

**OFFICE OF THE AUDITOR GENERAL**



**THE REPUBLIC OF UGANDA**

**STATUS REPORT ON THE FOLLOW UP OF THE**  
**ENGINEERING AUDIT OF CHOGM ROAD**  
**WORKS UNDERTAKEN BY THE MINISTRY OF**  
**WORKS & TRANSPORT AS AT**  
**19<sup>TH</sup> FEBRUARY, 2009**

**FINAL REPORT ON THE FOLLOW UP OF THE ENGINEERING  
AUDIT OF CHOGM ROAD WORKS UNDERTAKEN  
BY THE MINISTRY OF WORKS & TRANSPORT  
AS AT 19<sup>TH</sup> FEBRUARY, 2009:**

**1. INTRODUCTION:**

Following a request by Cabinet, the Office of the Auditor General (OAG) in 2008 carried out an engineering audit of the roads' infrastructure, which were repaired or upgraded in preparation for the CHOGM activities in 2007. A report was issued in which various shortcomings were highlighted and remedial actions recommended. Following the report and conclusive discussions, the Ministry of Works and Transport (herein referred to as Management) promised to address the audit recommendations. As a follow up, the OAG instituted an exercise in January, 2009 with the objective of ascertaining the current status and progress made in addressing the shortcomings.

**2. SCOPE AND METHODOLOGY OF WORK:**

- The Engineering Audit Report was reviewed and outstanding matters and recommendations identified;
  
- The Ministry of Works & Transport gave a status report on all the work undertaken and payments to date. Accompanying the report were contract management documents comprising:
  - Progress reports;
  - Payment vouchers and certificates, showing payments made after the audit report of 2008;
  - Proof of some recoveries of money in payment certificates;
  - Various correspondences and minutes.

These documents were reviewed, examined and the information gathered analyzed.

- Field inspections were undertaken by the OAG and the OAG technical consultants together with staff of the Ministry of Works, the contract consultants and contractors. The purpose of the field inspection was to verify the civil works undertaken. This involved coring and testing roads' materials, measuring drains, road kerbs, junctions and asphalt core thicknesses. Physical counting of road signs, cover slabs and guard rails was also done.
- The relevant personnel of the Ministry, consultants and contractors were also interviewed during the course of work.

### **3. FINDINGS:**

- Some road repairs have not been completed due to purported delayed payments to contractors. This is causing the roads to deteriorate and will escalate costs of completing the works. This also delays issuance of final accounts.
- There are many certificates, which have been received but are not yet paid by the Ministry. The failure to have all CHOGM bills cleared despite additional resources provided to the Ministry for the purpose may result in loss of Government funds due to interest charges.
- Some road construction materials and items used, such as asphalt, sand, stones, steel gratings and paints were, in some instances, are less than the specified quantities and of a poorer quality. The corresponding amount recoverable from the contractors is estimated at over Shs.1 billion as indicated in the table below:- The Accounting Officer has promised to effect recoveries from the respective contractors.
- Addressing some of the shortcomings above, through recovery of money in lieu of materials/items may not address the long term, social and economic effects resulting from the deteriorating quality and strength of the roads. Contractually, the relevant contractors should have rectified the works according to the original agreed specifications and design. The Consultants and the Ministry Supervising Engineers should be made liable for failure to ensure quality assurance. I have advised the Accounting Officer to ensure that in future works are rectified according to agreed specifications.

- Management has proposed to recover some moneys from retention. However, this would undermine the purpose for which retentions are made i.e. to rectify defects. I have advised the Accounting Officer to ensure that recoveries are effected from outstanding payments and that retentions should be earmarked to serve their intended purpose.
- The Ministry of Works and Transport should further develop its capacity to effectively manage, monitor, supervise and evaluate works carried out by consultants and contractors. The Ministry should further come out with measures to ensure value for money in carrying out roads' projects. This may be through initiating policies that will build the capacity of the players in the delivery of good quality roads. Such players include consultants, contractors and providers of construction materials and services. The Accounting Officer explained that the Ministry had come up with a draft National Construction Industry Policy awaiting consideration by Parliament.

