



Project Information Document (PID)

Concept Stage | Date Prepared/Updated: 25-Sep-2019 | Report No: PIDC27608



BASIC INFORMATION

A. Basic Project Data

Country Uganda	Project ID P171339	Parent Project ID (if any)	Project Name Uganda: Roads and Bridges in the Refugee Hosting Districts Project (P171339)
Region AFRICA	Estimated Appraisal Date Apr 20, 2020	Estimated Board Date Jun 23, 2020	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Finance, Planning and Economic Development, Government of Uganda	Implementing Agency Uganda National Roads Authority	

Proposed Development Objective(s)

The Project Development Objective is to enhance transport connectivity to improve supply of goods and access to social services in the refugee hosting districts of Uganda and capacity enhancement of Uganda National Roads Authority.

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	130.00
Total Financing	130.00
of which IBRD/IDA	120.00
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	120.00
IDA Grant	120.00

Non-World Bank Group Financing

Counterpart Funding	10.00
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Borrower/Recipient	10.00
Environmental and Social Risk Classification High	Concept Review Decision Track II-The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

- 1. The Ugandan economy is rapidly growing but not at the target levels envisaged under the National Development Plans (NDP) in line with Uganda’s Vision 2040.** During the NDP I period (2010/11 – 2014/15), the economy grew at an average rate of 5.5 percent, which was below the target of 7.2 percent. For the NDP II period (2015/16 – 2019/20), as against the targeted annual growth rate of 6.3 percent, the economy has been growing at an average rate of 4.7 percent for the last five years. Uganda’s economy is made up of the Agriculture¹ 24.2 percent; Industry² 25.5 percent; and Services³ 50.3 percent sectors⁴.
- 2. Uganda’s population is fast-growing, predominantly young and rural, with prevailing social and economic inequalities.** Driven by a high fertility rate at 5.5 births per woman, Uganda’s population has doubled to 42.86 million over the last three decades and continues to grow by more than 3 percent per annum.⁵ This has negatively impacted the economic outcomes - in per capita terms, growth almost halved to about 1.7 percent in the past five years. The country’s population is largely young with more than 47 percent under the age of 15⁶ and nearly 80 percent under the age of 30.⁷ The majority of Ugandans – 77 percent of the total population – live in rural areas and work in the agricultural sector, which accounts for 71 percent of total employment and around a quarter of the country’s Gross Domestic Product (GDP).⁸
- 3. With Uganda’s impressive growth slowing, a large percentage of households remain vulnerable to falling back into poverty.** Between 1992 and 2005, the national poverty rate declined at an average pace of close to 2 percentage points per year, one of the fastest declines in Sub-Saharan Africa and the world. Poverty reduction continued until 2012, aided by peace in northern Uganda, more integrated regional economic markets, and

¹ includes Fisheries, Animal Husbandry, Dairy, and Crop sub-sectors

² includes Manufacturing, Construction, and Electricity Supply sub-sectors

³ Includes Wholesale and Retail trade, Telecommunications, Hotels and Restaurants, Transport and Communications and Tourism sub sectors

⁴ <https://www.gou.go.ug/about-uganda/sector/economy>

⁵ World Bank World Development Indicators (2017).

⁶ World Bank World Development Indicators (2017).

⁷ Diagnostic study n°5.1 to 5.3 to support the mid-term review of Uganda’s 2nd National Development Plan (NDP-2) and evaluation of NDP-1 in Uganda, March 2019. State of Uganda Population Report 2018.

⁸ World Bank World Development Indicators (2017).



favorable weather conditions. Since 2012, slower growth, especially in agriculture led to an increase in the poverty rate by about 1.7 percentage points to 21.4 percent in 2016/17. Exogenous shocks, such as weather, raise this vulnerability.

