

THE UNITED REPUBLIC OF TANZANIA



**PRIME MINISTER'S OFFICE
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT**



itt

Reducing Poverty
by Enabling Access

**IMPROVED MAINTENANCE SYSTEMS FOR
DISTRICT ROADS IN TANZANIA
AFCAP/TAN/019**

QUARTERLY PROGRESS REPORT NO. 4

1st July to 30th September 2011

October 2011

I T Transport Ltd., Ardington, United Kingdom
in association with Ambicon Engineering Ltd.

DISCLAIMER: This document is one of the outputs from the DFID funded AFCAP Study into Improved Maintenance Systems for District Roads. The Study is being implemented by IT Transport Ltd (ITT). Eng. Abdul Awadh has prepared the report on behalf of ITT. The views expressed are those of the author and not necessarily those of PMO-RALG, DFID or Crown Agents.

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List of Abbreviations and Acronyms

| | |
|----------|------------------------------------------------------------------------|
| AFCAP | Africa Community Access Programme |
| CBO | Community Based Organisation |
| DE | District Engineer |
| DED | District Executive Director |
| DEO | District Engineers Office |
| DFID | Department for International Development (UK) |
| GBP | Great Britain pound |
| MC | Municipal Council |
| ME | Municipal Engineer |
| MEO | Municipal Engineers Office |
| Mio. | Million |
| PMMR | Performance Based Management and Maintenance of Roads |
| PMO-RALG | Prime Minister's Office – Regional Administration and Local Government |
| ToR | Terms of Reference |
| TShs | Tanzanian shilling |
| USD | United States Dollar |

CURRENCY

Approximate Currency Equivalents (as of September 2011]

1 USD = 1,670 TShs

1 GBP = 2,450 TShs

Executive Summary

- This is the fourth progress report for the AFCAP Study into Improved Maintenance Systems for District Roads in Tanzania. It covers the period 1st July 2011 to 30th September 2011. Three districts are included in the Study – Bahi, Mpwapwa and Dodoma Municipal. The progress in each district is described below.
- Bahi District: Works contracted out in financial year (f/y) 2010/11 under Area Based Framework Contracts are being completed. Delay in completion of works was partially due to late issuance of work orders for certain contracts, rains in February and March and delays in release of road funds to the councils in early part of the year. The preparatory works for contracting out more works in f/y 2011/12 under same method have delayed due to the shortage of technical staff in the District Engineers Office. Tender documents are being finalised and tenders will be invited in October 2011 with contract duration of 10 months
- Mpwapwa District: The preparatory works for piloting the Area Based Framework Contracts using local small-sized equipment based and labour based contractors as well as the community contracts are ongoing. The shortage of staff in the District Engineers Office following resignation of the Ag. District Engineer in early August has affected the progress. All the Community-based organisations (CBOs) that will be involved in the community contracts have completed the registration process and have opened bank accounts. There has been a delay in the procurement of tools for use by the CBOs due to the late arrival of the first tranche of Road Fund allocations for f/y 2011/12. The plan is to have all contracts commence in October 2011 with durations of 7 months for the Framework Contracts and 10 months for community contracts.
- Dodoma Municipal Council: A seminar on Performance Based Management and Maintenance of Roads (PMMR) contracts was conducted in mid July and tenders for the PMMR contract for a network of 65km of roads were floated in mid August. The Council has received bids and the evaluation will be completed in the first week of October 2011. The bid amounts received compare well with the Engineers' estimates. The award of the contract is planned to be before the end of October and works to commence in November with a contract duration of 10 months.

1.0 INTRODUCTION

This report describes the progress of the AFCAP Study into Improved Maintenance Systems for District Roads in Tanzania (AFCAP/TAN/019) for the period from 1st July 2011 to 30th September 2011. This is the fourth progress report for the project.

The study is being carried out in three districts in Dodoma Region - Mpwapwa, Bahi and Dodoma Municipal where three different contracting systems are being tested. The systems are; i) Area based long-term framework contracts, ii) Performance based management and maintenance of roads contracts, and iii) Community contracts. Testing of the three models started in the three districts in 2010.

This Progress Report No. 4 follows the third progress report that covered the period from 01st April to 30th June 2011 that was issued in August 2011.

