



Project Information Document/ Identification/Concept Stage (PID)

Concept Stage | Date Prepared/Updated: 02-Oct-2019 | Report No: PIDC188453

**BASIC INFORMATION****A. Basic Project Data**

Project ID	Parent Project ID (if any)	Environmental and Social Risk Classification	Project Name
P170732		Moderate	Support to Institutional Capacity Enhancement for Urban Development and Management
Region	Country	Date PID Prepared	Estimated Date of Approval
AFRICA	Uganda	02-Oct-2019	
Financing Instrument	Borrower(s)	Implementing Agency	
Investment Project Financing	Ministry of Finance, Planning and Economic Development	National Planning Authority, Ministry of Lands, Housing and Urban Development	

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PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	3.14
Total Financing	3.14
Financing Gap	0.00

DETAILS**Non-World Bank Group Financing**

Counterpart Funding	0.22
National Government	0.22
Trust Funds	2.92
UK-DFID Trust Fund to Support Uganda's NDP	2.92



B. Introduction and Context

Country Context

The Uganda's Vision 2040 and the Second National Development Plan both recognize that properly conceived, planned and implemented, urbanization can drive equitable growth. The Uganda's Vision 2040 is to see a transformed society from a peasant to modern and prosperous community. It has four objectives: (i) increasing sustainable production, productivity and value addition in key growth opportunities; (ii) increasing the stock and quality of strategic infrastructure to accelerate the country's competitiveness; (iii) enhancing human capital development; and (iv) strengthening mechanisms for quality, effective and efficient service delivery. The key challenges in urbanization today arise as a result of inadequate planning, poor service delivery including weak enforcement, and inadequate capacity of the implementing institutions. Spatial data is an essential input for planning and management of resources. However, the programs and processes for the collection, storage, accessibility and utilization of spatial data have been uncoordinated among Ministries, Departments and Agencies (MDAs), and between MDAs and the private sector. Even when spatial data is available, there is widespread duplications and inconsistencies in spatial datasets. Infrastructure development is currently one of the key priorities of the country. However, land acquisition remains one of the major bottlenecks. This is especially exacerbated by the uncoordinated efforts by different MDAs in acquiring land for different infrastructures, duplication of efforts leading to high costs time wasted and delayed implementation of projects. The National Development Plan identifies weak public sector management and administration, inadequate quantity and quality of human resources and inadequate physical infrastructure as some of the binding constraints to development. This project attempts to address the identified capacity gaps in the selected Ministries, Departments and Agencies to address the major challenges in the urban development and management.

Sectoral and Institutional Context

Uganda is currently only 18% urbanized but with high urbanization rate of 5.2% according to the Uganda Bureau of Statistics figures 2014. The number of residents living in urban areas is expected to quadruple to more than 20 million by 2040. Urbanization plays a key role in the economic development of the Country. Nearly 70 percent of the country's non-agricultural GDP is generated in urban areas and 70 percent of manufacturing activities are conducted in urban areas. Similarly, 65 percent of new jobs over the past decade were created in cities and urban communities. Ugandan cities are creating many non-agricultural jobs and improving the economic position of urban residents. However, the limited infrastructure is constraining mobility of people and goods, and more than 60 percent of the residents of urban areas live in slums. Whereas Physical Development Plans are in place for most urban centers, these are often on paper but they have not been translated into practice on the ground leading to urban sprawl, poor land use, environment degradation and inadequate access to infrastructure and social services. Ensuring urbanization is well managed, with appropriate urban planning policies and enforcement, accompanied by the appropriate provision of public services, reliable transport and affordable housing is therefore critical. Some of the key priority areas in the urban sector include: (i) Strengthening capacity of physical planning and urban



development institutions at national & local level, (ii) Roll out an integrated GIS based Physical Planning & Urban Management Information System, (iii) Improve Institutional capacity for urban management and administration, (iv) Support the Development and implementation of an integrated urban infrastructure and services framework, (v) Support stakeholder engagement and empowerment at the local level, and (vi) Facilitate Land Use Regulation & Land Development in urban councils for orderly development.

Relationship to CPF

Boosting inclusive growth in urban areas is one of the three strategic areas in the Country Partnership Framework (CPF) and improving access to urban services is one of the key objectives. The CPF also supports Uganda in improving urban planning and service provision to prepare for the expected rapid urbanization over the coming decades which also includes institutional building and strengthening with the aim of providing common knowledge to guide and coordinate public and private investment.

