PROGRESS REPORT FOR THE KAZUNGULA BRIDGE AND BORDER FACILITIES PROJECT: End June 2010

SADC Secretariat

September, 2010
1. INTRODUCTION

This is a monthly progress report covering up to the end of August 2010. Some recent developments on the Project are also highlighted in the Report.

2. BACKGROUND

The Kazungula Bridge Project is part of the North-South Corridor, which links the mineral-rich regions of Zambia and the DRC through Botswana and the port of Durban in South Africa. Crossing at the Kazungula Border Post is currently done by a ferry moving about 30 trucks per day, which is slow and accident prone contributing to delays, high transport costs and hence justification of the bridge.

3. OBJECTIVES

The following are the objectives of the Project:

- To replace the ferry service between the two countries, which suffers from slow traffic clearance as a result of limited carrying capacity.

- To enhance transport links and operations between the two affected countries and other SADC member States thereby strengthen regional integration, economic growth and development.

4. BACKGROUND AND SCOPE OF THE PROJECT

4.1 Scope

The Project comprises three components as follows:

1. Lot 1a: Consultancy Services for Economic Feasibility and Detailed Design studies of the Kazungula Bridge, Border Control Facilities, and Tolling Facilities. The dimensions of the bridge as determined by the previous Feasibility Study are as follows: 720-m two-lane Bridge with 1.0-m sidewalk on both sides whilst the new proposal is for 923m Extra-dosed Cable-Stayed Bridge with 1.9m sidewalk on both sides; other facilities include 3-km of approach roads and railway lines, One-Stop-Border Posts, and Tolling Facilities.

Lot 1b: Consultancy Services for Feasibility and Detailed Design of other corridor-related facilities along the North-South Corridor including inland container depots (ICD); weighbridge stations, truck rest areas, and roadside socio-economic infrastructure.

Lot 1c: Consultancy Services for Trade and Transport Facilitation for the North-South Transport Corridor (Lubumbashi-Durban).
2. Lot 2: Private Sector Participation/Project Financing Study – Consultancy and Advisory Services to determine the appropriate legal and institutional organization as well as the optimum financing and operating arrangements (Loan, BOT, Toll Concession) for the Kazungula Bridge; and advise the two Governments in setting up the institutional and finalizing the financing arrangements.

3. Lot 3: Transport Infrastructure Adviser – Recruitment of an Individual Consultant for a three-year fixed-term contract to assist the SADC Secretariat in the formulation and preparation of regional transport programmes, and the supervision of the SADC North-South Corridor Improvement Study and other ongoing transport projects.

5. PROGRESS REPORT

Project Coordination

In terms of coordination, the SADC Secretariat continued to coordinate the Joint Steering Committee (JSC) Meetings co-Chaired by the permanent secretaries of relevant Ministries from Botswana and Zambia and the Director of Infrastructure and Services from the SADC Secretariat. During these meetings progress was reviewed and a number of Study Reports were considered and approved. The following meetings have so far been prepared for and serviced by the SADC Secretariat:

- 5\textsuperscript{TH} JSC – 8\textsuperscript{TH} May 2009 Lusaka, Zambia
- 6\textsuperscript{TH} JSC – 31\textsuperscript{ST} July 2009 Gaborone, Botswana
- 7\textsuperscript{Th} JSC – 25\textsuperscript{TH} September, 2009 Lusaka Zambia
- 8\textsuperscript{TH} JSC – 27\textsuperscript{TH} November, 2009, Gaborone, Botswana
- 9\textsuperscript{TH} JSC – 19\textsuperscript{TH} February, 2010 Lusaka, Zambia
- 10\textsuperscript{th} JSC – 18\textsuperscript{TH} June 2010, Lusaka, Zambia
- 11\textsuperscript{th} JSC – 09 September, 2010

The SADC Secretariat also facilitated the Joint Technical Committee (JTC) Meetings, Project Implementation Team (PIT) Meetings and other technical subcommittee Meetings for the Project to process Study Documents and resolve technical issues.
Progress on Lot 1: Consultancy Services for the Feasibility and Detailed Design of the Kazungula Bridge, Border Facilities and Corridor Studies