2.0 PROGRESS IN BAHI DISTRICT

2.1 System to be Tested

The maintenance system being tested in Bahi district under the study is the 'Area based framework contracts'. The roads earmarked for maintenance during f/y 2010/11 were grouped in three packages covering the northern, central and southern parts of the district. The same maintenance system will be used for maintenance of roads in f/y 2011/12. This will further test the system's effectiveness with District Engineer's staff having gained some familiarity and experience from the first year. The works in each package include spot improvements, routine maintenance and culverts/bridge works as deemed necessary.

2.3 Progress of Works

The f/y 2010/11 road maintenance works progressed in all the three contracts:

Northern Package: By the end of September 2011, the contractor had completed about 85% of the works ordered. The contractor expects to complete the remaining works by mid October 2011. Some sections that had been impassable during rainy seasons have been improved and no longer give problems. Photos below show a trouble spot on Lamaiti – Bankolo - Bahi road that was impassable during rainy season. It has been improved through spot improvement works and is now passable throughout the year



Before *improvement*



After *improvement*



Constructed culvert and extended wing wall on Mundemu – Nguji road

Southern Package: All works ordered under Work Order No. 1 were completed in mid August and a Work Order No.2 for construction of one solid drift was issued on 7th August 2011. Works on the solid drift are progressing well. The planned completion is mid October 2011.



Light grading works done on Mpunguzi - Nkome road



Culvert installation and heavy grading works on Zejele - Nondwa road

Central Package: all works ordered under Work Orders Nos 1, 2 were completed in July 2011, and the last Work Order No. 3 for construction of the solid drift was issued in mid July 2011. Works carried out on the roads is satisfactory and has improved the condition of the roads significantly. The construction of the solid drift is continuing well and the work is scheduled for completion in mid October 2011.



Drift construction works at Chimendele on Bahi – Chimendele road (August 2011)

2.5 Packages for the Framework Contracts to be implemented in F/Y 2011/12

Following the signing of Performance Agreement between the Council and PMO-RALG during the last week of September 2011, the Council has now firmed up the roads to be maintained in f/y 2011/12 and has grouped them into three packages as shown in the table below;

BAHI DISTRICT - WORK PACKAGES FOR FY 2011/2012

| S/N | ROAD NAME | KM | ESTIMATED COST (TShs Mil) | TYPE OF MAINTENANCE |
|---------------------------------|----------------------------|--------------|---------------------------|---------------------|
| PACKAGE NO. 1 (Southern) | | | | |
| 1 | Nhyinila-Mtita | 13.8 | 13.80 | RM |
| 2 | Mpunguzi - Mwitikira | 13 | 45.50 | SI |
| 3 | Zejele - Nondwa | 26 | 26.00 | RM |
| 3 | Zejele - Chikopelo | 16 | 16.00 | RM |
| 4 | Chidilo - Zejele | 6 | 48.00 | PM |
| | SUB TOTAL | 74.8 | 149.30 | |
| PACKAGE NO. 2 (Northern) | | | | |
| 1 | Lamaiti - Bankolo - Bahi | 14.5 | 50.75 | SI |
| 2 | Kisima cha Ndege - Fao | 5 | 17.50 | SI |
| 3 | Mayamaya-Mkondai | 16 | 16.00 | RM |
| 4 | Mzakwe-Lamaiti | 10.7 | 37.45 | SI |
| 5 | Babayu - Lamaiti | 10 | 35.00 | SI |
| | SUB TOTAL | 56.2 | 156.70 | |
| PACKAGE NO. 3 (Central) | | | | |
| 1 | Chigongwe-Chipanga | 26.4 | 26.40 | RM |
| 2 | Bahi-Bahimakulu-Chimendeli | 15.8 | 55.30 | SI |
| 3 | Uhelela - Nagulo Bahi | 10 | 35.00 | SI |
| 4 | Msembeta - Mindola | 12 | 42.00 | SI |
| | SUB TOTAL | 64.2 | 158.70 | |
| | TOTAL | 195.2 | 464.70 | |

PM=Periodic maintenance, RM= Routine maintenance, SI=Spot /Improvement

The DEO has been undertaking condition surveys on the roads to be able to prepare the BoQs for tendering purposes. This activity has taken far longer than expected due to shortage of staff at the DEO. The position of District Engineer has been vacant since October 2010 when the previous DE retired from civil service. One of the technical staff who had been on a study leave has resumed duty since mid September 2011. He has been assigned the duty of following up this project.

