THE BEACON FOR SUSTAINABLE INCOME GENERATION AND RURAL GROWTH

Uganda: Community Agricultural Infrastructure Improvement Programme, Project -1 (CAIIP-1)

U.S. DEPARTMENT OF THE TREASURY MDB AWARDS
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Foreword

The African Development Bank, like other development agencies, measures success not by the amount of money we spend or by the number of projects we implement, but by the lasting changes we bring to the people of Africa.

Measuring these changes is a complex undertaking. Over the past decade, our understanding of development has broadened. We recognise that economic growth is an essential part of the process; that it supplies households with livelihoods and opportunities and governments with the means to invest in public goods and services. But development is also about empowering people to achieve a range of needs and aspirations, including through education, better health, and membership in secure and supportive communities.

Assembling the evidence on our strengths and weaknesses, helps us determine how we can better meet our goal of improving the lives and livelihoods of Africans. To achieve its goals, the African Development Bank has to be a learning organisation committed to improving its operations continuously. None of our development goals for Africa will be achieved overnight. But we must keep our operations under constant scrutiny to ensure that we are moving in the right direction.

The most successful initiatives will always be those that learn from the past while moving audaciously towards the future. They are those that leverage best practices, practice flexibility and innovation, and scale up their achievements to produce an even greater impact.

Profound structural shifts in the global economy are presenting opportunities never before available to Africa. The Bank is committed to accompanying Africans on their quest to seize hold of those opportunities, overcome historical challenges and build secure, more inclusive societies. The operation presented in this leaflet is one example, out of many, of how the Bank is achieving broad-based economic growth, game-changing innovations, and demonstrable results across the continent.

Project description

1 DEVELOPMENT PROBLEM

The Community Agricultural Infrastructure Improvement Programme – Project I (CAIIP-1) was the result of a comprehensive review of Uganda's agriculture and rural sector carried out by the Government of Uganda in collaboration with the African Development Bank (AfDB or Bank) in 2005. The review, which was undertaken under the auspices of Uganda's Plan for Modernization of Agriculture, identified a number of gaps (including gaps in investment), in infrastructure for access to markets, infrastructure for agro-processing, and the management of environmental and natural resources. The findings of the review were validated by a tripartite taskforce comprising the government, development partners and the Bank.

The review revealed that transport constraints were hampering the sellers of agricultural produce and stymieing the development of an efficient marketing system. The lack of access roads in many rural communities made it extremely difficult for farmers to market their produce. This limited farmers' productivity, contributed to their apathy about technical innovations, and burdened traders in rural areas with high transaction costs. Farmers received lower prices as a result. In addition, farmers lacked reliable, up-to-date information on market prices, and were largely unaware of potentially profitable market opportunities. Meanwhile, the absence of credit facilities for small-scale farmers prevented them from expanding production and investing in post-harvest storage facilities.

PROJECT INFORMATION	
Award category:	**Primary:** Food security **Secondary:** Infrastructure
Project name:	Uganda: Community Agricultural Infrastructure Improvement Programme, Project -1 (CAIIP-1)
Location:	26 districts in Eastern and Central Uganda
Amount:	US$ 83.3 million • AfDB: US$ 45 million; • IFAD US$ 32 million; • Government of Uganda US$ 6.3 million
Duration and dates:	5 years, September 2007 to June 2013

This lack of rural infrastructure was deemed a priority by important stakeholders, not least the rural communities in the project area, civil society and the private sector. Not only was the project designed to overcome systemic bottlenecks by improving community agricultural infrastructure, it was expected to have a multiplier effect, boosting farmers' incomes by raising farm gate prices, increasing the share of agricultural production that goes to market, and creating on-farm and off-farm employment. For that reason, CAIIP-1 was supported by stakeholders at the local, national, regional and international levels.