As you are aware, it has not been possible to conclude the feasibility phase of the Project as was initially planned. The progress on the ground is as follows:

The following progress on Lot 1 deliverables:

- The feasibility and detailed design studies for the Bridge including border facilities (LOT 1) commenced on the 23rd September 2008.
- The Inception Report was received on the 1st of November 2008.
- The Conceptual Design of the Bridge was considered and approved by Botswana and Zambia at the Ministerial meeting held on the 8th May, 2009 in Lusaka.
- The Corridor Analysis Report was approved at the 8th JSC Meeting held on 27th November, 2009 in Gaborone, Botswana.
- The Preliminary Design Report was approved by the JSC on 19th February, 2010 subject to incorporation of Comments which were submitted to the Consultant and the inclusion of EIA and Geotechnical Investigations Reports.
- The Revised Trade and Transport Facilitation Report was approved by the Client in May 2010.

The Consultant was expected to complete the Final Feasibility and Detailed Design Studies for the Bridge including the Border Facilities by 23rd November 2009, after allowing for two months extension of time to include the Railway Component.

The contract period having effectively expired, the Consultant formally requested for an extension of time of twelve months, without financial implications, of which 11 months was granted by the Client up to 24-11-2010. The Revised Work Program was as follows:

- Draft Final Design Report (DFDR) – to be completed by end of July 2010.
- Draft Bidding Documents (Bridge and Approach Roads) – to be completed by end of August 2010.
- Draft Bidding Documents (Border Facilities) - to be completed by end of August 2010.
- Final Design Report (FDR) and Bidding Documents - to be completed by 24th October 2010.

The main reasons for the delays experienced were due to:
changes in scope of works requested by Client at the start of the Project which involved; change of alignment; and the incorporation of the Railway Component;

Delays in submission of Reports by the Consultant, which were often inadequate and it took more time in clarifying points and finalizing the documents.

cost escalation largely due to change in scope of work, particularly in respect of Geotechnical Investigations (GTI) to the extent that it took time for the Client to identify funds to cover the additional costs.

Furthermore, due to the delay in starting the Geotechnical Investigations Study, as a result of high water levels in Zambezi River, the Consultant formally requested for another extension of time of four (4) months up to 24th February, 2011 without financial implications, of which 3 months was granted by the Client up to 31 January 2011. The new Revised Work Program now is as follows:

- Draft Bidding Documents (Border Facilities) - to be submitted by 15th October 2010.
- Draft Bidding Documents (Bridge and Approach Roads) – to be submitted by 15th December 2010.
- PIT to review the documents and submit comments to the Consultant by 31st December 2010.
- Restitution Workshop to revalidate the findings with the Consultant by week ending 31st December 2010.
- Final Design Report (FDR) and Bidding Documents - to be submitted by 31st January 2011.

After submission of the Final Design Report, Botswana and Zambia will stage a Donor’s round table conference to solicit funding for implementation of the project resulting from the Study after approval by the Client.

In this regard, the SADC Secretariat is engaged in consultations with relevant stakeholders with a view to start the preparatory process with the PIT as directed for the proposed Donor’s round table conference.

6.0 PRELIMINARY DESIGN REPORT

The Preliminary Design Report was approved by the JSC on 19th February, 2010 subject to incorporation of Comments which were submitted to the Consultant and the inclusion of EIA and Geotechnical Investigations Reports.
The tentative approval was given for the purpose of allowing the Consultant to proceed with the detailed design for the bridge superstructure, approach roads, rail and border facilities.

The Consultant did revise the Report in accordance with the Comments submitted and sought unconditional approval, which was rejected by the Client at the 10th JSC Meeting held on 18th June 2010, pending the inclusion of the EIA and Geotechnical Investigations, which were still outstanding.

In this regard, the Consultant submitted an invoice in respect of the same of which the Client has agreed to pay on a pro rata basis prior to completion of the Geotechnical and EIA studies, which is also subject to the ADB granting a “No Objection” to deviate from the agreed payment schedule.

Following a request from the SADC Secretariat, the ADB indicated by email that they were agreeable to make payments on pro rata bases but a “No Objection” letter granting authority was received. Additionally, the ADB Country Representative has indicated that ADB is ready to give a “no objection”.