2.6 Planned Activities October – December 2011

The planned activities for the next three months – October to December 2011 are:-

- Finalise the tender documents for the new packages of works in Northern, Central and Southern areas in early October, invite tenders, evaluate and award of contracts by November 2011.
- Preparing and issuing work order No1 for all packages in November 2011.

- Undertaking road condition surveys using GPS in October/November 2011 on all the roads under the three f/y 2011/12 packages as a baseline to assess the change of condition as a result of maintenance to be carried out.
- Undertake condition surveys using GPS in December 2011 on the roads maintained in f/y 2010/11 to compare with the previous surveys carried out in April 2011.
- Supervise the road maintenance works planned to start in November 2011.

3.0 PROGRESS IN MPWAPWA DISTRICT

3.1 Systems to be Tested

The maintenance systems to be tested in Mpwapwa district are:

1. The 'small contracts for extended periods (framework contracts)' on most of the important district roads and;
2. 'Community contracts' on selected feeder roads.

With the first approach, it is intended to have several medium to small contracts to be procured through quotations and competitive bidding involving the registered contractors of classes 6 and 7 as well as the specialist labour-based contractors. The 'work scheduling' approach is to be used and the contracts are to be for periods of between 6 and nine months. The works will include spot improvements, routine maintenance and culverts/bridge works where deemed necessary.

With community contracts, the two models i.e. one of using villagers under village governments and the second of using Community Based Organisations (CBOs) will be tested on the four selected roads serving productive areas with difficult access where many farmers and livestock keepers are living. The works will be mostly routine maintenance and spot improvement works.

3.2 Progress

3.2.1 Framework contracts

The shortage of staff in the DEO has again been among the reasons that have delayed the implementation of the project in this District. The Acting District Engineer resigned in early August 2011 and no replacement has yet been appointed. The two technicians working in the DEOs office are overwhelmed with much work and are finding it difficult to cope with the workload. The preparation of BoQs and call for quotations planned for July/August could not be realised.

Following the signing of Performance Agreement between the Council and PMO-RALG during the last week of September 2011, the Council has now firmed up the roads to be maintained in f/y 2011/12 under the framework contracts. The low value of the contracts allow for use of 'quotations' in soliciting bids and reduces the time for procurement of contractors. The table below shows the roads as packaged.

| s/n | Road name | Length (km) | Type of maintenance | Estimated cost (TShs) |
|---------------|----------------------|-------------|---------------------|-----------------------|
| Package No. 1 | | | | |
| 1 | Chinyika – Nyabu | 14 | RM | 14 |
| 2 | Igoji – Mabeho | 26 | RM | 28 |
| 3 | Fufu – Igoji 1 | 12 | RM | 12 |
| 4 | Takanya - Chibwegele | 1.5 | SI | 5.4 |
| 5 | Chibwegele - Chungu | 1.5 | SI | 5.4 |
| 6 | Iyoma - Kisokwe | 5 | RM | 5 |
| 7 | Mazae - Ilolo | 3 | RM | 3 |

| | | | | |
|----------------------|---------------------|-------------|--------------------------|-------------|
| | Total | 63 | | 72.8 |
| Package No. 2 | | | | |
| 1 | Kibakwe - Wotta | 21 | RM | 21 |
| 2 | Wotta - Wangi | 3.5 | SI | 12 |
| 3 | Wangi - Lwihomelo | 2 | SI | 7.2 |
| 4 | Wotta - Matonga | 2 | SI | 7.2 |
| 5 | Wotta - Mlunga | 2 | SI | 7.2 |
| 6 | Kidabaga - Nyandu | 3 | SI | 10 |
| 7 | Mpwapwa – Ising’hu | 6.5 | RM | 6.5 |
| | Total | 40 | | 71.1 |
| Package No. 3 | | | | |
| 1 | Mbori – Nana | 23 | RM + 2No. 900mm culv | 31 |
| 2 | Inzomvu – Godegode | 2.5 | SI | 9 |
| 3 | Godegode – Kisisi | 3 | SI | 10.8 |
| 4 | Mpwapwa town roads | 17 | RM + 4 No. 600mm culv | 32 |
| 5 | Idilo - Chamhawi | 2 | SI + 1 No. 900mm culv | 11.2 |
| | Total | 47.5 | | 94 |
| Package No. 4 | | | | |
| 1 | Ikuyu - Kidenge | 10 | RM | 10 |
| 2 | Pwaga - Chamtumile | 18 | RM | 18 |
| 3 | Iyenge - Pwaga | 15 | RM | 15 |
| 4 | Chan’gombe - Lufu | 21 | SI + RM | 26.2 |
| 5 | Mwanakianga - Iyoma | 11 | RM | 11 |
| | Total | 75 | | 80.2 |

RM= Routine maintenance, SI=Spot Improvement

Quotations are to be solicited in October and contracts awarded in early November with contract durations of 7 months so as to carry out the maintenance works in two phases, 1st phase before the rains and the 2nd phase immediately after the rains.

