

THE CONTRACTOR UGANDA

This magazine is a publication of Uganda National Association of Building and Civil Engineering Contractors (UNABCEC)

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NEWS

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THEME

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Contents

Inside Issue 8 | March 2016

23



Government urged to empower the technical and financial capacity of local contractors

34



The Standard Gauge Railway Project completes 70% compensation, construction starting June

43



Multi-lane northern by-pass becoming a reality

02	EDITORIAL Word from the Editor
06	TALKS WITH DIRECTORS Word from the Chairman
07	Aaron Ahikiriza
08	Gurdyal Singh
10	Mr. Okelo
12	Eng. Andrew Kavuma
13	Gladys Nambi Kaweesa
14	Rose Nakafu Kiggundu
16	Message from Secretariat
06	UNABCEC REPORT UNABCEC to Build Capacity for Small Construction Companies
11	OPINIONS How to ensure the sustainability of our work
25	Poor profiles can ruin your brand - Contractors advised
23	FEATURES Government urged to empower the technical & financial capacity of local contractors
30	Contractors Applaud TATA Hitachi Excavators
38	Smart homes of the future
47	Mordern architecture changing Uganda's landscape
49	The role of pre-cast concrete in construction
55	FEIL offers alternative financing for equipment
27	NEWS News Briefs UNABCEC going places internationally
29	Built to connect countries
42	Swisscontact skilling 1,000s of youth in Uganda
45	UNABCEC Training gives trainees a competitive edge in the construction industry
50	OTHER Building up unit rates of construction materials
53	How to become a UNABCEC member
56	Wonders of the construction world
58	Members' Directory
62	UNABCEC Calendar



Welcome!

This is the new Contractor Magazine. New in every sense of the word. First of all, new people means new ideas so expect fresh content and a whole lot of new human interest stories.

A new design which is more international and easy for consumption of content.

This issue is loaded with plenty of interesting content. Our cover story covers the progress of the standard gauge railway project that is set to transform Uganda's economy. We had a word with Eng. Kasingye Kyamugambi, project coordinator of the standard gauge railway project, who assured us that the project is on course and will be completed on schedule. The story also covers the light gauge railway system that will finally solve the greater Kampala's transport nightmare. When the project is completed around 2020, traffic jams in Kampala will be a thing of the past.

In a new partnership with UNABCEC, Swisscontact a non-profit organization, thousands of youth from 10 districts are going to be equipped with technical skills to prepare them for the competitive job market. This and other exciting stories await your reading pleasure.

We would like to thank our partners, the advertisers whose contribution makes this publication possible. Without them, we wouldn't be able to produce a publication if this quality let alone distribute it free of charge. We appreciate your contribution. Thank you.

To our readers, we hope you enjoy this magazine as much as we have enjoyed putting it together. Your feedback is welcome as it helps us improve the product, so please do not hesitate to write, email or reach us on social media.

See you in the next issue!

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UNABCEC: Ready, Willing and Able to Meet the Industry Needs

As a relatively straightforward guy, I have decided to set my theme for this year as, 'UNABCEC: Ready, Willing and Able to Meet the Industry's Needs.' Behind this year's focus, is the reality that Uganda National Association of Building Contractors and Engineers (UNABCEC) does support members and the broader construction industry. Indeed, there is no other association representing contractors that is as prepared, eager and capable of working on the members' behalf as UNABCEC.

Setting the theme is the easy part; the hard part is executing the plan that makes sure the association delivers on the themes promised. Fortunately, our Board of Directors have made a lot of progress on our business plan, which is vital to our future success. My task and commitment, to each of you, will be to continue pushing UNABCEC in this right direction and keep the ball rolling.

Along these lines, I will be focusing much of my time and energy this year towards making sure that UNABCEC continues advocacy work, on our industry's behalf, to put genuine domestic contractors at the forefront of delivery of infrastructure development, for equitable return on investments. In particular, we want to make sure that our members' firms are subcontracted on upcoming Standard Gauge Railway (SGR) projects and all major road rehabilitation development projects at Uganda National Roads Authority (UNRA). We will also be submitting affirmative proposals for preference schemes, in line with national construction policy, to lobby Government to provide equipment, credit and work to local contractors.

We will do four things for members:

1. We educate you.
2. We advocate for you.

“

I will be focussing much of my time and energy this year on making sure that UNABCEC continues advocacy work on our industry behalf to put genuine domestic contractors at the fore front of delivery of infrastructure development for equitable return on investment.”

3. We connect you.
4. We save your money.

We will educate members by giving them access to first-class information and instruction on relevant topics from building construction, to civil engineering and safety. We will help prepare project supervisors and managers in strategic bidding and pricing for profit, and effective construction site management. We will be looking for support for greater diversity in our industry, to scale our training programs to all final graduates in technical colleges and universities. This lets the next generation of construction professionals to get involved in the sector, as it is important to the future of the industry and this association.

We will run webinars that will teach topics, which will help members learn how to comply with regulations. We will help members understand what is going on within the broader economy, and how these developments impact current and future demand for construction. Early this year, the Permanent Secretary, Ministry of Finance, Planning and Economic Development released a directive, to all accounting officers, to ensure that all contracts and payments are conducted in local currency. We reproduce this directive. Unforeseeable and sudden swings in local currency exchange rates is now a risk to contractors. We advise scaling down government funded projects or to adding high risk factors to your prices if you have to participate.

We will clarify obscure rules and regulations and which bills are important to our industry. We will not first report, we will shape it as part of our commitment to advocating on the industry's behalf. One of the top priorities



Francis Karuhanga

this year is the UCICO Bill. Construction industry needs to be guided, nurtured and developed to attain the required quality and ingredients as Government seeks to operationalize national construction industry policy. UNABCEC notes that regulation and development of the industry cannot be imposed from outside, as proposed in the current draft. It must be an internal change process within the sector that must happen. UNABCEC offers to be the driver of this change (so that the improvement and capacities desired of contractors comes from within the contractors themselves) with support from Government and the Ministry of Works. It is critical for the Ministry of Works to recognize the role of UNABCEC in this regulation and capacity development that will deliver a sustainable construction industry. You can read the Uganda Construction Industry Commission Bill, 2015 (draft of 3rd August 2015) on our website and our comments in this issue.

Even as we advocate members, and fight on their behalf, we also connect them with contractors from across the country and region to share information to learn from each other and to make friends with people who understand what your life is like. Earlier this year, we connected sixteen of our members to the Egyptian market. We

“ Even as we advocate for members and fight on their behalf, we also connect them with contractors from across the country and region to share information to learn from each other and build lasting relationships.”

thank Mr. Ramy Zohdy, General Executive Director of AFRICAN ALLIGATOR LTD, in Egypt that made this business trip to Project Egypt 2016 for our members possible.

We are also establishing affinity programs that will save members money when they purchase equipment, materials and tools. The UNABCEC member firm should save thousands of shillings each year by taking advantage of our upcoming full range of affinity programs to be run in the next issue.

In conclusion, you should be feeling really good about belonging to UNABCEC! If you have not yet joined, or you know a genuine contractor that is not a member, please encourage him or her to join now! We will make our association as inclusive as possible. To that end, we want to make sure firms of all sizes; particularly domestic contractors are taking advantage of the services and support UNABCEC offers.

We have a lot of work to do. Fortunately, the Board of UNABCEC Board of Directors are ready, willing and able to meet our needs. And while these needs are significant, we will keep engaging secretariat staff with knowledge, passion and integrity and will build relationships with Government agencies necessary to meet the industry needs for years to come.



Construction sector needs one voice

The construction industry in Uganda is such a huge sector that if it capitalised on having one voice to advocate for its needs it would reach greater heights.

Aaron Ahikiriza a board member of Uganda National Association of Building and Civil Engineering Contractors (UNABCEC) is hopeful that time is ripe for all member companies to get relevant services accruing from the projects and programs being undertaken by the Association.

With a membership standing at more than 159 currently, Ahikiriza said that UNABCEC is a growing organisation that has what it takes to revolutionise the construction industry so that local companies can also take part in the construction activities going on in the country so that they are fully engaged and operational.

He said that UNABCEC has embarked on training her members so that they can understand the uniform standards of project costing in order to deliver quality work.

Ahikiriza who also heads the Publicity and membership committee at UNABCEC is hopeful that with continuous trainings the members will get managerial and developmental skills that can help them understand the need for working as a team to realize higher benefits.

“The growth and strength of the Association depends on the growing membership and if these members

have one voice in what ever they do they can be able to participate even in construction of mega projects which are going on in the country” he said.

He said there are great opportunities for local contractors to benefit in the giant projects like the Standard Gauge Railway project where they can benefit from the 30% local component provided for in the bidding regulations.

He however said that such information could be privy to Association members who have lobbied for it from the government and other big foreign companies who are undertaking mega construction work in the country.

He said that this would also help members to also access information on issues of project financing and access to capital to help the members undertake mega projects.

Ahikiriza said that its important to know the cost of the job so that its not underestimated so that its completed on time.

He said that construction companies outside the association ring will continue to miss on the incentives which have been extended to the association and also continue to face injustices in the construction sector as individuals opposed to one voice from the association.

“ ... if these members have one voice in whatever they do they can be able to participate even in construction of mega projects which are going on in the country.”



Aaron Ahikiriza

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Standard and quality work will make UNABCEC become a regional hub

The construction sector in Uganda has got potential to penetrate the East African emerging markets if members remained focused on delivering quality work.

Eng Gurdial Singh a board member of UNABCEC intimates that the biggest challenge facing the construction sector is failure by the members to create standard practices that would be uniform for all to follow.

He said that under UNABCEC contractors can be organized under specific groups where their capacity to deliver is well known and acceptable to members



Eng. Gurdial Singh

and are given work which can be done according to set standards.

Eng Singh said that members will be given opportunity to benefit from the association programs and projects regardless of size and ability to execute some contractual work.

“We are a progressive association of professional contractors and this is a call for mutual understanding among members so that we can eliminate tendencies that create gaps where some members undercut others by making lower quotations to outwit others,” he said.

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UNABCEC has made local contractors relevant in the construction sector

Uganda National Association of Building and Civil Engineering Contractors (UNABCEC) emerging on the Ugandan scene has not only helped local contractors participate in the construction sector but also made them relevant in the competitive construction market.

Engineer Francis Ateker Okello a board member of UNABCEC who heads the Audit Committee said that the association member companies which meet certain criteria have had work allocated to them for execution.

Eng Okello said that it is the obligation of UNABCEC to ensure all member companies get an opportunity to participate in the association programs and projects as stipulated in their Vision and Mission statements.

He said that so far member companies under the auspices of UNABCEC are assured of getting a guarantee fund for equipment so that the funds are put to proper use continuously.

“With the Monitoring and Evaluation Unit in place the misuse of the funds will be a thing of the past and whoever receives funds will be directly supervised by UNABCEC to ensure the fund is put to proper use,” Eng Okello said.

He also said that ever since UNABCEC came together and lobbied as one voice, tangible results are being realized like assurance on timely payment of contractors which was a big problem in the past.

Eng Okello also said that he is optimistic now that UNABCEC member companies are assured of uninterrupted cash flows during project implementation that projects are completed on time and are not abandoned midway.

“There is real need for capacity building so that local contractors can ably compete with international companies.”

He also said that UNABCEC existence has ensured local companies can benefit from the 30% local component allocation for any work being executed by foreign construction firms and this will in the long run ensure local companies however small or big are occupied with meaningful work all the time alongside the multinational companies.

He however said that there is need for a law that will enhance the functions of UNABCEC so that its impact is felt not only in Uganda but in the emerging regional markets.

“There is real need for capacity building so that local contractors can ably compete with international companies,” he said.

He also said that UNABCEC has managed to put in place a data bank where all member companies can access useful information regarding the construction industry in the country and beyond.

He said that information sharing is a vital step in the construction sector because members can always learn from each other and also get to know each other’s challenges in project implementation. This will help members who get stuck to be bailed out by the association to ensure the good image of UNABCEC is maintained.

Eng Okello is optimistic that in the next 10 years UNABCEC will be bigger and its work will be visible because it will have a significant stake in the construction sector in Uganda.

He also said that with the discovery of oil in Uganda, the sky is the limit for UNABCEC since most of the oil projects involve mainly construction work.

He concluded that with UNABCEC’s good guidance, the contractors will have the capacity to participate in mega construction projects such as construction and building of bitumen trunk roads and bridges in the country.



Francis Okello

How to ensure sustainability of our work

How can UNABCEC Member Organizations ensure that their project work does not end with their completed work?

Sustainability mainly considers issues in regard to possible continuity or replication of project work interventions when the time comes to an end. Sustainability also refers to the possibility of continuity of the intervention(s) after the work has ended.

UNABCEC has identified five key indicators of sustainability that include: government ownership of our completed projects through reflections on the plans and budgets at different levels, future financing opportunities and general surrounding community ownership. These key social drivers of sustainability should always be built into the contractor project actions to increase the likelihood that improvements in the road sector will continue beyond contractor’s involvement in the action. Such aspects will include Government/Community ownership; Partnership building; Transformed relationships; Social accountability; Building Resilience and Disaster Risk Reduction; Economic Development and Environmental impact mitigation.

Government/Community ownership

– There is need to involve the surrounding communities in the initial problem analysis if we should expect ownership at a later stage. Our road construction activities should be informed by this analysis. Individual contractors need to guarantee that work is done on schedule. All road sector stakeholders need to be engaged and actively participate in project interventions right from inception, implementation and monitoring/inspection and their roles well

defined. At times there is need for the community members to contribute resources (e.g financial, materials like sand bricks and labour) if ownership of a construction project is to be guaranteed.

Partnering – Road sector contractors need to work very well with existing community management structures. This will go a long way to ensure sustainability and have a big impact as a result of working with those structures.

Sometimes the contractor could enable local groups to brainstorm on their pressing needs and to work together effectively towards their vision for their well-being. This will enable the contractor to work according to peoples’ perspectives, priorities and needs in the LG planning process. A contractor needs to work in harmony with duty bearers; to plan and work together to address the community’s priorities. Sometimes, there is need to tap the existing local capacities like the community-based skilled labour and even include hiring low cadre community members for petty jobs like slashing. A Contractor may even take advantage to involve Community-based Organizations (CBOs) including religious institutions during planning, implementation, monitoring/inspection of project activities.

Transformed relationships

– There is need to sensitize surrounding communities on different vulnerabilities that the road construction project may pose to both sexes (the males and females) and deliberate actions taken to ensure that the most vulnerable persons/groups are included in community resources, services, and activities. Further still community members need to

interact and dialogue to prevent and resolve disagreements and conflicts if these arise.