**TABLE – FOLLOW UP – MINISTRY OF WORKS – SUMMARY OF OUTSTANDING MATTERS**

<b>Lot/Package</b>	<b>Recommendations as per Engineering Audit report</b>	<b>Current status after audit follow up verification</b>	<b>Accounting officer's response</b>	<b>Audit remarks</b>
<b><u>Package 1 lot 1:</u></b> Kibuye-Zana,Zana-Entebbe Airport, Aki Bua, Binayomba road	1. Ascertain installation of 118sq.m of pre-cast slabs along Lido Beach and around ministry of works or recovery of Shs. 15m.	1. 70.85 sq.m confirmed installed. Other slabs reported stolen. Shs. 12,474,000 agreed as recoverable.	1. Shs. 12,474,000 to be recovered in final account.	1. Actual recovery to be verified in payment vouchers and final certificate.
	2. Jointly verify surface dressing at Junctions or recover shs. 231.87 m.	2. Joint verification found most junctions dressed. Shs. 12,459,410 agreed recoverable.	2. Shs. 12,459,410 to be recovered in final account.	2. As above.
	3. Re-measure guard rails.	3. 74.7m of guard rails found missing.	3. Shs. 18,450,900 to be recovered in	3. As above.

	4. Verify PPDPA authority for variation of contract by shs. 1,645,145,325(24.52% of original sum)	Recovery of Shs. 18,450,900 recommended  4.No PPDPA authority availed	final certificate.  4.PPDPA declined to give retrospective authority	4. Variation was irregular.
<b>Package 1 lot 2:</b> <b>Salaama road</b>	1. Verify PPDPA authority for variation of works by Shs. 2,858,623,270( 132% of original contract)	1. No PPDPA authority availed	1. PPDPA declined to give retrospective authority	1. Variation was irregular.
<b>Package 2 lot 1:</b> Queen's way, Kampala road, Mackinnon , Jinja road and an addendum of 30 other roads	1. Verify PPDPA authority for variation of contract by Shs. 5,001,567,515( 134% of original contract).  2. Verify existence of manhole covers, steel gratings, regulatory signs, informatory signs, unpatched potholes and thickness of Asphalt layer.	1.No PPDPA authority availed  2. Un completed works were valued at shs. 234,972,179 which is recoverable.	1.PPDPA declined to give retrospective authority  2. A total of Shs. 234,972,179 is to be recovered in final certificate. Some incomplete works were attributed to delayed payments.	1. Variation was irregular.  2. Actual recovery to be verified
<b>Package 2 lot2:</b> Yusuf Lule and Wampewo Avenue	1. Recover shs.608,014,573 due to shortfall in Asphalt thickness on Lule road 2. Recover Shs. 63,219,825 due to shortfall of Asphalt on Wampewo Avenue 3. Recover shs. 16,244,000 due to anomalies in road markings. 4. Verify number of steel gratings.	Agreed to recover a total of Shs. 735,539,492 including shs.62,300,550 on road markings and shs. 1,994,544 on missing steel gratings.	Funds to be recovered in final certificate	Actual recovery to be verified.
<b>Package 3 lot 1:</b> Kampala road, Mugwanya road,	1. To verify actual length of covered drains.	1. 672.7 m of drains were found covered and yet payment was	Funds to be recovered in final certificate.	Actual recovery to be verified.

Circular road		for 1,341m.Recovery of Shs.109,901,898 was recommended.		
<b>Drive ways and Parking lot at Munyonyo Common Wealth Village</b>	<p>1. To re-measure the covered drains and the PVC pipes.</p> <p>2. Re-count concrete slabs.</p> <p>3. To recover funds from offending contractors regarding damage of Paving blocks and Sand</p> <p>4. To recover amounts regarded as over expenditure on Main entrance canopy.</p>	<p>1. The shortfall in length of covered drains was valued at Shs. 18,465,040.</p> <p>2. The shortfall in number of concrete slabs was valued at shs. 22,960,000.</p> <p>3. Speke Resort responsible for the loss.</p> <p>4.Designs and Bills of Quantities provided.</p> <p>-Recoverable amounts now estimated at Shs.103 million.</p>	<p>The total shortfall of Shs.41,425,040 shall be recovered in the final certificate.</p> <p>3. No contractor can be singled out to take responsibility for the damage.</p> <p>4. The amount was the contract price arrived at after negotiations.</p>	<p>Actual recovery to be verified.</p> <p>3.The Ministry should pursue the recovery of the amount from Speke Resort as they were responsible.</p> <p>4. Architectural designs and Bills provided.</p> <ul style="list-style-type: none"> <li>• Amount recoverable estimated at Shs.103 million.</li> <li>• Recovery to be followed up.</li> </ul>
<b>Munyonyo Marina</b>	1. 88.4 cubic m. of concrete had been over paid. Shs.44m was recoverable.	1. Works should be completed or payments recovered.	1. Works had been re-started and to be completed by end of	Site verification in February 2009 revealed on going