3.2.2 Community Contracts

Community Based Organisations (CBOs) have been formed in four villages and registered with the DED’s office to undertake road maintenance works. The CBOs have opened bank accounts as per requirements of the contract that is to be concluded between them and the DED. In one of the villages, the village government will be contracted in place of a CBO to try this alternative approach. The process of procuring working tools to be provided to the

CBOs is awaiting receipt of road funds for the f/y 2011/12 works. As of the end of September 2011, the funds (1st release) had not been received by the Council.

A Swahili language version of the contract to be entered between CBOs and the DED has been sent to the CBOs and the village government for their review before signing (annexed as Appendix 1). There is high interest and enthusiasm within the communities to start maintenance works. Efforts are now directed to get all the necessary ground work done within October 2011. It is hoped that contracts will commence in early November 2011 with contract durations of 10 months.

3.3 Planned activities October – December 2011

The planned activities for the next three months – July to September 2011 are:-

- Solicit quotations for the four framework contracts by October 2011 and engage contractors in early November 2011;
- Finalise procurement of working tools for community contracts in October 2011;
- Conclude and sign contracts with CBOs and the village government in October 2011;
- DE to train the communities on road maintenance basics in early November 2011.
- Undertake road condition surveys in October/November 2011 using GPS on all the roads under the four packages and the roads to be maintained by the communities to obtain the base line condition data;
- Supervise the road maintenance works planned to start in November 2011.

4 PROGRESS IN DODOMA MUNICIPALITY

4.1 System to be Tested

The maintenance system to be tested in Dodoma Municipality is the 'Performance Based Management and Maintenance of Roads (PMMR)' contracts. The network to be covered will include a number of roads outside urban area (district and feeder roads) with a total length of about 60km. The works on some of the roads will include spot improvements and attending to 'trouble spots' followed by routine maintenance of the network for a defined period.

4.2 Progress

The Study Consultants conducted a sensitisation seminar on performance-based contracts on 15th July 2011 to raise awareness among the contractors working in Dodoma region on the system. This was to make them more able to prepare realistic tenders. A total of fourteen (14) staff of contractors and three DEO staff attended the seminar. The contractor's staff asked many questions. This suggests that they were becoming more interested and gaining an increased understanding of the concept.



Participants of the seminar on PMMR contracts conducted on 15th July 2011.

Prior to finalisation of the tender documents, discussions took place on 10th August 2011 between the Study consultants, PMO-RALG technical staff and Dodoma ME to agree on performance/service indicators especially those related to road usability (average speed and comfort), road durability (drainage and vegetation) and road safety.

The invitation for tender for the PMMR contract was advertised on 14th August 2011 and bids opened on 20th September 2011. A total of five contractors purchased the tender documents and four of them submitted bids. The table below shows the list of contractors who submitted bids and the 'read out' tender prices from each;

| s/n | Contractor | Read out tender prices (TShs) |
|-----|------------------------------------|-------------------------------|
| 1 | Ghana Building Contractor | 178,300,800.00 |
| 2 | Bahati Investment and Gen Supplies | 98,780,000.00 |
| 3 | Maloberi Traders | 162,395,400.00 |
| 4 | Zuzu – Nala | 188,108,800.00 |

Note: The Engineer's estimates for the contract is TShs. 178,000,000.00

The evaluation of the bids has been planned for 1st week of October 2011 and award recommendations will be discussed at the Tender Board meeting scheduled for 10th October 2011. The award of contract is scheduled to be end of October with a contract duration of 12 months.

4.3 Planned activities October – December 2011

The planned activities for the next three months – October to December 2011 are:-

- Finalise procurement of contractor in October 2011;
- Sensitise the Council management team and councillors on the PMMR concept;
- Undertake road condition surveys in October/November 2011 using GPS on all the roads included in the package to obtain the base line condition data;
- Supervise the road maintenance works planned to start in November 2011.