The SADC Secretariat channeled this proposal to the Consultant, regarding the issue of part payment on the Preliminary Design Report. The Consultant has now agreed to be paid 60 per cent of the Preliminary Design Report. An invoice is now being awaited from the Consultant.

7.0 DRAFT FINAL REPORT (DRAFT DETAIL DESIGN REPORT)

Bridge Detailed Design

The Consultant has submitted the Draft Final Bridge drawings with the exception of the bridge foundations which are still in their preliminary design form. The bridge foundation design would be finalized when the geotechnical site investigations are completed, and the results of the laboratory testing are available by October, 2010.

In this regard, he has suggested that it is possible to review all aspects of the bridge design drawings, with the exception of the foundations designs. He has also proposed that the Client should start reviewing the drawings in order to buy time and hence expedite progress. This will not affect the contractual obligations of submitting the full Draft Final Report.

One Stop Border Posts Facilities

Regarding, design drawings on the Border Facilities, the Consultant has reported that these are 99% complete with the exception of the location plan, which still shows the Botswana Border Facility in the original location as per Option 1;
In this regard, he has also suggested that the Client reviews all aspects of the Border Facility Design Drawings with the exception of the location plan for the Botswana Facilities. The location plan for the Botswana Facilities will be updated to show the Option 1A location and be submitted after the coordinates have been verified.

The Client position on this matter is as follows:

- although it was possible to review the bridge design drawings, with the foundations designs still at preliminary stage, the bridge design drawings should be submitted when the foundation design drawings were completed;

- the draft detailed design drawings of the Border Post Facilities should be submitted together with the location plan for the Botswana Border Post Facilities showing the Option 1A location for the consideration by the Client; and

- the SADC Secretariat should acknowledge receipt of the drawings and remind the Consultant to submit original number of copies of the Draft Final Design Report as per contract and that comments would be submitted after receipt of the Draft Final Design Report.

8.0 ENVIRONMENTAL IMPACT ASSESSMENT (EIA) STUDY

In 2009, the Consultant had to be assisted by the Client to finalise the Scoping Report and Terms of Reference for the Detailed EIA Study because of the poor performance of the Sub-Consultant for the EIA Study.

The Consultant had to later on replace the EIA sub-consultant in November 2009 to undertake the Detailed EIA Study. The poor performance of the first Sub-Consultant for the EIA Study contributed in the delay to complete the EIA process by about eight months.

The second EIA Sub-Consultant submitted a draft e-copy of the EIA Report on 19th February 2010 and the hard copies were submitted on 4th March 2010 at the SADC Secretariat.

It was expected that once the EIA was submitted, it would take about 60 to 65 days for the Report to be reviewed by Botswana and Zambia, in compliance with the applicable laws in the respective countries. To date the 60 days have elapsed but the review process would only be concluded in November 2010.

The key issue on the Zambian side was that of the Consultant’s refusal to develop the Resettlement Action Plan (RAP) whereas on the Botswana side, the key issue was the need to identify a suitable alternative location for the border facilities as pointed out in the Draft EIA Report, which would not be affected by the annual floods experienced in the area.
The other reason for the delay in completing the EIA process was due to the different approaches used by Botswana and Zambia to facilitate the approval of the EIA Report. Despite the similarities in the EIA legislation in the two countries, Botswana followed a different route to that of Zambia to complete the review of the EIA Report.

The Consultant accepted to develop the Resettlement Action Plan (RAP) and likewise accepted to develop alternative locations from which Botswana had selected Option 1A which involves moving Option 1, 70m towards existing road and 10m southward without additional costs. These key issues were included in the Draft Final EIA Report.

The above reasons have contributed to the delay in the completion of the EIA process. Although it is expected that the Final EIA Report would be submitted by 15th September, 2010 the approval of the EIA Report would only be done in November 2010 after Zambia finalises the EIA review process. Furthermore, there are some challenges in relation to the proposed location of the Zambian Border Facilities which is located within the existing community. This challenge will be addressed by the RAP.

9.0 GEOTECHNICAL INVESTIGATIONS

The Geotechnical Investigations commenced on 1st August 2010 and works were expected to be completed in October 2010. On the Botswana side drilling has been completed on two two holes, whereas on the Zambian side, drilling has been completed on three holes with one still to be completed.

