

Environmental and Social Data Sheet

Overview

Project Name:	Eastern Africa Transport Corridor
Project Number:	20110361
Country:	Uganda
Project Description:	The project has two main components: (i) Widening to 2 x 2 of the existing Kampala Northern Bypass in central Uganda, and (ii) construction of new 2 x 1 bypass around Mbarara along with associated reconstruction of 27km of the existing highway from Mbarara towards Ntungamo (km 9-36) in south western Uganda
EIA required:	Yes

Key Environmental and Social Issues

Both main components of the project, if located in the EU, would fall under Annex I of the EIA Directive 85/33/EEC as amended, and would therefore require a full EIA procedure. Both components are also categorized as requiring a full EIA under applicable domestic legislation, the National Environment Act, 1995, and EIA Regulations 1998.

Kampala Bypass. An Environmental and Social Impact Assessment (ESIA) commenced in February 2010. Various cross sections and junction layout options were explored. The ESIA was subject to several rounds of public consultation. The main negative impacts, which are cumulative to the completion of the first phase and relatively modest, include further loss of wetland (about 10 ha); limited new land acquisition in the vicinity of junctions (up to 10 ha); and additional noise/vibration due to induced traffic. Mitigating measures include noise barriers, enhanced pedestrian facilities and timely implementation of a resettlement action plan. The Environmental and Social Impact Statement (ESIS) has been made public on the EIB's website and is to be submitted to the Competent Authority, the National Environmental Management Authority (NEMA) for approval.

Mbarara Bypass and Northern Corridor Highway Reconstruction. An ESIA for the Mbarara bypass commenced in January 2009. Various alignment and cross section options were explored. The ESIA was subject to several rounds of public consultation. The main negative impacts include conversion of land (about 82 ha); small loss of plantation forest reserve (2ha); visual impact; noise/vibration for adjacent receptors; and community severance. Mitigating measures include afforestation, an underpass crossing for cattle and timely implementation of a resettlement action plan. The Environmental and Social Impact Statement (ESIS) has been made public on the EIB's website and was submitted to NEMA for approval in 2010. The Bank has received NEMA's opinion that the project is not likely to have any significant impact on protected areas (Form A). The reconstruction section of 26km with limited cumulative impacts, which would be subject to Annex II of the EIA Directive, was also subject to an ESIA procedure and is pending approval by NEMA.

The accident rate on both components is expected to be reduced as a result of the project. Both roads have been or will be subject to an independent safety audit in line with the principles of Directive 2008/96/EC and remedial measures included in the detailed design. Moreover, by diverting traffic to the periphery, the project will have some positive impacts for city centre environments in terms of reduced noise, vibration, severance and local pollutants.

The project is not subject to any particular climate change risk nor will it have any significant effect in terms of climate change mitigation.

Subject to conditions outlined below, the project meets the EIB's requirements in relation to environmental and social matters.

Environmental and Social Assessment (supplementary information)

Kampala Bypass. The component involves the addition of a new carriageway to 17.5km of the existing 21km alignment opened to traffic in 2009 (the balance 3.5km is already 2 x 2). The widening will add about 19 metres to the width of the existing 11 metre platform. The component is to be implemented in a largely urban environment, with both formal and informal settlements along the highway, plus, at its western end, a wetland (Lubigi and Mayanja) immediately adjacent on the northern side for about 5 km. While during the first phase construction of the bypass the structures were prepared for a 2 x 2 carriageway, the earthworks were not; this means that further cutting and filling within the existing right of way will be required along with some further conversion of land at four junctions which are to be graded separately under the project. This will entail some cumulative impacts in terms of land take and additional resettlement. The road has experienced some problems in relation to safety and drainage; these aspects are to be improved as part of the new design. No domestic or international protected areas are located in the project area, nor are any protected monuments within the corridor of impact.

A Resettlement Action Plan (RAP) is to be prepared once the engineering designs, particularly at the junctions, are confirmed. The RAP shall recognise that all Project Affected Persons (PAP) are entitled to compensation for material losses they suffer, including those without title, authorization or permission to use the right of way for residential or income generating purposes. The RAP is expected to be implemented during the latter half of 2012 prior to works commencing in 2013.

