April 16, 2020

The Clerk to Parliament,
Parliamentary Building,
KAMPALA.

THE PROPOSAL TO BORROW UP TO USD 219.40 MILLION FROM THE AFRICAN DEVELOPMENT BANK (ADB) AND UA 40.060 MILLION (USD 55.60 MILLION) FROM THE AFRICAN DEVELOPMENT FUND TO FINANCE THE KAMPALA CITY ROADS REHABILITATION PROJECT (KCRRP)

Cabinet approved the proposal to borrow the above mentioned loan from the African Development Bank (AfDB) on 13th April 2020 and authorized the Minister to proceed to Parliament with a request for the authorization of the borrowing.

This is therefore to forward copies of the Minister’s brief to Parliament seeking the authorization of Parliament to allow the borrowing; and request you to make arrangements for my Minister to lay the financing terms on the table of Parliament, and subsequently arrange for the presentation of the request before Hon. Members on the Committee of National Economy.

Keith Muhakanizi
PERMANENT SECRETARY / SECRETARY TO THE TREASURY

Copy to: The Chairman / Parliamentary Committee on National Economy.
The Hon. Minister of Finance, Planning and Economic Development.
The Hon. Minister for Kampala Capital City and Metropolitan Affairs.
The Executive Director, Kampala Capital City Authority

Mission

"To formulate sound economic policies, maximize revenue mobilization, ensure efficient allocation and accountability for public resources so as to achieve the most rapid and sustainable economic growth and development"
Reference is made to your letter Ref: ED/KCCA/1321 dated 24th December 2019 responding to the issues raised in the letter to you by NPA Ref: EXD.117.16 dated 6th December 2019 on the proposal to borrow USD 275 million for rehabilitation of Kampala city roads.

Kampala Capital City Authority (KCCA) has responded to most of the issues which were raised by the National Planning Authority (NPA) and also highlighted a plan to improve on its current implementation challenges. Further, KCCA has informed NPA that it has harmonized with the Uganda National Roads Authority (UNRA) the planned interventions on the Kibuye-Busega section under the leadership of Ministry of Works and Transport (MWT).

The project Kampala City Roads Rehabilitation is in line with the NDPIII Integrated Transport Infrastructure Services Programme goal of developing a seamless, safe, inclusive and sustainable multi-modal transport system. In particular, the plan targets to reduce the average travel time in GKMA from 4.1min/km to 3.5 min/km through among others, significant investment in rehabilitation and maintenance of existing transport infrastructure as well as consolidation of additional investment in development of new infrastructure. Indeed, the dilapidated nature of Kampala City Roads is evident.

Further, the project also supports evacuation of traffic within the Greater Kampala Metropolitan Area as it provides for integration within the existing and ongoing developments of the Kampala express highway system.

The Loan terms are consistent with the NDPII and NDPIII financing framework with an acceptable grant element. Nonetheless, KCCA needs to ensure efficient implementation to hedge against the risk of accumulation of commitment fees. Specifically, The ADF facility loan amount of USD 55.60 Million provides for 40 years maturity period and grace period of 10 years at zero interest, 0.5% commitment fee and service charge of 0.75% per annum on undisbursed amount. Also, the ADB facility loan amount of USD 219.40 Million allows for a grace period of 8 years, maturity period of 25 years and an interest rate of 0.64%, Lending Spread of 0.8%, maturity premium (0.20%), front end fees of 0.25% and commitment fees of 0.25% on the undisbursed amount.
Going forward, KCCA needs to support maximization of local content during the implementation of the project and any future similar project interventions. In particular, local graduate engineers should be attached to key project experts for knowledge transfer, emphasise use of significant proportion of domestic construction inputs and there is need to promote local contracting and/or sub-contracting during project execution to increase maximization of benefits to the economy.

The purpose of this letter is to recommend the approval of the USD 275 million loan from African Development Bank (USD 219.4 million) and the African Development Finance (USD 55.6 million) to support implementation of the project.

Thank you for your usual cooperation.