It is expected that drilling in the water would start as soon as the barge arrives at the project site by the week ending 17th September 2010 from South Africa.

However, the Consultant has indicated that the Subcontractor might stop drilling because the USD250,000.00 balance as part of advance payment was still outstanding despite the fact that Zambia had submitted a claim to the ADB in April 2010.

In this regard, there is a need to harmonize issues with the ADB in respect of the provisional sums in the Contract meant for Geotechnical Investigations, the White Model, Workshops and the Training Program.

Furthermore there is need for the Government of Botswana and the SADC Secretariat to expedite the finalization of the Letter of Agreement to facilitate the disbursement of the Supplementary NEPAD IPPF Grant to the Government of Botswana amounting USD 420,000 for the Geotechnical Investigations.

10.0 CONTRACT PAYMENTS

The following Contract payments have been made:
Fee Note No.1 amounting to Euro 474309.20 being the Advance Payment which was paid against Bank Guarantee Bond amounting to Euro 486,031.40 issued by the Consultant. The Original Copy of the Bond was kept in Safe Custody by the Government of Zambia. Payment was covered under ADB (ADF) Grant.

Fee Note No.2 – Invoice No. 2/72129 N amounting to Euro 237,154.60. The scheduled amount in the Contract was Euro 243,025.70. The difference represents reimbursable not yet claimed by the Consultant. The Government of Botswana paid Fee Note No.2 through its ADB (NEPAD-IPPF) Grant.

Fee Note No.3 – Invoice No. 3/72129 N amounting to Euro 118,577.3 upon approval of the Bridge Conceptual Statement. The scheduled amount in the contract was Euro 121,507.85. The difference represented reimbursables not yet claimed by the Consultant. The Government of Botswana had paid Fee Note No.3 through its ADB (NEPAD-IPPF) Grant.

Fee Note No.4 – Invoice No. 4/72129 N amounting to Euro 118,577.3 for the Corridor Analysis Report. The scheduled amount in the contract was Euro 121,507.85. The difference represented reimbursables not yet claimed by the Consultant. The Government of Botswana had paid Fee Note No.4 through its ADB (MIC) Grant.

Fee Note No.5 – Invoice No. 5/72129 N amounting to Euro 118,577.3 for Trade and Transport Facilitation Report. The scheduled amount in the contract was Euro 121,507.85. The difference represented reimbursables not yet claimed by the Consultant. The Government of Botswana had paid Fee Note No.4 through its ADB (MIC) Grant.

The next payments according to item 6.4 of Lot 1 Contract would be:

- Draft Final Design Report (DFDR) - The amount as scheduled under item 6.6 of the Contract of Euro 243,015.70 would be met by the Government of Zambia through its ADF Grant.

- Draft Bidding Documents (Bridge and Approach Roads) - The amount as scheduled under item 6.6 of the Contract of Euro 182,261.78 and would be met by the Government of Botswana through its ADB (MIC) Grant.

- Draft Bidding Documents (Border Facilities) - The amount as scheduled under item 6.6 of the Contract of Euro 182,261.78 and would be met by the Government of Botswana through its ADB (MIC) Grant.

- Final Design Report (FDR) and Bidding Documents - The amount as scheduled under item 6.6 of the Contract of Euro 486,031.40 and would be met by the Government of Zambia through its ADF Grant.
It is to be that not all payments were made on schedule due to late submission of Reports which were often inadequate to warrant approval to proceed to the next stage. Extra time and resources had to be deployed to facilitate approval of some of these Reports, which in some cases had to be extensively revised. Detailed cash flows are also given in the attachment.

12.0 PROJECT FINANCING STUDY – CONSULTING AND ADVISORY SERVICES TO DETERMINE THE APPROPRIATE LEGAL AND INSTITUTIONAL ARRANGEMENTS

Progress Report on Lot 2 Consultancy

The Lot 2 Study, which was awarded to Messrs Arup Botswana Ltd/Nathan Associates at an amount of US$363,526.00, commenced on the 10th June 2009 has now been completed.

The following is the progress on Lot 2 deliverables:

- The Inception Report, which was the first deliverable of the Consultancy was considered and approved by the JSC on the 31st July 2009.