Social accountability – For better results and community-based structures to sustain a road in the community and/or hold duty bearers accountable to the community and to make sure government is keeping its promises of providing and maintaining good road network. At the higher level, relationships should exist for the community to work effectively with government and donors. Community members should be allowed to participate in validating data in the discussion of monitoring/inspection reports and integrate findings in the government development plans at the lower local government level.

Building Resilience and Reducing Disaster and Risk

– Community group perceptions on what they regard as the most significant positive changes they have achieved since the road was constructed and their visions for the future; the factors and capacities which enabled them to achieve the changes including the most important threats to this achievement. Individual Contractors and Government should support communities to plan for and recover from disasters if and when they occur; and how the surrounding communities will mitigate and manage major threats to sustainability – for example, natural disasters like broken bridges, gullies; and land conflicts.

The Contractors and Government should put in place mechanisms to ensure communities economically put the road in place to good use e.g. use the road to access financial services e.g. banks, markets etc.

Let the Small contractor be part of the game

Uganda National Association of Building and Civil Engineering Contractors (UNABCEC) has revolutionized her operations and has embarked on structural adjustments that will see the Association make all member companies feel part and parcel of the organization by ensuring that even small member companies benefit equally from the Association programs and projects.

UNABCEC Vice Chairman Eng Andrew Kavuma believes the organization has the capacity to support small member companies to participate in the huge construction sector in the country.

In an exclusive interview with the Contractor magazine, Eng Kavuma who also sits on the Programs and Projects Committee intimated that UNABCEC has embarked on a vigorous campaign to ensure that through the procurement entities in the country, local companies are brought on board to participate in the construction sector.

He said that the notion among Ugandans that local companies cannot execute mega construction works in Uganda should forth with stop because these local companies can compete favorably if supported under the auspices of UNABCEC.

“We are lobbying the procurement entities like Uganda National Roads Authority (UNRA), PPDA and Ministry departments involved in construction to repackage the contract conditions so that at some stage they can accommodate the small companies fronted under the umbrella of UNABCEC,” He said.

Eng Kavuma said that currently there are ambiguities involved in the tendering system in the country where all the risks are borne by the contractor and this can be minimized because it affects the cash flow of a contractor and this is why some projects are never finished and are abandoned.

The cost of financing in the construction sector is too high and unlike in other sectors such as the Teachers association where the government has intervened the construction sector

“**We are lobbying the procurement entities like Uganda National Roads Authority (UNRA), PPDA and Ministry departments involved in construction to repackage the contract conditions..”**

is still feeling the pinch.

He also said that with the capacity building component under UNABCEC local contractors are assured of skills development through training so that they can become competitive.

He asserts that with the newly introduced Monitoring and Evaluation component, all UNABCEC member companies will undergo strict supervision in order to ensure that their output meets the acceptable quality and standards.

“This will encourage stake holders in the construction sector to go through UNABCEC to contract companies for various works because they will be assured of good quality work with minimum supervision,” He said.

He also said that through various training the local contractor will be awakened so that they can always lobby for the 30% local component that lies within the contracts that is given to big foreign companies which has not been the case due to lack of information.

He however said that there is still a challenge where UNABCEC member companies still lack confidence to believe in themselves and as such these companies have not come out to compete for mega projects but UNABCEC is ready to overcome this in the long run.

Eng Kavuma said that as far as the construction sector is concerned Uganda is still a virgin country where all players in the industry if well guided can benefit and even out compete foreign companies.

Eng Kavuma is optimistic that in the next 5 years UNABCEC will have expanded not only in membership but also will have opened up branches in various parts of the country with assurance to clients that a genuine contractor can only be sourced through their umbrella.

He said that as UNABCEC grows powerful organization to reckon with, its professional standards will be certified in the international standards (ISO).

“We support the effective participation of the local contractor in the construction Industry”
– Eng Kavuma.



Andrew Kavuma

UNABCEC has connected local contractors to stakeholders

Uganda National Association of Building and Civil Engineering and Contractors has steadily grown within its set vision and mission and has connected the local contractor to various stakeholders in the construction industry.

Gladys Nambi Kaweesa (Mrs) who is one of the 3 women directors on UNABCEC board of directors and also sits on the Audit Committee is hopeful that the association will grow to greater heights if local contractors realized the need to work under one umbrella and also use one voice to lobby for their entitlements.

She said that so far the local contractor has been connected to stakeholders such as the government of Uganda, Private sector and International construction companies, the 3 who form the core unit of UNABCEC clients.

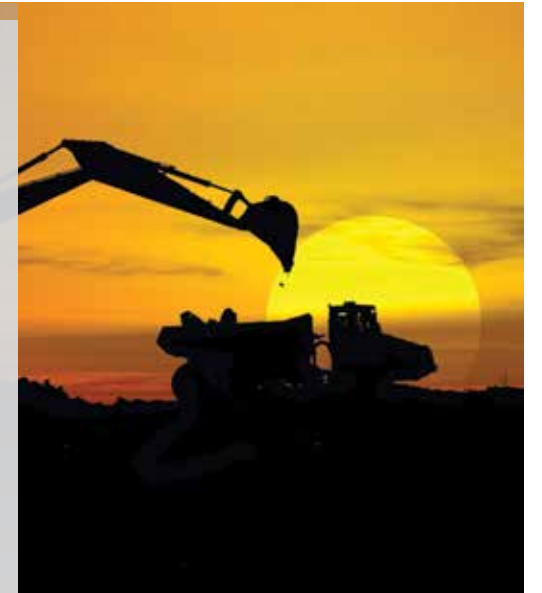
Mrs Kaweesa said that as a result of coming together, the local contractor has benefited from shared financial and legal interests as a result of one voice lobbying by UNABCEC.

She also said that UNABCEC is increasingly playing her role as an association involved in the construction sector. Currently, they are assured of participating in mega and major construction projects going on in the country that are dominated by the big foreign companies.

“We are assured of participating in big projects such as the Standard Gauge Railway where we know well we can ably execute the 30% local component allocated to the local contractor according to international bidding terms and conditions,” she said.

She said that by participating in the 30% local component the local contractor will be empowered to acquire skills, that will prepare them to undertake such projects on their own.

“**We are assured of participating in big projects such as the Standard Gauge Railway where we know well we can ably execute the 30% local component allocated to the local contractor according to international bidding terms and conditions,” she said.**



She however said that there is need for government to trust UNABCEC and work hand-in-hand with them so as to ensure set standards are acceptable to all parties in the construction sector.

She said she hopes the coming legislative bill on construction supports UNABCEC instead of working against them.

She also said that she would be happier if more women were seen to be getting involved in UNABCEC activities both at association level and management.

Mrs Kaweesa is hopeful that in the next 5 years UNABCEC will be a reference bureau for uniform construction standards in the country, able to partner in joint ventures with mega international companies and doing work acceptable to international standards.

She also said that she would like to see UNABCEC rolling out outreaches in universities and colleges to prepare engineering students for industrial lifestyle.

Gladys Nambi Kaweesa



UNABCEC improves members' competitiveness through capacity building

With an elaborate strategic plan which was developed by the new UNABCEC board members, local companies will not only become effective but also continuously participate in the construction as Rose Nakafu Kiggundu a board member believes.

The new UNABCEC Board has been in office for the last 7 months and according to Kiggundu who also heads the Programs and Projects committee, the organization has come out with a collective strategic plan that will direct member companies on how they can become effective in relation with the programs and projects that are being undertaken by the association.

"We are focusing and targeting projects that greatly benefit our member companies by concentrating on the existing capacity that was established by the previous board," She said.

Kiggundu said that the component of Capacity building is targeting the training of member companies so that they can understand the basics of effective costing of construction projects to weed out briefcase companies that come in to present low bills of quantities (BoQ) in a bid to undercut legitimate bidders.

She also said that the Association has become a reliable source of construction information and this comes with benefits of protecting member companies that may face challenges in the long run.

Kiggundu also said that she is optimistic that UNABCEC has strengthened the members to develop a Public Private dialogue with major clients such as UNRA and PPDA and Ministry of works where issues regarding late payment, taxation and bidding are discussed and fully resolved.

She is also happy that under the Monitoring and Evaluation (M&E) UNABCEC is able to erase the bad image associated with construction

“

We are looking at the bigger markets in the region and this will enable us to create milestones and benchmarks for real effective participation by the local contractor and give them a platform for better survival



where a cross section of the community associates local companies with shoddy work.

She is however afraid that the new construction bill which is being fronted by the Uganda Construction Industry Commission may duplicate their work and make UNABCEC irrelevant. The new bill is also expected to come up with new taxes which may drive the local contractor out of the market.

She also cited the withdrawal of funding to UNABCEC by potential funders such as Cross Roads which may affect the smooth running of the association.

However with effective lobbying, Kiggundu is confident that UNABCEC is on course to become partners in the mega construction sector and are already preparing. A case in point is the their anticipated participation in the construction of the Standard Gauge Railway (SGR).

She also said that in the next 5 years UNABCEC will have made inroads and penetrated the East African Community market thereby contributing to the integration of the community.

"We are looking at the bigger markets in the region and this will enable us to create milestones and benchmarks for real effective participation by the local contractor and give them a platform for better survival," She said.

As the construction sector continues to expand in Africa due to the emerging markets supported by all stakeholders so is UNABCEC that will utilize the opportunity to ensure that the local contractor thrives.



Rose Nakafu Kiggundu

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Welcome to UNABCEC Secretariat

By Lubanga Godfrey

Dear esteemed readers,

The secretariat as the management arm of the association has focused its activities to be more “Pro Contractor” sensitive. You will observe that the theme for this first quarter magazine, ‘Bringing local contractors to the forefront of delivery of infrastructure development’ resonates with providing the best services relevant to our members who are in large part the Contractors.

Currently, the secretariat is headed by the Project Manager, Mr. Lubanga Godfrey who is also the Acting Executive Director with a support staff that includes a Finance Officer, General Administrator and marketing executives among others, who are ensuring that complete services are accessible to all members.

The management staff is supported by the board through its committees. The board of UNABCEC has three major functions: fundraising, governance and overseeing that the association’s major goals and mission are being met. There are two types of board committees;

1. Standing committees (also called operating committees) are those committees that are used on a continual basis to execute the bulk of the board’s work. The five member existing committee structure includes; the executive, audit, budget and finance, membership and programs committee.



2. Ad hoc committees are formed for a limited period of time to address a specific need. When the work of the ad hoc committee is completed, the committee is dissolved. An ad hoc committee may exist for less than a year, a full year or more depending on the extent of the work assigned to it.

The activities and events at the secretariat have been drawn up in a year calendar and these include among others, trainings, annual general meeting (AGM) and networking events. At the back of our minds, the staff is geared at having successful activities.

UNABCEC boasts of over 200 registered members. The drive to ensure more companies get registered under UNABCEC is on and we call upon all genuine contractors to get registered under the organisation, in order to rid the construction industry of briefcase contractors. We have exclusively

“**Having a common voice will help contractors lobby and advocate for a better share in government contracts. UNABCEC has formulated a Project Monitoring Unit at the secretariat to provide technical support to its members.**”

hired marketing executives to promote the benefits of having contractors registered under UNABCEC. Our prayer is that our development partners such as UNRA, KCCA, MOWT and Parliament ensure that development projects in the country are handled by registered members of UNABCEC.

Having a common voice will help contractors lobby and

advocate for a better share in government contracts. UNABCEC has formulated a Project Monitoring Unit at the secretariat to provide technical support to its members. It is our mandate to avail all the necessary information especially for young contractors to grow. We believe the Project Monitoring Unit indirectly helps the Government to reduce the cost of supervision and ensuring best delivery of projects and services.

We are constantly profiling and capturing data about our members and in so doing, we are keeping track of progress of our members and we think it will be one way of following up the performance of the sector. All the information obtained is kept in a database for quick referencing.

The continued Skills Training Programmes being managed by the secretariat is one way of ensuring that our contractors and their technical staff are equipped with

better knowledge required by the industry especially in winning contracts and executing them efficiently. The Strategic pricing for profits and Construction site management programs have been hailed by our stakeholders and trainees for assisting various companies in working more efficiently and profitably.

The secretariat has continued to develop a wide range of technical proposals for submission to funders. These are generally capacity building proposals to engage international and Government organisations with large capacities to finance a wide range of programmes developed in the common interest of the members. To date, the European Union, BGV, UNRA and Crossroads, among others, have been engaged in a variety of programmes which have turned out to be beneficial to local contractors.

We are continuously lobbying

Government through our advocacy programs like having the right legislation and laws to protect the local contractor. The UCICO bill is here and we pushing our proposals to the Ministry of Works for effective management and regulation of the construction sector especially putting into consideration the percentage of participation of the local content on international projects and representation of UNABCEC on the commission.

To date, Government has accepted to have “only” fully registered UNABCEC members to take part in the subcontracting on the Standard Gauge Railway Project. This is a major triumph for UNABCEC and our members and points at bigger things to come. We are urging all genuine contractors to be part of the drive.

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Kassuende Bridge

Finance Ministry wants bids for local contracts by all Government agencies in Uganda Shillings

Godfrey Lubanga

On Friday, 15th January 2016, the Government through the PSST, permanent secretary/secretary to The Treasury in the Ministry of Finance, Planning and Economic Development, "instructed" all accounting officers (from both central and local governments) to ensure that all domestic contracts for works, goods and services are awarded in Uganda Shillings with effect from the date of the circular. The Executive Director, PPDA was also requested to review the standard bidding documents.

Proposals from UNABCEC

This instruction prompted UNABCEC to forward two proposals to protect contractors and members, though it was observed that the directive was not in bad faith, since the reason given was that budgeting was done in Uganda Shillings.

UNABCEC wanted government to note that;

1. The cost of machinery in particular spare parts is controlled by foreign exchange
2. Direct materials such as bridge steelworks, diesel, bitumen are also based on foreign currency rates
3. Contractors should not take up all the economic risks including those arising from fiscal policies. Risks of currency fluctuations and devaluations have been caused by events outside the industry control.

With these observations, the first proposal was to provide a cap on exchange rate losses, for which any



bidder can assess the risks and make allowances in their bid accordingly. UNABCEC recommended a percentage not exceeding 5%.

The second proposal was that direct price escalation protection should be supplemented by reducing the period of no fluctuations from 18 months to 9 months.

Intervention by PPDA.

PPDA conducted a consultative meeting on 12th April 2016 with procuring and disposing entities (PDEs) and local providers to obtain uniform ground since many had submitted grievances on the matter.

Also in attendance were car importers association, Ministry of Water representatives, Ministry of Finance, Ministry of Local Government representatives, Ministry of Education representatives and Ministry of Energy.