	<p>2.506m of guard rails had been over paid without installation. Shs. 56m was recoverable.</p> <p>3. Expansion joints were widening and needed to be stabilized.</p> <p>4. Temporary dredging fingers were found under use for docking boats yet this was dangerous.</p>	<p>2. Guard rails be installed or recovery be made.</p> <p>3. The joints should be stabilized.</p> <p>4. Usage of dredging fingers be stopped to avoid accidents.</p>	<p>March 2009</p> <p>2. Installation of guar rails had resumed and to be completed by end of March 2009.</p> <p>3. The joints had stabilized.</p> <p>4. The private operator had rejected advise of non –use of the temporary fingers claiming he will take full responsibility</p>	<p>concrete works and installation of guard rails. A comprehensive review shall be undertaken after completion of all works.</p>
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### **DETAILED FINDINGS**

<b><u>Sl. No</u></b>	<b><u>Contractor</u></b>	<b><u>Lot/package/roads</u></b>	<b><u>Outstanding works as at 30<sup>th</sup> sept. 08</u></b>	<b><u>Management response</u></b>	<b><u>Audit remarks after joint verifications</u></b>
1.	Energo ltd	Package 1 lot 1: kibuye-zana, zana-Entebbe airport, Aki Bua, Binayomba	<p>a) Installation of 118 sq.m of pre-cast slabs near Lido Beach and ministry of works h/q or recovery of UGX. 15 Million.</p> <p>b) Surface dressing-2<sup>nd</sup> seal estimated at 35407 sq.m should be verified. Alternatively recovery of UGX. 231.87 million be made.</p>	<p>a) The shortfall of precast slabs is 92.4 m<sup>2</sup> equivalent to UGX 12,474,000 shall be recovered in the Final Account.</p> <p>b) The shortfall in surface dressing of 2929.7 sq.m equivalent to Shs.12,459,410 shall be deducted in the final account.</p>	<p>a) Field inspection revealed 70.85 sq.m instead of 89.6sq.m of pre-cast slabs at Lido Beach. At the ministry of works, only 36 sq.m of slabs were verified compared to the requirement of 90 sq.m . The rest were found either broken or under overgrown bush. It was explained that some slabs were stolen. In the circumstances, recovery of UGX.12,474,000 is considered adequate remedy.</p> <p>b) Five (5) junctions along Zana-Entebbe road were re-measured jointly and found to correspond to the measurement sheets of the consultant.. The variance of 2,929.7 sq.m equivalent to</p>

			<p>c) Need for re-measurement of entire 1,478m guard rails in view of discrepancy of 20m at 3 selected points.</p> <p>d) Variation of contract by 24.52% equivalent to UGX. 1,645,145,325 not approved by PPDPA.</p>	<p>c) The discrepancy of 74.7m in length of guardrails is valued at shs.18,450,900 and will be recovered in final account.</p> <p>d) PPDPA declined to grant retrospective authority.</p>	<p>shs.12,459,410 was confirmed recoverable.</p> <p>c) The difference in length of 74.7 m was confirmed. Recovery of shs.18,450,900 is to be verified on submission of final accounts and payment vouchers.</p> <p>d) PPDPA declined to award retrospective authority.</p>
2.	Dott Services ltd	Package 1 lot 2: Salaama road	<p>a) PPDPA clearance for additional works worth UGX. 2,858,623,270 (132% of original contract) not provided.</p> <p>b) 1<sup>st</sup> sealing at junctions not provided.</p>	<p>a) PPDPA clearance was not obtained.</p> <p>b) The 1<sup>st</sup> Seal at junctions was provided using</p>	<p>a) PPDPA clearance not availed.</p> <p>b) The assertion of use of smaller stones and chippings in lieu of</p>

				smaller stone chippings and paid under second seal item.	first seal was verified and considered satisfactory.
3.	Stirling Civil Engineers	Package 2 lot 1: Queen's way, Kampala road, MacKinnon road. Jinja Rd. An addendum with 30 roads was made.	<p>a) PPDPA authority for additional works worth Shs.5,001,567,515 (134% of original contract) not provided.</p> <p>b) Pothole patching and walkways not finished on Nehru, Ternan Avenue, Katonga Rd, Hannington Rd, Kagera Rd, Apollo Kagwa Rd and Princess Avenue.</p>	<p>a) PPDPA clearance is still being sought.</p> <p>b) The delay to complete the works is attributed to contractor's poor cash flow due to unpaid certificates. The unpaid certificates are; certificate No. 5, 6 and 7</p>	<p>a) PPDPA authority was not availed.</p> <p>b) The uncompleted works are attributed to non payment for certificates 5, 6 and 7. Field inspection revealed the following on the Kampala inner roads:  <b>Dewinton road:</b>  Manhole covers were not put in place and the drainage is blocked. Picture no.5 refers.  Walk way failures: see picture no.6.</p>

