

## ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN SUMMARY

**Project Title:** Community Agricultural Infrastructure Improvement Programme–Project 3 (CAIIP-3)  
**Project Number:** P-UG-AB0-003  
**Country:** Uganda  
**Department:** OSAN **Division:** OSAN.1

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### a) Brief description of the project and key environmental and social components

The Government of Uganda (GoU) has proposed the construction and rehabilitation of access roads, markets and agro-processing facilities to enhance farmers' access to markets, increase the market value for their agricultural products and ultimately improve the socio-economic welfare of the farmers through increase in household income. This will in turn contribute to the Government's efforts in reducing poverty and in enhancing economic growth in Uganda. The Project – Community Agricultural Infrastructure Improvement Programme – Project 3 (CAIIP-3) – is the third project in a series of three projects that aim at enhancing rural competitiveness, increase agricultural productivity and household incomes by constructing and rehabilitating rural roads, markets and agro-processing facilities in Uganda. It is a follow-on project to two on-going projects – CAIIP-1 and CAIIP-2 – both of which have successfully achieved their development objectives.

The Project comprises three (3) components: **Component A:** Rural Infrastructure Improvement. The component supports construction and improvement of community access roads and markets, installation of agro-processing facilities and delivery of energy to the markets and agro-processing facilities, **Component B:** Community Mobilization. The component supports outreach, engagement and training activities to ensure participation of local communities in the selection and sustainable maintenance of the roads, markets and agro-processing facilities, and **Component C:** Programme Management. The component supports the Project Facilitation Team (PFT), which will be responsible for day-to-day activities related to project management, contract implementation, monitoring and evaluation, financial management, and environmental and social management. The project will construct/rehabilitate 3,060 km (45 km per sub-county) of all-weather, graveled roads according to the Ministry of Works Class III road specifications. The rural infrastructure component will also include construction of 68 markets, agro-processing and storage facilities and delivery of rural energy solutions to support the markets and agro-processing facilities.

The Project activities will be located in 68 sub-counties within 31 Districts of western, central, northern and eastern regions of Uganda comprising of: Western Region (22 Districts) – Buhweju, Bundibugyo, Bushenyi, Hoima, Ibanda, Isingiro, Kabale, Kabarole, Kamwenge, Kanungu, Kasese, Kiruhura, Kisoro, Kyegegwa, Masindi, Mbarara, Mitooma, Ntoroko, Ntungamo, Rubirizi, Rukungiri, Sheema; Central Region (2 Districts) – Luwero, Nakaseke; Northern Region (3 Districts) – Apac, Kole, Oyam); and Eastern Region (4 Districts) – Bugiri, Busia, Mayuge, Namayingo).

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### b) Major environmental and social impacts

**Positive environmental and social impacts:** The Project will significantly improve household income and social-economic well being of farmers through improved access to markets and other social services. The current state of rural roads is a disincentive to farmers because of high transport, operation and maintenance costs and the length of time it takes farmers to reach commercial centers. By improving the community access roads, it is expected that the farmers' travel time to markets and other social services such as hospitals and schools, will be reduced. Furthermore, it is expected that volume of trade will increase and stimulate different commercial activities in the beneficiary areas which will in turn lead to better prices of farm produce, as well as facilitate access to farm inputs and services, ultimately leading to increased agricultural productivity and positive impact on food security. The Project will also create multiplier effects on the local economy through creation of employment opportunities from the use of labor-intensive methods during implementation of the sub-projects especially for construction purposes and in the operation

of food processing facilities. The markets will provide avenues for sale of local produce for farmers to earn more income. Better marketing and hygiene conditions from the construction of toilets and waste management facilities within the vicinity of the markets, will significantly improve the health conditions of the local community. During Project implementation, 30% of the workers will be women whose socio-economic well-being will be enhanced through job opportunities created by the project and through improved access to markets.