4. **Due to its generous refugee policies, Uganda hosts Africa’s largest refugee population and by the end of the year 2018, there were 1,370,922 refugees and asylum-seekers in Uganda out of which 70% were from South Sudan⁹.** About 90% of South Sudan refugees are registered in the West Nile Sub-Region in Northern Uganda¹⁰. Their number increased very rapidly in 2016 – 2017 triggered by an armed conflict occurred in Juba, the capital of South Sudan, in July 2016. Women and children constituted 84 percent of the refugee population¹¹. Most of the countries in the Great Lakes region have fallen prey over the last two decades, to the political instability, lengthy wars and recurring conflicts. This has resulted in numerous displacements of the populations and the destruction of social, economic and industrial infrastructure. For several decades, Uganda has been generously hosting refugees and asylum seekers from 13 countries, many conflict-affected, in its neighborhood, including the Democratic Republic of Congo (DRC), Somalia, South Sudan, Rwanda, Eritrea and Burundi. Many refugees, especially in the northern districts, are in protracted displacement. The increased refugee inflows also put enormous pressure on factors of production such as land and essential services such as water, sanitation, health, and education creating additional burdens on social infrastructures which are not enough even for the local Ugandan population. Many refugees and hosts have limited access to productive and decent employment, income-generating opportunities and lack human capital. Many are not engaged in any specific economic activity and levels of income are very low with 53.3% of refugee households earning less than UGX 500,000¹² annually. Social impacts are circumscribed by the underlying poverty and vulnerabilities exacerbated by weak basic social services delivery, poor infrastructure, and limited market opportunities in the refugee hosting settlement areas that impacts refugees and host communities alike.¹³
5. **There is significant inequality between regions and the sustained conflict in the north held the region back by several years, resulting in slower rise in incomes and high poverty levels.** The sustained conflict in the north inclusive of the West Nile region, which put the region back by several years, could also have contributed to increased inequality and a slower rise in the incomes of the poor. The proportion of the poor living in Northern Uganda increased from 60 percent to 84 percent, between 2006 and 2013. By FY17/18, per capita income for the northern region had been estimated at around \$210¹⁴, less than a third of the national per capita levels of \$ 799, while the poverty level was 33 percent¹⁵.

Sectoral and Institutional Context

6. **Transport sector contributes to about 3 percent of country’s GDP and road transport is the dominant mode of transport carrying about 95 percent of freight traffic and 99 percent of passenger traffic but only 3.3 percent of the road network is paved and has few redundancies¹⁶.** Uganda’s road network of 151,000 kilometers consists of primary network of 20,856 km of National Roads and a secondary network of about 130,000 km of District,

⁹ UNHCR, Uganda Refugee Response – Monthly Snapshot, March 2018.

¹⁰ OPM, Refugee Information Management System (RIMS), 8 February 2018.

¹¹ <http://reporting.unhcr.org/uganda>

¹² One US\$ is equivalent to UGX 3,600 approximately

¹³ <https://www.worldbank.org/en/topic/fragilityconflictviolence/brief/ugandas-progressive-approach-refugee-management>

¹⁴ USAID, Estimating District GDP in Uganda, Nov 2017

¹⁵ Poverty Maps of Uganda, Uganda Bureau of Statistics

¹⁶ Redundancies are alternate routes



Urban, Community and Access Roads. 52 percent of the network are gravel-surfaced roads, which do not provide all-weather connectivity and are difficult to maintain, and 45 percent of the network are earthen roads. Only about 100-400 km of gravel surfaced National Roads are being upgraded every year to bituminous paved roads. Some of the National Roads do not have bridges to cross various rivers and streams across the length and breadth of the country and traffic movement on these highways is dependent on the ferry crossings which act as ‘bridges’ across the water bodies with no redundancies.