Mbarara Bypass and Northern Corridor Highway Reconstruction. This component includes the construction, on a green-field alignment, of a 14 km 2 x 1 highway through agricultural, largely grazing, land. The road will be built with platform and structures prepared for subsequent improvement to dual carriageway some time in the future. Five route options were considered in the ESIA and the final alignment adopted as it imposed the shortest length (and cost) and lowest social impacts as well as crosses the gentlest non-environmentally sensitive terrain. 1.8ha of the Rwentongore Forest Reserve (degraded plantation) will be lost along with 3ha of banana plantation with the balance 75ha being largely grazing land. The National Forestry Authority will be paid for the loss of plantation in line with national laws. No domestic or international protected areas are located in the project area, nor are any protected monuments within the corridor of impact. The alignment does, however, cross the River Ruizi which has some natural habitat value and will be subject to specific construction management controls.

About 75 landowners are affected by the bypass project insofar as part of their land will be acquired, although no residential properties need to be moved. 39, mostly temporary, structures adjacent to the road on the existing reconstruction section have been moved to clear the right of way. Resettlement is complete for the 26km reconstruction section. A Resettlement Action Plan for the bypass section has been submitted for approval and is expected to be implemented prior to works starting in Q1 2012.

Public Consultations. For both components, consultation took place with local governments, project affected persons and other interested parties both during scoping and subsequent assessment. The ESIA is disclosed by NEMA, including at district environment offices, during its statutory approval process.

Implementation Arrangements. The promoter is the Ugandan National Roads Authority (UNRA). UNRA has an environmental and social management unit charged with overseeing the relevant elements during planning, regulatory controls and implementation. Works contractors must have a full time environmental officer to ensure implementation of the management plan. The internationally recruited Supervising Engineer (SE) team also includes a part time environmental officer and community liaison officer. The SE, normally through sub-consultants, performs the implementation of the RAP.

Draft environmental management and monitoring plans (EMMP) are included as part of the EIS and appended to the works contract tender dossier. The winning contractor is required to prepare a more detailed standalone EMMP, compliant with the NEMA decision, which is subject to approval by the Supervising Engineer. The measures to manage possible negative impacts are thereby made binding on the works contractors. Contractors are also required to

submit abbreviated EIAs to NEMA, for the latter's approval, stating the specific mitigation measures proposed for each borrow area, quarry and disposal site.

Capacity to manage the environmental and social risks of the project is satisfactory.

Other Environmental and Social Aspects, as appropriate

Proposed disbursement conditions. The Borrower shall procure that:

- Prior to any disbursement for which funds are to be applied in part for the Mbarara Bypass, the promoter shall provide (i) a copy of the Environmental Decision Letter from NEMA, (ii) a copy of the Accountability Report confirming completion of the Resettlement Action Plan for the bypass, and (iii) confirmation that the recommendations of the road safety audit have been included in the final design or justification where such recommendations have not been adopted.
- Prior to any disbursement for which funds are to be applied in part for the Kampala Bypass, the promoter shall provide (i) a copy of the Environmental Decision Letter from NEMA; (ii) a copy of the approved Resettlement Action Plan, compliant with EIB policy; (iii) a copy of the Accountability Report confirming completion of the Resettlement Action Plan for the bypass, (iv) opinion of the Competent Authority with respect to the project's effect on protected areas (Form A/B or equivalent); and (v) confirmation that the recommendations of the road safety audit have been included in the final design or justification where such recommendations have not been adopted.

Proposed undertakings. The Borrower shall procure that:

- The Promoter shall implement the project in accordance with the Resettlement Action Plan dated October 2011 for the Mbarara Bypass and Resettlement Action Plan, to be agreed with the Bank, for the Kampala Bypass.
- The Promoter shall implement the project in accordance with the Environmental Decision of NEMA for the Mbarara Bypass and for the Kampala Bypass.
- The Promoter shall implement road safety education programs along the project alignment with content and frequency to be agreed with the Bank.