**Potential negative environmental and social impacts:** The rehabilitation and construction of access roads could potentially have impacts on public health associated with air and noise pollution, occupational health and safety, STD/AIDS (rural road construction increase the risk of HIV transmission by linking low and high prevalence areas, such as villages where risk is lower and cities where the prevalence is higher through influx of labour during construction, and truck drivers during the operational phase) and the disposal of solid, liquid and sanitary waste. During the construction phase of the Project, potential negative impacts will likely be associated with stripping of soil, loss of vegetation due to the creation of borrow pits, soil erosion on road cuts and fills and on stripped borrow areas, silting of roadside ditches and subsequent downstream sedimentation, noise, dust, soil and water pollution due to spillage of toxic and hazardous materials generated by construction activities. None of these impacts is however expected to be large scale, significant and irreversible. Most impacts are localized in relation to the places where construction works are carried out. They are also limited in time by the length of the construction contracts. The civil works under the Project will follow the alignments of existing roads and rights-of-way, which will limit any involuntary resettlement of communities in the Project areas. The Project will also reduce the clearance of vegetation along the alignment. Should there be a need for minor realignment through communal or private lands triggering loss of lands and property during Project implementation – compensation and resettlement – based on field survey, will be provided in accordance with the Bank's Involuntary Resettlement Policy and Uganda's requirements. Should there also be temporary loss of land for gravel pits, work camps and deviations, communities inhabiting these areas shall be compensated for loss of crop and building/structures removed for the purpose of road construction also in accordance with the Bank's Involuntary Resettlement Policy and Uganda's requirements. Rehabilitation of the existing, and construction of new swamp crossings will likely have impacts on wetlands mainly in the form of sediment loading. Increased run-off, erosion of embankments with resulting wetland/river sedimentation, induced deforestation and loss of water catchments areas are potential impacts during the operational phase. With regard to public markets and associated agro-processing facilities, occupational health and safety issues, and poor solid waste disposal could likely induce negative environmental impact. No potential long-term and cumulative impacts are anticipated if the mitigation measures are well implemented.

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### c) Enhancement and mitigation program

The specific sub-project investments and their locations will be determined during the Project implementation phase through a consultative process with the communities. The Project's Annual Work Plans (AWPs) will include the identified sub-projects which will be screened at the districts by the District Environment Officers through which, environmental and social concerns will be identified, mitigation measures formulated and Environmental and Social Management Plans prepared in accordance with the Bank's safeguard policies and Uganda EIA guidelines. This is the current practice in mainstreaming cross-cutting issues into Local Government Management and Service Delivery Project (LGMSD) in the MoLG and is being applied in the districts on all development interventions. However, where the screening process establishes that further environmental analysis is required on the project, then appropriate levels of ESIs will be commissioned. The National Environmental Management Authority (NEMA) will review and, if satisfied, provide a Certificate of Approval of EIA to the Ministry of Local Government with conditions of approval. The mitigation measures identified for each sub-project will then be incorporated into the Engineering Drawings, Specifications and Bill of Quantities of the Tender of Offer Documents and the Bidding Documents at the District level. Their implementation will be monitored by the District Engineers and Environment Officers (DEO). In addition, environmental remediation measures around the rural infrastructure (tree planting, grass, etc.) and environmental sensitization measures at the sub-county level by the DEO will be provided.

The mitigation measures identified for each sub-project will then be incorporated into the Engineers designs and costing provided in the Bills of Quantities (BoQs) of the Bid Documents. A frame work for mitigating HIV/AIDS

concerns is in place through the Districts HIV/AIDS Focal Persons who conduct sensitization meetings for the project staff. These are coordinated by the District Community Development Officers. The component on community mobilization will sensitize on and create awareness to the communities on environmental issues.

Should there be a need for compensation and resettlement during Project implementation, the Bank's Involuntary Resettlement Policy and Uganda's requirements will be applicable.

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#### **d) Monitoring program and complementary initiatives**

The Project Monitoring and Evaluation team will receive regular reports from the DEOs. Environmental indicators include: site-specific EIA study reports, roadside trees planted, number of site meetings held, restoration of borrow pits, involvement of women in the project activities, HIV/AIDS sensitisation meetings, roadside drains installed, welfare of workers in terms of provision of food for the workers. The Bank Supervision Missions will also follow-up on the general implementation of the ESMP. Given that the proposed sub-projects will be identified during project implementation, the Project's environmental monitoring program cannot provide specific parameters for the sub-projects. The site-specific Environmental and Social Impact assessments will stipulate the monitoring parameters for each identified sub-project, the location and frequency, and the responsible institutions for monitoring and reporting. From an environmental management perspective, monitoring of the efficiency of the drainage structure, erosion control measures on embankments and riverbanks, the impact of the road on erosion, the water quality of water bodies crossed (including potential oil pollution), the progress in the rehabilitation of borrow sites and the potential rehabilitation of deviations are possible indicators that will need to be included in the site-specific ESIs and the respective ESMPs. With regard to social monitoring, the impact on public health with regard to incidence of malaria, respiratory diseases and STDs (HIV/AIDS), increased gender sensitivity through women participation in decision-making process at the district and sub-counties level, recruitment of local people and gender considerations in recruitment procedures (equal opportunities for women recruitment during construction and maintenance - it is expected that at least 30% of employees shall be women, promotion of affirmative action (recruitment of women contractors), payment for compensation for acquisition of land (and resettlement), loss of perennial crops, deviations, borrow pits, etc., impact on road safety, occupational health and safety should be monitored.