7. **The traffic volume on the network has been growing at a rate of about 6 percent per year. 80 percent of the total traffic is carried by the National Roads, which constitute only 13.8 percent of the total road network.** In the year 2010, the National Roads network increased by about 10,000 km to become 20,856 km and has remained the same since then.
8. **The gravel roads that provide critical connectivity to the areas in the refugee hosting districts are unable cope with the growing traffic.** The northern region, which is hosting a maximum number of refugees, has the second lowest density of bituminous paved roads in the country. Refugees from the countries of South Sudan and DRC constitute 91.6 percent of the refugees in Uganda and these are mostly concentrated in the West Nile area owing to its proximity to the Uganda’s border with South Sudan and DRC in the northern region. The northern districts of Yumbe, Adjumani, Arua and Moyo are together hosting 54.8 percent of refugees in Uganda. Yumbe district in the West Nile area alone is hosting over 227,000 refugees, which is about 30 percent of the population of the district. Often, heavy trucks laden with supplies are delayed because of the poor condition of the roads and bridges and their limited use during the rainy seasons. There are several humanitarian initiatives that are being undertaken in these areas by the Government of Uganda (GoU) and several international organizations but these need to be supported with an all-weather transport infrastructure to enhance access, facilitate delivery of supplies, and benefit both refugees and host communities. There are several schools, health centers, water points etc. catering to the needs of refugees and host communities supported by various agencies in these areas but their services are not efficiently delivered due to lack of transport infrastructure.
9. **Road safety is another area of concern. Whereas 3,503 road fatalities were reported in the year 2016, the World Health Organization estimated over 12,000 fatalities and a fatality rate of 29 per 100,000 population, higher than the average fatality rate of 26.6 percent for Africa¹⁷.** The overall annual cost of road crashes is estimated at approximately 5% of Uganda’s GDP but budget allocations for road safety have been less than one percent of the budget for transport sector. The Ministry of Works & Transport (MoWT) is the lead ministry responsible for road safety through the National Road Safety Council, a statutory body. A road safety performance review undertaken by the United Nations in the year 2018¹⁸ has underscored that the core issue in addressing the road safety challenge in Uganda is implementation. Uganda has in place a National Road Safety Policy, a Non-Motorized Transport Policy, road design manuals taking into consideration most of the road safety aspects, road safety audit manual etc. but there is no effective implementation mechanism. Uganda currently does not have a functional Accident Database Management System¹⁹ and in the absence of such a system, it is not practical to address the issue of underreporting as well as to analyze the accidents. Also, over 90 percent of the vehicles imported in Uganda are second hand and there is no clear mechanism to inspect vehicles on a regular basis. The high number of road accidents in major urban areas is also due to the rapid increase in the use of commercial motorcycles –

¹⁷ World Health Organization, Global Status Report on Road Safety 2018

¹⁸

https://www.unece.org/fileadmin/DAM/road_Safety/Documents/RSPR_Uganda_February_2018/Uganda_Road_Safety_Performance_Review_Report_web_version.pdf

¹⁹ A road crash database system was partially developed under another Bank-funded project (TSDP) but could not be completed.



Boda Bodas²⁰. Road safety awareness and training is a critical requirement because of different driving rules (right hand drive) prevalent in the neighboring countries from where the refugees come from.

- 10. The responsibility for policy, planning and regulation of the road network lies with the Ministry of Works & Transport (MoWT).** The construction, maintenance and management of the primary network of National Roads is the responsibility of the Uganda National Roads Authority (UNRA) and the respective district, municipal and local authorities are responsible for management of the secondary network of District, Urban, Community and Access Roads. Capital expenditure is funded by budgetary allocations and loans/grants by the multilaterals. Maintenance of National Roads is exclusively funded by the proceeds of the Uganda Road Fund (URF), which was created through the URF Act 2008 and receives funds through allocations from the consolidated revenue account of the Ministry of Finance, Planning and Economic Development (MoFPED) thereby operating as a 1st generation Road Fund.
- 11. The UNRA must substantially increase its project preparation and implementation capacity to achieve the targets of GoU's Vision 2040 which envisages (a) to increase percentage of paved roads in the National Road network to 80 by the year 2040, (b) to have average paved road density of 100 km per 1000 sq.km, and (c) development of highways connecting Uganda to the neighboring countries and the major productive centers within the country.** UNRA's annual expenditure is about \$630 million (about 11 percent for opex and the rest for capex) as against the budget provision of about \$1 billion and fund release of about \$757 million. The sources of expended funds include \$71 million from the URF, \$122 million from the multilaterals, and the remaining \$437 million from the government's budgetary sources. The funds released and spent against multilateral projects are significantly lower than the budgets allocated. For example, in the year 2017-18, 76.8 percent of budget allocation for multilateral projects was not spent because of various reasons. To address these challenges leading to slow implementation of projects, as a first step, UNRA needs to prepare a shelf of projects in advance and carry out detailed designs and activities for management of environmental and social safeguards. Also, there is a need to undertake functional analysis of the 1,400 staff of UNRA so that efficient utilization of UNRA's human resources is achieved.
- 12. Currently, 93 percent of bituminous paved roads and 75 percent of gravel roads are in fair to good condition, but these would deteriorate at a faster pace if they do not receive appropriate maintenance.** UNRA is currently able to carry out Routine Maintenance of entire National Roads network but could annually undertake Periodic Maintenance of only 1.5 percent of bituminous paved roads and 4 percent of gravel surfaced roads whereas 14 percent of bituminous paved roads and 20 percent of gravel surfaced roads should receive Periodic Maintenance every year. The URF, which was operationalized in 2010 as a second-generation road fund, is facing critical issues including significant under funding (funding available for only 33 percent of needs), unreleased funds, growing maintenance backlog and low absorptive capacity of implementing agencies. Maintenance planning and preparation of investment plans are being done using the Road Asset Management System (RAMS) but the challenges to be addressed include running the System every year, training of staff to run the RAMS software, timely procurement of contracts for collection of road network data and updating the input data for the RAMS, and retention of trained staff.
- 13. Resources are a constraint and the GoU is in the process of considering the Roads Amendment Bill 2018 which envisages to facilitate legal regime for tolling of roads.** The UNRA is preparing few projects for private financing and once tolling of roads is operationalized, PPP projects are expected to be implemented. To prepare for this

