

Improvement of Bridges of Trunk Roads



Project Sites Mtwara, Mingoyo

1. Background of Project

In 1990, the southern areas of Tanzania, Mtwara, Mingoyo, and Masasi suffered heavy damage from big floods. According to the survey conducted by the Tanzanian government from 1991 to 1992, fifteen bridges located on the main trunk roads connecting these three areas were washed away. Although some bridges were temporarily fixed, the others were left damaged, which affected the socio-economic activities. In 1995, the Tanzanian government requested Grant Aid from Japan for the improvement of bridges on trunk roads. Receiving the request, a basic design study team was dispatched from August 1996. Based on their report, it was decided to provide aid for reconstructing four bridges, which were located between Mtwara and Mingoyo. In 1997, Exchange of Notes (E/N) was concluded on the Grant Aid for "The Project for Improvement for Bridges on Trunk Roads".

2. Project Overview

(1) Period of Cooperation

FY1996 – FY1998

(2) Type of Cooperation

Grant Aid

(3) Partner Country's Implementing Organization

Ministry of Works

(4) Narrative Summary

1) Overall Goal

- Improvement in the safety and reliability of the road along the southern shore.
- Improvement of socio-economic activities such as transportation of agricultural products, education, health, and the access to water.

- Reduction of intra-regional economic disparities.
- Improvement in the living standards of the residents of the State of Mtwara and Lindi.

2) Project Purpose

Transportation and distribution system is improved by the good and secure road, which can be used throughout the year.

3) Outputs

In the Mtwara and Mingoyo section, trunk-road bridges over which large-sized vehicles loading 1,180t such as trucks or buses can pass are reconstructed.

4) Inputs

Japanese Side

Grant	1.84 billion yen (E/N amount)
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Tanzanian Side

Local cost	7 million yen
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3. Members of Evaluation Team

JICA Tanzania Office
(Commissioned to Tanzania Industrial Studies and Consulting Organization)

4. Period of Evaluation

19 November 2000 – 23 November 2000

25 March 2001 – 29 March 2001

5. Results of Evaluation

(1) Relevance

From the aspect of socio-economic development of Tanzania, the reconstruction of the bridges damaged by

the flood in April 1990 was an urgent and extremely important project. The four bridges located between Mtwara and Mingoyo were targeted because they had relatively heavy traffic and severe damage. Moreover, the four damaged bridges affected the residents of the area. Therefore the four bridges were chosen to be fixed through this project. These facts prove that this project was relevant.

(2) Effectiveness

In June 2000, compared to the situations in August 1996, the number of the cars using the trunk road per day increased five-fold, and vehicle driving time was also reduced by 60%. In addition, safety and durability were secured by implementing the international standardized materials for bridge construction.

(3) Efficiency

The resources, such as constructing machinery and local workers, were efficiently input, and the construction was generally done ahead of schedule,

(4) Impact

In the two states of Mtwara and Lindi, socio-economic activities were improved, and the activities of micro-enterprises were also expanded. Accordingly, several economic activities were stimulated. Increased agricultural products transportation, such as the export of cashew nuts from the Mtwara port increased from 43,674 tons in 1995 to 104,991 tons in 1999. Social services such as education, health, and water supply were improved, and the standard of living was also improved. In addition, a total of 624 local people were employed in the construction.

(5) Sustainability

It is expected that the knowledge and techniques learned by the local people through the training for this project and the experience will be used in projects similar to this in the future. However, there has yet to be allocated the budget for the maintenance and management of newly constructed bridges, and maintenance equipment are insufficient. Moreover, it is pointed out that regular inspections and maintenance is even more important than before, with the increased traffic of the heavy-loaded vehicles. The Tanzanian government established the Tanzanian Road Public Corporation (TANROADS), and is trying to maintain the trunk roads and enhance the management of maintenance.



The constructed bridge on a trunk road (Mkindani bridge)

6. Lessons Learned and Recommendations

(1) Lessons Learned

Good cooperative relations with the counterpart, the Tanzanian government, resulted in the success of the project. For the execution of the similar projects, it is necessary to monitor the correspondence of the beneficiary country of the assistance, to get the counterpart actively involved in the project, and to share knowledge and ownership.

(2) Recommendations

The Tanzanian government must enhance the system for the operation and maintenance of roads and bridge. For this purpose, through the Ministry of Works, it is necessary to prepare the necessary budget and equipment for TANROADS, to inform the local residents, and to erect traffic signs.

It was observed that socio-economic activities were stimulated through the reconstruction of the four bridges among the 15 bridges destroyed by the flood.