Muvawala Joseph (PhD)
EXECUTIVE DIRECTOR

CC: Hon. Minister of Finance, Planning and Economic Development
    Hon. Minister of Kampala Capital City and Metropolitan Affairs
    Hon. Minister of Works and Transport
    Chairperson-National Planning Authority
    Permanent Secretary/Secretary to The Treasury
    Clerk to Parliament
8th April, 2020

The Deputy Head of Public Service and Deputy Secretary to Cabinet
Cabinet Secretariat
KAMPALA

CLEARANCE LETTER FOR THE PROPOSAL TO BORROW UP TO
USD 219.40 MILLION FROM THE AFRICAN DEVELOPMENT BANK
(ADB) AND UA 40.060 MILLION (USD 55.60 MILLION) FROM THE
AFRICAN DEVELOPMENT FUND TO FINANCE THE KAMPALA CITY
ROADS REHABILITATION PROJECT (KCRRP)

Reference is made to the letter Ref: ED/KCCA/006/03 dated 13th
March, 2020 requesting for a Certificate of Financial Implications for
the above captioned loan.

The Cabinet Memo has been examined and we have noted that the
major objective of this proposal is to seek approval to borrow USD
219.4 Million from African Development Bank (ADB) and UA 40.060
Million (USD 55.60 Million) from the African Development to Finance
the Kampala City Roads Rehabilitation Project (KCRRP).

The total cost for Kampala City Roads Rehabilitation Project (excluding
taxes) is estimated at USD 288 Million. The Bank Group, Global
Environment Fund (GEF) and GoU will jointly finance the proposed
project components. In addition, the Government is required to provide
counterpart funding for RAP of USD 11.0M, and meet the VAT
requirement amounting to USD 51.84M.

This is to confirm that the required funding shall be provided through
the budget to cater for the loan repayment and the obligations as
highlighted above.
The Cabinet Memo is therefore been cleared for presentation to Cabinet.

Keith Muhakanizi
PERMANENT SECRETARY/SECRETARY TO THE TREASURY

Copy:  The Rt. Hon. Prime Minister/Leader of Government Business
       The Hon. Minister of Finance, Planning and Economic Development
       The Hon. Minister for Kampala Capital City and Metropolitan Affairs
       The Hon. Ministers of State for Finance, Planning and Economic Development
       The Executive Director, Kampala Capital City Authority
THE REPUBLIC OF UGANDA

BRIEF TO PARLIAMENT

THE PROPOSAL TO BORROW UP TO USD 219.40 MILLION FROM THE AFRICAN DEVELOPMENT BANK (ADB) AND UA 40.060 MILLION (USD 55.60 MILLION) FROM THE AFRICAN DEVELOPMENT FUND TO FINANCE THE KAMPALA CITY ROADS REHABILITATION PROJECT (KCRRP)

PURPOSE

1. This brief is for the purpose of seeking authorization of Parliament and as required under Article 159 of the Constitution of the Government of the Republic of Uganda, to allow the Government to borrow up to USD 219.40 Million from the African Development Bank (ADB) and UA 40.060 Million (USD 55.60 Million) from the African Development Fund to finance the Kampala City Roads Rehabilitation Project (KCRRP)

BACKGROUND

2. Rt. Hon. Speaker, as you are aware, the City of Kampala, which doubles as our main commercial hub and administrative capital is facing significant infrastructure challenges. The City has a road network of 2,110km out of which only 30% is paved but with high maintenance burden.

3. You will note that, we are all witnessing the impact of the infrastructure backlog in the City in terms of the rapid increase in traffic jams, which have made access to workplaces, commercial and social services increasingly difficult. The cost of the increasing congestion on the City economy is enormous. It is estimated that the average city dweller losses over an hour of their productive time in traffic jam each day. This problem is not only affecting average City dwellers but equally businesses as well as making the city and the Country at large, unattractive to investors.
4. In addition, traffic fatalities in Kampala have been on the rise due to the high motorization levels and general condition of the road infrastructure. The City of Kampala alone accounts for up to 50% of the total number of accidents and 22% of all fatal crashes in the country. Public transport provision remains sub-optimal, provided in an unregulated environment with heightened competition with Boda-bodas.

5. Rt. Hon. Speaker, you will agree with me that the public transport situation in Kampala is characterized by fragmented ownership of taxis in a largely unregulated environment resulting from the collapse of the Uganda Transport Company, which offered bus services to and from Kampala in the 1990’s. This has over time, contributed to the chaotic situation on the streets. Competition for limited road space is heightened between taxis, boda-bodas and private car motorists. The level of service of the public transport system is very poor to say the least, with no timetables, no fare structure, no formal stops, no terminals, and no fixed routes. This results in long travel times, and a high level of noise and air pollution. The cost of movement remains high to the majority poor in the city in spite of the rising demand.