²⁰ <https://www.grsproadsafety.org/programmes/countries/uganda/>



imminent development, there is a growing demand for capacity building of the implementing agencies of GoU (especially UNRA) in several areas including legal, financial, and technical aspects as well as management of social and environmental safeguards.

- 14. There is a need to critically analyze the performance and cost effectiveness of contracting methods being adopted by UNRA.** UNRA carries out maintenance of National Roads through (a) 3-year term contracts, (b) local contracting, and (c) Force Account managed by the 23 UNRA field maintenance stations. A large portion of the National Roads network (42 percent of bituminous paved roads and 79 percent of gravel surfaced roads) is covered by the 3-year term routine maintenance contracts. Most of the bituminous paved roads which are not covered by the 3-year term contracts are newly constructed roads. While local contracting is used for routine maintenance of gravel surfaced roads based on item-rate contracts, Force Account is used for road network not covered under the maintenance contracts and for emergency works where it is demonstrated that it is cost effective to use Force Account. The unit costs of periodic maintenance, rehabilitation, and reconstruction have reduced substantially to \$12,950, \$388,750 and \$567,000 (35, 1.8 and 40 percent) respectively since 2015-16 perhaps due to introduction of 3-year term maintenance contracts in some parts of the National Roads network. Unit costs of road upgrading works contracts (total reconstruction) with Double Bituminous Surface Treatment (DBST) which were in the range of \$1 to 1.5 million per kilometer from 2007-12 have been around \$750,000 per kilometer since 2012.
- 15. Factors impacting the portfolio: In June 2017, the Bank lifted the suspension of the civil works components of two ongoing projects – North Eastern Road Corridor Asset Management Project (NERAMP) and the Albertine Region Sustainable Development Project (ARSDP) based on an assessment of progress made by the UNRA in addressing issues that led to the suspension in December 2015.** In December 2016, the Bank cancelled funding to the Uganda Transport Sector Development Project due to contractual breaches related to workers' issues, social and environmental concerns, poor project performance, and serious allegations of sexual misconduct and abuse by contractor staff. Along with cancelling financing for the Transport Sector Development Project, on December 28, 2015 the Bank suspended the civil works components of two other projects – NERAMP and ARSDP - implemented by the UNRA. Since then, the UNRA had made progress in strengthening its capacity to manage its roads program, in areas including contract supervision and a more systematic approach to environmental and social safeguards management. The Bank's assessment also recognized a change in culture and commitment within UNRA to engage communities and deliver projects in a way that enhances positive social impacts and addresses labor influx issues. Following the establishment and operationalization of an Environmental and Social Management System at UNRA, there has been enhanced systematic and institutional management of environmental and social aspects in projects.

