

KAMPALA-JINJA EXPRESS HIGHWAY

Phase: Pre-violation

Location:

The Kampala Jinja Express Highway (KJE) will start at Nakawa, a neighborhood in the eastern part of Kampala, go through Namanve and Mukono District and end at the New Jinja Bridge in Njeru. The entire expressway will be a four-lane dual carriageway with limited access.

Overview / Context:

The current Kampala – Jinja highway A109 on the map, forms part of the Northern Corridor of the Trans-Africa Highway, linking the Indian Ocean port of Mombasa, Kenya with the Atlantic Ocean port of Matadi, Democratic Republic of the Congo (DRC).

The section of A109 between Jinja and Kampala is the busiest and most congested road in Uganda. It is the main import/export route for land-locked Uganda, Rwanda, Burundi, and eastern DRC. The 77-kilometer (48-mi.) expressway will pass to the south of the existing Kampala–Jinja Highway and is planned as a toll road.¹

The Project is located in southeast Uganda, situated mainly to the east of the capital city of Kampala and to the north of Lake Victoria, which is the largest lake in Africa by surface area. The Project area stretches across two of the four main administrative regions in Uganda; the Central and Eastern Regions. Within these two regions, the Project Right of Way (RoW) intersects the four administrative districts of Kampala City, Wakiso District, Mukono District and Buikwe District.

Potential Impacts from Displacements and Loss of Livelihood

Loss of Land and Assets

Land acquisition for the Project RoW will result in a loss of approximately 593.5 ha of land, including 476.9 ha as a result of the KJE alignment from Kampala to Namagunga, and 116.6 ha as a result of the Kampala Southern Bypass (KSB) alignment. The main type of land affected by the Project is agro-pastoral land (138 ha; 29%), all of which is located along the KJE alignment, largely within Mukono District (128.3 ha), and to a lesser extent, in Buikwe and Wakiso Districts. Loss of agro-pastoral land is likely to have associated impacts on local livelihoods through the loss of land for subsistence agriculture and livestock grazing.

The most significant impacts of land loss are expected to occur as a result of the loss of settlement land during Project land acquisition. Approximately 120.2 ha (20%) of the land cover is settlement land that will be impacted as a result of the Project RoW; 68.9 ha in KJE, and 51.4 ha in KSB.

Within the Phase 1 Project RoW, 8,105 structures were identified in September 2017 via high-resolution satellite imagery and ground truthing. The KJE alignment will result in a loss of approximately 4,488 structures within the RoW. The vast majority of structures are within the first 10 kms of the KJE, located in the Nakawa Division and Kira Municipality of the Kampala and Wakiso districts, respectively. These built-up areas consist of housing, shops and industrial facilities. A total of 3,505 of these assets are

¹ "Kampala–Jinja Expressway," *Wikipedia*, undated, at: https://en.wikipedia.org/wiki/Kampala%E2%80%93Jinja_Expressway.

considered to be houses with the majority (60.3%) listed as small residences. Along the KSB alignment, approximately 3,617 structures were identified using the September 2017 satellite imagery, the majority of which were small and small-to-medium-sized structures sized <0.08 ha., with 344 large industrial structures (area >0.016 ha) also identified.

Displacement of People

2018 Census Survey data incorporated with spatial analysis of recent high-resolution satellite imagery indicates that the total population estimated to be displaced by the Project and requiring relocation is **29,983, belonging to 6,177 households.**

Just over half of this population is female. Occupants aged 18–60 were the largest age group, comprising 14,992 (50%) of occupants. Occupants aged less than 18 years accounted for 14,092 (47%) of occupants. Census data indicated that 92% of household heads were not born within their residing community and had migrated to the area, most of whom were from rural Uganda or smaller towns, such as Jinja.

The most common household size was 5–7 members (34% of households), which is higher than the national average of 4.7. The 2018 Census Survey data indicated that the population density within the urban and peri-urban areas of Nakawa Division and to a lesser extent, Kira Municipality and Ssabagabo-Makindye Sub-county, greatly exceeded the national average population density of 173 persons per km². In these areas, population density exceeded 1,000 occupants per km². This accounts for more than 80% of the population situated in the RoW, being concentrated within the Nakawa Division and Kira Municipality.

Socio-economic data indicate that Buganda is to be the most prevalent ethnic group within the RoW. Other ethnic groups present within the RoW are the Banyankole, Bakinga, Japadhola, Basoga and Banyarwanda among others. Along the Project alignment, Luganda is most commonly spoken language, however other languages are present, and their use varies regionally. The 2018 Census Survey data indicates that Christianity is the main practiced religion, followed by Islam.

2018 Census Survey data indicated that 20,190 (67%) of occupants belonging to 3,975 households had an average income less than UGX 216,000 per month, which is equivalent to the International Poverty Line of US\$1.90 per day. 12,921 (43%) of the population reported an average householder income of less than half of this amount, living on less than UGX 101,000 per month. The 2018 Census Survey data also indicated that 96% of surveyed household heads had some form of education. Education levels were relatively higher on the KSB section of the alignment.