			<p>c) No works done on Baker road.</p>	<p>c) Sign posts have been installed. However Shs.9,585,813 was recovered in certificate No. 7 with regard to pothole patching. The Contractor promised to complete the works once he is paid the outstanding certificates.</p>	<p>Kerb painting and center line road markings were found in place.</p> <p><b>Nile Avenue:</b></p> <p>Steel gratings for covering side drains were not put in place. This is likely to result in blockage of drains. Besides they are dangerous to pedestrians. See picture no.7.</p> <p>c) Recovery of Shs.9,585,813 from certificate No.7 is not evidenced in Annex B as submitted. This relates to pothole patching which was not done.</p> <p>One informatory sign post and one regulatory sign post have been installed. Road kerbs were found painted.</p>
			<b>Jinja Road</b>		

			<p>d) Jinja road Asphalt thickness of 32.33mm was below design of 40mm. Recovery of Shs.119,946,925 was recommended.</p> <p>e) Shs.2,371,875 paid for extra 3 road regulatory signs on Jinja road is recoverable since they were not installed.</p> <p>f) Shs.4,743,750 paid for six inforatory signs is recoverable since they were not installed.</p> <p>g) Shs.4,133,230 is recoverable since</p>	<p>d) Shs.138,402,371 is to be recovered in certificate No. 6 which has not yet been paid.</p> <p>e) Shs.8,696,875 has so far been approved for payment for the 11 No. signs. Shs.2,371,875 was recovered in certificate No. 6 which has not yet been paid.</p> <p>f) Shs.4,743,750 was recovered in certificate No. 6 which has not yet been paid</p> <p>g) Shs.4,133,323 was recovered in certificate</p>	<p>d) Recovery of Shs.138,402,371 in certificate No.6 is to be confirmed when final account and payment vouchers are submitted. However the road is weak as indicated in road overlay failure in picture 8.</p> <p>e) Recovery of Shs.2,371,875 with regard to three (3) regulatory signs in certificate No.6 shall be verified upon settlement of certificate.</p> <p>f) Recovery of Shs.4,743,750 for inforatory signs in certificate No.6 shall be confirmed upon settlement of the final certificate.</p> <p>g) Recovery of shs.4,133,230 in certificate No.6 to be verified.</p>
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			<p>ordinary paint was used instead of thermoplastic material.</p> <p>h) Shs.689,700 is recoverable since GI chain was not installed on certain steel pipes.</p> <p><b>Nile Avenue</b></p> <p>i) Shs.70,718,985 is recoverable due to inadequate thickness of</p>	<p>No. 6</p> <p>h) UGX. 21,812,000 had been paid for 1148m of chain based on the physical measurement done using a tape measure. However the Auditor used a measuring wheel and got 1,111.7m which might not have taken into consideration the sagging. However the money (Shs.689,700) will be recovered in certificate No. 9.</p> <p>i) Shs.75,045,440 was recovered in certificate No. 6 which is not yet</p>	<p>h) Proposed recovery of Shs.689,700 in certificate No.9 will be verified upon payment of final certificate.</p> <p>i) Recovery of Shs.75,045,440 in certificate No.6 is to be verified upon settlement of final</p>
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			Asphalt concrete of 38mm instead of 40 mm in the design.	paid.	certificate.
4.	Cementers ltd	Lot 2 package 2:	<p><b>Yusuf lule road</b></p> <p>a) Drains have silted. K.C.C needs to be instructed to enforce maintenance arrangements.</p> <p>b) The cost of 150 steel gratings not installed is recoverable.</p> <p>c) The shortfall of 493.568 cubic mm of Asphalt equivalent to Shs.608,014,573 is recoverable.</p>	<p>a) Maintenance of city roads is the responsibility of K.C.C.</p> <p>b) Shs.1,994,544 has been recovered in certificate No. 5 for the 38 No. steel gratings not installed. Certificate No. 5 has not yet been paid.</p> <p>c) Shs.556,154,606 was recovered in certificate No. 5 and Shs.52,803,090 will be recovered in the retention money in final</p>	<p>a) No maintenance arrangements evidenced.</p> <p>b) 38 No. gratings worth Shs.1,994,544 recovered in certificate No.5 to be verified upon settlement of final certificate.</p> <p>c) Recovery of Shs.608,014,573 is to be verified when corresponding final accounts and payment vouchers are submitted for verification.</p>

