



**RECORD OF THE INFORMATION MEETING FOR WORKS FOR THE  
REHABILITATION OF THE TORORO-GULU RAILWAY LINE; PUBLICATION  
REFERENCE EUROPEAID/139549/IH/WORKS/UG HELD ON 19<sup>TH</sup>  
SEPTEMBER 2018 AT UGANDA RAILWAY CORPORATION, KAMPALA  
RAILWAY STATION AT 10.00.A.M.**

**Attendance**

<b><u>Name</u></b>	<b><u>Representing</u></b>
Mr Geoffrey Obara – Chair	URC
Mr. Wahab Ssesimba	NAO
Mr. Ludovic Durel	EUD
Mr. Scobodan Blagodevic	RCC
Mr. Brian Sempebwa	URC
Mr Asimwe Brain	URC
Mr. Ashaba Robert	RCC
Mr. Esaile George	Ergon Capital
Mr. Christopher Norman	SOCEA SATOM
Ms Nansasi Grace	MOWT
Mr. Jose Dinis	MOTA Engil Africa
Mr Mariano Tonello -	MOTA Engil Africa
Mr Jose Manuel Arisqueta	IMATHIA

Mr. Fonty Bartleman

WBHO

Mr. Enock Poteli

ERGON Capital

Ms Eunice Kyerabira- **Secretary**

NAO

**Agenda:**

1. Introductions
2. Communication from the Chair
3. Communication from NAO and EU
4. Session with prospective Bidders

**MIN 1: Communication from the Chair**

The chairman welcomed the members from the site visit held from 17-18 September 2018 and thanked them for showing interest in the works for the Rehabilitation of the Tororo-Gulu Railway line project.

The chairman then informed members that questions asked and answered given during the meeting shall be published on the website of the Contracting Authority and that of the EU.

**MIN 2: Communication from EUD**

The EUD representative welcomed the tenderers to the meeting and confirmed EU's commitment to the project. He informed the meeting that the Tororo-Gulu Project is very important to Uganda as it will open up the Northern Uganda and part of Congo in terms of freight. The project is also linked to the bigger Development Initiative for Northern Uganda (DINU) programme and the Gulu Inland Container Depot also funded by the EU. The project is mainly for trade facilitation across the region and it's for freight not passengers.



### **Communication from NAO.**

The NAO welcomed members present and thanked them for showing interest in working with the NAO during the rehabilitation of the Tororo-Gulu Railway. He informed the meeting that the project is crucial for the revamping the railways subsector.

### **MIN 3: Session with Prospective bidders**

***Question 1: The Wash away section seen during site visit, is there a solution in the design? Can Bidders include this in the BOQs?***

***Answer:*** The wash away happened in June 2018 after the design was completed and therefore no provision was made for it. Bidders should stick to the BOQ items and to the design in the tender documents.

However, there will be a design review by the supervision consultant during construction where the wash away will be assessed and remedial action will be proposed.

***Question 2: A number of Materials were missing at the various sites /stations visited, for example, fasteners; how will this be addressed?***

***Answer:*** This will be assessed during design review; Bidders should stick to items as presented in the BOQs.

***Question 3: A number of Materials at the various stations were seen and are available for re-use during works and functional tests may be necessary to establish which materials are useful; who will do this?***

***Answer:*** The Supervision Consultant will assess which materials are usable in their current form and which ones should be reconditioned by the Contractor for use.

***Question 4: Is there a requirement to have a re-profiling of the whole***



**line?**

**Answer:** The design speed (maximum estimated of 42km/h) and comfort of the train movement doesn't require re-profiling. Sleepers have to be refurbished if necessary. This shall be assessed together with the Supervision Consultant.

**Question 5: Which kind of tamping machine will URC provide? The personnel and fuel for machines will be provided by whom?**

**Answer:** The machine is a duomatic ballast tamping machine by Plasser and Theurer. Productivity: 1 km per hour, Fuel consumption (diesel): 50 liters per hour and fuel tank capacity of 860 liters. These are manufacturer specifications which may differ from actual. In practice however, the average productivity is 500m per hour with a daily maximum working period of four hours.

Bidders are requested to check the BOQ related to this matter. URC will provide the tamping machine only. The bid rates include all necessary dismantling, transporting, handling, loading/off-loading, stacking and storing of the existing railway track. The bid rates also include the necessary ballasting, laying, lining, leveling, packing, boxing and dressing (tamping) of railway track to be made ready for traffic – (URC to provide tamping machine) The contractor will meet the cost of servicing and operating the tamping machine.

**Question 6: Will URC supply hoppers?**

**Answer:** Yes, URC will provide hopper wagons that will be in usable conditions.

**Question 7: Will URC provide locomotives?**

**Answer:** Yes, URC will provide an Engineering Train for purposes of delivering

ballast.

**Question 8: If there is a breakdown of the tamping machine, who will be responsible?**

**Answer:** URC. Unless the cause of breakdown is due to the negligence of the contractor.

**Question 9: How restricted is the contractor regarding the choice of the quarry?**

**Answer:** There is a detailed engineering design report showing the sources of ballast, borrow areas etc. However, the contractor is not restricted to the indicated sources as long as the tests carried out on alternative sources meet the specifications required in the contract and are approved by the supervision consultant. There are also necessary approvals from the Uganda National Environment Management Authority (NEMA) required for quarry site and borrow pits areas which are supposed to be obtained by the contractor.

**Question 10: The draft Contract document indicates that there is an Office for the 'Engineer', is there a specific location?**

**Answer:** No.

**Question 11: Is the land of URC, for instance the railway stations, available for use as Engineers office?**

**Answer:** Yes

**Question 12: The Contractor is supposed to refurbish the rail, what happens who will be responsible if there is a breakdown of refurbished material during operation?**

**Answer:** As long as the Contractor has performed on the task in accordance with the Contract, they are not responsible after the liability period.



**Question 13: URC has a reserve of 30m either side of the rail but RAP has been implemented for 15m only, what happens if the contractor wants to use more land than the 15m provided?**

**Answer:** URC will be the project supervisor and shall be available during implementation to assess the additional ROW requirements if they are encumbered and take appropriate action. However if the additional requirement within the 30m ROW is not encumbered, the contractor is free to use the land. The above notwithstanding, the estimated 15m is enough as working space to the contractor.

**Question 14: What is the traffic expectation for this rail?**

**Answer:** The most optimistic estimation is 500,000 tons per year.

**Question 15: confirm the sleepers spacing**

**Answer:** Refer to engineering manual indicated in the specifications.

**Question 16: Is the manual in the tender documents?**

**Answer:** No. but soft copy can be shared on request.

**Question 17: Are all environmental clearances ready because the project rail goes through swamps and forest for which clearances are required?**

**Answer:** There is a clearance from NEMA for the rehabilitation of the railway line up to 2020. However the other clearances which are a responsibility of the Contractor (like for quarrys) are not covered and must be sought by the contractor.

The meeting also confirmed the timelines indicated in the timetable and Corrigendum No.1. to the contract notice under discussion here.



The meeting closed at 11.15.a.m

Record of meeting agreed by:

  
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**Eng. Geoffrey Obara**

**Chairperson**

  
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**Eunice Kyerabira**

**Secretary**

Date: 24<sup>th</sup> September 2018