PROJECT: Road Sector Support Project 5 (RSSP V) - Upgrading of Rukungiri–Kihhi–Ishasha/Kanungu and Mbale-Bumbobi-Manafwa-Lwakhakha Roads

COUNTRY: THE REPUBLIC OF UGANDA

ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT & RESETTLEMENT ACTION PLAN SUMMARY

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ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA)

SUMMARY

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Country: Uganda

Project Number: P-UG-DB0-022

1. Introduction

The Government of Uganda (GoU) in line with the Road Sector Development Program (RSDP) has applied for a loan from the African Development Fund (ADF) towards the cost of the Road Sector Support Project 5 (RSSP V). The funds shall be utilised to finance the upgrading of Rukungiri–Kihii–Ishasha/ Kanungu Road in western Uganda and the upgrading of Mbale (Bumbobi)-Bubulo-Lwakhakha road in Eastern Uganda. The two roads will be upgraded from gravel/earth roads to Bitumen standard roads. The project is to be implemented by the Uganda National Roads Authority (UNRA).

According to the Uganda laws, the proposed construction on the two road corridors is classified under the category of "major infrastructure development projects" which are listed under the Third Schedule of the National Environment Act, Cap. 153. Section 2 of the Third Schedule obliges a developer to conduct an EIA before implementation of such roads project. Under the same Schedule, all major roads are among transportation projects requiring mandatory Environmental Impact Assessment to be done before their implementation. In line with all these requirements, the ESIA for the Upgrading of Rukungiri–Kihii–Ishasha/ Kanungu Road and Bubombi –Bubulo –Lwakhakha Road was undertaken.

Likewise, according to AfDB’s policy & guideline, the project is classified under Category 1, and therefore requires the preparation of an ESIA as well as preparation of standalone ESMP. This ESIA Summary has been prepared from the project documents in accordance with AfDB’s Environmental and Social Assessment Procedures (ESAP). In addition, over 200 persons will be involuntarily displaced by the project roads. Since the ESIA are based on detailed engineering studies, Resettlement Action Plans (RAPs) for both roads have been prepared and the summary is included as Annex 1.

2. Project Description and Justification

The existing Rukungiri–Kihii–Ishasha/ Kanungu road is a gravel road located in south-western part of Uganda, starting from Rukungiri Town Council which is located approximately 400 km from Kampala (the capital city of Uganda) traversing the districts of Rukungiri and Kanungu ending at Ishasha, the border with the eastern part of Democratic Republic of Congo (DRC). It consists of two sub-sections, that is, Rukungiri to Ishasha (52 km) and Kihii to Kanungu (27 km). The road links into the paved section of Ntungamo - Rukungiri road making it part of a regional and international route to DRC. A section of the existing road passes through the Queen Elizabeth National Park (QENP) and the project includes construction of a new alignment from km36+800 to km51+540 in order to avoid passing through the QENP.
The Bumbobi- Bubulo -Lwakhakha road is a 44.8 km gravel road and is situated in the Eastern part of Uganda, approximately 250km from Kampala and consists of three sub-sections: Bumbobi-Bubulo (15km), Bubulo-Busumbu (15km) and Busumbu-Lwakhakha (14km). The road traverses Mbale and Manafa districts, starting at the Bumbobi junction and ending at the Kenya Border of Lwakhakha. The road alignment follows the existing Bumbobi- Bubulo - Lwakhakha gravel road from Bumbobi Trading Centre, the Mbale - Tororo Road in Bunghokho sub-County through the trading centres of Nabumali, Mayenze, Bubulo, Bugobero, Butiru, Bubuto, Munamba to Lwakhakha Township on the Kenya Uganda border. The Road links Uganda to Kenya and its upgrading will enhance regional integration.

The design of the roads is based on the Uganda Road Design Manual (2005) of the Ministry of Works and Transport (MoWT). Rukungiri to Ishasha road section will involve upgrading the existing 35 km gravel road from Rukungiri to Nyakashure followed by a major realignment from the existing alignment between Nyakashure (36+800) and Ishasha (51+540). The 17 km of new alignment from Nyakashure to Ishasha border post avoids the existing road which crosses through QENP. Kihihi to Kanungu section will also involve upgrading existing gravel surfaced road. On the Bumbobi- Bubulo -Lwakhakha road, the proposed horizontal alignments follow the existing alignments where they comply with the minimum horizontal curvatures required for the design speeds. Re-alignment has been done where required, either to remove sub-standard curves. The realignments proposed in order to meet the required design speed lead to deflections from the existing road alignment in approximately 14 locations along the route.

For both project roads, a road width of 10 m is proposed as follows: 7 m carriageway (two lanes each 3.5 m wide) and paved shoulders on either sides of the road each 1.5 m in the rural area and 2.0 m wide in trading centres. An additional 3.5 m wide parking lane is proposed in built-up areas. The existing roads width will require widening in certain places. All existing culverts will need to be extended and headwalls replaced. For easier maintenance, culverts with a diameter of not less than 900 mm and proper concrete inlet/ outlet structures are proposed.

There are 4 No. river crossings and proposed bridges on the Rukungiri-Kihihi-Ishasha/Kanungu Road located at Kakinada Stream Bridge km 16+050, River Ntungu Bridge km 28+780 Kiruruma Stream Bridge km 38+720 and Ishasha Bridge km 52+200. The Bumbobi-Lwakhakha also has 4 major structures proposed at km 16+215, km 16+950, km 38+730 and km 42+740.

The work will generally consist of vegetation clearance and topsoil removal, earthworks and excavation of longitudinal ditches, construction of culverts and bridges, pavement construction and provision of erosion control measures, drainage improvement, safety improvements, sidewalks, curb, and other ancillary works. The project interventions will lead to involuntary displacement of some properties within the Right of Way, necessitating the development of Resettlement Action Plans for both roads (Annex 1).

The Rukungiri–Kihihi–Ishasha/ Kanungu road will support regional integration and cross border trade with the DRC at Ishasha. The road will provide the much needed economic development stimulus for the highly fertile areas of Rukungiri and Kanungu including easy access to Queen Elizabeth National Park (QENP) thus increasing tourism activities. It will reduce the road maintenance costs, vehicle operating costs and travel times. It will also provide an alternative route for international traffic to Congo (DRC) and other countries such as Rwanda, Burundi and Zambia.
The Bumbobi- Bubulo-Lwakhakha road provides a strategic link between Kenya, Eastern Uganda through Lwakhakha border and the Kampala-Gulu-Juba corridor. The key regional benefits of this road being enhancing connectivity between Kenya, Eastern Uganda, Kampala City, Northern Uganda (Gulu) and Southern Sudan (Juba) corridor and decongesting the existing Uganda-Kenya border posts of Busia and Malaba. Modernization of transport infrastructure along this corridor is critical for trade expansion and economic growth, which are key to the success of regional integration, creation of wealth, and poverty alleviation in these countries.

3. Policy, Legal and Administrative Framework

The relevant policy and legislative framework was reviewed to make sure that the proposed project is in line with the applicable national policies, legislation and institutional/ administrative framework. The 1995 Uganda Constitution is the principal law governing all environmental policies and regulations. Article 39 of the Constitution gives every Ugandan a right to a clean and healthy environment. Article 245 among others pertains to the protection and preservation of the environment from abuse, pollution and degradation as well as managing the environment for sustainable development; and promoting environmental awareness.

The National Environment Management Policy (1994) aims to promote sustainable economic and social development mindful of the needs of future generations. The EIA is recognised as one of the vital tools considered necessary to ensure environmental quality and resource productivity on long-term basis. The policy requires projects or policies likely to have significant adverse ecological or social impacts to undertake an ESIA before implementation. This is also reaffirmed in the National Environment Act, Cap 153 which makes ESIA a requirement for eligible projects including roads.

The National Environment Act (Chapter 153) establishes and defines functions and authority of the National Environment Management Authority as a body responsible for management, monitoring and supervision of all environmental conservation activities (Section 4). This act provides for various strategies and tools for environment management, which also includes the ESIA (Section 19) for projects likely to have significant environmental impacts. Other key institutions of relevance to the project are UNRA (Implementing Agency), the Uganda Wildlife Authority (UWA), the National Forestry Authority (NFA), the District Lands Board, the Town and Country Planning Board and the local administration.

Other policies reviewed by the project include Uganda Forestry Policy (2001); the Transport Sector Policy; the National Water Policy (1999); the National Development Plans (NDP), 2010/11-2014/15; Wetlands Policy (1995); the Ministry of Works & Transport Policies (on Gender, HIV/AIDS, Occupational Health and Safety) 2008 and the National Gender Policy (1997). Several multi-sectoral laws relevant to the project were also reviewed to ensure that the project will comply with all national legislation during implementation.

The African Development Bank’s group Policy on the Environment (AfDB 2004), the AfDB’s Involuntary Resettlement Policy 2003 and related Environmental and Social Assessment Procedures (AfDB 2001) were also reviewed to identify policies that are triggered by the project development and the procedures to adopt to ensure compliance with the Bank’s requirements.

4 Description of the Project Environment
Rukungiri–Kihihi–Ishasha/ Kanungu road is located in south-western part of Uganda, traversing the districts of Rukungiri and Kanungu whereas the Bumbobi- Bubulo -Lwakahaka road is situated in the Eastern part of Uganda traversing Mbale and Manafwa districts. The subsections below describe the biophysical, social and cultural environment of the project area.

**Bio-Physical Environment**

**Topography:** Rukungiri and Kanungu Districts are characterised by undulating hills. The Rukungiri-Kihihi-Ishasha/ Kanungu road traverses various topographic zones including highland areas whose topography is deeply incised with steep slopes which occur along fault lines and extend considerable distances in drainage basins; plateau areas with gently undulating plains and broad flat tracts of the Rift Valley area in Bwambara sub-county especially adjacent to the Queen Elizabeth National Park towards Ishasha. The terrain along the Bumbobi-Bubulo-Lwakahaka road is generally rolling but turns hilly in the last 12 km to Lwakahaka.

**Climate:** Both Rukungiri and Kanungu districts have tropical type of climate characterised by a bimodal rainfall pattern with long rains occurring from March to May and short rains from September to November. The mean annual rainfall ranges between 700 mm to 1200 mm. The districts are generally cool with daily temperatures of 15 - 20°C.

Mbale and Manafwa Districts also experience a bi-modal type of rainfall with heaviest amount of rainfall occurring in March-July and in August-September. The districts receive about 1,191 mm of rainfall per annum. There is a short dry season between the two rain seasons, and a long dry period between January and March. The district’s climate is generally influenced by the Mt. Elgon ranges and experiences very low temperatures in areas with high altitude.

**Soil and geology:** The soils in Rukungiri and Kanungu Districts are generally sandy-clay loams with the most common types of soils being greyish brown sandy loams and reddish brown sands. The parent rock to these soils especially in the Rift Valley is sediments and volcanic ash.

Mbale and Manafwa districts are mainly underlain by tertiary to cretaceous carbonites dominated by Crystalline Precambrian basement, Pre-Cambrian rock system and the Cainozoic rock formations. Mbale district has sandy loam soils of medium fertility that support the growing of crops such as maize, coffee, Banana while the soils in the raised areas have lateritic loams and support the growing of bananas, coffee, cassava, sweet potatoes and millet. In Manafwa district, the flood plains have hydromorphic alluvial sand deposits with thin layer of silt loam underlain with clay supporting the growing of crops such as rice, sugar cane, millet, rice and maize. The narrow river valleys have sand deposits.

**Water resource and drainage:** Rukungiri and Kanungu districts have a number of rivers and one major lake, Lake Edward where fishing activities take place at Rwenshama fishing village. Rukungiri district has both permanent and temporary wetlands covering approximately 78.64 sq km. These include Ntungwa (Birara) system, Nchwera system and Lake Edward margins. There are also minor wetlands that drain into Kagera system and eventually form part of Lake Victoria drainage system. There are some seasonal rivers and streams like River Ntungwa which overflow their banks and inundate surrounding areas during rainy season. Kanungu district is endowed with a number of rivers and streams like Ishasha, Kiruruma, Nchwera, Mitano and Munyaga. There are also seasonal and permanent wetlands, which serve as water sources besides other ecological functions.
Mbale and Manafwa districts are endowed with surface water mainly in form of rivers and streams. The project area is drained by three big rivers; Manafwa, Lwakhakha and Nankwasi rivers all draining from the Mount Elgon catchment area. According to information gathered from the local people some the streams and rivers burst their banks and cause floods during the wet season but contain little flow or no flow at all during the dry season.