			<p>d) Shs.16,244,000 is recoverable on road markings, having used ordinary paint instead of thermoplastic paint.</p>	<p>account which is being prepared. This will make a total of Shs.608,957,696 recovered.</p> <p>d) In certificate No. 4, an error had been made where by the length had been taken as continuous. This could have led to the recovery to Shs.16,244,000.</p> <p>However Shs.62,300,550 has been recovered in certificate No. 5 given that intermittent lines (broken lines) were used in some cases and others continuous lines were used. Payment was based on only lengths of</p>	<p>d) Recovery of Shs.62,300,550 has been observed in certificate no.7. Final confirmation shall be made when payment of the certificate is made.</p>
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			<p><b>Wampewo Avenue</b></p> <p>e) Over payment of Shs.63,219,825 due to shortfall of Asphalt concrete by 51.32 cubic meters hence recoverable.</p>	<p>marked segments.</p> <p>e) A total of Shs.96,061,612.50 will be recovered in the final account from the retention money which is in preparation. The final account shall reflect Shs.267,132,093.75 for 216.85m<sup>3</sup> of asphalt.</p>	<p>e) Joint measurement confirmed recoverable amount of Shs.63,219,825 shall be verified from corresponding final accounts and upon payment of the final certificate.</p>
5.	Spenco services	Package 3 lot 1/: Kampala Rd, Mugwanya Rd, Circular Rd	<p><b>Kampala Rd</b></p> <p>a) Over payment of Shs.109,817,729 on covered drains is recoverable i.e Payment for 1341 m yet actual measurements indicated 672.7m.</p> <p><b>Circular Rd</b></p>	<p>a) The total length of the covered drain has been checked and confirmed as 672.7m. The value of the difference equivalent to Ush.109,901,898 has been recovered from cert. No.9</p>	<p>a) Joint measurement confirmed length of 6,727m. Recovery of Shs.109,901,898 on certificate No.9 shall be verified in final accounts and upon payment of final certificate.</p>

			b) Over payment of Shs.1,927,171 on gravel base course is recoverable.	b) The difference is because the gravel on junctions was not measured.	b) Joint re-measurement of gravel base indicated thickness of 140mm on one core. Compared with design of 150mm, it was considered acceptable.
6.	Dott services ltd	Package 3 lot 2: Berkeley Rd, Dr. Lubega Rd, Tamale ssali Rd.	a) PPDPA authority for additional works of Shs.1,058,629,120 (59.6% of original contract sum) was not availed.	a) PPDPA clearance still being sought.	a) PPDPA clearance not availed.
7.	Mulwooza brothers	Package 4 lot 1: Lukuli-Buziga - Munyonyo	a) No progress report seen. b) Works were progressing very slowly. c) Close supervision was recommended.	<ul style="list-style-type: none"> <li>Works substantially completed on 15/12/08. Consultants supervised the works to completion. MOW&amp;T to supervise outstanding works in the Defects Liability Period.</li> </ul>	a) Field inspection revealed substantial completion in accordance with designs. However it was noted that the scope of works excluded drainage in some sections which will result into road deterioration.  b) Management needs to submit



			<p>MOWT- Why yet this item was included in the BOQs.</p> <ul style="list-style-type: none"> <li>• Drainage not done</li> </ul>	<p>rehabilitation which could not be addressed under the contract.</p> <p>➤ Drainage cleaning was therefore executed by Road Cleaners included under Variation Order No.2 to the works contract.</p>	<ol style="list-style-type: none"> <li>1. The thickness average for the core was found to be 53.75mm which is above the design of 50mm.</li> <li>2. Asphalt concrete failure was noted on some sections. See picture no.11</li> </ol>
		Phillip road	<ul style="list-style-type: none"> <li>• Drainage works claimed to have been done 100% yet not the case. Consultant promised to correct progress report.</li> </ul>	<p><b>Philip Rd</b></p>	<ol style="list-style-type: none"> <li>1. The thickness average was found to be 45mm which is comparable to design of 50mm</li> </ol>
		Mabua Road	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup> Seal not yet done. Consultant promised to</li> </ul>	<p><b>Mabua Rd</b></p> <p>2<sup>nd</sup> seal now provided</p> <p>➤ Improvement of the</p>	<ol style="list-style-type: none"> <li>1. Second seal confirmed provided.</li> </ol>

