting and providing institutional and capacity building needs particularly NRA
- Opening up the isolated regions within the country through construction new Feeder roads, rehabilitation and maintenance of existing feeder and Access roads within these regions
- To make sure that proper procurement and tendering process are duly observed
- Timely payment of Government counterpart funding.
- Compensation packages to be well resourced or increased
- Regional campaign and involvement at the grassroot in any major infrastructural development to be done
- Environmental Impact Assessment to be carried out and shared among different stakeholders