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#### **e) Institutional arrangements and capacity building requirements**

The institutional arrangements proposed for the successful mainstreaming of the environmental and social considerations will be as follows:

- i. Terms of Reference (ToRs) to undertake site-specific EIAs of the sub-projects identified will be carried of by technical staff at the MoLG together with PFT in compliance with the Uganda's EIA Regulations. The ToRs will be validated by NEMA,
- ii. Recruitment of experts to prepare project briefs for each sub-project, screening or environmental impact review or an EIA Study, proposal for mitigation measures to be mainstreamed into sub-project design and identification of environmental monitoring parameters and institutional responsibilities will be carried out by the PFT together with the technical staff at the MoLG,
- iii. NEMA will be responsible for review and comment on the EIA reports. Once approved, NEMA issues a Certificate of Approval of EIA, including potential conditions of approval for the proposed construction and operation of selected infrastructure. This Certificate and related approval conditions are sent to the MoLG/PFT, the District Engineers and Environmental Officers where the infrastructure are being proposed,
- iv. The District Engineers and Environmental Officers are responsible in ensuring that the environmental mitigation measures (ref: conditions of approval) identified for each sub-project are well reflected into the Tender Documents,
- v. The contractor has the obligation to ensure that the mitigation measures are included in the Bidding document, including the Bill of Quantities, and that a specific budget is allocated for implementing the mitigation measures,

- vi. At the end of the construction phase for each infrastructure, the DEO will release the Environmental Restoration License, once all mitigation measures are fully implemented by the contractor.

The National Environmental Management Authority (NEMA) shall be responsible for oversight, implementation of, and compliance with the Uganda's EIA Regulations and Guidelines. At the project level, in accordance with the principles of the decentralization framework in Uganda, and with financial support from the Project, the District Engineer and the DEO will monitor the implementation of the mitigation measures on a daily basis. The Project Facilitation Team (PFT) in the MoLG will also undertake routine monitoring.

Ultimately, the Contractors, in accordance with the Contract provision, will be accountable for the implementation of the mitigation measures. In the schedule of works, the Contractors must include all proposed mitigation measures, and the Supervising Engineers should also ensure that the schedules and monitoring plans are complied with. This will lend a sense of ownership to the Contractors. Diligence on the part of the Contractors and proper supervision during both the construction and defects liability period are crucial to the success of mitigating impacts. Once the road is in use, maintenance is a key factor in protecting the environment. It is expected that all experts proposed will be registered environmental practitioner with NEMA.

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#### **f) Public consultations and disclosure requirements**

During the preparation of the ESMP, public consultations were carried out in the beneficiary districts. Meetings were held with the District Environment Officers, Community Development Officers, and a cross-section of district technical officers. Site visits were made on some of the potential sites to gain insight to the project's impacts. Meetings were also held with NEMA management.

According to the Uganda EIA Regulations, consultations with communities will also be carried out during the preparation of site-specific environmental and social assessments in the targeted districts and sub-counties. The views and comments of the public will be incorporated, to the extent possible, in the design of the proposed infrastructure.

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#### **g) Estimated costs**

The costs for incorporating environmental and social mitigation and monitoring measures are estimated at USD 460,000 over the five-year project implementation period.

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#### **h) Implementation schedule and reporting**

Measures outlined in the ESMP will be implemented following the project's implementation schedule as all environmental and social activities have been incorporated into the project design and implementation. Achievements or problems will be reported together with the quarterly/annual progress reports which should be timely addresses by the project management team and the Bank.