Some communities in the districts rely on rivers and streams as the main source of water for drinking, bathing and washing. Other sources of water include underground water represented by the numerous boreholes and protected springs in the project area, rain water harvesting and gravity water especially in Lwakhakha, Bubulo, Makenze and Bugabero. The quality of the water in the stream and rivers is compromised due high levels of pollution stemming from catchment degradation, poor sanitation and waste management, dumping of residues from distillation of potent gin (crude waragi) distillation, car washing bays and poor agronomic practices.

**Fauna:** Rukungiri and Kanungu districts is one of the few in Uganda endowed with a great variety of fauna and flora, found mainly in Queen Elizabeth National Park, Kigezi Wildlife Reserve and Maramagambo Forest. Animals common in the districts include buffalos, tree-climbing lions, elephants, Uganda Kobs, Toppi and species of reptiles and birds. Altogether 73 species of birds were recorded along the project road and 18 species of mammals were reported from interviews. Of all bird species recorded along the length of the road project, only three species Brown Snake Eagle (Circaetus cinereus), African Crowned Eagle (Stephanoaetus coronatus) and Grey Crowned Crane (Balearica regulorum) are ranked as of conservation significance at the East African level. In addition two types of snakes were reported from the sites, the Spitting Cobra and the Gabon Horned Viper. The habitats these species were recorded in were mainly agricultural ecosystems, swamps, natural forests and eucalyptus plantations.

In Mbale and Manafwa districts animals that have been reported to exist in the area include monkeys, snakes, toads, frogs and lizards. Moles and common rats were reported to be common vermins in cassava and potatoes gardens. Among the domestic animals are cows, goats and pigs. There are no endangered, threatened or near threatened wildlife in the area. Mt. Elgon National park is a long distance away from the project area.

**Flora:** In Rukungiri and Kanungu districts, land that is not under cultivation is covered by three main vegetation types namely: forests, forest/ savannah mosaic and savannah. In Rukungiri, medium altitude forest types are portions of Maramagambo forest in Rujumbura County and are also common in parts of Nyarushanje and Nyakishenyi in Rubabo County. Forest/ Savannah mosaic are commonly found in Buyanja, Kebisoni, Nyakagyeme and parts of Nyakishenyi sub-counties. Grass savannah is dominant towards Queen Elizabeth National Park in Bwambara sub-county and Mineral River in Kebisoni sub-county. In Kanungu district, vegetation ranges from tropical forests of Bwindi to grassland type of vegetation at fairly low altitudes. The main forests are in Kayonza, Mpungu, Kirima and Rutenga sub-counties. There are a number of woodlots especially eucalyptus in the tobacco and tea growing areas of Kihihi, Nyamirama and Kayonza sub-counties. Kaniabizo Forest Reserve in the district is traversed by the existing road and will be affected by its upgrade.

From a survey conducted along the Rukungiri-Kihih-Ishasha/ Kanungu road, 179 flora species were recorded from different habitats. Forests registered the lowest number of species (17) followed by thickets with 19 species. Grazing registered the highest number of species most of them were herbs (61) followed by swamps with 52 species. Of the 179 species registered, 122 species were herbs, 33 were shrubs and only 27 were trees. This means there has been serious encroachment on the natural vegetation.
In Mbale and Manafwa districts, vegetation type falls under one major ecosystem (the agro-ecosystem) which consists of planted woodlots, agriculture, domesticated plants and exotic species. This secondary vegetation has emerged as a result of anthropogenic activities crop growing, settlement and cutting trees for charcoal making. The major wetlands crossed by the proposed road have been transformed and the major vegetation is associated with crops, tree and remnants of the original wetland vegetation in few areas.

**Socio-Economic Environment**

*Demographic Characteristics:* The population of Rukungiri District has been increasing since 2002 and according to 2012 statistics it was projected to be 321,300 persons with a population density of 211 persons per km². In Kanungu District the projected population for 2012/13 is 257,300 persons. In both districts, the population structure of the district is young, 50% are under 14 years while the active group /core labour force is 47% and lies between 15 and 64 years of age. The females outnumber males in both districts.

In 2002, the total population of Mbale District was estimated to be 332,200 and that of Manafwa was 118,000 making a total population of 450,200 for the two districts. The total population of the 9 Sub Counties through which the road traverses is about 156,766 people (2010/11) with the female population slightly higher than that of the male population.

*Land Tenure:* Typically there are three forms of land tenure; customary land, freehold and leasehold. Customary land tenure system is a system of land tenure under which the right over land is regulated by local customs. Typically, the land is held in trust of a clan and members of that clan may occupy portions of it on family lineage and inheritance basis. Freehold is most common in urban centres while leasehold is most common in towns and municipalities.

In Rukungiri and Kanungu districts land is held in customary ownership although there are a few relatively wealthy farmers with leasehold titles. Grazing land is communally-owned and land fragmentation is common due to high population density and traditional practices of inheritance. The project road traverses public land, private property and the central forest reserves managed by the central government.

In Mbale and Manafwa districts, much of the land (approximately 90%) is under customary land tenure system while the remaining 10% is under leasehold and freehold tenure systems. Along the project road, it was reported that customary land tenure was the most common in the area. From consultations with the district authorities of the two districts, it was reported that there were many land conflicts in the area. It was further revealed that over 90% of the cases reported at the authorities were of land conflicts. The high number of conflicts was attributed to the fact that land was becoming scarce in the area due to the increasing population.

*Land Use:* In Rukungiri District, the land use along the project road is a mix of subsistence farmland, forest reserves, wetlands and grassland. Due to hilly terrain, denser population and proportion of cultivated land is comparatively higher in the valleys. In Kanungu District, agriculture is the main land use and a major economic activity. Land use along the proposed road consists of clustered settlements in trading centres and linear settlements outside these population centres. The new road section from Nyakashure to Ishasha mostly traverses subsistence gardens and swamps with sparse settlement.
Along the Bumbobi-Bubulo-Lwakhakha project road, the land use mainly comprises farmlands, residential settlements, commercial structures, trees, swamps and rivers. There are also civic centres like hospitals, schools and local government offices. The main crops cultivated along the project road include bananas, sweet potatoes, maize, cassava, yams, millet and green vegetables among others. The results from the socioeconomic survey indicated that the average land size owned in the project area was 1.5 acres.

**Gender:** The traditional role of women as housekeepers is still prevalent in all the project districts. Women are largely responsible for household activities, subsistence farming and collecting firewood and water. Women sometimes sell produce in the market and engage in small-scale retail trade. Decision-making, participation in the community management and politics are primarily male-dominated. Generally, women do the bulk of work but men control the resources and factors of production.

The results from the socio economic survey on Bumbobi-Bubulo-Lwakhkha road corridor revealed that 96.5% of the households along the project road own land and only 3.5% do not own land. Of the female headed households, the results indicate 80% do not own land and 20% do own land. The implication is that there are disadvantaged and vulnerable groups in the project area who would need to be taken into consideration when making decisions especially during the Resettlement Action Plan.

**Health:** The Rukungiri-Kihihi-Ishasha/ Kanungu project route has few sparsely located healthcare facilities. In spite of effort by the local governments to provide healthcare to the majority of the population, this is hampered by inadequate public transport and poor state of roads. While malaria is endemic in the project area, HIV/AIDS is also a big challenge in the project districts. The HIV/AIDS challenge is compounded by high alcohol abuse, high rate of sexually transmitted diseases and prostitution. Existing HIV/AIDS prevention interventions include sensitization campaigns, voluntary counselling and testing (VCT), promotion of condom use, behavioural change, peer group education for HIV AIDS sensitization and control and orphan support.

The two districts of Mbaale and Manafwa have quite a number of health facilities which are owned by the government and Non-Government Organisations. Along the project road about 7 health facilities were cited and these included Bugobero Health Centre IV, Bubulo-Walanga CDU Health Centre and Butiru Health Centre III. The health facilities were characterized by inadequate personnel, inadequate drugs, inadequate equipment, lack of accommodation for health staff among others, thus poor services to the population. The most common diseases in the project districts are malaria, respiratory conditions (flu, cough, and pneumonia), diarrhoea, dysentery, cholera, sexually transmitted diseases like Syphilis, Gonorrhoea and HIV/AIDS. The HIV/AIDS prevalence rate is 7.2% which is much higher than the national prevalence of 6.4%.

5. **Project Alternatives**

The project considered various alternatives for the project roads. These included;

*No Project Alternative:* For both roads; Rukungiri-Kihihi-Ishasha/ Kanugu road and Bumbobi-Bubulo-Lwakhakha road, the existing roads are currently either in a dilapidated state or of limited capacity and not able to meet the demands for service provision. Without the project, therefore, access will continue to be difficult and this inhibits socio-economic development. On the south-western part of Uganda, vehicular traffic to DRC will increase pressure on the existing road that is already in a poor condition. On the Eastern axis, a
strategic link of Eastern Uganda to Kenya and Gulu-Juba corridor will be lost without the project. This alternative is not tenable in the long term.

**Re-gravelling the project roads:** This was viewed as a cheaper option than upgrading the project roads to bitumen standards. However, this alternative is rendered untenable due to a huge recurrent maintenance cost especially during or after rainy seasons and environmental cost of obtaining gravel. Additionally, this option has a host of attendant environmental and social concerns such as land uptake for borrow areas, landscape/ scenic blight due to borrow pits, erosion and siltation of water bodies, and dust nuisance to the road users and the public. The Option also yielded Negative Net Present Value and economic benefits. Therefore, this alternative is not tenable considering its cost and recurrent negative environmental and economic impacts due to reliance on ever increasingly scarce gravel resources.

**Upgrade the project roads to bituminous standards:** Although initially expensive, this alternative is sustainable in that major maintenance interventions on the road will be expected to start after 12 years. During the 12 years of the paved road life, the effects on the environment which occurred during the upgrading will have recovered and more so, subsequent impacts on the environment from maintenance activities will not be significant as opposed to the re-gravelling option. This option creates a robust investment that enhances regional trade, agricultural activities and access of the majority of the rural people to socio-economic facilities. This is the desired alternative.

6. Potential Impacts and Mitigation Measures

**Positive and Beneficial Impacts:**

**Regional Integration:** The proposed project roads will bring significant benefits to the regional and country economy following adequate, safe, cost effective and reliable transport service. A considerable reduction in vehicle operating costs is anticipated once the project has been implemented. The Rukungiri–Kihii–Ishasha/ Kanungu road will support regional integration and cross border trade with the DRC at Ishasha Border in south western Uganda. The Bumbobi- Bubulo -Lwakhakha road provides a strategic link between Kenya, Eastern Uganda through Lwakhakha Border and onwards to the Kampala-Gulu- South Sudan (Juba) corridor. The key regional benefits of this road being enhancing connectivity between Kenya, Eastern Uganda, Kampala City, Northern Uganda (Gulu) and Southern Sudan (Juba) corridor and at the same time decongesting the existing Uganda-Kenya border posts of Busia and Malaba.

**Employment Opportunities to locals:** The construction of the project roads is estimated to take 36 months for Rukungiri–Kihii–Ishasha/ Kanungu road and 24 months for Bumbobi-Bubulo-Lwakhakha road, hence significant benefit is expected from employment opportunities to local communities during this period. Direct employment is estimated to be significant primarily during construction, with approximately 750 workers employed directly by the Contractors. Due to high unemployment in the project areas, it is anticipated that the youth and women will benefit from the employment opportunities created due to the road construction.

Proposed enhancement measures include: (i) employment of work force mainly from the locality where the construction work is on-going; (ii) adoption of road sector strategy on gender mainstreaming (iii) planning and allocation of project activities with gender considerations in mind (iv) employment of women and provision of training for women in the different skills; (v) employment, wage system, and other administrative measures for the local workforce should be in line with the country’s labour and occupational safety laws.
**Increased Agricultural Production and Reduced farm losses:** Agricultural production which is the mainstay of the economy in the project districts is expected to increase because of the project. During the construction phase, farmers will be encouraged by the additional influx of population and increased income levels to produce more in order to sell the surplus. After construction, the condition of the road will improve and transportation of commodities to and from the project area will be easier. For instance, farming communities will be easily accessed to evacuate farm produce (maize, bananas, cassava, beans, coffee, cotton and sugarcane) and quickly be transported to different destinations. The tea factories in Kayonza in western Uganda will have the benefit of using the Kanungu – Kihiihi road for tea export rather than the earth roads that they currently use through Bwindi National Park. The existence of a good road will enhance access to markets for the farm produce, facilitate faster transportation of produce to markets, and help increase the prices of farm produce.