The Proposed Project Road Corridor for Improvement

- 16.** The GoU is keen to improve transport connectivity in the refugee hosting areas and identified a few unpaved (gravel surfaced) National Road corridors for upgrading as paved (bituminous surfaced) roads that could compliment the other infrastructure and social investments being implemented in those areas and prioritized to upgrade the 105 kilometers-long Koboko-Yumbe-Moyo road corridor in the West Nile area from its current 6-7 m wide unpaved configuration to 10 m wide paved configuration for various reasons.
- 17.** Firstly, the Koboko-Yumbe-Moyo road corridor is in the Northern part of the country where most of the refugee settlements are located and the density of paved roads is least in the country. Secondly, this road passes close to Bidibidi (the biggest refugee settlement), Lobule, and Palorinya refugee settlements – the Bidibidi resettlement



concentration Zone 2, Lobule and Palorinya settlements are about 9 km, 6 km and 18 km respectively from the Koboko-Yumbe-Moyo road²¹. Thirdly, this road corridor also connects the countries of DRC and South Sudan through Republic of Uganda. Fourthly, this road corridor is an alternate route (redundant) to reach the northern part of the country (especially the Districts of Moyo and Yumbe which have several refugee settlements) from Kampala and many other parts of the country in case of non-operation of ferry services on the river Nile for any reason. Fifthly, along this road corridor, several international and national organizations have their set up and are working on humanitarian assistance and, there are several schools, health centers, water points etc. catering to the needs of refugees and host communities but their services are not efficiently delivered due to lack of transport infrastructure²². Selected social indicators such as household-based agricultural activities, household economy and welfare, household assets, household health and other environmental considerations, access to community services such as schools and health facilities, housing conditions, use of ICT such as internet usage and mobile phone ownership, illiteracy status and level of education all seem to show that this region is well below the national average with Moyo being the worst.

18. The existing Koboko-Yumbe-Moyo road is traversing through rolling terrain and has steep sections in some locations - the maximum slope of the existing alignment is 6.5% with the average slope being 1.6%. Its geometry is poor in at least ten locations. The road is passing through a couple of low-lying areas and several seasonal swamps and Lodonga forest reserve (a plantation forest which is being majorly cultivated by tobacco farmers). The road with narrow cross-drainage structures is in the River Nile basin and the transport situation worsens during rainy season when some of the rivers and their tributaries flood and cut off accesses. Two major health centers, fourteen schools, and several trading centers exist along the Koboko-Yumbe-Moyo road. There are several townships and peri-urban settings dotted along the project corridor like Lodonga, Lori, Baringo and Laufori. This road is the lifeline for the population of the districts of Koboko, Yumbe and Moyo – the host and refugee population of Koboko district are 248,500 and 5,336 (2%) respectively, the host and refugee population of Yumbe district are 629,400 and 227,909 (27%) respectively, and the host and refugee population of Moyo district are 155,200 and 120,563 (44%) respectively.²³ The large part along the road corridor is predominantly occupied by subsistence agriculture; comprising the production of crops like maize, matooke, sorghum among others.

Relationship to CPF

19. **The proposed project is aligned with the FY 2016–2021 World Bank Group Country Partnership Framework (CPF)²⁴ for the Republic of Uganda.** The framework's three strategic focus areas include (A) Strengthening governance, accountability and service delivery; (B) Raising incomes in rural areas; and (C) Boosting inclusive growth in urban areas. The project addresses focus areas A and B by contributing to the second CPF objective of improving social service delivery, the third CPF objective of increasing agricultural commercialization, and the

²¹ There are access roads to reach the Bidibidi, Lobule, and Palorinya refugee settlements from the Koboko-Yumbe-Moyo road corridor. However, the GoU is identifying (and designing) about 35 km of additional access roads as part of detailed design of the project corridor.

²² Several agencies are actively operating in the project area through a number of interventions such as; War Child Canada, the United Nations High Commission for Refugees, Lodonga Health Centre supported by IDI with funding from CDC, Yumbe hospital funded by OPEC Fund for International Development, Saudi Fund for Development, Arab Bank for Economic Development in Africa and the Government of Uganda; Care International; Finn Church Aid funded by UNICEF among others; Caritas Arua; World Vision Uganda; AAR Japan and JICA; the American Refugee Committee; Danish Refugee Council; International Rescue Committee; European Union Trust Fund etc.

²³ <http://ugandarefugees.org>

²⁴ The World Bank Report No. 101173-UG.



fourth CPF objective of enhancing resilience of the poor and the vulnerable, by supporting transport infrastructure in the some of the poorest and least connected districts of the country in which there is a significant refugee population.