C. Project Development Objective(s)

Proposed Development Objective(s)

To enhance institutional capacity of the selected Ministries, Departments and Agencies responsible for Urban development and management.

Key Results

1. Enhanced Institutional capacity of the Greater Kampala Metropolitan Area Institutions for project investment appraisal and preparation, infrastructure design and costing, Public Private Partnerships negotiations and project preparation, Local Economic Development planning and strategy formulation.
2. Institutional Capacity developed in spatial data analysis, use and sharing for consolidation and integrated planning.
3. National Standards developed and adopted to guide spatial data capture, storage, analysis and output.
4. Land banking guidelines prepared to operationalize the National Land Policy, National Urban Policy (NUA) and the Land Acquisition, Resettlement and Rehabilitation Policy.
5. Criteria and Guidelines for the national shared Infrastructure Corridors defined and developed.
6. Orderly and sustainable urban development approach piloted and adopted.

D. Preliminary Description



Activities/Components

The project focuses on enhancing the institutional capacity of the selected Ministries, Departments and Agencies for urban development and management. The project has four components.

1. Component 1: Support to the Greater Kampala Metropolitan Area Economic Development.

This component focuses on enhancing the capacity of the Greater Kampala Metropolitan Area urban institutions in the areas of: (i) investment appraisal and preparation of project documents; (ii) infrastructure design, project costing and plan preparation; (iii) Public Private Partnerships (PPP) negotiation and report preparation; and, (iv) Local Economic Development (LED) initiatives. It will undertake feasibility study for the Greater Kampala Tourism Circuit project, with the participation of GKMA stakeholders. It will also support preparation of the land banking guidelines to operationalize the National Land Policy, National Urban Policy and the Land Acquisition, Resettlement and Rehabilitation Policy. The Land Acquisition Act, 1965 is undergoing revision. The draft Bill provides for establishment of a land fund and land banks for infrastructure investment projects. There is need for clear guidelines on how land banking and land fund can effectively be operationalized and managed.

The main activities include: Hiring consultants, training, data collection, field visits, stakeholder engagement, preparation and of guidelines and report writing.

2. Component 2: Support to the National Spatial Planning Capacity Building.

This component will: (i) publicize and raise awareness of the Uganda spatial development initiative, (ii) develop and adopt the standards that will guide spatial data capture, storage, analysis and output, (iii) coordinate the spatial data use and sharing for consolidation, and integrated planning, and (iv) build institutional capacity in spatial data analysis and use. Spatial data underpins a number of national statistics and complements many other traditional data systems. More than two thirds of the SDG indicators can be visualized spatially, especially at the sub-national scale, because it can help decision-makers to visualize and understand data such as the visual overlay of multiple data sets. These can reveal relationships, patterns and trends that may not otherwise be perceived.

The main activities include: Hiring of consultants, procurement of equipment, preparation of a communication and engagement strategy, developing standards and guidelines, stakeholder engagement, checking and verification of data sets, training and dissemination of information, development of the manual and publication, developing and maintaining web portal, report writing.

3. Component 3: Support to the National shared Infrastructure Corridor Mapping.

The Component will: (i) define criteria for establishing the national shared infrastructure corridors, (ii) prepare guidelines for implementing the national shared infrastructure corridors, and (iii) undertake a survey of a section of the pilot corridor. There are currently uncoordinated efforts by different MDAs in acquiring land for different infrastructures, often in the same corridor or parallel to each other, using separate budgets. This leads to increased acquisition and maintenance costs, and sometimes double payment for the



same land. Consequently, there is poor management of acquired corridors leading to arbitrary illegal remodeling of structures whose owners have been compensated and failure to reorganize settlements traversed by or in the immediate vicinity of such infrastructure corridors to take advantage of the public investment. There is therefore need for an agreed guidelines for establishment of shared infrastructure corridors: (i) for increased efficiency and effectiveness in the delivery of linear infrastructure, (ii) to increased value for money from well thought out and coordinated infrastructure investments, and (iii) to guarantee savings on previously wasted resources through double compensation of land owners & generally benefitting from planning way ahead of implementation of the various infrastructure projects.

The Main activities include: Hiring consultants, National Infrastructure Corridor Task Force meetings, develop criteria for defining Infrastructure Corridors, preparation of a communication and engagement strategy, stakeholder engagement, spatial mapping of the selected infrastructure corridor, feasibility study of the selected corridor, report writing.