**Improved Tourism, Transport and Communication:** Transportation will be eased for prospective visitors and tourists who would wish to visit QENP and Kigezi Wildlife Reserve off the Rukungiri–Kihiihi–Ishasha road, Bwindi National Park off the Kanungu – Kihiihi road and the Mt. Elgon National Park off the Bumbobi- Bubulo-Lwakhakha road which are major tourist attraction parks. It is also envisaged that more vehicle owners will be willing to have their vehicles operate on improved road surfaces which will result in attracting more vehicles on the project roads thus leading to low transport costs, savings on general fuel consumption and reduction in travel time. The improved project roads will facilitate inter and intra community communication and transport with better and wider regional connection and development.

**Creation of income generating activities:** The project will increase non-agricultural employment opportunities for local communities. Businesses such as shops, catering services (or small bars and restaurants) located along the project road and near the construction camps are likely to spring up secondary to the construction activity as entrepreneurs seize the chance to meet the demands of people with increased incomes. Land will be required on which to set up temporary workers camp and equipment yard. Owners of land on which these facilities will be erected will earn a rental income negotiated with contractors. Local people whose land has raw materials like gravel, stones and sand stand a chance to sell the raw materials to the project. Improvement in income levels will also lead to local infrastructure development as people improve their dwellings.

**Increased Land, Property Values and Household incomes:** The construction of the project roads will lead to appreciation of land values particularly near the markets and existing trading centres and towns. The land price is likely to increase due to the availability of reliable transportation facilities. There will be rapid increase in the construction of commercial buildings. Areas along the project roads that are being used for agriculture may be turned into commercial and residential plots thus raising incomes of those who own land near the road. Commercial production of agricultural crops will increase due to road accessibility which is also a major factor to raise the land value. In addition, rental houses along the road are also likely to increase in value. This is likely to uplift the economic condition of the local people.

**Improved Access to Social Services:** Once the project roads become operational, travelling along the roads is going to be faster, safer, more comfortable and cheaper. Currently motorbikes are the dominant form of transportation, followed by dangerously loaded pick-up cars and taxis. A good road will attract mini buses and large buses to the route bringing down travel cost, improving safety and riding comfort. This will have a ripple effect on access to social services and amenities. In the case of health, people will be able to travel to higher level
facilities for treatment; referrals can be transported more quickly and more lives will be saved, especially, maternity cases.

**Negative Impacts:**

The significant adverse project impacts and proposed mitigation measures are outlined below.

**Road Re-alignments, Land Take and Bypasses:** While the project roads designs have aimed to retain existing roads alignments to the extent possible, re-alignments have been proposed to ensure safe driving conditions in otherwise dangerous sections, limiting social impact of displacement and minimising impact on ecological resources. The following criteria were used: (i) maximize the development benefits and minimize the environmental-social costs; (ii) Cost effectiveness; (iii) Ease of maintenance; and (iv) Safety.

On the Rukungiri-Kihihi-Ishasha/ Kanungu road, there is a major realignment from the existing road alignment between Nyakashuli (km 36+800) and Ishasha (km 51+540) traversing virgin land up to Ishasha village after which it follows the existing road to the border point with DRC. Another road re-alignment to avoid steep slopes and dangerous corners is near Bwoma Trading Centre. On the Bumbobi-Bubulo-Lwakhakha road, there are 14 locations of minor re-alignments to remove bottlenecks of sharp corners or shift the centre line to achieve the geometric standards. This will lead to loss of land, reduced commercial property values and severance of direct access to settlements and business structures which will be bypassed by the new roads. The re-alignments alienate settlements and commercial establishments (for example, shops) previously adjoining the road, with socio-economic disadvantages such as diminished property values and loss of clientele. The mitigation measure is that UNRA will construct connecting roads from the paved roads where large sections of trading centres or a number of businesses or people are cut-off from the new road.

**Land Take and Resettlement:** The major direct adverse impact of the project is due to permanent land take for re-aligned sections and displacement of populations within the road Right of Way. Approximately 162Ha of land will be taken by the project in the Rukungiri-Kihihi-Ishasha/ Kanungu road and 117Ha of land in Bumbobi-Bubulo-Lwakhakha road. It is estimated that 2968 Project Affected Persons (PAPs) will be affected by the road development on Rukungiri-Kihihi-Ishasha road whereas 3113 PAPs will be affected in the Bumbobi-Bubulo-Lwakhakha road. The mitigation measures include implementation of the Resettlement Action Plan developed for the project. No construction should commence until all land and property expropriation procedures have been completed, replacement land allocated, and cash compensation paid.

**Road Safety and Accident Prevention:** Road accidents are mainly associated with poor road conditions, lack of road signs, lack of awareness on road safety by users & pedestrian. The proposed project has been re-aligned in several sections to ensure traffic safety. Accidents can be minimized with implementation of proper traffic operation & regulation. During operation the project road traffic levels are likely to increase, and with high speed vehicles having potential risk of accident. Potential accident risk is expected to be high until road users adjust to the new conditions. For mitigation a Road Safety Campaign is proposed in the area. Furthermore, road safety signage and speed limit signs will be provided during construction and operation.

**Impacts from Construction Camps:** Temporary construction yards and facilities for the Contractor and a permanent camp for the Supervision Engineers Offices and residential quarters will be established by the contractor, and will involve clearing of the vegetation,
fencing of the yard and the offices/houses, workshops, fuel storage, car washing, store-rooms vehicle parking areas, crusher site, asphalt mixing plant etc. Ablution and potable water shall be provided. These activities will give rise to negative impacts to the receiving environment if not well mitigated.

Mitigation measures include; (i) Camp location and design should not be on environmental sensitivity of sites like forested areas, but consider the future use of the facilities upon commissioning of the project. These considerations can assist safe and economical use of resources and can benefit the local administration and/or the surrounding community up on handing over of the camp facilities to the client. (ii) The continued use of the buildings and the camp facility after commissioning of the road will avoid demolishing and disposal problems that could result both in economic losses and environmental damages to the surrounding area. (iii) Consultation with the local administration shall be done to assist in identification of the appropriate camp site that can serve dual purposes.

**Impacts on quarries, borrow sites and associated roads:** A huge volume of gravel, water and sand stone chippings will be required for the project roads. On Rukungiri- Kihhi-Ishasha/ Kanungu road, it is envisaged that existing quarries and borrow sites will be used for sourcing construction material. On Bumbobi-Bubulo- Lwakakha road, a total of 8 borrow pits, 4 stone quarries and 2 sand / water sources have been identified. The identified borrow pits and stone quarries are within the haulage distance, the furthest being 8.5 km away from the project area. Existing access or new access roads have to be developed to quarry sites resulting in adverse impact to the existing land use which may include crop cultivation, grazing, vegetation. The impact is considered to be temporary, however, the land is likely to suffer long-term reduction in productivity as a result of soil compaction by haulage vehicles.

Mitigation measures include (i) The construction contracts should have a clause prescribing quarry sites and access roads as part of the site, so that the powers and authority of the Engineer extend to them in the same way as to other areas where works are being undertaken; (ii) The Project will re-evaluate to ensure that the design optimizes the net balance of cut and fill; (iii) NEMA should certify that the locations of identified borrow pits and quarries are ideal and they are not likely to impact negatively to the neighbourhood; (iv) The contractor is required to submit the list of borrow pit areas to the consulting supervisor who then submits it to NEMA for approval; (v) Written agreements should be developed and signed between the land owners and community leaders and the contractor; (vi) A detailed material plan should be prepared as part of the initial design review. Subsequent to this, quarries areas should be identified, marked on engineering drawings, and specified in the tender/contract document. Only approved quarry areas should be used. Quarrying for filling should only take place at designated sites, and existing quarries should be used where possible. (vii) The requirement to rehabilitate borrows and quarry areas, as well as access roads, should be included in the contract.

**Impact on soils:** Activities carried out during the construction phase will result in exposure of the top soil to erosion particularly in the areas with steep slopes and other areas along the road. Cut and fill operations may result in volumes of spoil being dumped on the road side or next to the water sources. Spoil earth materials have to be disposed properly to prevent siltation and sedimentation of streams and lakes around the construction sites.

The other impact on soil can result from compaction due to machinery and vehicular movements affecting crop fields and grasslands. Soil compaction results in poor productivity and poor vegetation growth, due to lack of air circulation and lowered infiltration of rain water. Impact on soil pollution can also occur due to leakage, inappropriate disposal of fuel, oils and other chemicals utilized by construction machineries & garage works. Mitigation
measures include: (i) cover embankment sides with grass and ensure growth through watering; (ii) surplus excavated top soil shall be stored and used to rehabilitate degraded grounds; (iii) loosen compacted soils upon commissioning and vegetate with seedlings, as appropriate; (iv) Spoil soil should be timely collected and carted away to designated disposal sites. Spoil soil should not be disposed or accumulated at river banks, close to the streams, lakes reservoir, and at water ways and flood routes.

**Impact on Water Resources and Water Quality:** The direct effect on water resource in the project area is mainly associated with rivers and streams that are traversed by the road and where new crossing structures will be constructed. The project road construction related activities like excavation, generation of wastes, installation of embankments & crossing bridges, direct water abstraction for construction purpose may have effect on the available water resource. Rivers, ponds and groundwater are used for potable supply purposes throughout the project area for drinking and washing purposes.

The adverse impact on water quality of the rivers & lakes is related to increase of suspended sediment and risk of residual chemical contamination from bridge construction, earth work and other construction activities. Oil products used for the machinery and vehicles during construction works and waste generated in camps and garages could also be sources of pollution to the water resources in the project influence area.

Mitigation measures include; (i) Construction of settling basins to remove silt, pollutants, and debris from road runoff water before it discharges in to stream drainage; (ii) Construction of bridge & other major earthwork works around water sources should provide for soil erosion protection measures and scheduled during dry seasons to minimize the entry of soil material into the rivers by flooding and runoff water; (iii) Alternative water supply sources shall be provided for construction camp sites to avoid interference with local water supplies; (iv) Water quality deterioration caused by pollution from oil products and chemicals can be minimized with timely maintenance of leaking machinery parts and good housekeeping practices in garages, campsites and at refuelling stations by the contractor; (v) Camps and garages, and associated sanitary facilities should be located away from sensitive ecological sites, ponds and floodplains and away from water sources and river crossings.

**Impact on Biodiversity and Vegetation Clearance:** During the road upgrading the existing alignment of the road will be retained to the extent possible. However, there will be a need for road widening in some areas to meet road design specifications. Road widening will entail clearing vegetation adjoining existing road edges. For the most portion of the road this would not pose significant social environmental impact except in central forest reserves of Ihimbo, Rwengiri both in Rukungiri District and Kainabizo in Kanungu District. In Mbale and Manafwa Districts, some sections of the road are lined with woodlots of Eucalyptus and Grevillea. Constructing access roads to borrow sites will also involve loss of vegetation. Loss of vegetation could impact fauna, accelerate soil erosion, siltation of streams, swamps, and rivers due to sediment transport.

Mitigation measures include; (i) Vegetation clearing should be minimised and restricted to the planned area of the road works; (ii) Tree planting and re-vegetation at the boundaries of the road reserve which will improve aesthetics and mark the boundaries. Where possible the Mvule and Musizi should be included among the trees to be planted in Mbale and Manafwa districts as they have intrinsic value in the area. (iii) Road committees should be fully involved in tree-planting and embankment grassing for sustainability. (iv) NFA and District Environment Departments will help to recommend the types of trees, local authorities and road committees should be responsible for planting and taking care of the trees especially
after construction. (v) Timely compensation for persons whose trees are marked for felling and be allowed to harvest them for use as timber if mature.