The way forward

1. All members agreed that projects that require imports of parts and goods/services should stay their bids in foreign currency
2. All international contracts originally designed in foreign currencies should have their bids in foreign currency
3. UNABCEC Proposal 1 of providing a cap on exchange rate losses, for which any bidder can assess their risks and make allowances in their bids accordingly, was also captured
4. PPDA committed to conduct full consultations on the matter before final submissions

Proposal 2 was already provided for under Regulation 40 of the PPDA act.

The writer is the Ag. Executive Director, UNABCEC

Revenues drop for top 50 construction equipment makers

www.khl.com

The fall in global commodity prices and slowdowns in many emerging economies last year saw revenues for the world's 50 largest construction equipment manufacturers fall -16.2% to US\$ 133 billion. This was the lowest revenues have been since 2009, when industry sales fell to US\$ 109 billion at the depths of the global financial crisis, and it is also the sharpest year-on-year fall in revenues since those dark days.

The most striking impact of this market trend was seen among China's largest construction equipment manufacturers. All of the Chinese companies in the Yellow Table fell down the rankings this year compared to their positions 12 months ago. In addition, some of those drops were among the heaviest falls for any company in the ranking – Shantui went down seven places to no. 38 in this year's ranking, and

Liugong slipped six places to no. 22.

These losses also saw some changes at the top of the ranking. XCMG was the only Chinese manufacturer remaining in the top ten, in ninth position. Sany has dropped out of this leading group, opening the way for JCB to enter the top ten for the first time since the 2008 edition of the Yellow Table.

And there were other changes at the top of the league table, although Caterpillar retained the first place it has always held, and Komatsu was again the clear global number two. However, below them, Terex has displaced Hitachi as global number three in the industry and Liebherr has moved up at the expense of Volvo.



Having said this, there is not much difference in revenue terms between Terex, Hitachi, Liebherr, Volvo and John Deere, which

occupy positions three to seven. It is fairly common to see them shuffle about like this within the upper echelons of the Yellow Table.

Elsewhere in the top ten, Doosan has improved on its position last year to move up to eighth position, with JCB rounding-off this elite group.

According to industry consultant and forecasting company, Off-Highway Research, 2016 should represent the bottom of the cycle for the industry, with global sales of construction equipment expected to pick up from 2017 onwards.

The world's longest floating bridge completed

Written by Mike Hayes – www.khl.com



Construction of the six-lane SR-520 pontoon bridge across Lake Washington in the US, has been completed.

Bicycle users and pedestrians are currently allowed to use the bridge, with motorized vehicles set to commence crossings at the end of April.

The US\$ 4.6 billion bridge, which took four years to construct, replaces the 53-year-old original floating 520 bridge, and was built by Kiewit, General and Manson, as a joint-venture project.

The new bridge is built on 77 concrete pontoons, including

21 longitudinal pontoons, each measuring 110 metres in length and almost 23 metres in width and weighing around 11,000 tonnes.

The bridge is fixed to the lake bed with 58 anchors, the largest of which weigh around 450 tonnes.

Monitoring technology for the bridge includes 'smart highway' to monitor traffic levels and systems to detect leaks in the pontoons and assess wind levels.

Developers say the new bridge has a life expectancy of over 75 years and will be able to withstand sustained wind speeds of more than 143 kph.



UNABCEC Moves to Build Capacity for Small Construction Companies to Compete Favorably in the Market

Uganda National Association of Building and Civil Engineering Contractors was formed with a mission to bring about uniform construction standards in Uganda after the industry faced challenges ranging from shoddy work as a result of engaging unqualified companies and briefcase engineers who were masquerading around the construction sector making it one of the undesirable sectors to trust.

UNABCEC National Chairman Francis Karuhanga is however optimistic that in the wake of emerging opportunities in the construction sector coupled with need to have quality workmanship, the sector is heading for a bright future and this necessitates all stakeholders in the construction

sector to believe in the landmark benchmarks that have been put in place to ensure all construction companies in Uganda regardless of size, can benefit as long as they have UNABCEC membership.

One of the approaches UNABCEC has undertaken is to seek partnership with the big construction companies which have already been awarded big contracts such as the Chinese company working on the Standard Gauge Railway so that some of their competent member companies are sub contracted to handle civil works within their means.

UNABCEC has successfully negotiated for her members to be sub contracted work on the ongoing 245 km Standard Gauge Railway project stretching from Malaba to

Kampala, where they are expected to undertake earth work excavations and drainage channels on the route.

To ensure the small construction companies and their big counterparts benefit, UNABCEC has nominated companies that have been sub contracted to do this work on behalf of the main contractor.

The construction of the Standard Gauge Railway has been divided into 14 sections and UNABCEC members have been tasked to carry out earth works on some of these sections as a group and this will enable the selected members to benefit from the project.

In separate arrangement, UNABCEC has entered into partnership with Uganda National Roads Authority (UNRA) where their members will be engaged

“

... the approach entails UNABCEC nominating their members to UNRA to be awarded tenders on small roads of approximately 30 km and 50 kms where they can ably execute the work with one component of a construction unit that includes one grader, roller, tractor and water tank and the ability to access financing from banking institutions.”

by the Authority in a 3 pronged approach designed to build capacity for small companies to catch up with the big ones.

Karuhanga said that the approach entails UNABCEC nominating their members to UNRA to be awarded tenders on small roads of approximately 30 km and 50 kms where they can ably execute the work with one component of a construction unit that includes one grader, roller, tractor and water tank and the ability to access financing from banking institutions. By the end of a 3 year contract period, these companies should be able to purchase more construction units in a bid to be self-reliant.

The second group is that of the mid-sized construction companies which are able to work on major gravel roads with much better equipment without hiring equipment but are able to maintain long distance roads.

The third category is that of big construction companies with capacity to compete with multinationals which win national tenders. These local companies are able to undertake construction of bitumen roads and in the long run will be awarded tenders for mega projects.

When this is achieved the first category of construction companies will be able to get capacity to work on medium contracts and will eventually graduate to the third category that competes with multinational companies for mega projects.

This will ensure UNABCEC members are able to get into a cycle of construction where they will be able to get work, do the work and account for the work on rotational basis which will keep them in business as well as ensuring that small members capacity to catch up with the rest is strengthened to match the big members.

UNABCEC is also pushing the government to quickly pass the pending construction bill now under parliament so that it can help to enforce construction and building standards in the construction sector acceptable internationally so that members can penetrate the world emerging markets.

Karuhanga is optimistic that small member companies will be guided on how to maintain acceptable standards in the construction sector and coupled with strategic trainings of members

in site construction management, will go a long way in ensuring standard quality growth of the sector trusted by all stakeholders.

He also said that UNABCEC has introduced a strategic approach for Intern student placement in their companies for six months and depending on how the individual students from colleges and universities excel, such individuals will be retained by member companies and given skills commensurate with the development of the UNABCEC vision and mission for future development and prosperity.

He also said that UNABCEC training will guide the members on the proper acceptable procedure to follow when applying for tenders under the Public Procurement (PPDA) so that they can compete with the rest of the companies in acquiring contracts.

He said that this will entail educating members on finance and contract management best practices acceptable to PPDA to enable them keep in business, as these change with emerging government policies which are not managed by the construction sector.

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We have ably achieved this by instilling a quality culture in the entire organization through constant training of staff and the profound top management commitment to achievement of international standards.

Standing out as a benefit is the fact that we successfully participated in the exploration of oil and gas in the three blocks with three oil companies that is Tullow Oil Pty (Block 2), CNOOC (Block 1) & Total E&P (Block 3).

Being among the few companies that obtained works from the three employers is something to be proud of and share. This is largely owed to the **ISO Certification** component and referrals from other clients in the sector who include but not limited to : Uganda National Roads Authority (UNRA)-Term Maintenance (3-year) and periodic (annual) projects and Bridge construction in western Uganda, International Fertilizer Development (IFDC)-Road construction projects in **Kisoro-Kabale** ; support to farmers of Irish Potatoes, French School -Rehabilitation of the school infrastructure, Larfargeholam-Hima Cement-Quarrying and ferrying of raw material to their crushing plant in Hima-Kasese & **Kasese Municipal council**.



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Some of the Trucks in the yard

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Government urged to empower the technical and financial capacity of local contractors

Story and photos by: Pat Robert Larubi

Government has been urged to re-enforce the technical and financial capacity of local construction and mining companies in the country if the impact of their work is to be realised," Fred Musinguzi, the director Muka Investments Limited, who also doubles as the head Building and Civil Engineering Works under Bunyoro Business Club based in Hoima District, said as he appealed for special construction funds.

Musinguzi revealed in an exclusive interview that many local contractors both in the building, construction and mining sector would be thriving by now,

given the market demand but they are constrained by lack of funds.

"Government needs to come up with special incentives specifically for machinery because whereas we are able to deliver our work as expected, we are challenged by the use of old second hand machines that are bound to technical break down thus slowing down work progress," Musinguzi said.

According to Musinguzi, setting aside a machinery fund will enable local contractors compete favourably with some of the highly sought after international companies.

"At Muka Investment Limited, we have continued to use old machines with all the technical

challenges but also ensure that we deliver quality work for our clients," he noted.

"Uganda's mining and construction sector has for the past few years built a very strong pool of professionals supported by local labour. So our problem is not manpower but being empowered and incentivised by the government in terms of machine acquisition for maximum impact and growth of the sector locally," Musinguzi further explained.

Even with the glaring challenges mentioned above, Muka Investments has been in position to work on some of the following projects, built Hoima Pig



Feeds mill & power supply.



Ground breaking for the piggery project at Kibati.



OPD at Kyehoro.



Project contract board at Kibati

Model Farm at Kahooru Division, a project by Hoima Municipal Council, supported by Devenish Nutrition with assistance from Traidlinks and Africa Agri-Food Development Fund.

They also scooped a bid to construct an OPD at Kyehoro Health Centre II in Buseruka Sub County, Bugahya Constituency- Hoima District with funding from Tullow Oil (U) Ltd, besides the construction of facilities at Buhimba SS (Buhimba Sub County, Buhaguzi Constituency- Hoima District) with funding from World Bank through Ministry of Education and Sports (UPPET/ APLI - Phase II) respectively.

Asked on how local contractors could benefit from the latest oil infrastructure development plans, Musinguzi said that whereas drilling and production needs more specialized skills oil companies should ensure that simple CRS roles involving the building of schools, health facilities as well as drainage channels are awarded to local contractors.

“Awarding a local contractor to carry on these jobs helps widen the employment scope for the local people working as casual laborers, a simple way for the companies to quench the thirst and talks by local residents how they are not benefiting

from the oil bonanza.” said Musinguzi. Musinguzi further stated

that whereas his company has been offered some considerable job opportunities which have increased their revenue turn over in the course of the years, he is worried that their inability to acquire state of the art machinery negatively impacts their capacity to win highly paying jobs.

He cited a multi-million World Bank deal currently under review that if subjected to the availability of machinery then most of the said local companies will lose out.

Such predisposition puts the work of local contractors at stake

thus hindering their progress as national and international companies are called in to take on such jobs that would have otherwise been done locally. Musinguzi argues that as local companies capitalise on available labour in a bid to create more employment opportunities, it would be very productive for the government to create an enabling environment and offering incentives such as machinery fund to contractors that have a proven track record, to boost their capacity.

He appealed to the government to take on the initiative of profiling competent firms that have continued to deliver quality services and getting them empowered by offering incentives for them to advance in their operations.

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Poor Profiles can ruin your brand - Contractors advised

By: Pat Robert Larubi

Local Ugandan contractors have been urged to create a fast selling corporate profile besides writing professional bid documents if they are to win mega construction deals.

“Contractors have missed out on a lot of opportunities due to failing to engage professionals or consultants with paperwork” said Fred, the Director Muka Investments Limited, a local construction and civil engineering company based in Hoima.

“Contractors fear hiring consultants to do this work because of the high cost implication attached and so prefer to do the documentation themselves thus missing” Fred added.

According to Fred, the government through Uganda National Road Authority and Civil Engineering Works Association should take on this role by profiling and listing competent firms in their (government) good books of record as one of the means of empowering local contractors.

Whereas several contractors have sought the services of professionals to help prepare financial and bid documents, the issue of a good profile is often neglected yet a good profile is the face of the brand.

In a news story published by The Investigator, Dec 2015, on “Why local service providers miss out tenders” Uganda National Roads Authority revealed that Local Contractors were producing erroneous documentation in a bid to be awarded Tenders.

This was during a special meeting which UNRA organized for contractors and consultants to forge the way forward in regard to road development and maintenance



“... NGO/CSO or Corporate companies hold onto specific contractors for their day to day operations and contractual needs based on what these contractors have been able to deliver

— Anonymous NGO

where the then body’s Procurement Director Eng Sambwa said some local contractors provide UNRA with wrong documentation showing non existing projects in their efforts to convince the authority to award them contracts .

According to Eng Sambwa, UNRA has an obligation to support local contractors by awarding them tenders but asked them to be honest, ensure quality and provide genuine documentation if they want to work hand in hand with government.

The above stated facts match with the adage ‘first impressions last’ thus the need to build an eye catching, fact based profile that can sell your brand to a target audience.

Martha Makema Leah, a

communication consultant, says any organization seeking to unveil its brand to the market should focus on giving out a comprehensive write up of their company, leaving no room for questions that are likely to linger around a poorly written profile.

An NGO that preferred to be anonymous noted that NGO’s for example prefer to work with a single business partner with a proven track record of service delivery, not just fancy paper work.

When an entity gains trust in you and your company’s ability and how well you present yourself, this can open doors to new and lasting business relations.

“The question of why most NGO/CSO or Corporate companies hold onto specific contractors for their day to day operations and contractual needs is based on what these contractors have been able to deliver with a confirmed record of work and client service testimonials as maybe presented in a profile.” They noted.

According to Tom Seward, the Manager of Business Information, Research & Information Center, firms have started conducting research on each other for the purpose of creating a profound company profile.



“A comprehensive company profile can help firms learn about potential clients or adversaries, develop marketing tactics, and evaluate potential business partners,” Tom said but stresses that, unfortunately, some company information can be difficult to obtain, and conducting the research necessary to create a useful company profile can be time-consuming.

From his analysis we bring you his step by step guide for crafting an effective company profile:-

Start with simple corporate information. This will include the company name, locations and type of business.

Include information on the corporate structure, particularly whether the company is private, public or a partnership. Explain how it is governed; whether there is a board of directors, executive staff or officers who

“A comprehensive company profile can help firms learn about potential clients or adversaries, develop marketing tactics and evaluate potential business.

— Tom Seward.

make the major decisions.