More specifically, within Uganda, CAIIP-1's activities are consistent with Pillar 2 of the Poverty Eradication Action Plan (PEAP) of Enhancing

Competitiveness, Production and Incomes; Pillar 7 of the Plan for Modernization of Agriculture; the Rural Development Strategy of the Ministry of Finance, Planning and Economic Development, with emphasis on market access for agricultural produce; the District, Urban and Community Access Roads Investment Plan; and the Local Government Sector Investment Plan Investment Strategy 6, on local economic development. The project activities support the Plan for Zonal Agricultural Production, Agro-Processing and Marketing of the National Agricultural Advisory Services and complement the proposed model for the Sub-County Development Programme. Additionally, project investments are in line with the Electricity Act (1999) and the Rural Electrification Strategy and Plan (2001).

Regionally, the project is consistent with Pillar 2 of the Comprehensive African Agricultural Development Programme of New Partnership for Africa's Development (NEPAD). This programme seeks to improve rural infrastructure and build trade-related capacities to augment access to markets. The project is also consistent with the United Nations Millennium Development Goal of halving the population living in extreme poverty by 2015, and has been supported by development partners active in the rural infrastructure subsector, including the European Union, the Danish International Development Agency, the World Bank, the United States Agency for International Development, and the United Kingdom Department for International Development, who pledged to finance various components. The International Fund for Agricultural Development (IFAD) is co-financing CAIIP-1 with the AfDB in the amount of US$ 32 million.

2 APPROACH

Prior to CAIIP-1, a number of interventions in rural infrastructure in Uganda had been supported by the AfDB and by various development partners. Examples include the Area-Based Agricultural Modernization Programme, the National Livestock Productivity Improvement Project, the Northwest Smallholder Agricultural Development Project, and the Road Sector Support Programme. These interventions were mostly undertaken by the financing agency and the government, with subdued community involvement.

CAIIP-1's major innovation was its enhanced community and participatory approach. CAIIP-1 raised awareness in local communities and mobilised residents to participate in taking inventory, setting priorities, and selecting projects to build or improve agricultural infrastructure and maintain it after completion.

Previous interventions had been capital-intensive and had employed contractors to undertake all works. Under CAIIP-1, works are labour-intensive and local communities are involved in construction, supervision and maintenance. To enable communities to undertake these responsibilities effectively, the project has run a strong capacity-building programme for local communities, local contractors and district engineers. Training packages centre on involving the community in building, managing and maintaining the rural infrastructure constructed by the project. The labour-intensive approach has had an innovative job-creating dimension whereby rural youth and women secure periodic employment during the construction and rehabilitation of various components of the infrastructure. Another of CAIIP-1's innovative features is its arrangements for the maintenance of rural infrastructure, whereby community work crews are formed and given basic equipment to rehabilitate rural roads. The equipment is replenished through cost-recovery mechanisms as spelt out in the project's management models.

3 ANALYSIS AND APPRAISAL

The project was developed to address problems related to agricultural infrastructure as stipulated in Question 1 above, namely transportation constraints that hindered the development of an efficient marketing of agricultural produce with resultant reduced farmers' productivity.

The project was developed collaboratively by the Bank, the Government Authorities (the Ministries of Agriculture, Local Government and Works), development partners active in the sector, civil society, non-government organisations, the private sector and local communities. Several rounds of consultations were undertaken during the formulation/preparation mission in June and July 2006. More in-depth consultations were undertaken during the appraisal of the project in September 2006, during which the project's activities and coverage were discussed and validated with all stakeholders, particularly local communities and the district authorities, whose capacity to manage and implement the project was assessed. An important subject that necessitated in-depth consultations was the scope and mode of participation of the communities in the selection, management and maintenance of the infrastructure developed under the project. CAIIP-1's implementation modalities were also discussed and agreed at a stakeholder workshop attended by central and local government officials, development partners, private-sector service providers, civil society, non-governmental organisations, and beneficiary groups. Generally, the preparation process of CAIIP-1 was highly iterative, interactive and participatory, involving all levels of stakeholders.