4. Component 4: Piloting of an orderly and sustainable urban development approach.

The component will: (i) update or prepare accurate detailed plans of selected neighborhoods from participating Urban Councils, (ii) identify, mobilize and engage land owners and other key stakeholders in project activities, (iii) identify and mark road reserves and other areas earmarked for other public facilities with support of the stakeholders, and (iv) establish road and other public utility committees to ensure sustainability. Physical development plans in most urban centres exist on paper but not shown on the ground. This leads to inefficient land use, environmental degradation, inadequate access to basic infrastructure and social services, and poor transport/mobility all contributing to poor quality housing conditions. There is currently an increased need from stakeholders for the urban areas to identify, physically demarcate (indicate) and preserve road reserves and other areas earmarked for other public facilities to guide urban development. This component will rely on agreement reached with the stakeholders as a basis for demarcation and preservation of the said areas.

The Main activities include: Hiring consultants, preparation of a communication and engagement strategy, stakeholder engagement, preparing/updating of detailed plans for selected neighborhoods, securing agreements with stakeholders, surveying and marking road reserves and lands earmarked for other public facilities, naming and physically marking of roads, streets and other public facilities, establishment, induction & equipping of road and other public facilities management committees and report writing.

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Environmental and Social Standards Relevance

E. Relevant Standards

ESS Standards	Relevance
ESS 1 Assessment and Management of Environmental and Social Risks and Impacts	Relevant



ESS 10	Stakeholder Engagement and Information Disclosure	Relevant
ESS 2	Labor and Working Conditions	Relevant
ESS 3	Resource Efficiency and Pollution Prevention and Management	Relevant
ESS 4	Community Health and Safety	Relevant
ESS 5	Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	Relevant
ESS 6	Biodiversity Conservation and Sustainable Management of Living Natural Resources	Relevant
ESS 7	Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	Not Currently Relevant
ESS 8	Cultural Heritage	Relevant
ESS 9	Financial Intermediaries	Not Currently Relevant

Legal Operational Policies

Safeguard Policies	Triggered	Explanation (Optional)
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

The project entails capacity building and knowledge transfer through technical assistance and advisory services and does not plan to get involved in actual physical investments, except Component 4 which may entail demarcation of Pilot Infrastructure Corridors. This will pose some environmental and social risks which cannot be predicted at this stage. In addition, the project could have some indirect environmental and social risks, if the projects are eventually undertaken by government to build the planned urban infrastructure corridors. Any activities undertaken, or TA support provided, will take into account the ESS standards. Among others, the project intends to "publicize and raise awareness on the Uganda spatial development initiative" and "(i) update or prepare accurate detailed plans of selected neighborhoods from participating Urban Councils, (ii) identify, mobilize and engage land owners and other key stakeholders in project activities, (iii) identify and preserve road reserves and other areas earmarked for other public facilities, and (iv) establish road and other public utility committees"; All of which will involve some level of Stakeholder Engagement and Information Disclosure. The project will ensure that stakeholder consultations and public disclosure of information will be undertaken in line with ESS10. The activities undertaken will be consistent with ESS5, specifically activities under component 2, which will support preparation of the land banking guidelines to operationalize the National Land Policy, National Urban Policy and the Land Acquisition, Resettlement and Rehabilitation Policy and under component 3, which will: (i) define criteria for establishing the national shared infrastructure corridors, (ii) prepare guidelines for implementing the national shared infrastructure corridors, and (iii) undertake a survey of a section of the pilot corridor and Component 4 which may entail demarcation of the pilot infrastructure corridors. Furthermore, If approved projects in the relevant areas will take into account ESS5. The infrastructure corridors in some cases may pass through ecosystems such as



forests and wetlands, over lakes and rivers and in one way or another may impact on living natural resources as well as cultural heritage. Specifically Component 3 support to development of the National Infrastructure shared corridors:(i) define criteria for establishing the national shared infrastructure corridors, (ii) prepare guidelines for implementing the national shared infrastructure corridors, and (iii) undertake a survey of a section of the pilot corridor using a spatial approach. While undertaking these activities, the project will ensure mainstreaming of ESS6 and ESS8 requirements, including but not limited to being considered as part of the criteria and guidelines for establishing and implementing the said infrastructure corridors. All activities undertaken shall be subjected to basic environmental and social screening in accordance with ESS1 and applying any good international practice guidelines and practices.

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