Disclose relevant financial data. The corporate profile should include revenues, profits, assets and information on tax filings. Any mergers or acquisitions should also be noted.

Account for corporate policies and how relationships are maintained with investors, shareholders and other stakeholders.

State the mission of the company and what products or services it provides to its customers and

clients. Remember that this is the most essential part of the corporate profile because it introduces the company to people who might not know much about it.

Include the vision and goals of the company as they pertain to the mission statement. This will help readers understand where the business plans to go and how.

Call attention to important achievements and milestones. It is okay to brag a little in your corporate profile.

Mention important partnerships, success stories and benchmarks. Explain how the corporation gives back to the community or sponsors nonprofit groups and schools.

Talk about the employees. Part of the corporate profile should be about the people who make the business run. Briefly discuss your highly trained staff and what you do to keep morale and standards high.

UNABCEC going places internationally

By Patson Baraire



Attending International Trade Fairs and Exhibitions is taken for granted and some people take it as a waste of time and resources but at Uganda National Association of Building and Civil Engineering Contractors UNABCEC, they have discovered that exhibitions and fairs are one sure way of expanding their market across the globe.

One classic example is the recent participation of UNABCEC at the 118th Canton Fair in Guongzhou - China. 15 members representing 8 member companies attended the exhibition which was a great experience for the participants and opened up many business opportunities for them.

Edwin Agaba one of the participants and a member of UNABCEC confides that traveling as a team has enabled them get a wider scope of information that was discussed and members came up with ideas on how to go along with the feasible ones that can contribute greatly to the growing needs of the construction sector not

“The trip to China was an eye opener and has introduced UNABCEC members to emerging construction markets...”



only in Uganda but Africa as a whole.

Agaba said that the trip to China was an eye opener and has introduced UNABCEC members to emerging construction markets on the African continent where they can easily get involved in mega construction projects involving all stakeholders and their products.

“There is unrivaled opportunities for the construction sector where the international manufacturers of

construction materials, exporters, suppliers, contractors, consultants can all access emerging African markets,” Agaba who is upbeat about the International Fairs said.

Project Egypt

Closer to home, He said that recently the Construction



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Top: UNABCEC team poses for a group photo at the recently concluded Project Egypt Trade Fair, held in Cairo, Egypt.

Left: UNABCEC team holding discussions with their Egyptian counterparts in Cairo, Egypt.

Previous page: Group photo of UNABCEC team and their counterparts from Egypt.

consortium developed Project Egypt Trade Fair because of its geographic location so that specialized business platforms are developed to unlock the construction potential of the emerging markets in Africa.

“There is a construction boom in Egypt and Africa as a whole and because the country is strategically located close to Europe and China it can be a gate way to African emerging markets.

He said that already project Egypt has brought together prominent International construction manufacturers and distributors to show case their latest innovations and technologies which has become attractive to other stakeholders

in the construction industry.

However being the first Construction Trade Fair in Africa the Egyptian experience although attracted mega manufacturing companies from the Middle East,

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to the vast display in trade shows in China and it was disadvantageous because it does not give the buyers a wide range of products to choose from.

Also a language barrier is one front to be improved on so as to attract as many

Saudi Arabia, Iraq, Iran, United Arab Emirates and Qatar compared

players as possible and possibly eliminate middle players.

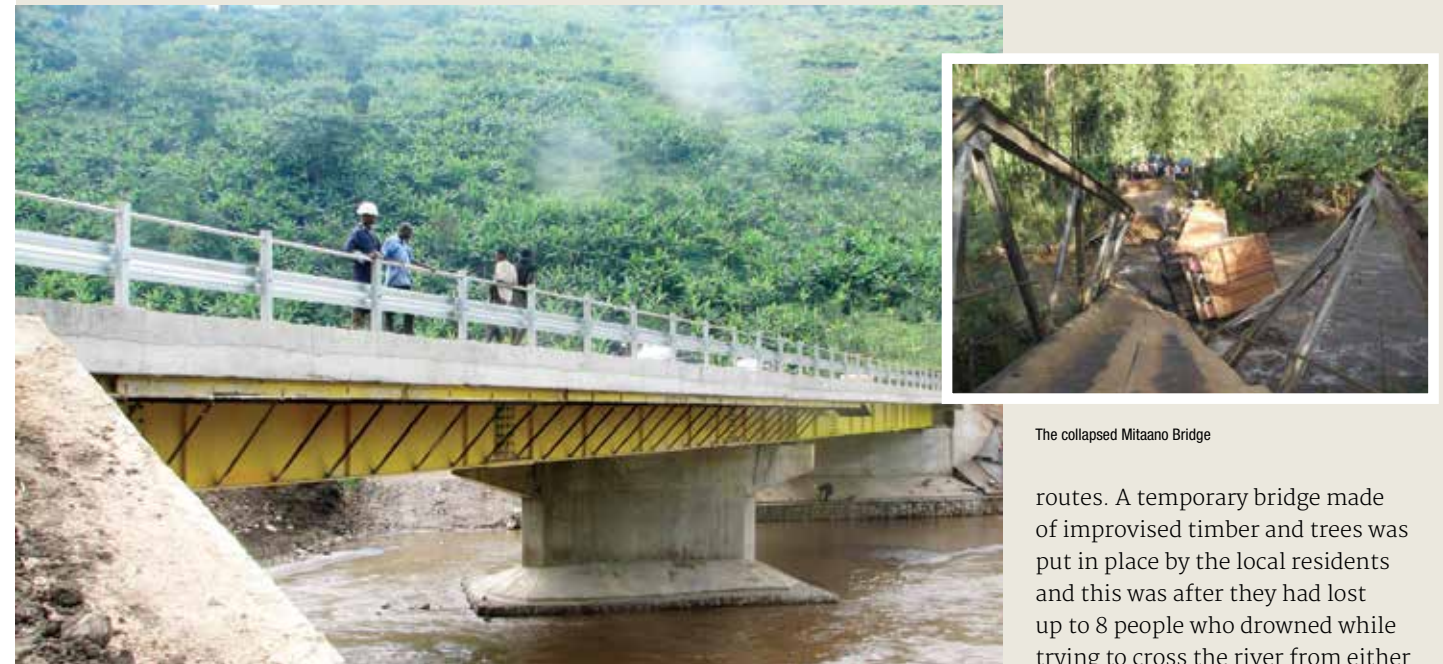
In Egypt it was learning experience which showed that there were great business opportunities ranging from manufacturing, export and consultancy and a wide range of products was readily available and were of good quality although prices were a bit competitive.

Doing business in Egypt is also seen a shorter distance as far shipping is concerned because of the Suez Canal which is interlinked with other coastal ports in Africa and also since Egypt is part of the COMESA there could be fringe incentives in terms of tax exemptions and this will impart the residuals to the final price of the products.

Built to connect countries!

Armpass builds ‘impossible’ Mitano Bridge: The first ever indigenous construction company to successfully execute a Class A bridge project in Uganda

By Patson Baraire and edited by Isaiah Rwanyekiro



The new Mitaano Bridge built by Armpass Technical Services.

The collapsed Mitaano Bridge

routes. A temporary bridge made of improvised timber and trees was put in place by the local residents and this was after they had lost up to 8 people who drowned while trying to cross the river from either side by swimming through it.

When the Mitaano Bridge along Rukungiri-Kanungu road and Ntungwa Bridge along Katunguru-Ishasha road both at different places on the border between Rukungiri and Kanungu districts and both leading to Eastern Democratic Republic of Congo collapsed in 2012, most business people in the region were cut off from shorter routes to deliver their goods overnight. Both bridges were constructed in the 1960s and for years have been a lifeline for transporters and other travelers to Kanungu and beyond but due to their life span they had become too weak and it was not a surprise when

relative peace returned to Eastern Democratic Republic of Congo and businessmen started transporting construction materials and other bulky goods using the roads that the two bridges eventually collapsed

Nightmare

Without the two bridges transport to Kanungu and beyond became a nightmare and the only shorter alternative route through Nyamirama could not accommodate heavy vehicles therefore bulk transporters had to use longer routes to get to their destinations. For two years the public had to endure the hardships associated with longer

Procurement wrangles

In the meantime government of Uganda was not sleeping. Through the Uganda National Roads Authority (UNRA), procurement to acquire a contractor to build the bridge was undertaken. When Armpass construction company was awarded the bid to construct the bridge other contractors who lost the bid went to court to contest UNRA’s decision. However towards the end of 2014, court wrangles ended and UNRA procured Armpass Technical Services and signed a contract worth Shs 14 billion for the construction of both bridges which was a break-

Continued on page 41



Prima 2528 Tipper Truck

Dependable!

Contractors applaud TATA Hitachi excavators over efficiency and durability

Story and photos by: Pat Robert Larubi

Tata Motor products have continued to dominate the Ugandan motor business space since joining the market in the 1970s with the production of quality and efficient state of the art commercial vehicles. The motor products have been tested and proven to be of high quality and of better performance with a long lifespan.

Besides supplying leading business enterprises and government entities with commercial vehicles like tippers and saloon cars, Tata Uganda Limited

has introduced another brand of construction equipment called TELCON. The brand was as a result of a joint venture between Tata Motors and Hitachi Construction Machinery Co. Ltd of Japan, which saw the production of a fleet of Excavators, Graders by Tata Hitachi construction machinery company, India.

Launched in 2013, TELCON excavators have taken the Ugandan market by storm, contributing about 70% of Tata Uganda Limited general sales besides the wide range of products including backhoe

loaders, wheel loaders, motor graders and soil compactors.

Jonathan Wanzira Namugowa, managing director of Costa Construction Services, which specialises in building, construction and mining, revealed in an exclusive interview that he does not regret purchasing a 20 Ton TELCON excavator from Tata because it has proven worth the value for money.

“I badly needed an excavator and when I approached Tata Uganda, I found exactly what I wanted in stock; a 20 Ton excavator, and



Teclon Ex350 at work at Terrain Services Ltd project

since its purchase last year it has worked for over 2,000 hours with no single case of mechanical breakdown.” Wanzira said.

He further stressed that the hire of mining and construction equipment in Uganda is still a big challenge because of the young and evolving market which has made it hard for contractors to negotiate equipment hire deals with brokers who at times involve third parties, employ unskilled labourers coupled with lack of on-spot technical support, leading to delayed project work delivery.

“Considering the challenges, I can testify that Tata has offered us the best after sales service, something not easily found with other equipment and service providers,” he adds.

Paul Cockerill, the director of Terrain Services Limited, says that

their company has been using Tata Hitachi products for years now. Terrain Services Limited is a civil engineering and contracting firm specialising in road design and build projects. Since they started Tata Hitachi products, they have never held back their purchase plan. This is because of the availability of highly efficient and durable equipment, which has boosted their work across East Africa.

Speaking from his office at Seguku in the outskirts of Kampala along Entebbe Road, Cockerill says that their first purchase of a Tata Hitachi excavator in 2014, they have come to depend on Tata Uganda as their preferred supplier of earth moving equipment for construction work in Uganda.

Traditionally, most contractors have been sold on the idea of second hand equipment with a notion that they are cheap. However, one soon realises that it is costly when one considers the initial cost of purchasing and shipping, as well as time spent waiting for machine clearance and delivery which is often slow and tricky. Instead, customers can opt to walk into a Tata showroom and make instant purchases and embark on project work immediately.

Mr. Cockerill reveals that because of the availability of a wide range of excavators, Terrain Services Ltd, for example, has designed a comprehensive plan to purchase at least one TELCON machine every year to replace some of their equipment which

“

“I badly needed an excavator and when I approached Tata Uganda, I found exactly what I wanted in stock; a 20 Ton excavator, and since its purchase last year it has worked for over 2,000 hours with no single case of mechanical breakdown.”

— Wanzira

are older than five years, in a bid to continue delivering their best in the design and build industry.

“Owning equipment is an investment; you convert your money into equity and you get to control the assets to see that it pays back,” He says.

Cockerill applauds Tata Uganda for offering a wide range of construction equipment accompanied by a comprehensive after sales service and dedication to client satisfaction. Such an attribute is not common with the other service providers thus enabling Terrain Services Ltd to move to standardise their equipment purchase needs

A visit to Terrain Services Ltd presents you with an opportunity to see a mixed fleet of commercial vehicles ranging from Prima Tippers, Trucks, Zenon pickups and Tata Hitachi Excavators including their latest purchase of EX 350’s and Ex 70 (35 and 7 Ton respectively) acquired in 2014 and 2015 respectively which have continued to work efficiently with no record of break down time.

Asked why many contractors were using Tata products, Mark Nsubuga of Kasese Nail and Wood Industry Limited said it is because of the convenience of Tata products in terms of competitive price, user friendliness and durability.

Nsubuga says he rates Tata



Teclon Ex350 & LPK2523 at work for Kasese Nail & Wood Industry Ltd

“

... a company like TATA with its routine on-site machine health check-ups, verification on the mechanical conditions of their machinery and thorough servicing, is a plus in real business work.

— Nsubuga Mark

products highly in his daily business operations because of their appropriately simple nature, which is why he purchased Prima 2528, a 25 Ton tipper and three TELCON excavator model EX350s. He recounts an experience with his fleet of Tata LPK 2523 (20 Ton) tipper as wonderful because it has diligently served his business needs since purchase in 2013.

According to Nsubuga, those involved in construction, mining and manufacturing with huge transportation needs, should try the various Tata Uganda product range.

Whereas there are several equipment providers in the country, Nsubuga cautions on product brand identity. He believes that even though the success of a brand is based on after sales service and maintenance, suppliers need to go beyond this point by being relevant in the market, by stocking spare parts and having a pool of people who have the technical capacity to maintain/service that particular product. This is a combination he has found in the Tata Uganda product portfolio.

Responding to the question of whether a used excavator is a sound investment, Nsubuga says, “I have purchased a couple of used equipment but strongly recommend that clients intending to make a purchase should try the Tata Hitachi excavators instead.”

“It is difficult to count on the success of a used machine because you don’t know

the history of the machine and when it will break down, yet the cost could be close to a brand new Tata-Hitachi machine. The initial cost of acquiring a new machine may seem to be high but what life do you see in a used machine?” Nsubuga says, indicating further that such issues are often ignored.

That is why a company like Tata with its routine on-site machine health check-ups, verification on the mechanical conditions of their machinery and thorough servicing, is a plus in real business work.

Tata Uganda’s Emerging Business Development Manager, Chirag Pandya, says their excavators have been able to take over the Ugandan market because Tata ensures that there is adequate stock of machines with different operating capacities, besides offering a very competitive price on the market.

“We have been at the forefront of spotting fast-moving machine models on the market and sustained our holding by having such equipment in big quantities, making them available ex-stock and ready for delivery whenever a purchase is made,” he adds.