		Prince Charles Drive	<p>have it done.</p> <ul style="list-style-type: none"> <li>• Drainage works not done.</li> </ul>	<p>drainage and storm water system required complete rehabilitation which could not be addressed under the contract.</p> <ul style="list-style-type: none"> <li>➤ Drainage cleaning was therefore executed by Road Cleaners included under Variation Order No.2 to the works contract.</li> <li>➤ The contract has never been paid for cleaning of drainage on Mabua Road, other than for the drainage cleaning done by the Road Cleaners.</li> </ul> <p><b>Prince Charles Drive</b></p> <ul style="list-style-type: none"> <li>➤ Surface dressing was done on Elizabeth Avenue and not Prince Charles. The 2<sup>nd</sup> Seal has since been laid.</li> </ul>	<p>2. Variation order no.2 still awaited.</p> <p>1. The average thickness of the core was 48mm which was comparable to the design of 40mm.</p>
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				<ul style="list-style-type: none"> <li>➤ Improvement of the drainage and storm water system required complete rehabilitation which could not be addressed under the contract.</li> <li>➤ Drainage cleaning was therefore executed by Road Cleaners included under Variation Order No.2 to the works contract.</li> </ul>	
9	Cementers	Maintenance of 24 KCC roads(19.15km) Nakasero, Bugolobi area	<ul style="list-style-type: none"> <li>- General verification of roads( reconnaissance)</li> <li>- Drainage not done</li> </ul>	<ul style="list-style-type: none"> <li>➤ Works were completed on 30<sup>th</sup> June 2008.</li> <li>➤ Defects liability period expired on 31<sup>st</sup> October 2008.</li> <li>➤ Final Inspection was conducted on 31<sup>st</sup> October 2008.</li> <li>➤ Defects were identified on Lumumba Avenue and Contractor was instructed to repair all the defects.</li> </ul>	There is need for submission of final accounts to determine whether defects were repaired or recovery done.

		Luthuli Aven.	-Drainage not done	<p>➤ Final Accounts under Preparation.</p> <p><b>Luthuli Avenue</b></p> <p>➤ It is not true that drainage works were not done on Luthuli Avenue. Some works were undertaken in February 2008. This included cleaning of drains, storm ditches and opening drain inlets. Some drainage improvement including installation of culverts was also undertaken at the junction of Luthuli Avenue and Bandali Rise</p> <p><b>Jinja Rd</b></p> <p>Surface drainage and opening of inlets was done by the Road Cleaners which were</p>	
		Jinja Road			

				introduced under Variation Order No.2 to the contract.	
10.	Stirling civil Eng	Emergency works in KCC-22.76km Lot 1	<ul style="list-style-type: none"> <li>➤ A physical audit of these roads could not be done since a year had passed between the time of completion and the audit and some works were not visible since other subsequent overlays/works had been done on these same roads. Only two roads were upgraded from gravel to paved standards- Saddler Way(1.68km) and Kyadondo II Rd 0.58.</li> <li>➤ Take a physical verification of all these roads.</li> </ul>	Subsequent overlays had been done on this road.	Not verifiable since subsequent overlays had been done.
11.	Spenco Services Ltd	Emergency repairs Lot 2	No signed addendum for the two variations of	No response yet.	No response yet.

		Saddler way	<p>Shs.599,194,596 and Shs.322,325,671</p> <p>Advance payment guarantee not availed</p> <ul style="list-style-type: none"> <li>• payment vouchers supporting Cert 7 not availed.</li> <li>• Gravel base course material overpaid 8.4m</li> <li>• Prime with MC30 –different from the surface dressed area.</li> <li>• Surface dressing 1<sup>st</sup> seal over paid 22.1m.</li> </ul>		
12.	Cementers Ltd	Emergency repairs Lot3	<ul style="list-style-type: none"> <li>• Variation/approval minutes not seen.</li> </ul>	No response yet.	Variation approval minutes not seen.
13.	Dott Services	Emergency repairs Lot 4	<ul style="list-style-type: none"> <li>• Contract Committee minutes awarding variation Shs.471,382,540 was not availed.</li> <li>• Addendum for variation</li> </ul>	<ul style="list-style-type: none"> <li>• Works were completed on 30<sup>th</sup> June 2008.</li> <li>• Defects liability period expired on 31<sup>st</sup> October 2008.</li> </ul>	a) Contract committee minutes awarding variation were availed. Addendum also availed. PPDPA approval was missing.

		Kyadondo II	<p>also not availed.</p> <ul style="list-style-type: none"> <li>• Check on Old K'la Rds.</li> <li>• Overpayment on the bitumen &amp; Asphalt concrete of 4599m<sup>2</sup> – 4048m<sup>2</sup> = 551m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Final Inspection was conducted on 31<sup>st</sup> October 2008.</li> <li>• Defects were identified on Lumumba Avenue and Contractor was instructed to repair all the defects.</li> <li>• Final Accounts under preparation.</li> </ul>	<p>b) Recovery of sums equivalent to 551 sq.m on Asphalt concrete not ascertained since final accounts have not been submitted.</p> <p>c) Asphalt core indicated thickness of 65mm which was above design of 50mm.</p>
14.	Spenco Services	Marina – Munyonyo & Kigo Pier	<ul style="list-style-type: none"> <li>• 88.4m<sup>3</sup> of concrete was over paid amounting to Shs.44m (to be recovered).</li> <li>• 506m of guard rails over paid shs.56million to be recovered.</li> <li>• Certificate no 6 should have been retrieved and revised as promised by management.</li> <li>• Expansion joints were widening at the time of re</li> </ul>	<p>The contractor is presently casting concrete and installation of guardrails on the outer leg of the Marina, adjacent to the Lake shoreline. Adjustments shall be made accordingly in the Final Payment after completion of all the outstanding works.</p> <ul style="list-style-type: none"> <li>➢ Expansion Joints have stabilized.</li> <li>➢ The proprietor of Common</li> </ul>	<p>a) Site visit indicated that the work of casting concrete and installation of guard rails was on going. All documents and final certificate should be submitted for comprehensive audit.</p>