6. Rt. Hon. Speaker, the deteriorating air quality in the city is contributing to the increasing cases of non-communicable diseases which is imposing a health burden on families.

7. Rt. Hon. Speaker, It is also important to note that the chaotic nature of the transport system that has come to define Kampala is unacceptable and we must address it as a matter of urgency.

**STATEMENT OF THE PROBLEM**
8. Rt. Hon. Speaker, In line with the National Development Plan III objective of increasing the stock and quality of strategic infrastructure to accelerate the country’s competitiveness, the Rehabilitation of the Kampala City Roads Project will enhance transport efficiency in the Kampala City by reducing traffic congestion through road network improvement and introduction of scheduled Eco-Bus Service.

9. The Key problems and constraints include:

   I. high cost of doing business and lost productivity in Kampala resulting from traffic congestion,

   II. deteriorating air quality and health burden on households resulting from increased vehicular emissions and dust from unpaved roads

   III. high rate of traffic accidents and fatal crashes resulting into deaths and loss of productive time for households

   IV. Poor working and sanitary conditions for local entrepreneurs, road users and communities especially women and youth operating along the major road corridors in the city.

THE PROJECT AND COUNTRY STRATEGY

10. Rt. Hon. Speaker, the Kampala City Roads Rehabilitation Project (KCRRP) is part of a citywide infrastructural improvement program that seeks to meet the Government’s long-term development strategy as outlined in the Government’s Vision 2040, which aims to increase and improve the quality of infrastructure stock to foster transformation of the Uganda’s economy from low income to a more competitive upper middle-income status.

11. The Kampala City Roads Rehabilitation Project therefore builds on KIIDP 2 funded by the World Bank under which 25.53Km of roads have been
constructed, 27 junctions signalized and construction of Lubigi & Nakamiro channels will commence soon.

12. The 22 junctions to be signalized under this project will add to the 27 junctions signalized under KIIDP 2 and 33 junctions to be signalized with support from JICA. This will bring the total number of signalized junctions to 82 out of a total of 527 junctions in the city. Completion of all these junctions is expected to significantly improve traffic flow and reduce travel times.

13. The above interventions are also complementing the Kampala Flyover Project currently being implemented by UNRA, completion of the Kampala Northern Bypass and the upcoming Southern Bypass and the Kampala Mpigi Expressway. All these interventions when completed are expected to go a long way in alleviating the traffic congestion in Kampala.

JUSTIFICATION

14. Rt. Hon. Speaker, the Rehabilitation of the Kampala City Roads Project whose objective is to enhance transport efficiency in the Kampala City by reducing traffic congestion through road network improvement and introduction of scheduled Eco-Bus Service is in line with the NDP III objective of increasing the stock and quality of strategic infrastructure to accelerate the country’s competitiveness.

15. Rt. Hon. Speaker, Uganda’s infrastructure has been undergoing large investments during the past 10 years as part of Government’s expansion of the industrial base. Improving connectivity in the transport sector and reducing the cost of transport to improve the country’s competitiveness have been drivers.
16. The National Transport Master Plan 2008-23 has set out the framework for transport investments during the period, and this plan includes specific investments to be carried out in the Greater Kampala Metropolitan Area.

17. The rehabilitation and paving of city roads will have significant economic, social and environmental benefits to the population and road users in the city which include:

I. Reduce the cost of transport, from wear and tear of vehicles, and a reduction of congestion that will reduce the time spent in traffic. Improved parking areas for trucks, taxis and other road users, will move vehicles off the road, thus improving traffic movement for vehicles.

II. The project itself will provide employment opportunities during the construction phase and during regular maintenance of the road system.

THE PROJECT

18. Rt. Hon. Speaker, the Kampala City Roads Rehabilitation Project is part of a citywide infrastructural improvement initiative by the Government, which commenced in 2014 under the Kampala Institutional and Infrastructure Development Project (KIIDP).