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According to Pandya, the smooth market demand has also helped boost their sales

base as contractors continue to shift their interest away from the use of second-hand machines, to new ones due to their competitive advantage.

“Tata has made it a point that before a product is launched into a particular area that product is able to be supported locally in terms of having trained technicians on the ground and making sure of the availability of spare parts in stock,” Pandya says, adding that they also offer preventive maintenance and operators’ training for their clients at no additional cost.

As the mining and construction industry in Uganda continues to grow, Pandya is hopeful that they can continue to offer the best service to their clients in respect to value for money, excellence, innovation, understanding and integrity as enshrined in their organizational core values.

The author is a News Reporter: Chrimpreports.com Email: infolarubi@gmail.com Twitter: @larubirotbert

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The Standard Gauge Railway Project completes 70% compensation phase, construction starting in June

By Francis Agaba

In an exclusive interview with Engineer Kasingye Kyamugambi – Projector Coordinator of the standard Gauge railway project under Ministry of Works and Transport, we were enlightened on several issues pertaining the standard gauge railway project. These include the inception of the project, the benefit of going with standard gauge, the project cost, benefits to local contractors, the economic benefits Uganda will attain as well as the transformation effect the project will have on Uganda's economy.

What is a standard gauge railway?

Mr Kasingye explained that the Standard gauge railway is a mode of transportation by rail which differs from the existing railway lines by the distance between the rail lines. Standard gauge rail lines are 1.435m apart, whereas the existing lines are one meter apart hence the name meter gauge.

Many countries have different gauges of railways hence the need for standardization. The standard gauge was developed by Britain and has since been adopted by close to 60% of all railways across the globe.

Why standard gauge?

There are benefits accruing to the standard gauge railway. With 60% of the world utilizing this format, comes cost saving benefits such as a ready source for cheap spare parts, cheap operation and maintenance and the technology associated with standard gauge railways.

Project timeline

The project is expected to last 42 months with a deadline set by heads of states of the 4 East African countries (Uganda, Kenya, Rwanda and South Sudan) for 2018.

Remember the 4 participating countries signed a regional protocol agreeing to the same standards and specifications for the project. At the moment, the Mombasa-Nairobi section is 70% complete.

Mr. Kasingye explained. “The project has already kicked off. The design phase, which is the most technically challenging and requires a lot of technical negotiations has already been concluded. A contract has already been signed with the main contractor.

We are already acquiring land and resettlement action plan



Sample of the standard gauge rail line



East African presidents at the launch of the Standard Railway Gauge Project

“

The project has already kicked off. The design phase, which is the most technically challenging and requires a lot of technical negotiations has already been concluded.”



Eng. Kasingye Kyamugambi – Projector Coordinator of the standard Gauge railway project under Ministry of Works and Transport

project Uganda has undertaken since gaining independence from Britain. Estimates are available for the rest of the sections.

How will local contractors and suppliers benefit from the project?

Mr. Kasingye emphasized a 40% local content quota to benefit local contractors and suppliers. To that end, all high grade cement will be sourced locally. Hima cement for instance will supply all high grade cement for the project and they have committed to manufacture the cement to the specifications set by the Chinese contractor. Tororo cement will also supply all low grade cement for the project.

The Ministry of Works and Transport is currently in discussions with local steel manufacturers with a view to source all reinforced steel and high tension wires locally. So far Steel Rolling Mills, Steel and Tube and Roofings have expressed interest in the project.

In addition there will be opportunities for sub-contracting civil works on embankments and drainage works.

is already done. So far, around 60KM of the 273KM Malaba to Kampala is already covered.

We are currently finalizing financing with Exim Bank of China. “

Mr. Kasingye is convinced that the project is on track and will meet the set deadline. “We have commitment and dedication from the president and good will from the Ministry, and day to day guidance from the Minister of Works and Transport Mr. Byabagambi.” he said.

Budget

At a cost of \$ 2.3 billion for the Kampala – Malaba section only, this is perhaps the biggest infrastructure



COVER Story

Other local business that will benefit from the project include petroleum product suppliers, haulage services, accommodation, hospitality, tools and equipment supply.

Employment opportunities

15,000 people are set to be directly employed on the Malaba – Kampala section only. Factor in the people employed in associated industries supplying local materials and you could be looking at over 90,000 new jobs created.

Project impact

Tasked to explain what impact the project will have on the country, Mr. Kasingye outlined several areas in which the project will impact Uganda's economy.

Citing an example of China which has become the world's manufacturer of choice, the railway will reduce the cost of production of Uganda's products. China's comparative advantage comes from affordable transport and cheap labor. By making transport cheaper, the railway will reduce the cost of products made

in Uganda for the export market thus making Ugandan goods more competitive on the world market.

Besides linking Uganda to the rest of the world, the railway will also attract investment and industries to produce from here, and will be a conduit to high end markets for Ugandan products in Europe, Asia and America.

Mr. Kasingye does not look at the railway as just a catalyst for development but rather a transformational tool.

He believes that the railway could solve Uganda's un-employment problem by stimulating production in the Agricultural sector and linkages with the industrial sector.

With full support from stake holders and a conducive political atmosphere, Mr. Kasingye is confident the sky is the limit for the project.

For more information please contact The Standard Gauge Railway Project at Plot 3-5 New Port Bell road, Nakawa Business Park P.O. Box 27756, Kampala – Uganda Tel: (+256) 392 178126 Email: info@sgr.go.ug Website: www.sgr.go.ug



Kampala light rail mass transit Project

The Greater Kampala Metropolitan Area (GKMA) covers an area of 1,000 Km² and is the major business and industrial hub of Uganda, contributing over 70% of the country's industrial production and over 60% of the country's GDP. The GKMA will play a greater role in driving Uganda's transformation to middle income status as envisaged in Vision 2040. In order to provide cheap, reliable, convenient, comfortable and safe public mass transport for the GKMA, the Government of Uganda is developing a Light Rail Mass Transit (LRT) system.

The proposed routes to be operational by 2020 will include:

1. Kampala-Namanve via Nakawa, spear motors, Kyambogo, Banda, Kireka and Bweyogerere (12 km)
2. Kampala-Kajjansi via Kibuye, Najjanankumbi and Zana, Lubowa, Seguku and Lweza (12 Km);
3. Kampala-Kyengerera via Katwe, Kibuye, Ndeeba, Nalukolongo and Natete (7 km)
4. Kampala-Kawempe via Nakivubo, Kisekka, Wandegeya, Mulago, Kubbiri and Kalerwe (9 Km).

In addition to the above LRT routes, the existing Kampala Railway Station will be remodeled into a multi-modal transport hub to enhance inter-connectivity of the different transport modes in the city

The GKMA public transport problem

Greater Kampala has a day-time population of about 3.5 million, rising at a rate of about 5.0% per annum and projected to reach 15 million by 2040. At this growth rate, pressure is being exerted on the existing unregulated public transport system which is characterized by:

- High and fluctuating fares. The low-income population (more than 40% of GKMA's population) spends more than 20% of their gross income on transport.
- Slow and unreliable transportation with unfixed routes.
- Time loss and delays occasioned by frequent and severe traffic congestion in the city centre. A recent study commissioned by KCCA and UN HABITAT revealed that 24,000 man-hours are lost each day by commuters due to traffic congestion.
- Unsafe, inconvenient and uncomfortable transportation
- Noise and air pollution caused by motorized transport, which affect both human health and the environment. Motorized vehicles are responsible for roughly 25% of all fossil-based carbon

“

In order to provide cheap, reliable, convenient, comfortable and safe public mass transport for the GKMA, the Government of Uganda is developing a Light Rail Mass Transit (LRT) system.”

dioxide (CO₂) emissions (GTZ, 3E, 2005b). This greenhouse gas is the one primarily responsible for global warming.

Economic benefits

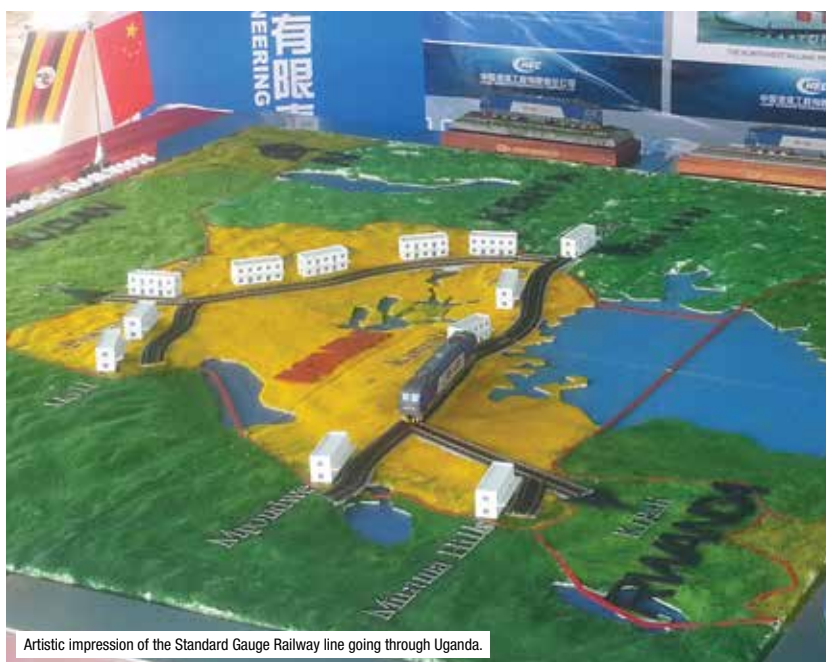
- Reduced cost of public transport (by 50%) from an average of UGX 1,000 (USD 0.30) to an average of UGX 500 (USD 0.15) per short trip.
- Reduced travel time (by 75%), saving the economy over UGX 70 billion (USD 20 million) per annum.
- Increased public transport revenue (by 340%) from the current UGX 17.5 billion (USD 5 million) per annum to UGX 59.5 billion (USD 17 million) per annum with LRT operating at maximum capacity.

- Reduced road wear and tear (by 50%) resulting in road maintenance cost savings along the LRT routes of around UGX 10.0 billion (USD 2.8 million) per annum.
- Reduced fuel consumption (by 75%) resulting in savings of around UGX 56 billion (USD 16 million) per annum.
- Enhanced economic activity along the LRT routes which will reduce poverty through enhanced market access.

Social and environmental benefits

- Modern, Cheap, reliable, convenient and comfortable mass transport especially for the low-income GKMA population. LRT will carry more than 15,000 passengers per hour per direction and will have travel classes.
- Increased passenger safety and security. Fatalities will reduce significantly from the current number of 1,430 persons per year.
- Direct and indirect employment opportunities created during and after construction. For the first (immediate) phase alone, at least 2,000 direct jobs and 6,000 indirect jobs will be created.

Source : www.sgr.go.ug



Artistic impression of the Standard Gauge Railway line going through Uganda.



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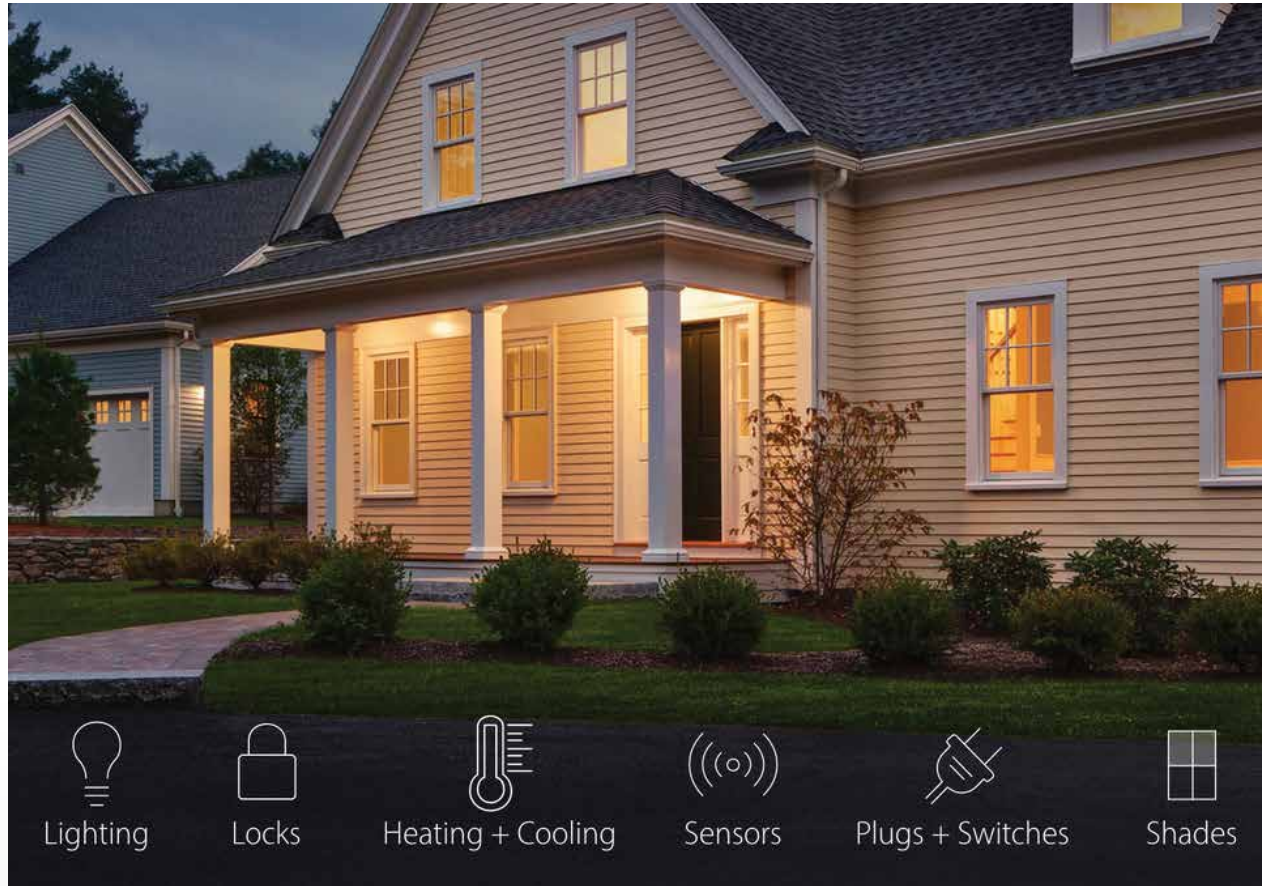
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Smart homes of the future

How your smart phone can make you a cup of coffee

The home of the future is a connected home. Every aspect of the home, from security lights, smoke detectors, blinds and entertainment systems will be linked, accessed and controlled through smartphones and ipads/tablets.