5 MONITORING EFFECTIVENESS

As the f/y 2010/11 works in Bahi district are being completed, it is planned to carry out condition surveys using GPS within the months of October and November 2011 to capture the condition of the roads after maintenance and make a comparison with conditions seen before maintenance.

The effect of the improved roads on social-economic activities in the areas that the roads are located will be assessed later as these take a longer time to become noticeable.

6 ISSUES AND CHALLENGES

Issues and challenges during this reporting period are as follows:-

Bahi District: The shortage of staff including lack of a qualified District Engineer is still a major issue. This has contributed to delays in the preparation of tender documents for the works to be executed in f/y 2011/12. One of the technical staff who was on a study leave has returned to the district in September 2011 and this should alleviate the situation although it is early to judge the impact.

Mpwapwa District: The shortage of staff including lack of a qualified District Engineer has greatly affected the Study in terms of timely preparation of the tender documents for the framework contracts and will have an effect on supervision of works when contracts commence.

On the framework contracts, the issue of getting enough contractors to be invited to submit quotations for four packages within the same period could be an issue to consider. A minimum of three quotations are to be obtained for a procurement process to continue and to be sure of getting three quotations at least five contractors should be invited. This means that a total of twenty (20) contractors should be available at one time for this exercise. Alternatively, the invitation for quotations for the four packages could be done in two phases to give a chance to contractors who do not make it in the first phase to quote for the other two. This is being discussed between the DEO and the District Procurement Unit.

The delay in starting of the community contracts could have a negative impact as the villagers feel disheartened. The Community Development Officers have been responding to many questions from the communities who seem to be losing patience. The delay in procurement of tools could also affect start of the contracts.

Dodoma Municipality: It has been difficult to organise a PMMR sensitisation forum for the Council management team and the councillors due to their other many engagements. The ME is still liaising with the Council Director's office to be able to get a slot in one of the routine councillor's meetings because calling for a specific meeting for this purpose will be at a cost (councillors' allowances) and there are no funds allocated for this activity.

Appendix 1

MKATABA WA KAZI ZA MATENGENEZO YA BARABARA.

Mkataba huu umetiwa saina leo tarehe..... mwezimwaka 20.....

Kati ya

Halmashauri ya Wilaya ya Mpwapwa ambaye katika mkataba huu atajulikana kama Mwajiri (Kwa upande mmoja)

na

Kikundi cha Kijamii/Serikali ya kijiji cha..... ambacho kwenye mkataba huu kitajulikana kama 'Kikundi' kwa upande mwingine.

Kwa kuwa Mwajiri anahitaji kufanya matengenezo ya mtandao wa barabara za Halmashauri ya Wilaya ya Mpwapwa na ameridhia kazi hiyo ifanywe na Kikundi katika moja ya barabara za Wilaya kama inavyoelezwa kwenye mkataba huu,

Na kwa kuwa Kikundi kimeonyesha nia na uwezo wa kufanya kazi hiyo ya Mwajiri kwa kuzingatia vigezo na masharti vilivyowekwa katika mkataba huu.