			<p>measurements- check status.</p> <ul style="list-style-type: none"> <li>Two (2) dredging fingers which were temporary were being used for docking small boats.</li> </ul>	Wealth Resort Munyonyo (CWRM) continues to use the temporary dredging fingers at his own risk.	
15.	Eastern Builders	Entebbe Pier	<ul style="list-style-type: none"> <li>General inspection of status of structure.</li> <li>Check cert.2 for evidence of refund of Gabions and Rip rap mattresses to the Ministry</li> </ul>	<p>Final inspection is scheduled before issuance of defects liability certificate and final accounts.</p> <p>Gabions and Rip Rap have been refunded</p>	<ul style="list-style-type: none"> <li>Final certificate yet to be submitted.</li> <li>Evidence of refund of Gabions and Rip Rap mattresses to the ministry is required.</li> </ul>
16.	Dott Services	Drive ways and Parking Munyonyo	<ul style="list-style-type: none"> <li>Check recoveries made from final certificate for overpaid works as below: Item Amount 2.2(line drains) 14m.</li> </ul>	<p>Item 2.2 The corrected quantity is 728 m<sup>2</sup> and the difference between paid quantity and corrected quantity is 98 m<sup>2</sup>. The recovered amount is Shs.4.851 million.</p>	<p>Item 2.2 Joint field inspection revealed that line drains covered 684.08 sq. M. implying that recoverable amount is Shs.7,025,040.</p>

			2.3(line drains) 11m	Item 2.3 The corrected quantity is 44 m <sup>3</sup> and the difference between paid quantity and corrected quantity is 22 m <sup>3</sup> . The recovered amount is Shs.11.44 million.	Item 2.3 To verify final accounts for recovery of Shs.11.44m.
			2.4Concrete slabs 4.2m	Item 2.4 The corrected quantity is 564 No. and the difference between paid quantity and corrected quantity is 166 No. The recovered amount is Shs.3.735 million.	Item 2.4 The verified number of concrete slabs (500*400*50 mm) were 594. Picture no.18 refers.
			2.6 PVC Pipes 27m	Item 2.6 The corrected quantity is 640 m and the difference between paid quantity and corrected quantity is 121 m. The recovered amount is UUGX. 27.225 million.	Item 2.6. Joint verification revealed 761metres.

			2.7 Concrete slabs 14.8m	<p>Item 2.7 The corrected quantity is 592 and the difference between paid quantity and corrected quantity is 148 No. The recovered amount is Shs.14.8 million.</p>	<p>Item 2.7 The verified number of concrete slabs (620*970*75 mm) was 541. The recoverable amount is Shs.19,900,000.</p>
			4.2 Provide sand : 15m	<p>Item 4.2 Physical qty is 18,500 sm. The difference of 4,195 sqm between paid qty and physical qty was redone qty.</p>	<p>Item 4.2 The ministry should seek for recovery from Speke Resort, Munyonyo.</p>
			4.3 Paving blocks : 383m	<p>Item 4.3 Physical qty is 18,500 m<sup>2</sup>. The difference of 4,195 m<sup>2</sup> is the quantity that was redone in October 2007 due to damaging of the already laid</p>	<p>Item 4.3 The ministry should seek recovery from Speke Resort Ltd.</p>

			4.8 Asphalt : 34m	<p>paving blocks by unidentified contractors.</p> <p>Item 4.8 The corrected quantity is 15,451 m<sup>2</sup> and the difference between paid quantity and corrected quantity is 564 m<sup>2</sup>. The recovered amount is UGX. 36.660 million</p>	<p>Item 4.8 We await submission of final account for verification.</p>
			4.9 Road kerbs 25.3m	<p>Item 4.9 The corrected quantity is 5,175 m which is 553 m more than the paid quantity. The additional amount to the contractor is Shs.45.1248 million.</p>	<p>Item 4.9 Joint verification revealed 5,504 .77 m.</p>
			5.0 Main Entrance Canopy 489m	<p>Item 5.0 The Engineer's Estimate for</p>	<p>Item 5.0 Recoverable amounts now</p>

				the main entrance and gate house was UGX 485 million (copy attached in Annex B57C).	estimated at Shs.103 million.
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CHOGM ACTIVITIES BY MoWT IN PICTURES – STATUS AS AT  
19<sup>TH</sup> FEBRUARY 2009