There is no denying how technology has embedded itself in our day to day lives. From business, communication, networking,

entertainment, research and learning, there is no particular facet of our lives that is not powered by technology. Technology has taken the world by storm.

The recent explosion of the internet and smartphones is testament to this global phenomenon. Everywhere you look, there is someone updating their social media page or someone sharing a photo on Instagram.

Get back home and you will be met by smart TVs connected to the internet accessing videos on Youtube and Netflix. If you are tech savvy enough, you may have a lot more smart devices in your home, ranging from game consoles, home entertainment systems, security systems and kitchen appliances.

The home as we know it today is also undergoing major technological advancements. The proponents of the technology revolution have their sights set on homes of the future.

Let us start by examining the elements of the home that are having a technology makeover.

Communication

The concept of a connected home is not a new one. With proliferation of smart gadgets, it was inevitable that technology would catch up with the humble home. These days all you

need to get your home connected is a simple 4G router and a subscription from a suitable service provider.

Just like that and your whole house is connected to the information super highway, the internet. What this implies is that any WIFI enabled gadgets in the home can access the internet and communicate with each other. Someone in the bedroom may be watching videos on youtube via a smart TV, while someone in the sitting room is chatting on social media on a tablet.

Whole house Entertainment

Technology has made it easy to spread entertainment around the house. Music, videos and photos stored on a network drive can be accessed by any device in any room of the house. In addition the internet can allow all devices in the house to access entertainment content streamed from the internet.

Security /surveillance

Homes can now be monitored remotely from smart phones and tablets. Sensors can be mounted in the home which send vital signals to a connected smart device. In essence you can monitor fire, temperature, humidity and intruders from

your smart device from anywhere around the world wherever there is an internet connection.

Smart appliances

Automation is not limited to security and entertainment. Manufacturers are invading the whole house with smart devices. The kitchen is the next stop on the agenda of technology manufacturers. They are releasing smart kitchen appliances such as coffee makers, fridges and cookers. For instance smart coffee machines can be programmed to make a nice cup of coffee as you approach home or at a set time.

The home automation players

There are several players competing for the new technology frontier; the smart home or home of the future.

Apple

Home kit is Apple's home automation platform which ties into and allows control through Apple's iphone, ipad, Apple TV, ipod touch and the Apple watch. Homekit allows smart accessories to talk to each other. With Homekit, one is able to control all smart accessories in the home from one interface including lights, security alarms, cameras, locks, sockets etc



Nest Thermostat

Using compatible apps, one can perform actions such as dimming lights, closing blinds and turning on the home entertainment system from a single button press. Using Siri, Apple's voice assistant, once can also perform the same tasks. In essence, you can shout a command into an Apple watch and in turn it can turn on your security lights. No need to walk and turn on a switch.

Several device manufactures including Philips, GE, Ihome and Osram have signed up to make Homekit compatible accessories.

Samsung Smart things

Smart things is Samsung's home automation platform which turns smartphones into remote controls for smart devices in the home. These may include lights, stereos and locks. They are controlled through the Smart Things hub and app.

Smart Things comprises of 3 kits namely the home security kit, home watch kit and family kit.

Home security monitors who is going in or out of the house and can automatically turn on or turn off lights, record a video or send an alert to the home owner.

Home watch identifies potential problems in the home through temperature, motion or moisture etc

Family kit keeps track of family members or pets.

Google Nest

Google is not one to miss out on the smart home bandwagon. Their recent acquisition of Nest learning





Nest Protect smoke detector

thermostat is testament to their relentless pursuit of the next big thing in consumer technology. Nest thermostat is essentially an app controlled thermostat. It can monitor and regulate the temperature in the house remotely through the Nest app. By adjusting

temperature, home owners can save money as the thermostat can regulate temperate when people are not home. In the local setting, a thermostat may not make sense due to the fact that our homes are not heated by electricity.

However, Nest has been expanding its ecosystem to integrate deeper into home automation with the introduction of new modules.

Nest protect for instance is an app controlled smoke detector. It connects to smart phones and can also be controlled via the Nest app. Nest camera is a home security camera which is also controlled by the Nest app and can be triggered by Nest products to sending

a video to your phone when a fire is detected in the house.

Nest Weave

With nest weave, Google has opened its automation platform to other device manufacturers for their products to work with the Nest platform.



Nest camera



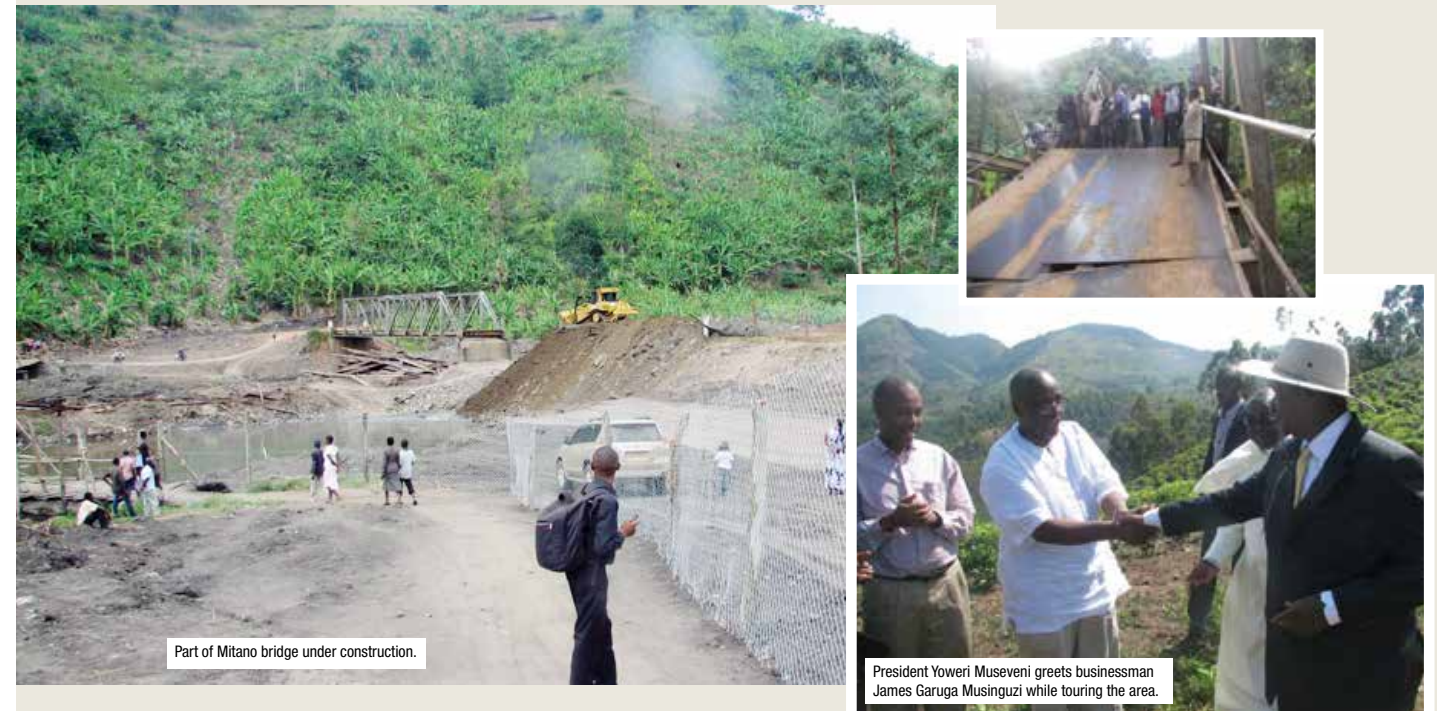
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Part of Mitano bridge under construction.

President Yoweri Museveni greets businessman James Garuga Musinguzi while touring the area.

through and a ray of hope for the general public that depended on the use of these critical bridges.

Armpass was the first Ugandan local construction company to be entrusted by the government of Uganda to undertake such a giant project the first of its kind in Uganda for emergency replacement of the collapsed bridges. According to Uganda National Association of Building and Civil Engineering Contractors (UNABCEC), Armpass is a class A+ construction company in Uganda. To become a Certified class A+ Construction company in Uganda, one has to have been registered with UNABCEC and have audited books of accounts and must be able to execute construction work worth Shs 10billion and above.

'Doubting Thomases'

Initially different stakeholders in the construction industry could not believe that a new bridge would be constructed and as Armpass embarked on its work to dismantle the old collapsed bridge and start

assembling its logistics it became apparent that the construction would probably take another 'many' years to complete.

But the lead Site Engineer Francis Aryatuzoora Karuhanga the Executive Director of Armpass was optimistic that his company would take even less time than that contractually agreed time to execute the work. On July 2nd 2014, President Yoweri Museveni personally officiated the ground breaking ceremony accompanied by other government officials and UNRA staff and the function itself brought relief to many people and was an assurance that the bridges would finally be constructed.

Productivity boosted

Kanungu district is a lead producer of fine tropical tea in Uganda and a home to two major National Parks which include Bwindi Impenetrable National Park famous for the mountain gorillas and Queen Elizabeth National Park with Ishasha Sector also internationally known

for the tree climbing lions. These agricultural and tourism activities make Kanungu a critical area in the grand scheme of Uganda's economy seeing that tourism and agriculture as some of the biggest contributors to the country's GDP. Ever since the bridge was officially opened early this year, the volume of tourist vehicles using the route has incredibly increased so are the trucks using the road to transport the bulk goods to Eastern DRC. Transport costs have also drastically reduced and tea farmers have a smile on their face as the price for the crop has increased after the Tea factories in Kanungu managed to find cheaper means of transporting their produce.

As a result the time to travel from Rukungiri to Kanungu town or Kihiihi town which used to take a grueling 2 hours now can take a mere 45 minutes. Farmers along the route are all smiles because they are able to market and transport their farm produce easily.

Youth Capital: Swisscontact skilling thousands of Youth in Uganda



In a new partnership between Swisscontact and UNABCEC, thousands of youth are set to acquire hands-on technical skills as well as linkages in accessing employment opportunities.

This development was revealed in an interview with Ms. Tania Haidara, Country Director Swisscontact Uganda. Swisscontact in partnership with The MasterCard Foundation will implement a five year project aimed at skilling over 7,500 youths in 10 districts including Wakiso, Jinja, Masaka, Luwero, Nakaseke, Kiboga, Masindi, Hoima and Bundibugyo. This project will cost \$5,000,000 and will run from July 2016 – June 2021.

The project whose major focus is to support youth employment will cover 3 key segments; agri-business, hospitality and building/construction. The beneficiaries will be identified through a transparent selection process with the community and within the communities. Ms. Tania emphasized Swisscontact will ensure that the project delivers its results in participative and transparent manner.



Swisscontact partnership with UNABCEC

UNABCEC the umbrella body of the construction and engineering sector is the perfect fit for the youth empowerment project. UNABCEC has a unique position in the construction sector by working directly with companies in the business. This linkage makes UNABCEC the door into the opportunities available in the industry for the young people.

UNABCEC will identify potential in young people and recommend internship placements in suitable companies with a view to help the young people grow on-site skills. Overall UNABCEC will supervise the career guidance process.

Beneficiaries of the program will have the opportunity to learn standards, quality and best practices needed for the construction business as well as acquire technical skills.

Outputs expected from the partnership include the possibility to scale up existing partnerships with Institutions of learning such as Kyambogo University.

Through UNABCEC, Swisscontact hopes to reach out to potential companies and to communicate opportunities for other young people.

Ms. Tania believes the relation between Swisscontact, UNABCEC and its members is a win-win opportunity for all parties. The young people will have an opportunity to acquire skills and access employment opportunities while UNABCEC and its members will develop a labor force that meets the needs of the sector.

About Swisscontact

In Uganda, Swisscontact has been managing five skills development projects in close co-operation with local partners in the public and private sector. These projects include; Transitional Skills Training for Employment (TSTE) which has trained 500 young people aged 18 -30 years in the Teso region; Skills Empowerment for Alternative Livelihoods (SEAL) which has trained 700 young people in Karamoja; the Validation of the Non-formal and Informal Training -Workers' PAS which trained and certified 1,500 workers in the informal sector. Currently Swisscontact is implementing the Local Skills Development for the Youth (LSDY) reached 3500 in 8 eastern districts Uganda and the U-Learn project in central Uganda which has reached 1900 young people. To date 65% percentage of the target groups are self-employed and 24% in wage employment in different sectors mainly agribusiness, construction and service sectors.

For more information about Swisscontact programs in Uganda, visit www.swisscontact.org/uganda



Multi-lane northern bypass becoming a reality!

We have accomplished almost 40% of the work on the Kampala Northern Bypass although land acquisition around the six roundabouts is still our major challenge - **Mota-Engil MD Francisco**

By **Isaiah Rwanyekiro**

Portuguese based Mota-Engil won Uganda National Roads Authority's contract for Kampala Northern Bypass second phase through competitive international bidding. It is supervised by COWI. The construction period agreed upon was 36 months starting July 2014 and completion is expected in July 2017. The agreed upon contract fee is 67,394,000 million Euros and the 36months includes an additional 12months defects and liability period. The construction is financed by the European Union and Government of Uganda. In an exclusive interview with the Managing Director of Mota-Engil Uganda franchise, Mr. Francisco Franca gave us a breakdown of what has so far been achieved and what is yet to be achieved.

Background

Francisco gave us the background to their contract saying the Kampala Northern bypass is a section of Uganda's Northern Corridor Route, an access to regional markets, the spine of modern Ugandan economy as a critical part of the nation's transport network. The

initial project commenced in 2009, to relieve Kampala of suffocating transit traffic and now a capacity upgrade in anticipation of the impact of continued urbanization, economic growth and regional integration is being undertaken. Supported by the European Union, the 21km Kampala Northern Bypass project is set to deliver a dual carriageway from Busega roundabout to Kampala-Jinja road at Namboole roundabout. This construction is along an existing 17.5km single carriageway road. The 3.5km stretch between Hoima Road and Gayaza Road was originally constructed as dual carriageway. The second stage will include the construction of bridges to enhance the capacity of the 17.5Km section.

Scope of work

Francisco further elucidates that the Scope of work entails the improvement of the existing bypass to dual two-lane limited access highway with 100km/hr design speed. A two lane highway will be constructed adjacent to the existing highway along with associated earthworks and drainage works, with 2x3.5 meter lanes, 2 meter paved shoulders and 5 meter median.