SASA BASI MKATABA HUU UNASHUHUDIWA NA PANDE ZOTE MBILI KAMA IFUATAVYO

1.0 WAJIBU WA KIKUNDI

- 1.1 Kikundi kitafanya kazi ya matengenezo ya barabara pale itakapolazimu kufanya hivyo kuanzia tarehe ya kusaina mkataba huu kwa muda ulioainishwa katika katika kipengele 4.1 kwenye maeneo yafuatayo:-
 - Jina/Majina ya Kata
 - Jina/Majina ya Vijiji.....
 - Jina la Barabara : kutoka.....Mpaka.....urefu wa kilomita.....
- 1.2 Kikundi kitafanya kazi za matengenezo ya barabara kama zilivyoorodheshwa hapa chini katika barabara husika, pamoja na kuondoa vitu vinavyoweza kusababisha barabara kutopitika ama kuathiri usalama na afya ya watumiaji wa barabara kama vile mizoga ya wanyama, maporomoko ya madongo, miti iliyoanguka, mawe makubwa n.k.
 - a) Kusafisha mitaro ya kinga na tupa maji kwa kuondoa manyasi, mchanga na takataka/uchafu wowote unaweza kuzuia mtiririko wa maji.
 - b) Kutengeneza/kurejesha vizuio vya mmomonyoko kwenye mitaro ya pembeni.
 - c) Kutengeneza sehemu za mitaro ziliziharibika ili ipitishwe maji kwa ufanisi.
 - d) Kuzibua makalvati yaliyoziba ikiwa ni pamoja na sehemu maji yanapoingilia na kutoka.
 - e) Kusafisha njia za vijito ili kurahisisha upitaji wa maji katika nadaraja na kalvati.
 - f) Kufukia mashimo yanayojitokeza barabarani kwa kutumia udongo mzuri unaopatikana sehemu inayopita barabara husika na kuhakikisha hayafikii kina cha sentimita 15.
 - g) Kurejesha udongo barabarani ili kuhakikisha kuwepo kwa mporomoko wa maji toka barabarani kupitia kwenye mabega ya barabara pale ambapo barabara ilitengenezwa na kuwekewa maporomoko hayo.
 - h) Kurekebisha mabega ya barabara yaliyomomonyoka.
 - i) Kupalilia magugu/manyasi yote kutoka kwenye barabara na kuyaondoa barabarani.
 - j) Kufyeka nyasi na kukata vichaka pembeni mwa barabara ili kuhakikisha hayafikii urefu wa sentimita 30 katika upana wa mita 1.5 kutoka pembeni mwa barabara.
 - k) Kuondoa barabarani vitu vinavyoweza kusababisha barabara isipitike au kuathiri usalama na afya za watumiaji wa barabara kama vile mizoga ya wanyama, maporomoko ya udongo, miti iliyoanguka, mawe makubwa nk.

2.0 WAJIBU WA MWAJIRI

- 2.1 Mwajiri atakuwa na wajibu wa jumla wa usimamizi wa mkataba huu kwa kuwakilishwa na Mhandisi wa Ujenzi (W) na Fundi sanifu atakaeteuliwa kusimamia kazi. Endapo msimamizi wa kazi hizi atabadilishwa, basi Kikundi kitaarifiwa kuhusu mabadiliko hayo na kitalazimika kufuata maelekezo ya msimamizi aliyeteuliwa.
- 2.2 Mwajiri atakipatia Kikundii nyenzo na zana za kufanyia kazi endapo atapelekewa maombi ya vitu hivyo na Kikundi. Nyenzo hizo ni pamoja na koleo, kwanja, majembe, toroli, mapanga and reki kama zilivyoorodheshwa kwenye kiambatisho A. Iwapo Kikundi hakitaomba, basi nyenzo hizo zitagharamiwa na Kikundi chenyewe.
- 2.3 Endapo Mwajiri atatoa nyenzo kwa Kikundi basi gharama ya nyenzo hizo italipwa na Kikundi kwa utaratibu wa kukata kidogo kidogo kwenye malipo ya Kikundi ya kila mwezi hadi hapo gharama yote itakapokuwa imerejeshwa kwa Mwajiri na nyenzo hizo zitakuwa mali ya Kikundi.
- 2.4 Nyenzo zote zitakazokuwa zimetengwa kwa matengenezo ya barabara ziwe zimenunuliwa na Mwajiri au mali ya Kikundi zitakaguliwa mara kwa mara na kutolewa ushauri kwa ajili ya kuhakikisha ufanisi wa kazi.