19. This project encompasses road network improvements/upgrading, road junction improvements, traffic management—including establishment of Traffic Control Centre (TCC), provision of street lighting, and storm water drainage enhancements. The implementation of the programme is undertaken in phases. The prioritized road network for improvement is 121km. At present, 42km has been completed with support of the World Bank and the GoU. The African development Bank will finance the improvement of 62km while JICA is financing Traffic Control Centre and planned city flyover project as indicated in Table 1;
20. **Objectives**: The development objective of the project is to accelerate Uganda’s competitiveness by shoring up productivity gains from infrastructure development in Kampala and integrating the growth spillovers via efficient transportation networks to the rest of the country.

21. The **specific objectives** of the project are to:

I. To enhance transport efficiency in the City of Kampala by expanding the road network and upgrading traffic junctions to facilitate smooth traffic flow;

II. To improve air quality in the city through implementation of scheduled eco-bus transit services and promoting active transport by expansion of non-motorized traffic (NMT) networks—walkways and cycling tracks, in road safety.

**PROJECT DESCRIPTION AND COMPONENTS**

22. **Location**: The Kampala City Roads Rehabilitation Project is part of a citywide infrastructural improvement initiative intended to rehabilitate and upgrade a total of over 67.0km of roads within the city, signalization of 22 junctions; 134km of pedestrian walkways, construction of 5km of drainage channels including Kiwunya along the Northern Bypass to prevent disruptive flooding and installation of 1,600 street lights.
23. **Project Components**: The project is composed of the following components:

**1. Road Construction Civil Works**

The civil works will be packaged and tendered as five (5) lots under separate contracts.

I. **Lot 1**: Wamala Road (4.40Km), Luwafu Road (2.43Km), Kabega Road (0.95Km), Muteesa I Rd (2.02Km), Old Mubende Rd (2.10Km), Canon Apollo Kivebulaya Rd/ Albert Cook Rd Junction (0.30Km), Bulange Junction (0.30Km), Kayemba/Lukuli Rd (1.34Km incl. 1 junction) and Kigala Road (1.10Km including 1 junction).

II. **Lot 2**: Portbell Road (6.55Km Incl. 2 junctions) and Old Portbell Road/ Spring Road (3.46Km, Incl. 4 junctions).

III. **Lot 3**: Eighth Street-Namuwongo Rd (2.73Km), Fifth Street (0.80Km and 1 junction), Sixth Street (1.95Km), Sir Apollo Kaggwa (2.24Km), Seventh Street (1.86Km), Muzito Road (2.10Km), Ssuna Road 1 (4.16Km and 1 junction), Ssuna Road 2 (2.58Km) and Gaba Road/ Muyenga Road Junction at Kabalagala (0.42Km).

IV. **Lot 4**: Kasubi - Northern Bypass (2.40Km and 1 junction), Queensway (Clock Tower to Kibuye Junction (0.9 Km) (Includes upgrade of Kibuye Junction to Traffic signals), Salaama Road (8.15 Km), Kyebando Ring 2 (1.80Km) and Kisaasi Road 2 (2.14Km). Lot 4 also includes 5km of storm water drainage works along northern bypass.

V. **Lot 5**: Mugema Road (3.44Km and 2 junctions), Masiro Road (2.10Km), Sentema Road (4.10Km), Nsambya Rd / Hanlon Rd Junction (0.52Km).
Rt. Hon. Speaker, the decision to breakdown of the construction works into **5 lots** is intended to facilitate quick implementation and also provide reasonable thresholds to allow our local companies to be able to effectively compete for the contracts.

**2. Works supervision consultancy services**

This component includes construction supervision services for the road civil works described above. The construction supervision services shall be packaged into two (2) contracts—one covering 2 construction lots, and the other overseeing 3 construction lots.

**3. Scheduled Eco Bus Services:**

Rt. Hon. Speaker, the disorderly nature of our public transport system in the City must be addressed as a matter of urgency. Addressing the traffic problems in Kampala requires both infrastructure improvements and reform of the public transport system. This project will introduce scheduled bus services with a dedicated lane along the corridor from City-Square-to-Jinja Road-to-Nakawa Junction-to-Ntinda-to-Bukoto-to-Kamwokya-to-Mulago-to-Wandegeya-back to-City Square. This is a ring covering about 15Km much of which already has two lanes in either direction, this corridor already has sufficient road reserve and therefore does not require a lot of money in land acquisition and easy to implement.

**4. Institutional Capacity Support to KCCA**

This component will help in building the capacity of KCCA to manage and effectively maintain the road network. Therefore as part of the project, Road maintenance equipment will be procured to boost the KCCA capacity. The project shall also provide support via skills development training for at
least 200 semi-skilled female and male youth in construction skills with most of them to be employed during the construction phase.