The pavement layer shall comprise 300mm stabilized sub base; 189mm dense bituminous macadam-base course and 50mm asphalt concrete wearing course. Three new pedestrian bridges and a number of bus-stands will be constructed, road safety equipment installed, including vehicle restraint barriers, horizontal and vertical markings, a segregated footway throughout the alignment, service lanes, pedestrian fencing and full length lighting.

The beginning

Francisco says the construction started with the removal of unsuitable material from the project route and the reinforcement of the road base with layers of rock-fill and gravel, a procedure that has been completed through the swampy route. This is mainly because a big section of the land that was given to the Mota-Engil was in the swampy areas. Francisco adds that it takes three months for the material layers laid through the wetlands to set before the construction works can continue.

Putting up the necessary infrastructure

The contractor set up a quarry at Kalagala and installed a new German made asphalt concrete plant at the same location. The Mota-Engil quarry, about 40km from Kampala along Gayaza-Kayunga road is equipped with modern crushers, a screening plant, rock drills, compressors, pavement breakers, loaders and trucks. All the equipment needed to complete the project was mobilised. The contractor's camp is in place, and so are two materials laboratories. So far Mota-Engil employs over 300 Ugandans accounting for 92% of the total workforce and is proud to say it is one of the construction companies that cares about the welfare of its workers. Every worker at all times has safety garments, they have health insurance as well as meals and

... continued on page 55

UNABCEC TRAINING gives trainees a competitive edge in the construction industry

Francis Agaba and Flavia Kebirungi



Trainers and trainees pose for a group photo at Kati-Kati Restaurant after training

The recently concluded Strategic Pricing for Profit training facilitated by UNABCEC has been hailed by the beneficiaries as an ‘eye opener’. The 3 day program (7th to 9th April 2016) attracted 17 participants from Uganda and neighboring Rwanda. Out of the 17 participants, 7 came all the way from Rwanda.

The training methodology was a participatory approach which included classroom

presentations and group exercises. The presentations were mostly participant centered. Plenary discussions were highly encouraged and participants took center stage in sharing their experience in various construction areas.

Trainees share their experience
We spoke with some of the participants and they were all full of praises for the training.

3 days

The duration of the program

17

No. of participants from Uganda and Rwanda.



CONSTRUCTION SITE MANAGEMENT TRAINING 23rd to 25th JUNE 2016, KAMPALA

Are you involved in construction and want to:

Ensure proper Site Planning in order to run the site efficiently and profitably

We have the answer;

UNABCEC has organized a 3 day non residential training on Construction Site Management for owners of construction projects, contractors, consulting engineers, project managers and all those involved in construction works.

About the Course

The training will be delivered by a team of Ugandan experts. By the end of the training, you will be able to;

- 1) Design Site Layout
- 2) Prepare work schedules and make realistic plans for site work
- 3) Assess and manage common risks and make contingency plans
- 4) Plan for optimum use of resources
- 5) Monitor work progress

Registration

The Course is open to the public at the cost of 600,000/= to cover tuition, training materials, a certificate, lunch and refreshments, payable in advance. Certified UNABCEC members will be subsidized at a cost of UGX 500,000/= Registration deadline is 5:00pm Wednesday 22nd June 2016.

Payment options

By Cheque to UGANDA NATIONAL ASSOCIATION OF BUILDING AND CIVIL ENGINEERING CONTRACTORS
By Bank transfer to Acc No. 0102010826300 Standard Chartered Bank, Speke road Branch

For further information, contact:

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Uganda National Association of Building and Civil Engineering Contractors (UNABCEC)
Plot M764, Coronation Avenue, UMA Show Grounds, Lugogo. PO Box 34046, Kampala
Tel: +256 (0392 795 036/ +256 (0312 209 400) Email: unabcec@unabcec.co.ug www.unabcec.co.ug

Trainees share their experience

We spoke with some of the participants and they were all full of praises for the training.



Catherine Watera Mugenyi
Quantity Surveyor,
Watoto Limited

“ I have learnt to cost in a more competitive manner by not leaving out anything that would cause me to lose the project. In my old pricing I had a lot of assumptions that were not based on experience or experiment. I was applying percentages I thought were reasonable but in the end would make my bids too expensive.

From the training, I have learnt a different approach to pricing based on tried and tested standards. I have learnt how to come up with a profit margin that will enable me to make a comfortable profit without being too expensive. The new costing approach is based on my input and materials. I am now in a better position to compete favorably.

I have also networked with industry insiders and have received certification which will hopefully open new opportunities in the future. The training is worth every shilling, I would encourage anyone in the business to attend the next session.”



Fred Adukule
Engineer, Masterlines
International Limited

“ I am very impressed by the course content. The training has helped me improve a lot especially in pricing. I realized that my quotes have been a little on the high side because I assumed certain things were ok. Sometimes I would quote very low and get the job but make little to no profit. I am confident that I will make more accurate quotes in the future.

The training has opened my eyes to several new concepts such as quoting for the benefit of the industry and offering quality work as opposed to just making money. However, I believe there is need to harmonise with procurement and disposal entities in order to come up with some standards.

I was able to interact with trainers and share ideas with counterparts from Rwanda. For instance I have learnt about an association in Rwanda which updates contractors on material costs and availability and alerts all members regularly. This is something the Uganda market needs.”



Biko Ismail Kenyi
Assistant lecturer/Quantity
surveyor, University of Rwanda
– School of Architecture and
the Built Environment

“I appreciate the content of the course, it is very practical. In particular I liked the interaction with members of the profession in the construction industry in Uganda. I have acquired knowledge about how tenders are written and strategic pricing which may be new to some contractors in Rwanda. The concepts I have learnt are definitely applicable in Rwanda.

I came with a big team of 7 people representing contractors, engineers and surveyors from Rwanda.

I urge UNABCEC to sell its ideas to Rwanda and to be a benchmark for the construction industry in Rwanda.”



3 bedroom modern flat designed by Arthur Muhenda



3 bedroom modern bungalow by Arthur Muhenda

Modern architecture changing Uganda's landscape

By Francis Agaba

Characterized by straight lines, floor to ceiling windows, cantilevered flat roofs, and large expanses of glass and made almost entirely of concrete, steel and glass, modern architecture is a style that has its roots in the mid-20th century. Often times, modern architecture is referred to as midcentury architecture or simply modernism. Modernism emphasizes little to no adornment/decorations, minimal color and material palates.

However, the uptake of modernism in residential architecture in Uganda has been slow despite the style being very popular around the world. We spoke to some local architects and most of them attributed this to a conservative clientele.

Modern architecture is edgy, exciting and embraced by risk takers. Both client and architect

alike who patronize modernist architecture have to be passionate about exploring forms, materials and ready to take risks. Which is why a new breed of architects and clients in Uganda are beginning to embrace modernism.

Mr. Muhenda Arthur a young, dynamic architect had this to say. “Most of our clients have small budgets and therefore opt for traditional designs which are cheaper and easier to construct. Besides, materials available on the market are limited so someone willing to experiment with fancy designs may be stuck.

Some clients are ignorant about the available design options. Most of them come to us with designs of friends'/relatives' homes or designs they see in magazines and ask us to copy them.”

Mr. Muhenda is optimistic that



Arch. Arthur Muhenda 0703 428375,
xtrian.arthur@gmail.com

the modernist movement will catch on in Uganda as more ambitious young people begin to build homes. He allowed us to publish some of his recent home designs.

Why you should consider a modern home?

Modernism offers several benefits over traditional architecture. As

“... the open plan nature of modern design ensures that there is free flow of air around the house thus taking out the need for air conditioning.”

— Mr. Muhenda Arthur



Barcelona pavilion by Ludwig Mies van der Rohe



Casa Lange designed by Mies van der Rohe

to whether a modern house looks better than a traditional one, that is a subjective argument. Every home owner or potential home owner is entitled to their own design taste, and rightly so, as no single design is a one-size-fits all.

However, that being said, I think more than anything, the choice of being different should be applauded.

Let us examine some benefits one can reap from modern design.

Construction Cost

Surprise surprise! As sophisticated as modern designs may look, they may be cheaper to construct. Modern designs eliminate unnecessary detail and decoration. This is the most obvious cost saver. In modern designs, materials are often on display as opposed to being hidden behind ornamentation and decoration. Take the example of the Ludwig Mies van der Rohe designed Farnsworth House one of the 20th Century Classics or the Barcelona pavilion. The elimination of entire walls and keeping materials exposed, must have resulted in massive savings.

Energy savings

The cost of home ownership does not stop at construction. Home owners should also consider the cost of lighting, heating and other energy bills. Most modern homes have large expanses of glass windows and doors which ensure that you will never need to switch on a bulb during the day. Besides, the open plan nature of modern design ensures that there is free flow of air around the house thus taking out the need for air conditioning. Richard Meier’s Smith House is a good example.

Maintenance

When materials are expressed in the

raw or natural form, there is little to no maintenance needed in the long run. Take the example of the Casa Lange designed by the legend Mies van der Rohe, which was completed in 1930. He chose bricks to clad the entire house. Over a century later, the house is still standing with no need for paint or plaster.



Farnsworth House by Ludwig Mies van der Rohe



Richard Meier's Smith House



Richard Meier's Smith House, Interior



The Role of PRECAST CONCRETE in Construction

Eng. Apollo Buregyeya



Increased spending on public infrastructure has led to an expansion of the precast concrete market in Uganda. The most demanded products have been concrete culverts, curbstones, blocks, pavers and slabs but many large scale projects have seen large volume precast concrete elements like bridge beams, walling elements and concrete electricity poles. The growth in the precast market has attracted more capitalized manufacturers who are able to invest in better technologies and skilled workforce. More capitalized manufacturers consequently deliver a variety of products on the market and can afford innovation and technology transfer.

The private sector is a winner in this evolution as companies like Eco Concrete Ltd operating in Namanve industrial area and Gayaza produce over 30 types of precast architectural concrete products alongside the regular industrial concrete products.

Using precast products comes with the advantage of high quality construction as the elements are made in a controlled environment in a precast yard. Concrete elements are cast in reusable molds and cured in

a controlled environment to achieve quality, consistency and scale.

Precast manufacturers that engage concrete professionals are able to integrate concrete chemicals such as set accelerators, superplasticizers and pigments to produce high strength, aesthetically superior and durable concrete at a faster rate. Using precast concrete is normally a faster construction method since many elements can be installed in a single day without requirement for formwork and labor associated with in-situ concrete. Most precast elements come finished from the casting yard and don't require extra finishing.

A lot of challenges still exist for the precast market in Uganda. Regulation is still a problem and few companies have established conditions that can guarantee quality. The market is yet to start appreciating quality and its benefits. Also, the precast industry in Uganda still lacks the necessary plant and equipment to make it a complete construction solution. Logistical challenges still force the designers and contractors to perform in-situ concrete works alongside precast installations compromising the

benefits of precast construction.

The construction market is expected to experience exponential growth in the year 2016 largely because of expected demand from the ongoing large scale infrastructure projects mainly under Kampala Capital City Authority (KCCA) and Uganda National Roads Authority (UNRA).

Infrastructure designers and planners are increasingly integrating precast concrete in construction and more precast concrete manufacturers are facilitating the infrastructure planners to be more innovative. The excellence in infrastructure quality we often meet when we travel to Europe and other more developed continents is now achievable locally. Architects and engineers now have an increased scale of freedom to design and consequently work with precast concrete producers to produce custom elements for specific projects. This in turn should lead to growth in the private sector market which is more biased to smaller elements like pavers, blocks and small slabs.

The author is the CEO of Eco Concrete Ltd
admin@ecoconcrete.co.ug

Building-up unit rates of construction materials

- Eng. Godfrey Lubanga & Olaboro Charles

1. Background to a Unit Rate

To analyse something is to break it down into its constituent parts and study each part in detail. Therefore, analytical estimating involves the analysis and costing of construction resources to produce an estimate.

The production of an estimate normally involves the calculation of unit rates i.e. the cost of an individual measured item for example a square metre of brickwork, a cubic metre of concrete or a metre of skirting. As found in a Bill of Quantities.

Analytical estimating is therefore the most accurate form of estimating as each resource and unit rate is analyzed and costed individually. This form of estimating is used for pricing contracts with bills of quantities, specifications and drawings or where the contractor has measured and prepared their own quantities of work.

Unit Rates may be calculated in one of two ways:

- Net Rate – (Excludes Overheads and Profit)
- Gross Rate – (Includes Overheads and Profit)

In our industry most estimators will calculate costs based on net rates these will then be enhanced later to include overheads and profit. Gross rates are sometimes referred to as all-in rates.

The Resources which comprise a unit rate are labor, materials and plant.