**Climate Change Impacts:** Vehicle emissions containing greenhouse gasses will be generated both during road upgrade and eventual use. Quantities generated will depend on type, age and number of equipment used during construction while operation-phase emissions will depend on traffic volume. Impact mitigation will entail use of construction equipment in good mechanical condition and tree planting along the road reserve.

Higher temperatures can cause pavement to soften and expand. This can create rutting and potholes, particularly in high-traffic areas and can place stress on bridge joints/structures. With these changes, it could become more costly to build and maintain roads. Transport conditions are also highly affected by extreme weather events such as heavy rainfalls. Heavy rains may result in flooding, which could disrupt traffic, delay construction activities, and weaken or wash out the soil and culverts that support roads and bridges. Exposure to flooding also shortens the life expectancy of road. Landslides and wash-outs could also occur more frequently, as saturated soils are exposed to more rainwater especially in the hilly areas of Kanungu District in the West and Manafwa in the East.

The proposed mitigation measures include; (i) Ensure adequate design and maintenance of road pavement, bridges and drainage structures (ii) Use asphalts and asphalt binders that characteristic to the local weather conditions (iii) Maintenance and repairing activities have to be implemented to protect the road investment.

**Gender Impacts:** Along the project roads, women were commonly seen selling foodstuff and consumer good. If kiosks located in the road reserve are displaced this would disproportionately affect women more than men. Farming activities in rain seasons demand a lot of garden work by women, which may impede their employment in road construction. Married women may benefit less from construction employment because their spouses may dictate whether they work on road project or not. This choice being solely a responsibility of an unmarried woman means that single women might benefit from road construction jobs more than their married counterparts. A good road will ease access to healthcare and while this is a benefit for both men and women, the latter will particularly benefit from quick and safe transport to medical facilities, during medical emergencies such as labour.

Mitigation measures include: (i) Equal employment opportunity shall be available for women for road construction jobs. Local council representatives working with the contractor on recruitment shall encourage women to apply for project jobs (ii) During road construction, women can be involved in a wide range of activities including traffic control, store-keeping, security, painting stone pitching, grassing/landscaping and sweeping (iii) The contractor should use gender-sensitive language such as: “Go Slow, Work in Progress” instead of “Go Slow, Men at Work”. This, coupled with women’s visibility in road works would, contribute to women’s empowerment as well as breaking the stereotype that road construction is a preserve of men. (iv) To avoid severance of access to private property like homes, farmlands and grazing fields, the contractor should provide temporary access routes, or cross slabs that can be safely used by especially women, children, disabled and elderly people.

7. **Environmental Hazard Management**

The Executing Agency, UNRA shall ensure; (i) the project’s ESMP is passed on to the Contractor and the Supervising Consultant during bidding; (ii) the Contracts and bidding documents contain all required mitigation measures to be implemented during the
construction period and obligation for the contractor to implement ESMP at construction period, (iii) the required permits are obtained from the various agencies prior to commencement of civil works, (iv) monitoring ESMP implementation is undertaken on a regular basis as required, (v) quarterly reports on ESMP implementation should be well documented and submitted routinely to NEMA (v) coordination with other parties and government agencies to effectively implement ESMP at all Project stages takes place, (v) remedial actions are undertaken for unpredicted environmental impacts.

To ensure that contractors comply with the provisions of the ESMP, the following specifications should be incorporated in all construction bidding procedures: (i) a set of environmental prequalification conditions for potential bidders, (ii) a list of environmental items budgeted by the bidders in their proposal, (iii) environmental evaluation factors for bid reviewers, (iv) environmental clauses for contract conditions and specifications, and (v) the ESIA, ESMP and RAP reports should be made available to potential bidders.

For sound management of the project at both construction and operational phases, the following plans will be put in place to protect critical resources in the event of an accident. The plans and programmes include: (i) Construction Environmental and Social Management Plan (CESMP); (ii) Community Engagement Plan (CEP); and (iii) Project Emergency Response Plan (PERP).

The CESMP shall be prepared prior to the commencement of construction activities. The plan, which will be based on best practice, would provide a framework for managing all construction-related activities in and around the project site. The plan will provide construction management guidelines that define minimum standards of construction good practice as indicated in the mitigation measures. The guidelines will cover issues raised in the ESMP including: Site Access, Management of Water and Soil Resources, Workforce Health and Safety Management, Traffic Management, Waste Management, Management of Hazardous Substances, Fuels and Oils, Biodiversity, Dust and Air Pollution.

The CEP will involve coordination, communications and engagement activities with stakeholders, particularly the residents of the communities along the project roads. The Community Engagement Team will comprise the Consultant Engineer, the Contractor, a Representative from UNRA and a local council representative. The plan includes the community Grievance Redress Mechanism and alternative dispute resolution for the Project. The elements of the plan will provide a framework for the implementation of several mitigation measures.

The PERP will cover both phases of the project. The PERP will outline policies and procedures for managing emergencies during the Project. The four main areas of emergency response currently identified are: injury to/sickness of a person (student or worker); major incident (e.g. fire in base camps); environmental hazard (e.g. overspill of waste oils into waterways); and natural disaster management (e.g. bushfire).

8. Monitoring Programme

Monitoring will verify if predicted impacts have actually occurred and check that recommended mitigation actions were implemented and are effective. Monitoring will also identify any unforeseen impacts that might arise from project implementation. Issues to monitor include: waste/ cut to spoil, soil erosion and drainage, OHS, dust, noise, road safety, gender equity, HIV/AIDS awareness; contamination at work sites. A provisional sum of USD
354,106 for each road has been provided for social-environmental monitoring during project implementation. Thus the total cost of monitoring is estimated at USD 708,212.

**Institutional Arrangements:** The contractor will be required to prepare a Construction ESMP (CESMP) linking environmental and social activities for the road works in line with guidance issued by UNRA. The primary oversight to ensure mitigation actions are implemented will rest with UNRA’s Directorate of Projects working with Safeguards Unit under Directorate of Planning but District Environmental Officers of respective local governments through which the project roads traverse have regulatory supervisory and monitoring roles on behalf of NEMA. UNRA shall require contractors to comply with the CESMP and assign a full-time staff (Environmental Officer) to undertake environmental supervision during construction. UNRA confers full mandate to supervising engineering consultant (SEC) to supervise the road project on a day-to-day basis. SEC oversees work of the contractor through an intermittent (not full-time) environmental specialist. This specialist shall guide the contractor’s fulltime Environmental Officer in undertaking his/her own responsibilities, including reporting.

**Civil Works Contractors:** Upon project commencement, the contractor will prepare a CESMP based on requirements of the project road ESMP and NEMA approval. These include securing quarry licenses, permits for borrow sites, water abstraction permits and permits to work through central forests reserves. The CESMP will be reviewed and approved by the supervising consulting engineer and UNRA.

During construction the contractor will implement the CESMP, closely monitored by the supervising consulting engineer and UNRA, District Environment Officers (DEOs) and local council leaders. At project completion, the Contractors will prepare a final environmental implementation report to be approved by the supervising consultant, UNRA, NEMA and DEOs.

**Supervising Consulting Engineer:** Before construction, the supervising engineer will review the works contract and the project’s socio-environmental requirements, road safety and undertake a baseline study (Transport observatory study), quality assurance systems and plan the supervision functions to ensure that works are implemented while protecting the social and environment aspects. During the construction phase the supervising engineer: (a) Monitors implementation of the ESMP and b) prepares monthly and quarterly environment and social compliance reports, which are submitted for UNRA consideration, as well as annual environment and social audit reports submitted to NEMA.

**NEMA:** Monitoring by NEMA is “third party monitoring” but this is its regulatory mandate according to Sections 6 and 7 of the National Environment Act (Cap 135) and no funding is expected from UNRA. During the construction phase, depending on the implementation status of environmentally and socially sensitive project activities, a) commit and review annual or biannual environmental monitoring and b) give its opinion and recommendation in which environmental concern raised by the project reviewed alongside project implementation.

Another government agency that may undertake “third party monitoring” is the Occupational Health & Safety Department in Ministry of Gender, Labour & Social Development (MGLSD). This unit has authority to inspect any facility for compliance with national requirements on safety in workplaces. The project shall make no funding to MGLSD since this is provided for in its annual budget.
Monitoring will be done through site inspection, review of grievances logged by stakeholders and ad hoc discussions with potentially affected persons. For each monitoring visit, a discussion with a chairperson of environment committee of the area’s local council (LC) could provide insight into views and grievances a given community has about the project. Monitoring will be undertaken monthly over the construction period.

**Reporting:** Detailed monthly monitoring reports shall be compiled by the contractor’s environmental officer under oversight of the supervising engineer (SE). The reports will be based on records kept as per requirements of the General Specifications of the Road & Bridge Works, Section 77 of the National Environment Act Cap 153 and guidance issued by UNRA. These detailed reports with evidence of compliance shall be prepared and appended to summary monthly reports.

**Monitoring Budget**

Table: Environmental mitigation, management and monitoring cost estimates for each road

<table>
<thead>
<tr>
<th>Mitigation Measures</th>
<th>Quantity</th>
<th>Unit Cost (UgShs)</th>
<th>Total Cost (Ugshs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Road safety awareness</td>
<td>-</td>
<td>Lumpsum</td>
<td>247,000,000</td>
</tr>
<tr>
<td>2 Gender awareness</td>
<td>-</td>
<td>“</td>
<td>74,250,000</td>
</tr>
<tr>
<td>3 Public traffic flow management during construction</td>
<td>-</td>
<td>“</td>
<td>14,750,000</td>
</tr>
<tr>
<td>4 HIV/AIDS awareness and education</td>
<td>-</td>
<td>“</td>
<td>200,000,000</td>
</tr>
<tr>
<td>5 OHS provisions for workers</td>
<td>-</td>
<td>“</td>
<td>24,750,000</td>
</tr>
<tr>
<td>6 Erosion and drainage control</td>
<td>-</td>
<td>“</td>
<td>60,500,000</td>
</tr>
<tr>
<td>7 Air and water quality monitoring</td>
<td>-</td>
<td>“</td>
<td>40,450,000</td>
</tr>
<tr>
<td>8 ESMP Management and Audits</td>
<td>-</td>
<td>“</td>
<td>150,000,000</td>
</tr>
<tr>
<td>9 Institutional Collaboration and Monitoring of ESMP</td>
<td>24 months</td>
<td>“</td>
<td>59,400,000</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td></td>
<td></td>
<td>871,100,000</td>
</tr>
</tbody>
</table>

Using a dollar rate of 1 USD equivalent to UgShs 2460, the cost of mitigation, management and monitoring is about USD 354,106.


The ESIA process began with a Scoping Study that entailed stakeholder consultations, culminating into terms of reference submitted to UNRA for NEMA approval. Consultative meetings were held with local communities along the road, political and technical officials of Rukungiri, Kanungu, Mbale and Manafwa district local governments, government agencies responsible for management of wildlife (UWA), Directorate of Water Resources Management (DWRM), National Forestry Association (NFA) and institutions (Churches, schools, Uganda Police Post and officers at the Border). All meetings with local communities were conducted in local languages with the assistance of local leaders, utilising graphical illustrations discerned by participants to describe project design and possible impacts.

The aim of the stakeholder consultations was to provide an overview of the proposed project and project activities and possible impacts and obtain views from stakeholders on anticipated benefits, opportunities, and concerns of the project. The process of consultation included both semi-structured interviews, with small groups and more formal consultation meetings with the project beneficiaries. All of the roadside-affected and beneficiary communities are aware of
the upcoming Project. The communities gave unanimous support for the construction of the project roads. They believe that upgrading the roads will help them join the country’s mainstream socio-economic development. The communities requested for timely and fair compensation to be paid to Project Affected Households.

The formal consultation meetings provided the following suggestions: (i) provide job opportunities to the locals (ii) concern that the influx of people in the area during construction will increase the problem of HIV/AIDS in the area (iii) concern over several land conflicts in the project area that must be carefully considered during resettlement (iv) development of a grievance mechanism to handle complaints from affected persons dissatisfied by compensation or general project implementation.

With regard to the environmental concerns, the consultation meetings recommend (i) native species of bushes/trees should be planted along the roads; (ii) excavation activities should be controlled, especially near populated areas and forests; (iii) protection of drinking water sources during construction; (iv) sites used for labour camps and quarrying of construction materials should be rehabilitated and/or levelled; (v) provide sufficient cross drainage structures at the river crossings and wetland areas to avoid flooding and ensure natural flow of water; (vi) dust and noise pollution should be minimized during construction work; (vii) labour camps should not be established too close to local villages/towns; (viii) leftover construction materials must be disposed of before decommissioning.