- The Draft Preliminary Report for LOT 2, which was the second deliverable, was submitted on the 22nd September 2009 and was approved by the Client in May 2010 after the Consultant, had incorporated comments from the Client.

- The first Workshop for Lot 2 Consultancy to discuss issues that would inform the legal structuring of the Bridge ownership and operation took place on 10th December, 2009 in Lusaka, Zambia.

- The second Workshop for Lot 2 Consultancy to discuss issues that would inform the legal structuring of the Bridge ownership and operation took place from 7th to 8th April 2010, in Gaborone Botswana.

- The Draft Final Report for Lot 2 was approved on 18th June, 2010 subject to incorporation of comments submitted by the Client.

- The Final Report will be submitted by the week beginning 20th September 2010.

The Draft Final Report for Lot 2 Study has recommended the following:
• the Project be funded entirely by the public sector through sovereign loans to the Governments of Botswana and Zambia;

• the recommended PPP structure be design and build through the construction and a management contract for the first three to five years of operations thereby transferring the risk to the private sector. Under the option, once the management contract ends and the level of traffic crossing the Bridge becomes more definite, the Governments would be in a good position to consider leasing the bridge to a private investor/operator;

• The Draft Kazungula Bridge Sponsor's Agreement,

• The Draft Kazungula Bridge Authority Memorandum and Articles of Association; and

• The Draft Management Contract agreement between the Kazungula Bridge Authority and the Management Company.

The Governments of Botswana and Zambia have decided that implementation of recommendations from Lot 2 Study would commence as soon as the Final Report has been approved.

13.0 PROJECT FUNDING

Botswana

As you are aware, the Government of Botswana opened two Special Accounts, one for the NEPAD IPPF and the other for the MIC Fund, in compliance with the requirements of the Grant and the details were shown in Tables 1 and 2 below:

<table>
<thead>
<tr>
<th>Activity / Component</th>
<th>NEPAD – IPPF</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local Cost (US$)</td>
<td>Foreign Cost (US$)</td>
</tr>
<tr>
<td>Detailed Design of Kazungula Bridge and Border Facilities</td>
<td>-</td>
<td>500,000</td>
</tr>
</tbody>
</table>

It is to be noted that 3 invoices were paid from NEPAD -IPPF account.

Table 2: MIC FUND
<table>
<thead>
<tr>
<th>Activity / Component</th>
<th>MIC FUND</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local Cost (UA)</td>
<td>Foreign Cost (UA)</td>
<td>Total (UA)</td>
</tr>
<tr>
<td>Detailed Design of Kazungula Bridge and Border Facilities</td>
<td>-</td>
<td>600,000</td>
<td>600,000</td>
</tr>
</tbody>
</table>

The part of the funds were used to pay for the Corridor Analysis Report.

Zambia

The amount of the Grant for the Zambia Government was UA 1.45 million. The category of funding is shown in Table 3.

Table 3: ADB FUND

<table>
<thead>
<tr>
<th>Category of Expenditure</th>
<th>Foreign Cost</th>
<th>Local Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Kazungula Bridge and Border Post Facilities</td>
<td>0.85</td>
<td>0.15</td>
<td>1.00</td>
</tr>
<tr>
<td>2. Design of Corridor Facility</td>
<td>0.25</td>
<td>0.07</td>
<td>0.32</td>
</tr>
<tr>
<td>3. Transport Facilitation Program</td>
<td>0.10</td>
<td>0.03</td>
<td>0.13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1.20</strong></td>
<td><strong>0.25</strong></td>
<td><strong>1.45</strong></td>
</tr>
</tbody>
</table>

The first Fee note was paid from the facility.

SADC Secretariat

These funds have been disbursed into the SADC Special Account.

Table 4: SADC Secretariat Grant Financing by Category of Expenditure

<table>
<thead>
<tr>
<th>Category of Expenditure</th>
<th>Foreign Cost</th>
<th>Local Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultancy Services</td>
<td>0.25</td>
<td>-</td>
<td>0.25</td>
</tr>
<tr>
<td>2. Audit Services</td>
<td>0.03</td>
<td>-</td>
<td>0.03</td>
</tr>
</tbody>
</table>
3. Miscellaneous

<table>
<thead>
<tr>
<th></th>
<th>0.02</th>
<th>0.05</th>
<th>0.07</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>0.30</td>
<td>0.05</td>
<td>0.35</td>
</tr>
</tbody>
</table>

14.0 **Member States Contributions**

The Governments of Botswana and Zambia had undertaken to meet the cost for Lot 2 and the Railway Component on a fifty-fifty basis.