2. Build-up of a unit rate for concrete work

Factors that shall affect unit rates for concrete work;

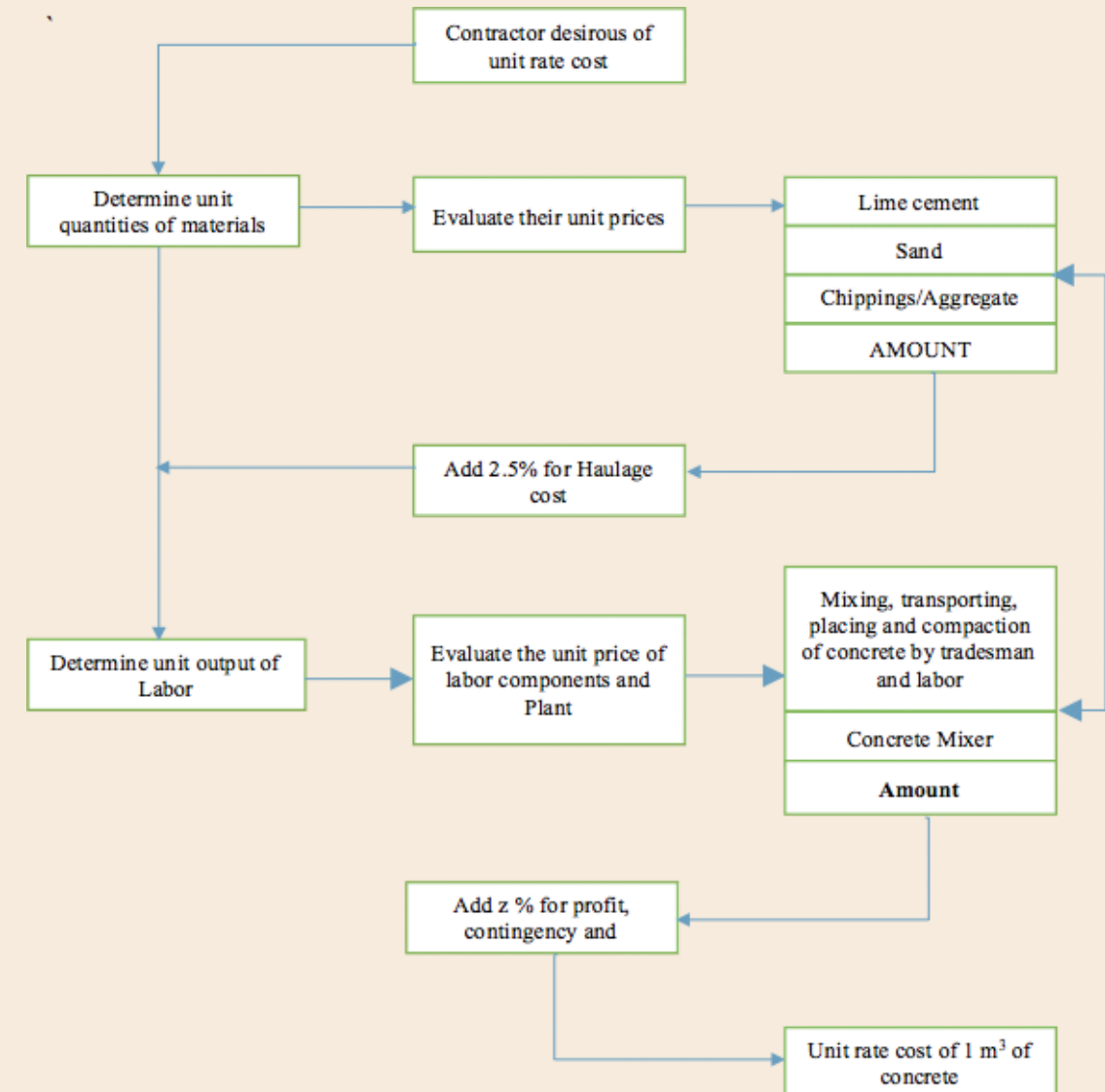
- Method of mixing i.e. (Whether ready mixed or site mixed concrete is used).
- Materials being used, their specification and grade of concrete.
- Whether concrete is reinforced
- Surcharges for part loads
- Location of site in reference to mixing plant
- Type and size of mixing plant
- Method of transporting, hoisting, placing and compacting mixed concrete
- Cost of protecting and curing unset concrete

In addition to the method of concrete production when costing concrete work, we must also consider concrete accessories including:

1. Formwork (measured Separately)
2. Reinforcement (measured Separately)
3. Operatives working with concrete usually receive additional payments for skill and responsibility
4. Items of plant concerned with concrete mixing and placing are usually measured separately.

Operatives working with concrete receive additional payments for skill and responsibility. Items of plant should be priced separately. Concrete is usually measured in m³ (FOR REINFORCED CONCRETE & Square metres for mass concrete)

3. The general algorithm for deriving the Unit rate of concrete shall be as follows;



Costing

4. Calculation of cost of concrete- Using Grade 20 By example for work done in Mbarara Area.

The cost of concrete of Grade 20 (1:2:4), Note that steel bars or reinforcements are measured elsewhere.

4.1 Total Quantity of Concrete extracted from the Bills of Quantities

Abstract of Concrete Concrete C20	
Q1) Total Concrete - Bill 02 =	12.40cm
Q2) Total Concrete - Bill 04 =	16.80cm
Q3) Total Concrete - Bill 06 =	34.20cm
Q4) TOTAL CONCRETE =	63.40 cm

4.2 Establishing the Market Prices of Materials

Unit Rate Analysis Materials	
a) Aggregates	1cm = 142,538/=
b) Sand	1cm = 69,771/=
c) Cement cost	1bag = 50,850/=
d) Cost of Water (Refer to General Exp.)	

4.3 Evaluating the Plant and Labor inputs

Outputs	
M1) Mixer (21/14)	- 1
M2) Mixer Operator	- 1
M3) Labourers	- 6
T1) Dumper	- 1
T2) Dumper Driver	- 1
P1) Vibrator	- 1
P2) Carpenter	- 1
P3) Mason	- 2
P4) Labourers	- 6

Total Output = M+T+P
(TO) = 2 (cm/hr)

4.4 Evaluating the Hourly input for the Concrete works

Outputs	
Total Concrete (Q4) = 63.40 cm	
Total Outputs (TO) = 2.0 (cm/hr)	
D1) Duration = Q4/TO	= 63.40/2.0
	= 31.70 Hours
D2) Allow for 1.3 = 31.7+1.3 = 33.0 Hours	<small>For Equipment and time Efficiency and time</small>
D3) Allow for 1.3 = 33.0 Hours	

4.6 Calculation of the Rate per CM with established Total cost and total concrete

5.11	TOTAL for Labour, Materials & Plant (Combined)	35,209,672
5.12	Allow waste for small tools, 2.0%	704,193
5.13	TOTAL COST (Overall) - Labour, Materials & Plant	35,913,865
5.14	RATE PER CM = TOTAL COST / TOTAL CONCRETE	
5.15	TOTAL Concrete	63.40
5.16	Item (5.13/5.15)	
5.17	TOTAL COST (Per cm)	566,465

4.5 Aggregated Rate Analysis and simplified calculation for total labor, materials and Plant.

1.00	MIXING MATERIALS				Materials	Labour	Plant
1.11	1:2:4 Mix	Concrete	Qty				
1.12	Aggregates	0.88	63.40 cm	55.79			
1.13	Waste	5.0%		2.79			
1.14		Cost per ton	142,538	58.58	8,350,092		
1.15	Sand	0.44	63.40 cm	27.90			
1.16	Waste	5.0%		1.39			
1.17		Cost per ton	69,771	29.29	2,043,661		
1.18	Cement	0.32	63.40 cm	20.29			
1.19	Waste	2.5%		0.51			
1.20		Cost per ton	1,017,000	20.80	21,148,718		
LABOUR - Mixing+Transporting							
2.00	LABOUR	No. of Ps	Total Hrs	Pay/hr			
2.11	Mixer Operator	1	33.0	6,466		213,391	
2.22	Dumper Driver	1	33.0	6,466		213,391	
2.33	Labourers	6	33.0	3,439		681,009	
3.00	PLANT Cost/hr	US\$/hr	X-Change Rate	Total (Ugx.)	Total Hra		
3.11	Mixer 21/14	8.04	3,000	24,111.6	33.0		795,683
3.12	Dumper (2t/hr)	2.78	3,000	8,353.5	33.0		275,666
3.13	Vibrator+Porker	1.68	3,000	5,038.5	33.0		166,271
4.00	PLACING	No. of Ps	Total Hra	Pay/hr			
4.11	Mason	2	33.0	6,473		427,188	
4.12	Carpenter	1	33.0	6,473		213,594	
4.13	Labourer	6	33.0	3,439		681,009	
5.00	TOTAL for Labour, Materials and Plant (Individually)				31,542,471	2,429,582	1,237,619

General ranges of cost of concrete of different classes on the market in Kampala

Narrative	M10	M15	M20	M25	M30
Ratios	1:4:8	1:3:6	1:2:4	1:1.5:3	1:1:2
Current range of cost of a CM of concrete prepared on site	340,000	380,000	460,000	530,000	670,000
Current range of cost of Ready mix concrete on site.					

Purpose of conducting Analysis of Rates

To work out the actual cost of the items.

Selecting the most appropriate use of resources for carrying out a particular activity.

With support from Trainers of SPP program at the Secretariat.
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Multi-lane northern bypass becoming a reality! from page 43

accommodation. Mota-Engil has set up a materials laboratory at Namanve that analyses all materials in order to conform to NEMA and UNRA's standards. The campsite produces panels and concrete barriers. A pre-cast concrete machine expected to make 5000 panels required for the bridges and 2000 barriers was installed and so far over 70% of these materials have been done. The campsite in Namanve has workshops, a warehouse, a canteen, offices, a clinic, self-contained staff house and recreation area.

Challenges being faced so far

Francisco indicates one of the major challenges the project has faced has been the slow acquisition of land by government. Additional land was required most especially around the existing roundabouts. This is because the eventual design for roundabouts that now includes flyovers and trumpet interchanges turned out to be different from what was originally

envisaged. Francisco says to date they do not yet have full access to all the required land on all the 6 roundabouts on the project route. He says all the preparatory work for the roundabouts like the making of 5000 panels for the retaining walls for bridges and the beams are ready, however because they don't have full access to the land, they can't do much especially in the areas of roundabouts. He therefore requests Government of Uganda and its implementing agency UNRA to expedite the compensation process so that they can have immediate full access to the remaining land. The more UNRA delays to complete the compensation process, the more there is a likelihood of delay of the project.

About Mota-Engil

Francisco says Mota-Engil Africa group has been in Uganda for two years. However, it has operated in Africa for more than 60 years

having started in Angola in 1946. Headquartered in Johannesburg – South Africa, Mota-Engil Africa has approximately 14,500 employees, as of June 30, 2015.

It is operating in ten countries comprising its primary markets of Angola, Malawi and Mozambique. Mota-Engil's other markets are Cape Verde, Ghana, So Tome and Principe, South Africa, Uganda, Zambia and Zimbabwe.

Mota-Engil Africa provides a diversified portfolio of engineering and construction services including infrastructure such as roads, railways, bridges and dams. It is involved in civil construction works and real estate construction services, logistics including ports and other infrastructure management. It offers environment-related services including waste management and collection and water treatment and distribution. It has also engaged in mining in different countries in Africa.

FEIL offers alternative financing for Equipment

Farm Engineering Industries Limited is one of the leading suppliers of heavy construction equipment on the Ugandan market. They have been operating in Uganda since 1995. We had a brief chat with Mr. Frank Muzahura, the publicity manager.

Briefly introduce your company

Farm Engineering Industries Limited (FEIL) was established in 1984 with our first operations in Kisumu, Kenya, and have been serving the Ugandan market since 1995 with offices located on 6th street Industrial Area Kampala.

Apart from Uganda, where else do you operate?

Farm Engineering Industries limited has presence in Uganda, Kenya and Rwanda.

What products/services do you offer the contractor?

FEIL has strong partnerships with global world class brands such as JCB, BELL, SOOSAN, LANDINI among others. Apart from trading in brand new Construction & Agricultural equipment, FEIL has a heavy

plant division that hires or leases equipment to local and regional contractors. We offer an alternative efficient and cost effective method to contractors, of acquiring heavy plant construction Equipment at agreed daily, weekly or monthly rates for as long as may be required.

What equipment is available at FEIL?

We have earth moving equipment such as graders, excavators, wheel loaders, backhoe loaders, compactors and other construction equipment available to Contractors / clients at fair daily rates with discounts being offered for long term projects.

What are the benefits of hiring equipment over buying?

Some of the benefits of hiring our equipment include:

- Reduced capital needed/spent by contractors
- No need to worry about service, repair and maintenance or tire replacement
- All our equipment is comprehensively insured

- All our equipment is satellite tracked to avoid abuse and to give better control. Our JCB equipment brand comes equipped with Live-link satellite tracking by default
- No Operator costs since contractors are only required to buy fuel

Who are some of your clients ?

Some of our clients include MotaEngil Africa, Excel Construction, Plinth Technical, Cementers, Sogea Satom, HM Capital, Umeme, 2M Capital among others.



Frank Muzahura, Publicity Manager

WONDERS of the Construction World



1

1. Bibliotheca Alexandria - Alexandria, Egypt: The most expensive building in Africa at a cost of \$220 million. It houses a library and cultural center. The library has a shelf space for 8 million books. The main reading room covers 70,000 square meters on eleven levels

2. The Golden Gate Bridge - California, USA: Described as "possibly the most beautiful, certainly the most photographed, bridge in the world." It spans the 4.8 km channel between San Francisco Bay and the Pacific Ocean.

3. Dubai Marina: The world's largest residential towers. Built on an artificial canal along a 3 km stretch of Persian Gulf shoreline. It will accommodate more than 120,000 people in residential towers and villas.

4. The Gotthard Base Tunnel - Switzerland: A railway tunnel through the Alps in Switzerland expected to open on 1 June 2016. It will be the world's longest and deepest traffic tunnel. It covers 57 km and a total of 151.84 km of tunnels, shafts and passages.



2



4



3



5



6

5. Kansai Airport - Japan: The world's most expensive airport at a cost of \$20 billion. Built on a 2.5-mile-long artificial island that is designed with a large sea wall to protect it from waves and other natural issues. The design has helped it to survive the 1995 Kobe earthquake.

6. The Palm Islands - Dubai: The world's largest artificial islands, constructed from sand dredged from the bottom of the Persian Gulf. The islands are built entirely from sand and rocks (no concrete or steel was used to build the island).

7. Burj Khalifa: The tallest structure in the world, standing at 829.8 m (2,722 ft).

8. The Petronas Towers - Kuala Lumpur, Malaysia: The tallest buildings in the world from 1998 to 2004 and remain the tallest twin towers in the world.

9. The US Interstate Highway System - USA: The world's most expensive megaproject at an estimated \$459 billion. Created by President Dwight D. Eisenhower, he proposed the project as being crucial for national defense, since it would help mobilize infantry in an emergency.



7



8



9

UNABCEC 2016 Quarterly Calendar

	APRIL	MAY	JUNE	JULY
Monday				
Tuesday				
Wednesday			1	
Thursday			2	
Friday	1		3 MARTYRS' DAY	1
Saturday	2		4	2
Sunday	3	1 LABOUR DAY	5	3
Monday	4	2	6	4
Tuesday	5	3	7	5
Wednesday	6	4	8	6
Thursday	7 SPP Training	5	9 HEROES' DAY	7
Friday	8 SPP Training	6	10	8
Saturday	9 SPP Training	7	11	9
Sunday	10	8	12	10
Monday	11	9	13	11
Tuesday	12	10	14	12
Wednesday	13	11	15	13
Thursday	14	12	16	14
Friday	15	13	17	15
Saturday	16	14	18	16
Sunday	17	15	19	17
Monday	18	16	20	18
Tuesday	19	17	21	19
Wednesday	20	18	22 CSM Training	20
Thursday	21	19	23 CSM Training	21
Friday	22	20	24 NETWORKING EVENT	22
Saturday	23	21 CSR	25	23
Sunday	24	22	26	24
Monday	25	23	27	25
Tuesday	26	24	28	26
Wednesday	27	25	29	27
Thursday	28 NETWORKING EVENT	26 Sector Working Chapter	30 Sector Working Chapter	28 Sector Working Chapter
Friday	29	27		29
Saturday	30	28		30
Sunday		29		31
Monday		30		
Tuesday		31		

KEY

- Public Holidays
- Networking Event
- CSR - Corporate Social Responsibility
- CSM - Construction Site Management
- SPP - Strategic Pricing for Profit Training

Find events for the next quarter in the next issue of this magazine.

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