3.0 MALIPO KWA KIKUNDI

- 3.1 Kazi ya kikundi itakaguliwa kila mwisho wa mwezi kwa pamoja mwakilishi wa Mwajiri na Kikundi kutazama kama kazi imefanyika kama ilivyotegemewa. Mwakilishi wa Mwajiri na Kikundi witaandaa muhtasari wa ukaguzi na Iwapo itakubalika kwa pamoja kuwa kazi imefanyika vizuri Kikundi kitawasilisha hati ya madai ya malipo kwa mwezi husika. Iwapo itaonekana na kukubalika kwa pamoja kuwa kuna kazi ambazo hazikufanyika ipasavyo, muhtasari utaziorodhesha kazi hizo na Kikundi kitawajibika kuzifanya kazi hizo katika muda usiozidi siku saba (7) na Mwakilishi wa Mwajiri ataarifiwa kukamilika kwa kazi ili afike kukagua. Cheti cha kuthibitisha ubora wa kazi iliyofanyika kitatolewa na Mhandisi wa Wilaya kabla malipo hayajafanyika.
- 3.2 Kwa kuzingatia kufanyika vizuri kwa kazi zilizoanishwa katika kipengele 2.2 hapo juu, Mwajiri atamlipa malipo yake yote ya mwezi aliofanya kazi. Mwajiri atalipa kiasi cha Shilingi.....ikiwa ni asilimia mia ya malipo ya kazi ya mwezi husika.
- 3.3 Mwajiri anaweza kubadilisha viwango vya malipo wakati wowote itakapojitokeza kuongezeka kwa viwango vya ajira kwa asilimia zaidi ya kumi (10%). (Council shall review the said rates anytime the basic market labour rates change in excess of 10%)
- 3.4 Kikundi kitalipwa katika muda usiozidi siku kumi (10) kutoka siku ambapo kazi zitakaguliwa na kukubalika kuwa zimefanyika ipasavyo
- 3.5 Kikundi kitahakikisha kina akaunti katika benki yoyote ya kibiashara iliyopo karibu na Mwajiri na atatoa akaunti namba kwa Mwajiri kwa kuitumia kwa ajili ya malipo.

4.0 MUDA WA MKATABA NA USITISHAJI WA MKATABA

- 4.1** Mkataba huu utanza kutumika tarehe ya kusaini mkataba huu na kuendelea kwa muda wa miezi..... na unaweza kuendelezwa kwa kipindi kingine kulingana na makubaliano ya wahusika yaani Mwajiri na Kikundi.
- 4.2** Mkataba huu utasitishwa baada ya kuisha muda wake au endapo mmoja wa wahusika ataamua kusitisha baada ya upande mmojawapo kutotimiza wajibu wake na kusitisha huku kutaambatana na notisi ya siku 30.
- 4.3** Baada ya kusitishwa kwa mkataba, kama malipo ya nyenzo/vifaa vya kutendea kazi havijarejeshwa ama malipo yake hayajakamilika kwa mwajiri yafuatayo yanaweza kufanyika:-
- a) Mkandarasi atamalizia kiasi cha pesa kilichobaki kwa mwajiri na kubaki na vifaa, au
 - b) Atarejesha vifaa hivyo kwa Mwajiri.
 - c) Endapo vifaa vitapotea au kuibiwa vikiwa mikononi mwa Kikundi, basi Kikundi kitawajibika kununua vingine vyenye sifa sawa na vilivyounuliwa na Mwajiri na kumkabidhi mwajiri au kulipa pesa kulingana na thamani ya vifaa hivyo.
- 4.4** Endapo itathibitika kuwa Kikundi kimeshindwa kufanya kazi iliyoainishwa kwenye mkataba huu kwa wakati, au kimekuwa hakifuati maelekezo ya Mwajiri na hivyo kufanya kazi chini ya kiwango, au kimekuwa si mwaminifu katika kazi zake, basi mwajiri atasisjha mkataba wake bila taarifa na wala bila malipo yeyote badala ya notisi.

5.0 MABADILIKO KATIKA MKATABA

Mabadiliko yeyote katika mkataba huu yatafanyika kwa njia ya maandishi na makubaliano ya pande zote mbili.

6.0 UTATUZI WA MIGOGORO

- 6.1** Migogoro yote itakayotokana na Mkataba huu itatatuliwa kwa njia ya mazungumzo baina ya Mwajiri na Kikundi kabla ya kupelekwa katika vyombo vya kisheria.
- 6.2** Endapo itatokea kutoelewana katika mazungumzo ya awali, basi hatua ya pili ya kisheria itafuata ambapo Mkurugenzi Mtendaji wa Halmashauri ambapo kazi inafanyika atateua msuluhishi ambae atachukua jukumu la usuluhisha kwa kufuata sheria na taratibu za usuluhishi wa migogoro zinazotumika katika Jamhuri ya Muungano wa Tanzania.

7.0 HITIMISHO

Eleweke kuwa, viambatisho vyote vya mkataba huu vitasomwa pamoja na ni sehemu ya mkataba huu.

Umesainiwa kwa niaba ya Mwajiri

Umesainiwa kwa niaba ya Kikundi

Jina.....

Jina

Cheo

Cheo

Saini.....

Saini.....

Tarehe

Tarehe