24. **TABLE 2: PROJECT COMPONENTS AND ASSOCIATED COSTS**

<table>
<thead>
<tr>
<th>No.</th>
<th>Component Name</th>
<th>Estimated Cost (USD million)</th>
<th>Component Description</th>
</tr>
</thead>
</table>
| 1   | Road Construction Works | 246.20 | (i) Construction of a 67.0km of road network packaged into five (5) distinct lots complete with 134km of walkways and cycling tracks, and including:
- 5km of storm water drainage works,
- Signalization of 22 junctions,
- Smart street lighting (1,600 lamps)
- Tree planting (10,000 trees)
- Six (6) roadside markets for women vendors
- 30 public toilets
- Parking areas for trucks and Bicycle taxis
- Construction of Bus depot. |
| 2   | Supervision of Works | 9.00 | (i) Supervision of civil works
(ii) Technical Audits |
| 3   | Project Management | 5.95 | (i) Monitoring & Evaluation and Technical Audit services;
(ii) Project Implementation Support to KCCA;
(iii) Development of Urban design Guidelines |
| 4   | Institutional Capacity Building | 3.60 | (i) Provision of road maintenance equipment to KCCA;
(ii) Establishment of a Road Safety Unit at KCCA. |
| 5   | Women and Youth Skills Development | 0.25 | (i) Training in basic construction and entrepreneurship development;
(ii) Training in business skills and facilitation of AFAWA reimbursable financing; |
| 6   | Provision of Scheduled Eco-bus services | 12.00 | (i) Pavement improvements & Technical implementation Support;
(ii) Supply and Delivery of 50No. eco-buses; |
| 6   | Compensation and Resettlement | 11.00 | (i) Compensation of project affected persons and for relocation of utilities |
|     | **Total** | **288.00** | |

**PROJECT COST AND FINANCING**

25. The project cost is estimated at USD 288 million (including compensation and resettlement costs which is USD 11 million as
contribution from Government of Uganda, Global Environmental Fund (GEF) has provided a grant of USD 2 million and the Bank Group, through ADB and ADF loans, will provide USD 275 million to cover civil works, consultancy services and provision of goods. All project costs are exclusive of taxes, and therefore Government should provide budget allocation for VAT in each quarter of the financial year in addition to the above mentioned amount.

26. The financing by source is presented in Table 3 below.

<table>
<thead>
<tr>
<th>Source of Financing</th>
<th>Amount (USD Million)</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>African Development Bank (ADB) Loan</td>
<td>219.40</td>
<td>76.2%</td>
</tr>
<tr>
<td>African Development Fund (ADF) Loan</td>
<td>55.60</td>
<td>19.3%</td>
</tr>
<tr>
<td>Global Environmental facility (GEF)</td>
<td>2.00</td>
<td>0.7%</td>
</tr>
<tr>
<td>GoU (Counterpart funding for RAP)</td>
<td>11.00</td>
<td>3.8%</td>
</tr>
<tr>
<td>Total Project cost (Net of Taxes)</td>
<td>288</td>
<td>100%</td>
</tr>
</tbody>
</table>

**TABLE 3: SOURCE OF FINANCE BY CATEGORY (US $ MILLION)**

**LOAN TERMS AND CONDITIONS**

27. The ADB facility has the following terms;

- **Loan Amount**: USD 219.40 Million
- **Grace period**: Up to 8 years
- **Maturity**: Up to 25 years, including the grace period.
- **Interest rate**: Tentative 0.64% (EURIBOR - 6 months (-0.36 %))
  + Funding margin (0%)
  + Lending spread (0.80%)
  + Maturity premium (0.20%))

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1 This 6 months EURIBOR rate is as of January 2020.

2 The Funding Cost Margin shall be determined semi-annually on 1 January for the semester ending on 31 December and on 1 July for the semester ending on 30 June.
Front-end fees 0.25% of the loan amount (bullet disbursement payable within 60 days from date of effectiveness or at first disbursement of the loan.

Commitment fee 0.25% per year of undisbursed amount.