These concerns have been addressed through the project design as well as through the ESMP. A Grievance Redress Mechanism and Procedure for the communities will be established through a local committee where questions or concerns on the project can be addressed by the Contractor or Supervising Engineer.

10. Complementary Initiatives

Complementary community initiatives are planned to enhance project benefits, improve socio-economic conditions of the local communities, and ensure project sustainability. The complementary interventions are proposed based on the general understanding of the road project area & constraints grasped during the ESIA study and consultations, and hence require further onsite assessment & consultation with concerned stakeholders.

**HIV/AIDS Awareness Programs:** The project includes HIV/AIDS awareness and prevention programs for both construction workers and communities in project areas. UNRA shall consider using NGOs, CBOs or other local agencies (e.g. AIDS Information Center, The AIDS Support Organisation (TASO), etc), which are well established in the project districts and experienced in this service. Arrangement and cost for this service is provided for in the ESMP. Long distance truck drivers should be one of the target segments for HIV/AIDS awareness training.

**Gender Awareness and Mainstreaming:** As part of the Bank’s Ten Year Strategy Gender Mainstreaming is an important pillar requiring attention at project design and implementation. The activities that would have tangible outcomes at local level in the project areas include the introduction of non-motorized transport (NMT) for rural populations focusing on women economic development groups. The NMT modes envisaged are cargo bicycles and donkeys. Use of bicycles will be promoted in flat plains while donkeys will be more useful in hilly areas such as those in Manafwa district. Not only will these provide appropriate transport alternatives, but they will also form the basis for income generation for the women groups and establish revolving funds and soft loans. In addition, the contractor will undertake
sensitization programs to ensure that men and women equally participate and benefit from the project. Participation of women will also require ensuring provision of facilities and amenities in workplaces (camps, equipment yard, and worksites). The contractor and site engineer each will hire a gender expert to prepare and supervise a Gender Action Plan. In order to guide the process, UNRA has developed a format for preparing the plan and monitoring indicators, and a check-list.

Road Safety Educational Campaigns: Road safety awareness and educational campaigns both during construction and operation shall be conducted. The first group targeted will be the schoolchildren and teachers together with District Education Offices. The schools can be provided with charts and brochures developed by the project. The project will also undertake road safety training for public transport operators. These are the most prevalent group of vehicle drivers and major traffic increases on improved roads will most likely be minibuses ‘taxis’ and motorcycles (boda-bodas). By undertaking these road safety activities, the project will improve overall road safety. Road safety training has been provided for in the ESMP.

Afforestation and Climate Change Initiatives: Road construction will entail loss of trees and these are carbon sinks beneficial to slowing down climate change. This justifies tree planting along the road reserve as part of road beautification. To ensure that correct species are planted, this activity shall be undertaken by a professional landscaping entity through an independent bidding process that would ensure best value and conformity to specifications prescribed by UNRA. This bid shall specify number of trees to be planted, cost, long-term ownership and care. Based on the Guidelines for planting trees along the road perimeter and enhancing environmental protection, it is estimated that approximately 28,000 trees will be planted in addition to those planted as part of the ESMP.

Roadside Amenities: The ESIA has recommended that the project design should incorporate rest areas for long-haul truck drivers at a suitable location identified with the District Authorities taking into consideration the distance to the Border Posts. These places will offer social amenities, including HIV/AIDS information info-shops, personal hygiene facilities, sleeping places and parking bays. UNRA will discuss this initiative with respective district local governments who would be expected to subsequently own and operate and sustain these facilities. In addition, Bank financed projects have, in the past included construction of roadside markets selling agricultural produce, grocery items and second hand clothing, often patronized by women and the youth (60%). The project will consider establishing and/or improving some of the roadside markets by providing paved selling benches, covered stands, water and sanitary facilities (latrines, waste pits, and water points).

Community Water Supply: The project has included in its design provision of water supply to communities along the road. Particular attention will be paid to public institutions such as schools and health facilities that may not be served by clean water system. In areas where the contractor shall drill a borehole for his/her water supply, the borehole shall be left for community use. As part of the facilities to be provided at the market places will be potable water.

Resettlement action plan (RAP): For the resettlement action plan (RAP), UNRA will monitor implementation with technical assistance of an independent consultant. Progress of land acquisition will be monitored and results reported to AfDB by UNRA. An independent consultant will undertake quarterly review of implementation activities and submit bi-annual reports to UNRA which will review them and through supervision verify milestones, livelihood restoration until half a year after RAP implementation. The details and estimates for Resettlement and Compensation are included in Annex 1 of this summary.
11. Conclusion

The proposed project has potential to significantly improve livelihoods of people in Rukungiri, Kanungu, Mbale and Manafwa Districts. Road construction activities will provide considerable economic opportunities for material/ equipment suppliers, contractors and local labour. When the road is upgraded to bituminous standard, its routine maintenance will have negligible environmental impacts: indeed less than the equivalent maintenance work required for the gravel surface road. For instance, there will be no need for borrow pits for gravel, with associated impacts, or no grading operations associated with dust and noise pollution.

The communities directly affected by the project were consulted and have given unanimous approval to the project as proposed. The proposed project offers enormous distance and journey time savings for traffic to eastern DRC through Ishasha and to western Kenya through Lwak hakha and vice versa. The project will also improve tourism activities especially those interested in the climbing lions in Queen Elizabeth National Park, the wildlife in Kigezi Reserve, the famous Bwindi Impenetrable National Park and the Mt Elgon National Park. The project roads avoid the parks but will improve accessibility.

Several possible negative impacts of improving the roads are not significant, while others will be less severe when mitigation measures recommended in the studies are implemented. Construction activities pose a possibility of contaminating land and watercourses from bitumen, fuel or oil spillage from construction vehicles and interruption of access to certain services like water supply during road construction. Road construction traffic will be associated with noise and dust nuisance and possibly increased road accident risk, especially through settlements and trading centres. Some land and structures will be permanently lost to the road and a Resettlement and Compensation Plan has been developed to mitigate the social impacts.

All environmental and social concerns will be mitigated as detailed in the ESMP. A framework for the implementation and monitoring of the ESMP has been proposed and budgeted for. Compared to socio-economic benefits of the road project, many of the negative impacts will be insignificant as long as fair compensation and mitigation actions are implemented. The recommendations provided to ensure that the project is implemented in a sustainable manner include; (i) Update and implementation of the proposed ESMP based on site specific conditions; (ii) inclusion of the necessary environmental clauses in the project tender & construction contract document so as to ensure the implementation of the proposed mitigation measures; (iii) ensure independent environmental supervision through recruitment of Environmentalist and Sociologist/ RAP Specialist as part of the supervision consulting service for effective implementation of proposed mitigation management & monitoring measures; (iv) implement the RAP; (v) UNRA and NEMA to carry out routine inspections during the road construction period.

It is therefore recommended that project road should be upgraded to paved surface standard provided the ESMP is implemented.

References

Environmental & Social Impact Statement (ESIS) of Proposed Upgrading of Bumbobi-Bubulo-Lwakhakha Road to Bituminous Standard September 2013 by SMEC / Newplan Ltd.


ANNEX 1

RESETTLEMENT ACTION PLAN SUMMARY

Project Name: Road Sector Support Project 5 (RSSP V) - Upgrading of Rukungiri–Kihhi–Ishasha/Kanungu and Mbale-Bumbobi-Manafwa-Lwakhakha Roads
Country: Uganda
Project Number: P-UG-DB0-022

1. INTRODUCTION

The Government of Uganda (GoU) in line with the Road Sector Development Program (RSDP) has applied for a loan from the African Development Fund (ADF) towards the cost of the Road Sector Support Project (RSSP), part of the proceeds of which shall be utilized to finance upgrading of Rukungiri–Kihhi–Ishasha/ Kanungu and Mbale-Bumbobi-Manafwa-Lwakhakha Roads. The project is to be implemented by the Uganda National Roads Authority (UNRA). Consequently, in accordance with the environmental and social assessment procedures of the African Development Bank (AfDB), projects involving upgrading and rehabilitation of major roads with potential significant environmental and social impacts, are classified as “Category 1”, and these require detailed environmental and social impact assessment (ESIA) and where the project is affecting over 200 persons, a full resettlement action plan (RAP). Similarly, Uganda’s National Environment Act, Cap 153 requires mandatory full environmental impact assessment for “Third Schedule” projects and “major road projects” are listed in Section 3a of this schedule. These RAPs are, therefore carried out in fulfillment of these requirements. The studies were undertaken by two different consulting firms. Consequently, the RAP summary shall cover the project description; potential impacts; organizational responsibility for RAP implementation; implementation schedules; public consultations and community participation; integration with host community; socio economic baseline conditions; institutional and legal framework; eligibility; valuation and composition of assets; grievance redress mechanism; costs and budget; and monitoring and evaluation.

2. DESCRIPTION OF PROJECT AND PROJECT AREA

The project (RSSP V) will be upgrading two roads which are currently of gravel carriageways located in south-western part of Uganda and in the north-eastern part of Uganda. The Rukungiri – Kanungu road starts from Rukungiri Town Council which is located approximately 400 km from Kampala traversing the districts of Rukungiri through Kihhi town with a spur to Kanungu and ending at Ishasha, the border with the eastern part of Democratic Republic of Congo (DRC). It consists of two sub-sections, that is, Rukungiri to Ishasha (52 km) and Kihhi to Kanungu (27 km). The road links into the paved section of Ntungamo - Rukungiri road making it part of a regional, national and international route. The Mbale – Lwakhakha road is located in Mbale and Manafwa districts starting at Bumbobi just outside Mbale Municipality, on the Tororo-Mbale Highway proceeding through Bubulo -
Busumbu up to Lwakhakha on the Uganda - Kenya Border in Manafwa District providing an international route to Kenya. It crosses rivers Manafwa and Namuhoma with a few marshlands with a length of 44.67 km.

3. POTENTIAL IMPACTS

While the alignment of the existing roads will be retained to the extent possible there will be some improvements to the horizontal alignment, vertical alignment where appropriate, arrangement of junctions and inbuilt safety measures. Impacts anticipated include relocation of PAPs and removal or destruction of temporary, semi-permanent and permanent residential and commercial structures such as houses, community/social infrastructure, business units, shops, kiosks, and hedges; strips of land, crops and trees. Most of the land affected is customarily owned with other cases where it is registered land under freehold or leasehold tenures. UNRA plans to maintain the existing road alignments, as much as possible to minimize impact in trading centers and populous settlements along the road. From consultations with PAPs and field observations, it was established that most of the PAPs would be re-establishing themselves small distances behind the damaged buildings and properties. This is referred to as “stepping back” in so doing reduce the adverse socio-economic effects of resettlement (such as severance of ties with relatives and customers). Additionally, disruption to businesses and temporary loss of income during relocation will be minimized by allowing owners to rebuild replacement structures before completely vacating the old ones within the regulatory 3-6 month “notice to quit” period.

**Rukungiri – Ishasha/Kanungu Road**

It is expected that 80 villages and settlements will be traversed by the road affecting 2968 property owning households with approximately 12,417 persons. Among these are 32 household heads who are vulnerable (26 male and 6 female).

*Impact on land affected by the project:* Land to be affected by the road is the road reserve which measures 15 meters on either side of the road centerline in trading centers and populous settlements. Areas where the contractor will locate workers camp, equipment yards and gravel quarries are also expected to be affected. Owners of affected land with perennial crops, timber trees and fruit trees will be compensated basing on District property rates. Considering that they can be harvested within the six-month “notice to quit” period, annual crops would be harvested unless absolutely necessary that they get compensated. Affected land area in the project districts is estimated as 61.80 ha in Rukungiri and 100.19 ha in Kanungu.

