



REPUBLIC OF NAMIBIA

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NATIONAL ASSEMBLY

Notice of questions by Hon. McHenry Venaani - Question 37  
(18.04.2024)

Hon. Speaker, I rise to respond to the questions raised by Honourable McHenry Venaani of PDM. I thank the Honourable Member for the interest shown in this matter.

Question 1

Can you please provide a detailed breakdown of all the costs associated with the construction of the police checkpoint?

Answer:

The construction works of the Onhuno Checkpoint comprised of the structural design, the professional supervision, installation and construction of a self-supporting 10m high overhead shelter over an industrial grade paved area, an office and ablution facilities (both public and officials), with the provision of a temporary gravel traffic detour route during the construction period. Further to that, extensive earthworks including paving, roadworks, interlocking, kerbs, road marks, concrete formwork and reinforcement, electrical, plumbing, water installations, sewer connection with a septic tank were part of the construction. The different stages/installations with costs are depicted as per the attached report marked as **Annexure "A1"** and design as **Annexure "A2"**.

## Question 2

**Has your office investigated how the current structure cost N\$ 8,3 million? If not, why has your office not conducted an investigation into what appears to be a waste of taxpayer funds?**

### **Answer:**

Before resorting to the Ultimate Building Machine (UBM) roof structure through Aug 26 Construction (PTY) Ltd, analysis were made with the previous cost of RTCP, such as the Windhoek/Airport RTCP which was constructed at the cost of N\$12,232,840.00 in 2013 and completed in 2015, thus, the current cost of a similar RTCP is estimated to be N\$ 23,100,000.00 because of the steel prices that went up significantly over the last few years (copy of the projects cost of the Whk/Airport is attached and marked as **Annexure "B"** from Jordaan & Associates Quantity Surveyors). Furthermore, the estimated cost of the Windhoek/Okahandja RTCP was estimated at N\$41,654,895.00 after completion of the design and documentation in 2021 (See attached letter from Ministry of Works and Transport **marked as Annexure "C"**). Thus, the UBM roof structure was the most viable option. Based on the information as provided, there was absolutely no need to investigate the matter since I am satisfied by the information provided.

## Question 3

**Why has such an important and monumental structure hastily constructed without consideration for quality and sophistication?**

**Answer:**

Budgetary provision was made to the project during the 2023/2024 financial year for the construction of this RTCP. Thus, the invitation to bid (Bid No. W/EPE/39-1082/2023/24) for the construction of a new UBM roof structure for the Road Traffic Check Point Shelter at Onhuno in Ohangwena Region, was extended to August 26 Construction (PTY) Ltd, in terms of section 34 (e) of the Public Procurement Act 2015 (No. 15 of 2015), "Execution by Public Entities", on 09 November 2023. The bid closed on 20 November 2023 and the offered amount from the Company was N\$ 8,353,975.75.

A Requisition for Expenditure (T8) was presented on 28 November 2023 to the 27<sup>th</sup> Ministerial Procurement Committee (MPC) and was endorsed the same day for approval. The T8 was approved on 29 November 2023 by the Accounting Officer and a Purchase Order No.46060 to the amount of N\$ 8,353,975.75 was issued to the company on 30 November 2023. The advantage of the UBM system is that steel sheets are fabricated on site with special equipment machinery (UBM) operated by August 26 Construction (PTY) Ltd. Given the conditions imposed by the Roads Authority as per the letter dated 31 January 2023 such as, *inter alia*, **"4. Kindly note that at least one bypass road needs to be provided to allow for abnormally large loads to be conveyed past the roof structure. This bypass road is to consist of at least two 150mm layers of sub-base quality material on top of the necessary roadbed preparation and to be bitumen surfaced. The structural design of this bypass road as well as the route that the bypass road is to follow is to be determined in consultation with and be approved by the office of the Regional Engineer of the Roads Authority in Oshakati before any such works may be proceeded with"**. (See attached copy marked as Annexure "D").

This method of construction has normally a much shorter construction period as opposed to the conventional construction period. However, all the necessary tests on the concrete was done and inspected on all the required levels before any works continued. We were therefore, satisfied that August 26 Construction was capable of completing the project before the end of the financial year.

#### **Question 4**

**May you specify the technical team of Engineers, Architects and Surveyors who designed this project?**

**Answer:**

August 26 Construction (PTY) Ltd, use their internal technical team of qualified Engineers to design this project and they are as follows:

- Col. Martha Endjala- Mechanical Engineer (Managing Director of August 26 Construction (PTY) Ltd;
- Tuhafeni Hilukiluah- Mechancial Engineer (General Manager of August 26 Construction (PTY) Ltd; and
- Dr. A Olivier- Civil Engineer (Project Manager and Civil Engineer of August 26 Construction (PTY) Ltd.

#### **Question 5**

**Lastly, may you provide the design of the project and how much this design cost and can you produce the bill of quantities which breakdown the cost of all materials needed for the project?**

**Answer:**

The design of the project form a part of the scope of work and was not charged for. However, the breakdown of the cost is hereby attached as per **Annexure "A"**.

Once again, I would like to thank the Hon. Member for showing interest in this matter.

I thank you.