

EXPERIENCE OF THE
MINISTRY OF PUBLIC WORKS ON
JAPANESE OFFICIAL
DEVELOPMENT ASSISTANCE
(ODA)





THE PROJECT FOR
REHABILITATION OF BRIDGES ON THE ASMARA-MASSAWA ROAD

GRANT AID FROM
THE PEOPLE OF JAPAN
AS A TOKEN OF FRIENDSHIP AND
COOPERATION BETWEEN
JAPAN AND THE STATE OF ERITREA

2005

2007 11 30

Projects initiated by MoPW:

- Under the category of Grant Aid for General Projects, and in particular, economic infrastructures such as construction of roads, bridges and supply of construction machinery.
- Within this context, the following two projects were successfully implemented under the ODA financing:

1. Project for the supply of construction machinery for road improvement.

Objective: to reinforce the Road Department of MoPW to accelerate the rehabilitation of roads.

Implementation schedule:

- **1995...** the GOE submitted application,
- **1996...** application accepted by the GOJ,
- **January 1997...** the GOJ entrusted JICA to conduct Basic Design Study (BDS),
- **July 1997...** the BDS was presented to the Cabinet of the GOJ,

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- **August 1997...** BDS endorsed by both governments through exchange of notes,
- **August 1997...** contract agreement for detailed design, tender assistance and supervision signed,
- **December 1997...** conducted tendering and signed contract with suppliers,
- **March 1998 – March 1999...**equipment delivered to Eritrea.

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The number of equipment pieces delivered is **62** in total plus relevant spare parts.

The total project cost was about **USD 9.6 million.**

2. Project for the reconstruction and repair of major bridges

- **Objective**: to replace three old bridges by building modern bridges; and to repair two others. All five bridges are located on the Asmara – Massawa Road.
- **Implementation Schedule**:
 - **2002...** the GOE submitted application;
 - **2003...** application accepted by the GOJ;
 - **March 2003...** the GOJ entrusted JICA to conduct BDS by selecting a consultant;

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- **July 2004**... the BDS was presented to the Cabinet of the GOJ;
- **August 2004**... BDS was endorsed by both governments through exchange of notes;
- **August 2004**... contract agreement for detailed design, tender assistance and supervision signed;
- **February 2005**... conducted tendering and signed contract agreements with contractors;

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- **April 2005 – January 2007 ... all works were completed.**

New bridges were built at **Ghindae (40m)**, **Gahtelai (30m)**, and **Hamasat (35m)**.

The **Dogali Bridge** and the **Emculu Bridge** were repaired.

The total project cost is about **USD 6.3 million**.

Conclusion:

- The two projects were successful in terms of meeting their objectives.
- The construction machinery was deployed in building Mendefera – Barentu Road and other national roads.
- Most of the machinery units have been in operation for almost ten years despite the shortage of spare parts.

.... conclusion

- The bridges proved to be of good quality. The inadequacy posed by the old bridges with respect to structural and geometric dimensions has been solved.
- The life span of each project was 5 - 6 years. The appraisal and study period only was 3 - 4 years, which is very long.
- On the other hand, the implementation phase was fast and with no delays.

.... conclusion

- The MoPW wishes to continue working with JICA's cooperation. However, with the following concerns:
 - a) Infrastructure projects are very expensive and may not be good candidates for ODA financing. The information we have is: projects, whose costs are less than USD 10 million are more preferred for ODA financing.

.... conclusion

b) The life span of the projects usually extends beyond 5 years. The MoPW prepares three-year and five-year development plan and desires that any foreign financed projects be incorporated in the development plan.

The MoPW future cooperation with JICA will be greatly facilitated if the above mentioned concerns are taken into account.