*Impact on structures:*

Within the road carriage way and reserve, residential houses and commercial structures will be affected when development of the road project commences. These include both “permanent” and “semi-permanent” structures. A total of 1367 various types shall be affected as shown in the Tables below.
Table 3.1: Affected property in Rukungiri District

<table>
<thead>
<tr>
<th>Affected Property</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent houses</td>
<td>27</td>
</tr>
<tr>
<td>Semi-permanent houses</td>
<td>312</td>
</tr>
<tr>
<td>Kitchens</td>
<td>80</td>
</tr>
<tr>
<td>Pit latrines</td>
<td>41</td>
</tr>
<tr>
<td>Sheds</td>
<td>01</td>
</tr>
<tr>
<td>Barbed wire fences</td>
<td>31</td>
</tr>
<tr>
<td>Local live hedges/Luyenje hedges</td>
<td>34</td>
</tr>
<tr>
<td>Graves</td>
<td>07</td>
</tr>
<tr>
<td>Water dams/wells (for cattle)</td>
<td>04</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>537</strong></td>
</tr>
</tbody>
</table>

Table 3.2: Affected property in Kanungu District

<table>
<thead>
<tr>
<th>Affected Property</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permanent buildings</td>
<td>174</td>
</tr>
<tr>
<td>Semi-permanent buildings</td>
<td>282</td>
</tr>
<tr>
<td>Stores/Kitchens</td>
<td>153</td>
</tr>
<tr>
<td>Pit latrines</td>
<td>134</td>
</tr>
<tr>
<td>Kiosks</td>
<td>02</td>
</tr>
<tr>
<td>Barbed wire fences</td>
<td>24</td>
</tr>
<tr>
<td>Local live hedges/Luyenje hedges</td>
<td>29</td>
</tr>
<tr>
<td>Graves</td>
<td>12</td>
</tr>
<tr>
<td>Mains water taps</td>
<td>02</td>
</tr>
<tr>
<td>Others</td>
<td>18</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>830</strong></td>
</tr>
</tbody>
</table>

**Impact on livelihoods:** Economically-displaced people are people whose livelihoods are affected by the proposed road project and associated land acquisition. This applies to those whose business are required to be relocated, but also to those who are employed in a business, or those who lose livelihood (income or subsistence) due to loss of crops. This impact will apply to commercial structures along the existing road that will be demolished but most of these comprise roadside semi-permanent restaurant/eateries, bars and video halls. An inventory of affected dwellings and business structures is provided in the Valuation Report prepared as part of the resettlement plans.

**Impact on graves and communal facilities:** According to interviews with PAPs graves would have to be relocated if owners were physically displaced from their current landholdings to a new location. According to Uganda laws, graves are among assets that are compensated when they must be relocated.

**Communal facilities:** Schools and churches will lose land to the road project; so will prison land in Rukungiri and at Ishasha some of the police land will be lost affecting several staff dwellings (uniports). Details are provided in Valuation Report. In Rukungiri and Kanungu towns, water mains and 33 kV power lines adjoining the existing carriageway will need relocation during road upgrade.

**Mbale – Lwakhakwa Road**

**Impact on land:** Affected land includes the road reserve, areas where the contractor will locate workers’ camps, equipment yards, gravel borrow pits and quarries. A total of about
117.93ha is expected to be affected by the roadwork in the two districts of Mbale and Manafwa. An estimated 45 ha of land will be temporarily taken up for camp sites, borrow pits, quarries, service roads and detours.

**Impact on structures:** Residential houses and commercial structures will be affected when the project commences. These include both “permanent” and “semi-permanent” structures. Public and community infrastructure will also be affected such as churches and schools. In some places, water tanks and 33 kV power lines will also be affected. Details are provided in Table 3.3 below.

**Table 3-3: Affected structures along the Bumbobi - Lwakhakha Road**

<table>
<thead>
<tr>
<th>Type of Building/Structure</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permanent Structures</strong></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>347</td>
</tr>
<tr>
<td>Residential</td>
<td>94</td>
</tr>
<tr>
<td>Incomplete</td>
<td>76</td>
</tr>
<tr>
<td>School Blocks</td>
<td>3</td>
</tr>
<tr>
<td>Churches</td>
<td>2</td>
</tr>
<tr>
<td>Mosque</td>
<td>1</td>
</tr>
<tr>
<td><strong>Semi-Permanent Structures</strong></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>317</td>
</tr>
<tr>
<td>Kitchen/stores</td>
<td>65</td>
</tr>
<tr>
<td><strong>Other Properties</strong></td>
<td></td>
</tr>
<tr>
<td>Pit latrines</td>
<td>12 + 26 (semi-permanent)</td>
</tr>
<tr>
<td>Shades</td>
<td>14</td>
</tr>
<tr>
<td>Kiosks</td>
<td>5</td>
</tr>
<tr>
<td>Barbed wire fences</td>
<td>1685.5 m²</td>
</tr>
<tr>
<td>Chain link</td>
<td>188.5 m²</td>
</tr>
<tr>
<td>Local Hedges</td>
<td>2573 m²</td>
</tr>
<tr>
<td>Earth Graves</td>
<td>93</td>
</tr>
<tr>
<td>Cemented Graves</td>
<td>35</td>
</tr>
<tr>
<td>Paved/Concrete yards</td>
<td>118.21 m²</td>
</tr>
<tr>
<td>Gates</td>
<td>7</td>
</tr>
<tr>
<td>Septic Tanks</td>
<td>1</td>
</tr>
<tr>
<td>Boundary/retaining walls</td>
<td>98.3 m</td>
</tr>
<tr>
<td>Water Tanks</td>
<td>4</td>
</tr>
</tbody>
</table>

**Affected Households and Persons:** In total, the road upgrade will directly affect a total of 3113 households representing approximately 20,857 Project Affected Persons (PAPs) through loss of land, structures, crops etc. considering that household size in the project area is 6.7 persons. Of the 3113, 2986 PAPs are land owners (543 from Mbale district and 2,443 are from Manafwa) while 127 are sharecroppers/licensees (25 from Mbale and 102 from Manafwa). Of the total, 527 households will need to construct new dwelling houses; and of these 123 are vulnerable PAPs that will need special assistance.

**Impact on livelihood:** This applies to those whose businesses are required to be relocated, but also to those who are employed in a business, or those who lose livelihood (income or subsistence) due to loss of crops. This impact will apply to commercial structures along the existing road that will be demolished. Such loss of resources for subsistence
and income may lead to exploitation of fragile ecosystems, hardships, social extensions, and impoverishment in which case the PAPs will need project support to rebuild their lives, incomes and assets base elsewhere.

**Impact on graves and communal facilities:** A total of 93 earth graves and 35 cement graves will be affected by the project. The compensation of graves by the project will consider support for the observations of culture and performing rituals involved in relocating graves.

**Communal facilities:** Three school blocks, 2 churches and one mosque will be affected by this project. The project will work with the communities and other stakeholders in handling of the affected communal facilities. Reference should be made to the Valuation Report which provides detail of all affected community facilities to be affected by the road project.

### 4. ORGANIZATIONAL RESPONSIBILITY FOR RAP IMPLEMENTATION

Uganda National Road Authority (UNRA) will be responsible for implementing the RAP. The Ministry of Lands, Housing and Urban Development (MoLUHD) is a key institutional agency in which the Chief Government Valuer (CGV) who approves valuation and compensation reports is found. The Ministry is also responsible for issuance of land title deeds. District Land Boards in respective local governments develop compensation rates and will be useful during RAP implementation, monitoring and grievance management. Local Councils will authorize compensation payment schedules. Local councils will be involved in verifying identity of PAPs and grievance redress.

UNRA may sub-contract a contractor to implement the RAP but this is expected to work through the District Committees which will comprise members from the District Land Board, Parish Land Committees, Local Councils (I-V), local leaders, representatives of the PAP and identified NGO/CBO active in the area. A Verification Committee per parish will be necessary and will comprise all Local Council Chairpersons of all affected villages, a trusted elder, PAP representatives (man and woman) and one member of Land Board. These have more knowledge of the communities and will mainly participate in disclosure and payments while the District Committees will participate in all RAP activities throughout the project.

### 5. IMPLEMENTATION SCHEDULES

Implementation of the RAP shall ensure that all PAPs are compensated and relocated before commencement of civil works. The PAPs will be given at least 3-6 months to salvage their properties and rebuild elsewhere. The schedules below are presentation of the timeframe for each road. Implementation of RAP is the responsibility of UNRA, however UNRA may procure a Consultant to implement the RAP. In either case this is expected to be done in collaboration with the District Committees.
6. PUBLIC CONSULTATIONS AND COMMUNITY PARTICIPATION

Rukungiri – Ishasha/Kanungu Road: Consultations were carried out with project affected communities from 4th May to 30th June 2010 to enable them know project objectives, possible social-economic impacts and resettlement options available to them. Consultations also involved local leaders in Rukungiri and Kanungu Districts. The project was considered beneficial both to the districts and country by the consulted communities and district officials. Some of the key issues were: UNRA to ensure equitable and timely compensation for all affected assets before road construction commences. Property valuation should be fair and based on prevailing market values to reflect increased cost of construction materials and land prices. In spite of the obvious benefit, most people generally preferred cash compensation payments with the hope of saving some money for other investments. Property located away from the road and otherwise not eligible for compensation should be duly compensated if damaged by contractors in creating detours and sourcing construction materials. If 90% one’s land is affected and the remaining parcel is so small that it is not useful for farming or settlement, the project should provide compensation for all the land so that affected persons can resettle elsewhere. Additionally, PAPs required UNRA to ensure quick and proper grievance resolution during RAP implementation. Vulnerable people should be continually identified during implementation of resettlement activities so that they are assisted in every way possible.

Mbale-Lwakhakha Road: In preparation of this RAP, Mbale and Manafwa District Council staff and sub county staff of the 3 sub counties through which the road traverses were
consulted. In addition, roadside communities were consulted. After the identification of the relevant stakeholders, a program for their consultation was drawn. The consultative meetings with district and sub county stakeholders were carried out at their respective offices while the community meetings were held at village level at usual village meeting places. Depending on the proximity to the villages, two or more villages were combined in one meeting. In the consultations, the local officials emphasised fair and prompt compensation for the affected properties and Project Affected Persons’ compensation before commencement of construction. Among the issues raised were that: all people affected by the project should be compensated in a transparent manner irrespective of whether they have land titles or not, all properties damaged during construction should be compensated and that current rates should be used when assessing affected properties so that affected households are fairly compensated. The PAPs emphasised payment of compensation packages through banks to reduce the risk of robberies. There was also concern that payment of compensation might take a long time.

7. **INTEGRATION WITH HOST COMMUNITIES**

The road project being linear in nature, it is expected that most PAPs whose houses will be lost will reconstruct their homes on their remaining pieces of land (stepping back resettlement). There is thus little possibility that a large population of PAPs would be relocated to an entirely new host community. In case the remaining land is not enough then the PAPs will have to relocate to new areas. However, it is expected that most households will be able to find land to construct their new homes within the same villages, towns or communities. Nevertheless, it is expected that most PAPs will resettle within their old communities, to which they are familiar, and to maintain their social networks. It is noted, though, that due to the population pressure and small land holdings some PAPs might find it difficult or not possible to relocate within their locales. In this case, there is possibility that some households might relocate to entirely new host communities. It is still expected that these will be able to find land within the same district, which have similar social characteristics and the cultural values. The project will assist such PAPs with smooth integration into the new communities and also ensures the host communities are sensitized about the new comers. In the likely event that the move will trigger conflict over resources, the project will access the needs for facilities to be provided such as water, schools and health facilities.

8. **SOCIO-ECONOMIC BASELINE CONDITIONS**

Although the project consists of four districts that are traversed by the roads, most of the economic activities are similar hence are the lifestyles based on subsistence farming and petty trading.

**Kanungu District:** According to 2002 national census, the total population of Kanungu District was 204,732 people with a population density of 794 people per km², seven times higher than the national population density average of 112 people per km². Projected population of the district in mid-2012 is 252,300 of which 129,800 (51.4%) are females.

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Vulnerable groups in Kanungu district, that is, people less able to cope with sudden changes or economic shocks, include the elderly those over 60 years (3%), child headed households, the elongated illnesses, the disabled and female-headed households. Total land area in the district is 1228.28 sq. km comprising small-scale farmland (62%), high tropical forest (15%), woodland (11%), grassland (9%), bush land (2%), open water (1%) and miscellaneous mosaics (2%). The District has a good climate and moderately fertile soils which make production of a variety of crops possible. Over 90% of the district population depends on agriculture, directly or indirectly, as a source of livelihood. The traditional role of women as housekeepers is still prevalent in the district. Women are largely responsible for household activities, subsistence farming and collecting firewood and water. Women sometimes sell produce in the market and engage in small-scale retail trade. Decision-making, participation in the community management and politics are primarily male-dominated.