Both the Governments of Botswana and Zambia had disbursed funds for Lot 2 and the Railway Component into the Special Account at SADC Secretariat amounting to USD 1,121,896.

Funds amounting to USD 134,349.00 were borrowed from the Special Account at the SADC Secretariat to be paid as part of advance payment for the Geotechnical Investigation. The amount would be paid back by the Government of Botswana once the supplementary Grant from NEPAD IPPF was disbursed.

In this regard, payments in respect of the following were made:

- the Inception Report for Lot 2 amounting to USD 90,881.5 were made from the Special Account on 9th November 2009

- the Preliminary Design Report for Lot 2 were made from Special Account amounting to USD 72,705. on 25th May 2010.

- the Conceptual Design Report on the Railway component amounting to Euro 179,879.40 (USD 260,807.73) were made from the Special Account on 12th December 2009.

- the Preliminary Design Report on the Railway component amounting to Euro 89,933.70 (USD 121,410.5) were made from the Special Account on 11th August 2010.

The next payment of the Lot 2 Contract will be:

- 35 percent of the Lump Sum Contract Price upon approval of the Draft Final Report. The amount as scheduled under item 6.6 of the Lot 2 Contract is USD 127,234.10 and was likely to be paid by end of October, 2010.

- 20 percent of the Lump Sum Contract Price upon submission of the Final Design Report. The amount as scheduled under item 6.6 of the Lot 2 Contract is USD 72,705.2 and was likely to be paid by end of October, 2010.

The next payment of the Lot 1 Contract in respect of the Railway Component will be:
• 20% percent of the Addendum 1 upon submission of the Draft Final Design Report amounting to Euro 119,919.6.

• 15% percent of the Addendum 1 upon submission of the Draft Bidding Documents amounting to Euro 89,933.70(USD 121,410.5).

• 20% percent of the Addendum 1 upon submission of the Final Design Report amounting to Euro 119,919.6.

In the event that the release of funds for the Geotechnical Investigations was delayed from the ADB, the SADC Secretariat has been directed by the JSC that it should explore the legality of borrowing some funds on the Special account to pay for the Geotechnical Investigations.

15.0 COUNTERPART TRAINING

The Governments of Botswana and Zambia had submitted names of the proposed staff for counterpart training through the SADC Secretariat to the Consultant.

The Consultant has confirmed that the nominated trainees would be deployed at the geotechnical investigation stage as an initial element of the counterpart training within the available budget.

The Consultant is working on the training program to be aligned to the Geotechnical Investigations and to conduct a one-week training seminar for the six nominated officers on bridge design engineering to be held in any one of the two countries.

The training would include a visit to the site during the River drilling during which time the technical aspects of the drilling process from the barge; in-situ testing and interpretation of the cores would be explained to the participants.

The drilling work in the river is expected to start during the week beginning 20th September 2010 and should be completed by mid October, 2010. The window of opportunity for the site visit lies between mid-September and early October, 2010.

The SADC Secretariat has requested the Consultant to prepare a detailed program as per contract with clear cost estimates to justify the program by 16th September 2010 and should advise the Consultant that the counterpart trainees shall be on site on 20th September 2010.
16.0 WHITE MODEL

The White Model was first displayed at the 8th JSC Meeting on the 27th November in Gaborone, Botswana, but it was unveiled with some defects. The Consultant advised the Client that the defects would be repaired in due course.

The SADC Secretariat has been receiving many requests from the public including donors to view the Model; however, the Model cannot be displayed with the defects.

The SADC Secretariat has been discussing with the Consultant on how the White Model can be repaired so that the Client should be able to utilize it.

The SADC Secretariat is currently working out modalities with the Consultant to repair the White Model.

The SADC Secretariat was directed by the JSC to issue a directive to the Consultant to repair the Model by 9th October 2010.