28. The ADF facility has the following terms;

- **Loan amount**: UA 40.060m (USD 55.60m)
- **Maturity period**: 40 years including grace period of 10 years
- **Interest rate**: Not applicable
- **Commitment Fee**: 0.5% per annum of the undisbursed Loan Balance.
- **Service Charge**: 0.75% per annum of the disbursed Loan Balance.

29. The loans have the following terms and conditions:

(i) Approval by Parliament;

(ii) Legal opinion of the Attorney General on the loan documentation;

(iii) Letter to the Bank authorising persons to sign withdrawal applications together with specimen signatures.

(iv) Submission of evidence of the designation or appointment of the following staff for the Project Implementation Unit: Project Coordinator, a Civil Engineer, Procurement Expert, an Accountant, an Environmentalist, and a Socio-economist;

(v) Submission of works compensation schedule prepared in accordance to the resettlement action plan;

(vi) Evidence that all project affected persons, in respect to civil works in a given lot have been compensated and/or resettled in accordance to the Environmental and Social Management Plan (ESMP);

(vii) Designation of a special account in Bank of Uganda to receive the proceeds of the loan;

(viii) Before the date of the loan agreement, Government shall submit a procurement plan to the lender covering the entire project period.
OTHER ISSUES

30. CONSULTATIONSUNDERTAKEN

Hon. Colleagues, this project is an outcome of broad-based consultations between the Government, Development Partners, Private Sector, and Civil Society Groups in Kampala. KCCA undertook public consultations with the residents and road users in the city in 2017 whose findings and concerns have been duly integrated in the project design.

Extensive consultations were also undertaken during preparation and appraisal missions by the funding agency in 2019, and also by the design Consultant during the preparation of the Environmental and Social Impact Assessment (ESIA) and Resettlement Action Plan (RAP), including holding a public forum attended by the Lord Mayor of Kampala, Media, Civil Society Organizations, political representatives, Bus Owners Association, school administrators, Landlords Association, Taxi Operators, Kampala Markets representatives, Uganda Plastic Manufacturers and Recycling Association, Boda-boda representatives, and Youth Organizations.

IMPLEMENTATION ARRANGEMENTS

31. Kampala Capital City Authority (KCCA) shall be the overall Executing Agency for the project. The management of KCCA shall nominate a Project Coordinator acceptable to the African Development Bank, for the day-to-day management of the project.

32. The Executive Director shall constitute a Project Implementation Team (PIT) comprising of a Civil Engineer, Procurement Expert, an Accountant, an Environmentalist, and a Socio-Economist. The team shall work in close consultation with the Ministry of Works and Transport (MoWT) to assure compliance with the relevant specifications and construction standards, and to specifically ensure that required institutional set up necessary for the implementation of a functioning public transport
service is realized with the guidance and advice of the technical assistance under the project.

33. A Project Oversight Committee (POC) shall be instituted, chaired by the Permanent Secretary of MoWT, and comprising of the key stakeholders including: MoFPED, KCCA, NEMA, Uganda Power Distribution Company (UMEME), Kampala Water and Sewerage Company, civil society representatives, UNRA and any other agencies deemed appropriate, to provide oversight supervision to the project implementation team.

34. **The Loan and the Current Debt Situation:** As at end December 2019, total Public and Publicly Guaranteed external debt exposure stood at USD 13.21 Billion of which USD 8.75 billion (66 percent) of total debt is disbursed and outstanding (DOD) and USD 4.43 billion (34 percent) is loan commitments, which have not yet been disbursed. The debt levels will remain sustainable. *(Source: Directorate of Debt and Cash Policy, MoFPED)*

**CONCLUSION**

35. In light of the above, I shall request Hon. Members to:-
   a) Note the need to acquire the ADB and ADF loan to support the Kampala City Rehabilitation road Project (KCRRP);

   b) Endorse the request by Government to borrow up to USD 219.40 million from the African Development Bank and UA 40.060 Million (USD 55.60 Million) from the African Development Fund to finance the Kampala City Roads Rehabilitation Project (KCRRP);

   c) Authorize the Government by passing a Resolution in line with the requirements of Article 159 of the Constitution of Uganda (as
amended), to borrow up to USD 219.40 million from the African Development Bank and UA 40.060 Million (USD 55.60m) from the African Development Fund to support the Kampala City Rehabilitation Road Project (KCRRP) upon the terms and conditions stated above;

Prepared by:
Ministry of Finance, Planning and Economic Development
P.O. BOX 8147
KAMPALA

April, 2020