Census data indicate that an estimated 2,965 households reported to be owner-occupied with legitimate land title, 309 claimed to be owner-occupied with no title, and 2,903 claimed to be non-owner-occupied, either renting or caretaking a residence. This indicates that 54% of households within the alignment are not owner-occupied or do not possess legitimate land title, and therefore are not eligible to receive compensation for their land or assets. The majority of residences identified within the RoW are small (with areas <0.004 ha), permanent structures roofed with iron sheets. Informal settlements and wetland areas are dominated by semi-permanent and temporary structures and, thus, may require special consideration to ensure appropriate compensation and resettlement.

Affected Businesses

Based on spatial analysis and 2018 Census Survey data, **5,378 businesses** are estimated to be within the Project RoW. 65% of these businesses are informal sole-traders and small enterprises employing 1–2 people, the majority of which deal in residential rentals, and ready-made and raw foods. Of the major and prominent businesses identified within the Project RoW, 86 major businesses are situated along the KJE RoW and 17 major businesses along the KSB RoW would be affected by either having a business structure/ facility within the ROW, or via major access restrictions to a business premises.

Affected Public Assets

A number of public assets are anticipated to be affected by the KJE and KSB alignments. A total of 155 public assets are expected to be impacted including the following categories:

- Health centre (medical clinics, dentists etc.);
- Places of worship (churches, mosques, shrines);
- Water points/sources (taps, wells, springs, bores, pumps etc.);
- Education centres (schools, nurseries and higher education);
- Gravesites;
- Utilities (transmission lines, drainage);
- Community centres;
- Recreational centres (soccer fields, netball courts, playgrounds etc.);
- Police posts/stations;
- Pedestrian overpasses; and
- Public toilets.

Specific Women Affected

Women's Values at Stake

Remedy

Livelihood-restoration Strategy

The primary livelihood restoration strategy adopted for the Project is to conduct cash compensation for losses of physical assets incurred by affected persons based on the standard compensation methodology adopted by the Uganda National Roads Authority (UNRA) for road projects in Uganda (including a disturbance allowance), with additional livelihood restoration initiatives implemented depending on the particular circumstances of the affected persons to ensure that the international standard requirements are achieved for the Project. These initiatives will assist in ensuring that the necessary financial and human resources are available to address the impacts and risks to livelihoods affected by the Project. Vulnerable groups are also specifically considered in the approach to providing livelihood restoration.

Cash Compensation

The densely populated, urban context of the Project combined with its linear nature and limited availability of vacant land of reasonable proximity and / or quality to the land that will be acquired for the Project, means that cash compensation is an appropriate approach for the setting. This has been supported also by the majority of affected persons surveyed to date over compensation in kind. Key reasons reported include:

- Freedom to choose a preferred new location, size and quality of the land;
- Valuation of land along the road will be based on open market value for comparable land in the subject locations.
- Having cash compensation enables Affected Persons to buy larger and cheaper pieces of land, and build a better house elsewhere than having physical replacement of land equivalent to the advantage of the previous one;
- Cash compensation creates opportunity to bargain for the same piece of land and invest the savings in enterprise-based livelihoods; and
- A perception that the amount of time required for the physical resettlement process starting with identification and preparation of new suitable land and accommodation will be lengthy and less efficient for the Affected Person and for development of the expressway.
- The cash compensation approach is consistent with UNRA policy and approach to compensation and livelihood restoration implemented for other similar projects in Uganda.

Additional Livelihood Restoration Measures

The key principles of the approach of providing additional livelihood restoration measures are:

- Eligible affected persons will receive compensation and livelihood restoration measures sufficient to assist them to improve or at least maintain their pre-project living standards, income earning capacity and production levels. In some circumstances this will require additional measures beyond cash compensation;
- As the Project will have differing socio-economic impacts in different areas of the alignment, depending on land utilization and land titling, livelihood restoration approaches will be adapted to the different circumstances of the affected persons.
- Affected persons who stand to lose part of their productive land will not be left without a means to sustain their current standard of living, for example through provision of compensation and other livelihood restoration measures;
- Particular attention will be paid to the needs of the poorest affected persons, and socially and economically vulnerable groups. This may include those without legal title to the land or other assets, households headed by females, the elderly or disabled, and other vulnerable groups, such as people living in extreme hardship; and
- For severely affected people sustainable livelihood restoration measures will be identified in consultation with the affected persons.²

² African Development Bank Group, "Kampala Jinja Expressway PPP Project, Republic of Uganda Resettlement Action and Livelihood Restoration Plan (RLRAP) Summary, Annexure to the ESIA Summary, June 2018), at: [https://www.afdb.org/fileadmin/uploads/afdb/Documents/Environmental-and-Social-Assessments/Uganda - Kampala Jinja Expressway PPP Project %E2%80%93 RAP Summary.pdf](https://www.afdb.org/fileadmin/uploads/afdb/Documents/Environmental-and-Social-Assessments/Uganda_-_Kampala_Jinja_Expressway_PPP_Project_%E2%80%93_RAP_Summary.pdf).