

 Early Warning System

WB-P514937

NORTHEASTERN ROAD-CORRIDOR ASSET MANAGEMENT PROJECT 2



Quick Facts

Countries	Uganda
Specific Location	Tororo - Mbale - Soroti
Financial Institutions	World Bank (WB)
Status	Approved
Bank Risk Rating	A
Voting Date	2026-05-22
Borrower	Government of Uganda - Ministry of Works and Transport
Sectors	Transport
Investment Type(s)	Grant, Loan
Loan Amount (USD)	\$ 145.00 million
Grant Amount (USD)	\$ 30.00 million
Project Cost (USD)	\$ 176.00 million



Project Description

According to the Bank's website, the PDO is to lower transport costs, improve accessibility and road safety, and support job creation along selected regional corridors.

The proposed project will finance specific activities from the following two IPF operations i.e. (1) Uganda North-Eastern Road Corridor Asset Management Project (NERAMP) (P125590) which closed on December 31, 2025, and (2) Uganda: Roads and Bridges in the Refugee Hosting Districts/Koboko-Yumbe-Moyo Road Corridor Project (P171339).

The NERAMP parent project was designed to reduce transport costs, enhance road safety, and ensure the sustainable management of road assets along the 340 km Tororo-Mbale-Soroti-Lira-Kamdini corridor—one of Uganda's most critical regional trade routes linking the Port of Mombasa to South Sudan and the Democratic Republic of Congo. The project was structured into two sections: Lot 1 (Tororo Mbale-Soroti, 150.8 km) and Lot 2 (Soroti-Lira-Kamdini, 189.4 km). Following value for money adjustments to the original scope, available financing was sufficient to complete all works under Lot 2 and part of Lot 1. The financed segment of Lot 1 became Lot 1A, while the remaining unfinanced portion was designated Lot 1B -for-money adjustments to the original scope, available financing was sufficient to complete all works under Lot 2 and part of Lot 1.

The Uganda: Roads and Bridges in the Refugee Hosting Districts/Koboko-Yumbe Moyo Road Corridor Project (P171339) project closing in October 2027, aims to improve road connectivity, ensure reliable delivery of supplies to refugees and host communities, and strengthen MoWT's capacity to manage environmental and social risks. The project focuses on upgrading the 103 km Koboko-Yumbe-Moyo (KYM) corridor in the West Nile sub-region, a vital link serving large refugee populations and surrounding districts. To maximize development impact, the Government of Uganda has requested support to rehabilitate 15 km of town roads and 15 km of access roads in Koboko, Yumbe, and Moyo, alongside climate-resilient roadside stations, weighbridges, and market infrastructure in each district.

The proposed project will now finance the construction of Lot 1B (Component 1) including some additional sections of Lot 1A, completing the Tororo-Mbale-Soroti-Lira-Kamdini corridor and rehabilitation of town and access roads (component 2) as well as ancillary infrastructure (component 3). The proposed project designs incorporate lessons learned from the two above-mentioned projects:

Component 1: Climate resilient upgrading of highway corridors - Road rehabilitation, operations and maintenance including institutional support (US\$145 million);

Component 2: Climate resilient upgrading and rehabilitation of town roads and access roads infrastructure in the refugee hosting districts of Koboko, Yumbe, and Moyo (IDA WHR US\$25 million);

Component 3: Construction of climate resilient roadside stations, weighbridge, and markets (IDA WHR US\$5 million);

Component 4: Contingent Emergency Response (CERC, US\$0 million).



Early Warning System Project Analysis

The environmental risk rating for this project is **high** due to the scope of activities under components 1, 2, and 3, which include road rehabilitation, upgrades, new construction, and related infrastructure in urban, rural, and refugee hosting areas. These activities may lead to significant site-specific impacts on communities and the environment. The project environmental risks and impacts include Borrower's E&S capacity to manage the project E&S risks; disturbance of road and waterway traffic due to upgrading/construction activities of roads and bridges; community health and workers safety due to constructions activities, and operation of vehicles and equipment that transport a substantial amount of raw materials and spoils to and from the project sites; potential accidental and injury risk due to construction/and operation of the roads in some nearby densely residential areas or sensitive establishments along the roads like schools, health facilities, markets, and refugee settlements; contractors and subcontractor management, community health and safety, including traffic safety; waste generation and management(solid and hazardous waste); risks management of hazardous materials ((oil, fuel, cement, bitumen), dust and air pollution from road works , water contamination due to spillage and leakage of oils and other toxic materials, soil erosion; occupational health and safety (OHS); biodiversity related risks, impacts on ecosystem of local rivers during construction, rehabilitation and upgrading of roads and bridges along the roads; clearance of trees and other vegetation due to the road works/rehabilitation and noise, Off-site activities include campsites/equipment yards, quarry, burrow pits and asphalt plant operations, which if not managed properly, may cause occupational and community health and safety risks and impacts.

The social risks for this project are also **significant**, given the nature and scope of the proposed activities in urban, rural, and refugee-hosting areas. Key social risks include: potential land acquisition and associated resettlement or loss of livelihoods; disruption to local communities during construction, especially for those living or working near project sites; increased vulnerability of disadvantaged groups, including refugees, women, children, and the elderly; risks of social conflict arising from competition over project benefits, employment opportunities, or resource use; and possible influx of labor, which may lead to increased pressure on local services and infrastructure and heighten the risk of SEA/SH. Additional concerns relate to the potential for inadequate stakeholder engagement, limited access to project information, and grievance mechanisms, particularly for vulnerable groups.



Investment Description

- World Bank (WB)

In summary, the US\$145 million IDA Credit shall finance component 1 while the US\$30 million IDA Grant (WHR Window) shall finance components 2 and 3.

National Government: US\$ 1.00 million

Total Project Cost: US\$ 176.00 million



Contact Information

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ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: <https://www.worldbank.org/en/access-to-information/request-submission>

ACCOUNTABILITY MECHANISM OF THE WORLD BANK

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Bank Documents

- [Appraisal Environmental and Social Review Summary \(ESRS\) - NORTHEASTERN ROAD-CORRIDOR ASSET MANAGEME](#)
- [Appraisal Project Information Document \(PID\)](#)
- [Appraisal Project Information Document \(PID\)](#)
- [Climate Finance Assessment \(P514937\)](#)
- [Concept Environmental and Social Review Summary \(ESRS\) - LOT 1B OF THE NORTHEASTERN ROAD-CORRIDOR AS](#)
- [Concept Project Information Document \(PID\)](#)
- [Environmental and Social Commitment Plan \(ESCP\) - NORTHEASTERN ROAD-CORRIDOR ASSET MANAGEMENT PROJEC](#)
- [Environmental and Social Commitment Plan \(ESCP\) NORTHEASTERN ROAD-CORRIDOR ASSET MANAGEMENT PROJECT](#)
- [Stakeholder Engagement Plan \(SEP\) - NORTHEASTERN ROAD-CORRIDOR ASSET MANAGEMENT PROJECT 2 - P514937](#)
- [Uganda - Second Northeastern Road-Corridor Asset Management Project](#)



Other Related Projects

- WB-P171339 Uganda: Roads and Bridges in the Refugee Hosting Districts Project