- 20. The proposed project is fully consistent with the aims of interventions of IDA 18 Sub-Window for Refugees and Host Communities.** The sub-window underpins the development approach to forced displacement, supporting commitments by host governments to enact policy change and address the social and economic dimensions of refugee situations through interventions that aim to (a) make a shift from crisis response to managing risks, (b) support host communities and lagging regions, (c) move towards social and economic inclusion, and (d) take regional and country-level approaches.
- 21. The proposed project strongly compliments the interventions being undertaken by the other Development Partners in addressing the needs of the refugees and host communities.** There are several institutions working in the proposed project area supporting the GoU in refugees' welfare and inclusion in the host country's socio-economic structures and upliftment of the host communities. The transport infrastructure that is envisaged under the proposed project will enhance access, facilitate delivery of supplies, and benefit both refugees and host communities. The proposed project will also compliment the similar transport infrastructure being planned by the other Development Partners such as the JICA, the EU and the African Development Bank.
- 22. The proposed project is in line with the GoU's Vision 2040 and the NDP II,** which has five key priority areas and continues the strong focus on infrastructure development and commercialization of agriculture.

C. Proposed Development Objective(s)

- 23.** The Project Development Objective is to enhance transport connectivity to improve supply of goods and access to social services in the refugee hosting districts of Uganda and capacity enhancement of Uganda National Roads Authority.

Key Results (From PCN)

- 24.** Achievement of the PDO will be demonstrated through improvements by the end of project with respect to Core Sector Indicators²⁵ and the following additional indicators: (i) increase in traffic capacity and road user satisfaction over the project corridor; (ii) reduction in travel time, vehicle operating costs and fatal accidents on the project road corridor; (iii) increased capacity to address social and environmental challenges; and (iv) increased capacity to manage road fatalities.

D. Concept Description

- 25.** The project design, apart from improving the transport connectivity in the refugee hosting districts is also aimed at improving the operational effectiveness of the UNRA. The project design seeks to address two key proximate challenges, viz., institutional and road safety. On the institutional front, the project will support UNRA in addressing the challenges associated with (a) inadequate maintenance of the National roads network by

²⁵ Roads constructed under the project (km), Roads rehabilitated under the project (km), Roads in good and fair condition as a share of total classified roads (percent), and Direct project beneficiaries, of which female (no.)



introducing construction plus maintenance contracts²⁶, (b) advance project preparation of other road corridors in refugee hosting districts, and (c) management of social and environmental risks through capacity enhancement. On the road safety front, the project seeks to support operationalization of Accident Database Management System and awareness and training programs in the project influence area. In line with the design philosophy, the project will provide grant support through the following components as detailed below.

26. Component 1: Road Upgrading Works (Total \$125 million; IDA: \$115 million, GoU: \$10 million): The project will support the upgradation of the approximately 105 km-long Koboko-Yumbe- Moyo road corridor to 10 m wide bituminous paved road configuration (two lanes plus paved shoulders) and associated design, supervision, and safeguards management consultancies such as implementation of Resettlement Action Plans. These civil works will include a coterminous Defects Liability Period and Maintenance Period of 5 years post completion of construction of works adopting Bank’s guidelines and requirements with respect to the procurement, social and environmental safeguards.

27. Component 2: Institutional Strengthening (Total \$3 million; IDA: \$3 million): This component will support UNRA in (i) project preparation including detailed designs, Environmental and Social Impact Assessments, and Resettlement Action Plans of other critical road corridors in the refugee hosting districts, and (ii) management of social and environmental risks through acquiring new skill sets required.

28. Component 3: Road Safety (Total: \$2 million; IDA: \$2 million): This component will support the UNRA in (a) completion of development and operationalization of a Road Accident Database Management System, and (b) training and awareness campaigns in the project influence area.

Legal Operational Policies	Triggered?
Projects on International Waterways OP 7.50	No
Projects in Disputed Areas OP 7.60	No
Summary of Screening of Environmental and Social Risks and Impacts	

CONTACT POINT

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²⁶ Hitherto, the UNRA has been following contracting approaches (item-rate or admeasurement contracts) (i) that are prone to time and cost overruns and high administrative costs; and (ii) that do not provide enough measures to ensure quality of construction and maintenance of assets. Also, the newly constructed roads are not receiving maintenance for a number of years.



Borrower/Client/Recipient

Ministry of Finance, Planning and Economic Development, Government of Uganda

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APPROVAL

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