**Picture 1:** Pre-cast slabs near MoWT offices on Zana – Entebbe Rd. Note the poor quality of slabs due to lack of steel reinforcement. (EnergO/ MBW)



**Picture 2:** Pre-cast slabs near MoWT offices on Zana – Entebbe Rd could not be ascertained due to overgrown bush on top. (EnergO/ MBW)



**Picture 3:** Measuring of junctions to ascertain surface dressing quantities on Zana - Entebbe Rd. (EnergO Ltd/ MBW)



**Picture 4:** Guardrails damaged by accidents at Abaita Ababili market on Zana - Entebbe Rd. Regular maintenance needed. (EnergO Ltd/ MBW)



**Picture 5:** “Other Kampala Inner Roads” Dewinton Rd. Drainage blocked due to lack of Manhole covers. (Stirling/ KOM)



**Picture 6:** Pavement failure on the Walkways on Dewinton Road



**Picture 7:** Steel Gratings missing, are dangerous to pedestrians and will cause blockage. Nile Avenue “Other Kampala Inner zone Rds - Stirling /KOM



**Picture 8:** Road failure of the overlay on Kampala – Jinja Rd near the Junction to Embassy House - Stirling /KOM



**Picture 9:** Lukuli – Buziga – Munyonyo Rd after completion. (Mulowoza/M&E Assoc.)



**Picture 10:** Lukuli – Buziga – Munyonyo Rd. lack of drainage intervention in the design scope. (Mulowoza/M&E Assoc.)



**Picture 11:** Road failure noted on the asphalt overlay on Elizabeth Road



**Picture 12:** Coring to test asphalt quality on Philip Road. Spenco/PROME



**Picture 13:** Coring to test asphalt quality and thickness on Prince Charles Drive. (Spenco/ PROME)



**Picture 14:** Coring to test asphalt concrete thickness and quality. Jinja Rd near Police Station. (Cementers/ PROME)



**Picture 15:** Failure of the patching . Jinja Rd near Lugogo Indoor Stadium. (Cementers/ PROME)



**Picture 16:** Poor drainage maintenance. Jinja Rd near Lugogo Indoor Stadium (Cementers/ PROME)



**Picture 17:** Measuring the thickness of the asphalt core. Jinja Rd near Lugogo Indoor Stadium. (Cementers/ PROME)



**Picture 18:** Casting concrete, expansion joints and installation of guardrails still on going. Munyonyo – Marina – Spencon/PROME



**Picture 19:** Munyonyo CWR driveway and parking. Note lined drains and covers 620×970×75mm. (Dott Services/ MoWT)



**Picture 20:** Munyonyo CWR driveway and parking. Measurement of lined drains and covers 620×970×75mm. (Dott Services/ MoWT)

**Pictures 21, 22 and 23:** Munyonyo CWR driveways and parking. Paving blocks were reported broken (picture 21) by other contractors (Picture 22) and new ones re-laid (picture 23) at the expense of MoWT.



**Picture 22**



**Picture 21**



**Picture23**



**Picture 24:** Munyonyo CWR driveway and parking. Verification of road Kerbs. (Dott Services/ MoWT)



**Picture 25:** Munyonyo CWR driveway and parking. Note entrance/canopy house showing the three units of housing and roof. (Dott Services/ MoWT)



**Picture 26:** 2<sup>nd</sup> sealing at road junctions. Salaama Rd. Note the silting. (Dott Services/ MBW)



**Picture 27:** 2<sup>nd</sup> sealing at road junctions. Salaama Rd.. (Dott Services/ MBW)



**Picture 28:** Counting of guardrails at Kajjansi on Zana - Entebbe Rd. (Energo Ltd/ MBW)



**Picture 29:** Road failure of asphalt concrete due to water connection leakage after road works. Kyadondo II (Dott/ KAGGA)



**Picture 30:** Counting of guardrails at Kitubulu on Zana - Entebbe Rd. (Energo Ltd/ MBW)



**Picture 31:** Munyonyo CWR driveway and parking. Auditors, MoWT, and Contractor finalizing a site investigation report at 8:20pm 17- 02 - 09. (Dott Services/ MoWT)