**Rukungiri District:** The population of Rukingiri District has been increasing since 1980 and according to 2002 census its population was 275,162 persons\(^1\). Population density is 211 persons per km\(^2\) against a national average of 112 persons per km\(^2\). Projected population of the district in 2012 is 321,300 of which 167,700 (or 52.2%) are females. The high population is attributed to increasing immigrants from neighbouring Democratic Republic of Congo (DRC). Population of the district is young with 57% being under 18 years and core labour force is 47%. Ethnic groups in Rukungiri district are Bakiga, Bahororo and Banyarwanda. The district has a total area of 1,524.28 sq. km, 11% of which comprises tropical high forests, 5.5% woodland, 2.6% bush-land, 21.3% grassland, 52% farmland and 7.6% open water. The mainstay of the economy of Rukungiri District, like the rest of the country, is agriculture engaging over 90% of the population. Of the 1524.28 sq.km total land area of the district, 1352.3 sq. km is arable land with 1150 sq.km already under cultivation.

**Mbale/Manafwa:** The projections from the last Uganda Population and Housing Census in 2002, the population of Mbale District were estimated to be 718,2402 of which 365,686 were females. Mbale has since been split into 3 more districts of Manafwa, Bududa and Sironko and the total population of Mbale District was estimated to be 332,200 and that of Manafwa 118,000.(Housing and Population Census, 2002). The population census indicated that the average household size was 4.4 persons. However socio-economic survey during this study indicated that household size was 6.7 persons which is a significant increase. 86.5% of the household heads were found to be below 65 years of age while 13.5% were 65 years and above. These elderly form part of the vulnerable groups who will not easily cope with negative changes.

Other vulnerable groups include female headed households (15.1%), child headed households (1.6%) and the widows (8.6% of the households), 2.7% are disabled. In total, 23.3% of the affected households are vulnerable. Some household heads are both widowed and elderly, while others are widows and again disabled, etc. The two districts (Mbale and Manafwa) through which the road traverses, have several ethnic groups which include Bamasaba, Banyole, Bagwere, Baganda, Ateso, Luo speaking and Karamojong with Bamasaba being predominant.

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1. *Uganda Bureau of Statistics, 2002*

2. Sironko, Bududa and Manafwa were part of Mbale District at the time of the census.
From the socio-economic survey carried out in October to November 2013, the average land size owned in the project area is 0.34 acres with 66% of the household heads owning less than that. Only 1% owned 5 or more acres. 27.7% households along the project road reported to have at least a disabled person in their household. The survey further revealed that 64.1% of the economically active population was working as unpaid family workers. Over 77% of the population in Mbale District and 95% of the population in Manafwa were engaged in agriculture. The results from the socio-economic baseline survey indicated that the main source of income for most of the households (74.3%) was farming, civil service 11.4%, trading 9.5%, service provision 1.9% (restaurants/hotels, salons, driving, boda boda riding) and casual labour (2.9%).

Rural and peri-urban incomes are generally low due to the nature of economic activities, which are informal, and not well paying. Poverty is estimated at 23.9% of the affected households who live below the poverty line of USD1 per day. Land is the most available natural resource that is accessed by majority of the PAPs. Land in the area is mainly customarily owned save for a few cases of titled land.

9. INSTITUTIONAL AND LEGAL FRAMEWORK

Key legislations governing compensation and resettlement in Uganda are the Constitution of Uganda (1995) and the Land Act (1988). Article 237(1) of the Constitution vests land ownership in citizens of Uganda, however under Article 237(1)(a), the Central or Local Government may acquire land in the public interest. The Constitution prescribes various tenure regimes in accordance with which rights and interests over land may be held. It provides procedures to follow in acquiring land in the public interest and provides for the “prompt payment of fair and adequate compensation” prior to taking possession of land. Article 237(1) of the Constitution vests all land in the citizens of Uganda. The Constitution prescribes the tenure regimes in accordance with the rights and interest in which land may be held [Article 237(3)]: Customary, Leasehold, Mailo and Freehold. Article 237(8) gives the lawful or bonafide occupants of mailo land, freehold or leasehold land freedom to enjoy security of occupancy on the land. The Constitution also provides procedures to follow during land acquisition for public interest. The Constitution stipulates the “prompt payment of fair and adequate compensation” prior to taking possession of land acquired from the owner/occupier.

The Land Act (1988) is the principal legislation on land tenure in Uganda which emphasizes adequate, fair and prompt compensation by the developer of the occupier or owner of land. The Act creates a series of land administration institutions consisting of Uganda Land Commission (ULC), District Land Boards (DLB), Parish Land Committees (PLC) and Land Tribunals. Section 78 of the Act gives valuation principles for compensation, that is, compensation rates to be yearly approved by DLBs. The following legal instruments provide the legal framework for compensation and resettlement in Uganda:

- Land Acquisition Act 1965
- Valuation Act 1965
- The Access to Roads Act ,1965
- The Land Act, 1988
- Road Safety Act (1991)
- The Uganda Constitution (1995)
• The Local Government’s Act 1997
• The Land Act, 1998 (CAP 227)
• Physical Planning Act, 2010

UNRA’s Land Acquisition Manual (LAM) was designed to satisfy regulatory and key financiers resettlement requirements, based on the following principles: i) Compensation should be aimed at minimizing social disruption and assist those who have lost assets to maintain their livelihoods. In accordance with Ugandan laws and standards, a disturbance allowance is to be provided to PAPs to cover costs of relocation during resettlement; and ii) Community infrastructure must be replaced and ideally be improved in situations where it was deficient. This for example includes roadside water sources.

Preparation of the RAP has taken into consideration safeguard policies of the AfDB (Involuntary Resettlement Policy, 2003) with the aim to ensure that project-affected persons should be assisted to improve their livelihoods and standards of living or restore them to pre-displacement levels or levels.

10. ELIGIBILITY

The cut-off date for the Rukingiri – Ishasha/Kanungu road was considered by the surveying and valuation consultant as the last day of the census of affected people and properties, that is, 30th June 2010. No structure or field established in the project-affected area after that date would be eligible for compensation. The cut-off date for the Mbale- Lwakhakha, on the other hand, is end of August 2012. The cut-off dates are the dates when surveying and valuation was completed. This is the date after which no settlers or developers are eligible for compensation. This was explained during the census and valuation exercises to all stakeholders in the respective areas including project-affected communities and individuals surveyed, Parish Land Committee (LC II level), District Land Board (LCV level), LC officials in which consultations were undertaken.

The following categories are eligible for compensation:

- People who have been in the surveyed part of the proposed road reserve and working areas;
- Landlords owning land affected by the road;
- People whose structures are to be affected by the development;
- People who rent land for cultivation (sharecroppers) and their crops or trees are to be removed or damaged due to land acquisition activities.
- Persons classified as vulnerable;
- Any other group of persons that has not been mentioned above but are entitled to compensation according to the laws of Uganda and AfDB policies.
- Public or community facilities such as churches, schools and water sources.
- Utilities such as water supply systems, telecommunication cable, electricity installations, etc.
- People who are utilising the land within the road reserve and their crops and trees are to be removed or damaged by the project.
11. VALUATION OF AND COMPENSATION OF ASSETS

Section 78 of the Land Act (1988) prescribes valuation principles for compensation including compensation rates which are approved by District Land Boards and are updated on yearly basis. Other requirements for assessment of compensation of assets are provided under the Valuation Act 1965. In addition, the valuation of assets was based on the principles resulting from the provisions laid out in the Constitution of Uganda 1995; article 26 and the Land Act Cap 227 Article 77 and Article 59(1). A full census of affected persons and survey/valuation of and their assets was completed on the cut-off dates by Surveying/Valuation Teams who worked with Local Councils, especially LC1 of affected villages and towns centres to verify identity of affected persons and their physical assets including land sizes, crops, trees and buildings.

The basis of valuation for compensation purposes is provided in the Constitution of Republic of Uganda 1995 and the Land Act 1998. The value of land and buildings is based on replacement values with materials estimated the market value. Affected land was categorized as semi-urban, rural or dry land and hence different rates applied for each category. Valuation rates used for affected land were “market values” based on evidence obtained during property inspection and surveys. Most project-affected residential and commercial buildings are constructed in permanent materials such as burnt clay bricks and iron roof sheets. However, valuation also encountered many semi-permanent and temporary structures built in very low-cost materials such as timber. Buildings and structures were valued on the basis of Replacement Cost Method to arrive at their market value. District compensation rates were applied to derive compensation values for crops, fruit trees, flowers and shrubs owned by PAPs. According to Uganda’s compensation regulations, annual crops which could be harvested during the period of notice to vacate given to landowners are excluded in determining compensation values.

Assessment for land taken was based on the open market value of land and in accordance with Section 77(1) (a) of the Land Act. During the exercise evidence of land values was obtained. All the land to be affected by the proposed new road was adjacent to an already existing road hence fetching considerably high land rates.

Compensation payable for crops was computed using the prevailing District Compensation Rates according to Sections 9 and 77 of the Land Act. Enumeration of crops was done mainly by head count. However, enumeration by area coverage was also used where appropriate. Seasonal crops were not assessed as it is expected that seasonal crops will be harvested within the period of notice to vacate (6 months) after payment as stipulated in the Regulation 24 b of the Land Act (CAP 227).

Assessment for semi-permanent structures were computed using the district compensation rates as already mentioned while permanent structures were assessed based on direct replacement cost with guidance from the Chief Government Valuer’s office. It is assumed that a notice of at least six (6) months will be served to the affected persons to vacate the project corridor. Therefore, a statutory disturbance allowance of 15% of the total sum assessed was awarded in accordance with Section 77(2) of the Land Act. There are several vulnerable households among the affected i.e. those headed by terminally ill, widows, elderly people, orphans or people with disabilities. These will be provided additional assistance during resettlement.
12. GRIEVANCE REDRESS MECHANISM

Based on experience of earlier RSSP projects, most grievances will be related to property valuation. These are likely to arise when households consider compensation values for their assets insufficient, especially when PAPs doubt if valuation values do indeed provide replacement value or if PAPs misunderstood the compensation process and believe they are entitled to additional compensation. Given this, UNRA will constitute a dedicated committee and procedure to manage and close out grievances. The committee must have a quorum of at least 3 people and decisions will be reached by simple majority. The Grievance Committee should be constituted for as long unresolved grievances are pending. This will include the following members:

- Two representatives of PAPs (one woman and man)
- Local Council III (LC III);
- District Land Officer - Surveyor;
- UNRA representative
- A property valuer,
- Grievance Officer (GO): This is sociologist provided by the RAP implementation consultant contracted by UNRA.

While some grievances would be resolved by the committee, others might not, such as when claimants contest compensation rates developed by District Land Boards. In spite of the grievance procedure, if the aggrieved person is not satisfied with resolutions of the Grievance Committee at local level/village all the way to the Managing Director of UNRA, he/she will have the choice of resorting to courts of law. Every effort will be made to resolve the issues without involving the court of law as this may take a long time to the disadvantage of the aggrieved PAP.

The Figure 12.1 below shows the schematic flow of the claims which are targeted to timelines to ensure that the grievances are not open ended.
13. COSTS AND BUDGET

The resettlement budget, including RAP implementation consultant cost, monitoring and evaluation and provisional sum for special assistance to vulnerable people along entire road amounts are provided in the tables below by road segment and district:

**Rukungiri – Ishasha/Kanungu Road**

The total budget required for the full compensation and resettlement for Rukungiri and Kanungu districts is estimated at UgShs 7,761,677,479 (or USD 3,155,153). A summary of resettlement budget per district, number of PAPs and affected assets is provided in Table 13.1.
Table 13.1: Affected villages, number of PAPs and resettlement cost: Rukungiri-Ishasha/Kanungu Road

<table>
<thead>
<tr>
<th>Sub-county</th>
<th>Number of villages</th>
<th>Number of PAPs</th>
<th>Cost for land</th>
<th>Buildings &amp; other improvements</th>
<th>Cost for crops &amp; trees</th>
<th>Cost for graves</th>
<th>15% disturbance allowance</th>
<th>Total cost (shs)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RUKUNGIRI District (number of PAPs and resettlement cost)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rukungiri Town Council</td>
<td>02</td>
<td>47</td>
<td>186,968,957</td>
<td>25,847,685</td>
<td>16,643,400</td>
<td>-</td>
<td>34,419,006</td>
<td>263,879,048</td>
</tr>
<tr>
<td>Kagunga</td>
<td>02</td>
<td>61</td>
<td>28,066,790</td>
<td>124,584,360</td>
<td>15,523,500</td>
<td>300,000</td>
<td>25,271,198</td>
<td>193,745,848</td>
</tr>
<tr>
<td>Rujumbura</td>
<td>01</td>
<td>53</td>
<td>31,444,295</td>
<td>103,200,300</td>
<td>19,313,000</td>
<td>600,000</td>
<td>23,183,639</td>
<td>177,741,234</td>
</tr>
<tr>
<td>Nyakagyeume</td>
<td>03</td>
<td>111</td>
<td>80,553,419</td>
<td>244,869,995</td>
<td>26,110,500</td>
<td>-</td>
<td>52,730,087</td>
<td>404,264,001</td>
</tr>
<tr>
<td>Bugangari</td>
<td>10</td>
<td>419</td>
<td>124,667,048</td>
<td>486,847,400</td>
<td>154,047,000</td>
<td>400,000</td>
<td>114,894,217</td>
<td>880,855,665</td>
</tr>
<tr>
<td>Bwambara</td>
<td>10</td>
<td>380</td>
<td>66,826,107</td>
<td>328,034,208</td>
<td>51,260,800</td>
<td>-</td>
<td>66,918,167</td>
<td>513,039,282</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>28</td>
<td>1071</td>
<td>518,526,616</td>
<td>1,313,383,948</td>
<td>282,898,200</td>
<td>1,300,000</td>
<td>317,416,315</td>
<td>2,433,525,079</td>
</tr>
<tr>
<td><strong>KANUNGU District (number of PAPs and resettlement cost)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kihhi</td>
<td>11</td>
<td>176</td>
<td>71,056,692</td>
<td>174,060,663</td>
<td>47,243,000</td>
<td>1,600,000</td>
<td>44,094,053</td>
<td>338,054,408</td>
</tr>
<tr>
<td>Kanungu Town Council</td>
<td>04</td>
<td>97</td>
<td>186,787,135</td>
<td>749,204,510</td>
<td>7,310,050</td>
<td>1,000,000</td>
<td>141,645,254</td>
<td>1,085,946,949</td>
</tr>
<tr>
<td>Kirima</td>
<td>04</td>
<td>342</td>
<td>177,985,873</td>
<td>823,572,575</td>
<td>45,940,300</td>
<td>2,500,000</td>
<td>157,499,812</td>
<td>1,207,498,560</td>
</tr>
<tr>
<td>Kanyantorogo</td>
<td>05</td>
<td>384</td>
<td>98,754,382</td>
<td>1,199,291,223</td>
<td>52,311,000</td>
<td>2,200,000</td>
<td>202,883,491</td>
<td>1,555,440,096</td>
</tr>
<tr>
<td>Kihhi Town Council</td>
<td>20</td>
<td>550</td>
<td>317,325,029</td>
<td>412,966,267</td>
<td>52,000,500</td>
<td>600,000</td>
<td>117,433,769</td>
<td>900,325,565</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>52</td>
<td>1897</td>
<td>899,149,412</td>
<td>3,485,949,238</td>
<td>240,177,350</td>
<td>7,900,000</td>
<td>694,976,400</td>
<td>5,328,152,400</td>
</tr>
</tbody>
</table>
Mbale-Lwakha Road

The resettlement budget including implementation, Monitoring and livelihood restoration and provision for vulnerable households is estimated at Uganda Shillings Twenty Nine Billion, Four Hundred Forty Two Million, Eight Hundred Twenty Two Thousand, Five Hundred Sixty Seven (UgShs 29,442,822,567) (or US$ 11,501,103). Table 12-2 shows a summary of all costs of Resettlement and Implementation while Table.12-3 gives a summary of only Compensation budget per district, number of affected households and affected property.

Table 13-2: All Costs for Resettlement and Implementation

<table>
<thead>
<tr>
<th></th>
<th>UGX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Compensation</td>
<td>19,442,911,213</td>
</tr>
<tr>
<td>Relocation of Utilities¹</td>
<td>1,200,000,000</td>
</tr>
<tr>
<td>Provision for Vulnerable Households at 30million²</td>
<td>3,690,000,000</td>
</tr>
<tr>
<td>Total Compensation and Relocation</td>
<td>24,332,911,213</td>
</tr>
<tr>
<td>Implementation of the Resettlement Action Plan, Monitoring and Livelihood Restoration (10% of compensation and relocation)</td>
<td>2,433,291,121.3</td>
</tr>
<tr>
<td>Total Budget for Resettlement and implementation</td>
<td>26,766,202,334.3</td>
</tr>
<tr>
<td>Contingency @ 10% of Total Budget</td>
<td>2,676,620,233.43</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>29,442,822,567.73</td>
</tr>
</tbody>
</table>

¹ Some electric poles and water pipes
² Permanent houses of medium size in the project area were valued at 25 million and it is based on this that a figure per house has been estimated for construction of the residential house plus labour of about 5 million to give a total of 30 million.
Table 13-3: Summary of only Compensation budget per district, number of household heads and affected property

### MBALE District (number of household heads and Compensation package in Uganda Shillings, shs)

<table>
<thead>
<tr>
<th>Sub-county</th>
<th>No. of villages</th>
<th>No. of household heads</th>
<th>Cost for land (Uganda Shillings)</th>
<th>Buildings &amp; other improvements (Uganda Shillings)</th>
<th>Cost for crops &amp; trees (Uganda Shillings)</th>
<th>15% disturbance allowance (Uganda Shillings)</th>
<th>Total cost (shs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUMBOBI</td>
<td>3</td>
<td>103</td>
<td>546,540,766</td>
<td>105,877,575</td>
<td>9,258,000</td>
<td>99,251,451</td>
<td>760,927,792</td>
</tr>
<tr>
<td>BUSOBA</td>
<td>5</td>
<td>120</td>
<td>327,863,300</td>
<td>356,948,187</td>
<td>15,216,500</td>
<td>105,004,198</td>
<td>805,032,185</td>
</tr>
<tr>
<td>NYONDO</td>
<td>4</td>
<td>86</td>
<td>171,346,440</td>
<td>91,375,465</td>
<td>9,286,000</td>
<td>40,801,186</td>
<td>312,809,091</td>
</tr>
<tr>
<td>BUKEINDE</td>
<td>8</td>
<td>259</td>
<td>445,810,535</td>
<td>373,083,117</td>
<td>20,724,000</td>
<td>125,942,648</td>
<td>965,560,300</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>20</strong></td>
<td><strong>568</strong></td>
<td><strong>1,491,561,041</strong></td>
<td><strong>927,284,344</strong></td>
<td><strong>54,484,500</strong></td>
<td><strong>370,999,483</strong></td>
<td><strong>2,844,329,368</strong></td>
</tr>
</tbody>
</table>

### MANAFWA District (number of household heads and Compensation package in Uganda Shillings, shs)

<table>
<thead>
<tr>
<th>Sub County</th>
<th>No. of villages</th>
<th>Number of household heads</th>
<th>Cost for land (Uganda Shillings)</th>
<th>Buildings &amp; other improvements (Uganda Shillings)</th>
<th>Cost for crops &amp; trees (Uganda Shillings)</th>
<th>15% disturbance allowance (Uganda Shillings)</th>
<th>Total cost (shs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANAFA TC</td>
<td>5</td>
<td>265</td>
<td>662,231,056</td>
<td>1,530,281,855</td>
<td>27,012,000</td>
<td>332,928,737</td>
<td>2,552,453,648</td>
</tr>
<tr>
<td>KHABUTOOLA</td>
<td>15</td>
<td>617</td>
<td>468,104,930</td>
<td>2,052,701,206</td>
<td>42,472,500</td>
<td>384,491,795</td>
<td>2,947,770,431</td>
</tr>
<tr>
<td>BUGOBERO</td>
<td>16</td>
<td>430</td>
<td>279,008,700</td>
<td>1,155,129,318</td>
<td>19,629,000</td>
<td>218,065,053</td>
<td>1,671,832,071</td>
</tr>
<tr>
<td>BUKHOFU</td>
<td>6</td>
<td>131</td>
<td>108,324,700</td>
<td>398,089,300</td>
<td>3,077,600</td>
<td>76,423,740</td>
<td>585,915,340</td>
</tr>
<tr>
<td>SISUNI</td>
<td>1</td>
<td>15</td>
<td>24,630,000</td>
<td>-</td>
<td>2,178,500</td>
<td>4,021,275</td>
<td>30,829,775</td>
</tr>
<tr>
<td>BUTIRU</td>
<td>6</td>
<td>218</td>
<td>439,434,049</td>
<td>1,057,625,854</td>
<td>9,497,000</td>
<td>225,983,335</td>
<td>1,732,540,439</td>
</tr>
<tr>
<td>BUNABWANA</td>
<td>1</td>
<td>35</td>
<td>38,567,500</td>
<td>70,914,890</td>
<td>216,000</td>
<td>16,454,759</td>
<td>126,153,149</td>
</tr>
<tr>
<td>BUBUTU</td>
<td>13</td>
<td>414</td>
<td>484,248,350</td>
<td>2,517,223,064</td>
<td>47,006,000</td>
<td>457,271,612</td>
<td>3,505,749,026</td>
</tr>
<tr>
<td>BUMONI</td>
<td>4</td>
<td>117</td>
<td>119,357,600</td>
<td>512,848,000</td>
<td>19,446,750</td>
<td>97,747,853</td>
<td>749,400,203</td>
</tr>
<tr>
<td>LWAKHAKHA</td>
<td>9</td>
<td>303</td>
<td>185,128,136</td>
<td>2,154,073,571</td>
<td>5,092,000</td>
<td>351,644,056</td>
<td>2,695,937,764</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>76</strong></td>
<td><strong>2,545</strong></td>
<td><strong>2,809,035,021</strong></td>
<td><strong>11,448,887,058</strong></td>
<td><strong>175,627,350</strong></td>
<td><strong>2,165,032,415</strong></td>
<td><strong>16,598,581,846</strong></td>
</tr>
</tbody>
</table>

*Buildings and other improvements are inclusive of graves*
14. MONITORING AND EVALUATION

Monitoring and evaluation is essential to ensure that RAP implementation achieves the desired results. A monitoring and evaluation framework for RAP implementation has been developed to include a plan for monitoring and evaluation of compensation packages with indicators for measuring performance, impacts and outcomes. This plan also provides for reviews by stakeholders including AfDB. The Framework includes a review of financial disbursements, compensation complaints and grievance redress, adherence to compensation payment schedule and support of vulnerable PAPs. Monitoring will be both Internal monitoring by UNRA, and External evaluations by AfDB and other national stakeholders. During resettlement, monitoring shall focus on resettlement issues such as:

- Number of families that have been compensated;
- Number of people who have acquired legal documents to new property,
- Number of business owners who have restored their businesses,
- Efficiency and effectiveness of grievance redress mechanism.

Post resettlement monitoring should focus on rehabilitation issues, for example:

- Success level of restoration of livelihoods
- Success level of restoration of assets
- Efficiency and effectiveness of grievance redress mechanism.

A review of regular progress reports produced by UNRA will be carried out by all stakeholders both at national and local levels including the AfDB. After completion of resettlement, a final report will be submitted by UNRA to AfDB prior to preparation of the project implementation report. The report shall indicate effectiveness of project implementation and disbursement of compensation payments, effectiveness of public involvement and socio-economic impacts of roadside communities. This report will give overall assessment of the RAP process indicating activities undertaken, success of mitigation action and monitoring and well as useful lessons learnt.

A key aim of resettlement is to ensure compensation and other mitigation measures restore or enhance affected people’s quality of life and income levels. If quality of life of PAPs can be demonstrated to have been restored, then resettlement and compensation process can be considered “complete”. The purpose of Completion Audit will therefore be to establish whether UNRA implemented all activities needed to ensure compliance with proposed resettlement commitments and applicable national and AfDB requirements.