Financial and economic analyses were conducted during project appraisal. In terms of financial benefits, the project was expected to lower travel times (a benefit to commuters), to save on the operating costs of motorised vehicles, and to make it possible to transport 50% of agricultural surpluses to market by non-motorised vehicles (bicycles).

In estimating typical road improvement costs, the following assumptions were applied:

- The civil works would involve full rehabilitation along existing alignments and consist of roadside and cross-drainage works, the construction of embankments for swampy sections, the reshaping and re-surfacing of carriageway with gravel, and the reconstruction of broken bridges, all according to the guidelines of the Ministry of Works, Housing and Communications.

- The cost of rehabilitating 1 kilometre of district road was estimated as 20 million Uganda shillings (USh). Cost estimates included a 10% physical contingency.

- According to the Government of Uganda's 2004 Strategy for Sustainable Maintenance of District, Urban and Community Access Roads, and in light of discussions with district engineers during appraisal, 25% of the capital cost was estimated to cover periodic maintenance, to take place every five years. Routine maintenance was assumed to occur every year except the first year of the capital investment and the years when periodic maintenance would be undertaken. Routine maintenance costs for district roads and community access roads were estimated at about US$270 and US$140, respectively, for the year following full rehabilitation.

All financial costs and benefits were shadow priced to convert them to economic costs and benefits. The economic internal rate of return (EIRR) for the road model over 20 years was an estimated 38%. This was very robust when compared with Uganda's opportunity cost of capital (12%). The model produced a net present value of USh 347.8 million and a net present value per kilometre of USh 1.56 million.

Sensitivity analyses showed that the rate of return would decrease to 34% and 28% if benefits lagged by one year. Increasing costs by 10% would have

reduced the EIRR to 34%, and a simultaneous 10% increase in costs and 10% drop in benefits would have reduced the EIRR to 20%. A 2-year delay would have reduced the EIRR to 22%. It would have taken a simultaneous 20% reduction in benefits and 40% increase in costs to reduce the EIRR to 18%, an unlikely scenario. Were average daily traffic to fall to just five vehicles a day, the EIRR would still have been a robust 33%. If, however, only 30% of the arable land were to be cultivated (according to the Plan for Modernization of Agriculture Report, the national average is 30%), the EIRR would have dropped to 16%.

A results-based analysis of the project was undertaken and a Results-Based Logical Framework was prepared, with verifiable indicators and targets for outputs and outcomes.
The framework clearly outlined the causal link between activities, outputs, outcomes and impacts. Gender-disaggregated data was included.

4 BENEFITS

The project covers 78 sub-counties in 26 districts in Eastern and Central Uganda. The districts were selected on the basis of geographical contiguity and balanced development, and the sub-counties were selected on the basis of their growth potential and other economic rather than social considerations (i.e., entrepreneurship, the presence of private sector activities, the level of self-help activities, and so forth). An estimated 2.59 million people are benefiting from the project.

Priority investments are identified through a participatory planning process that takes place at the lower local government level and involves local communities. The investment menu is presented to the local government and guidance on prioritising investments is given. Local stakeholders establish priority investments, which are validated through needs assessments and feasibility studies before project design. Examples of project investments are rural community access roads, district feeder roads, rural markets and assorted agro-processing facilities.

The main outputs of the project include the following:

- The rehabilitation of 3289 km of all-weather rural roads
- The rehabilitation of over 538 km feeder roads
- The construction of 74 rural markets
- The ongoing instalment of 123 units of assorted agro-processing equipment (14 coffee hullers and 39 maize mills); the planning of an additional 70 facilities (33 rice hullers and 37 milk coolers)

Numerous spontaneous impacts have been recorded so far:

- Increases in the farm gate prices of staples such as cassava from USh 8,000 to USh 20,000 per 100 kilograms, maize from USh 50 to USh 1000 per kilogram, milk from USh 150 to USh 600 per litre in season, and bananas ("matooke") from USh 4,500 to USh 10,000 for an average bunch of about 30 kilograms in season
- Better transportation of produce, since produce buyers can access farms directly, and a 50% reduction in transportation costs to major towns
- A reduction in travel times to major towns of more than 50%
- Better marketing of produce
- Approximately post-harvest losses reduced by approximately 20%, especially for perishables such as cabbage, tomatoes, pineapples, and watermelons
- The emergence of rural growth centres and more permanent housing; new schools and health facilities; higher school enrolment, as children no longer have to walk through difficult terrain such as swamps and steep hills; and better health, *inter alia* because of expectant mothers' more numerous antenatal visits to health centres

5 MONITORING AND EVALUATION

The project's well-staffed monitoring and evaluation unit collaborates with district authorities to follow up on and monitor the day-to-day implementation of the project activities. Members of the unit collaborate with the project's infrastructure engineers and community development officers to visit the project sites regularly to verify physical implementation, support and advise contractors, and obtain feedback from beneficiaries.

The project's overall monitoring and evaluation system is founded on the project's logical framework, a series of Key Performance Indicators, and the project's operational manual. The monitoring indicators are disaggregated by gender where applicable. Each year, project performance is measured against the targets set in the annual work plan and budget for that year. Results are compared to the baseline data collected in 2008.

The project makes significant use of participatory monitoring and evaluation methods, through third-party institutions and beneficiary systems. At the level of beneficiaries, infrastructure management committees monitor sub-county activities, investment performance and the quality of works; local government authorities monitor and supervise activities, inputs and achievements. Other partner institutions—such as the National Agricultural Advisory Services, the Secretariat of the Plan for Modernization of Agriculture, and the National Planning Authority—monitor the attainment of National Development Plan objectives and compliance with policies; and the National

Environmental Management Authority monitors the implementation of the project's Environmental and Social Management Plan. The Ministry of Local Government, which is the project's executing agency, monitors the project's overall performance and impact through independent surveys, field spot-checks, case studies, and regular progress and financial management reports.

Most data collection concerns crop production, market prices, commodity prices, household incomes and expenditures, household assets, post-harvest losses, travel times, vehicle operation costs, transportation costs, and more. Statistical analytical packages such as SPSS are used to analyse this data and produce descriptive statistics and economic models. Financial monitoring and contract monitoring reports are generated using the TOMPRO database management system and the Integrated Financial Management System.

In collaboration with IFAD and the project facilitation team, the AfDB usually undertakes joint missions to verify that project activities are being implemented as per the agreed work plan and budget. During these missions, the supervision team meets with the contractors and the project beneficiaries for feedback. The team also works with district and government authorities to find solutions to impending challenges.

6 RISKS

Several risks were envisaged upon project appraisal:

- ***The risk that because of low capacity, local communities would not maintain the infrastructure developed by the project in adequate fashion.*** This risk was mitigated by ensuring that the choice of infrastructure projects was driven by demand and that local communities were fully mobilized in prioritizing, selecting and maintaining projects. The project ran a capacity-building component that trained infrastructure management committees to manage the project. In addition, the project formed work crews, especially for road maintenance, to reduce the risk that roads would not be kept in proper condition.

- ***The risk that district and sub-county staff would not be sufficiently motivated to give communities the technical support they needed.*** This risk was minimised by providing district and sub-county entities with adequate operating funds, the necessary logistical support, and other facilities that encouraged a sound work ethic.

- ***The risk that not enough contractors and engineers with the requisite skills and equipment would be available to execute the contracts, especially the rehabilitation/construction of the roads and the construction of markets.*** This risk was mitigated by involving the Ministry of Works in selecting and contracting contractors and by providing short courses to contractors and engineers in quality control and contract management. District engineers were also taught new skills for road construction and maintenance.

- ***The risk of land/soil degradation and environmental destruction.*** This risk was mitigated by developing an Environmental and Social Management Plan and implementing it strictly. This plan required that an environmental impact assessment be performed prior to all investments, especially road construction and/or rehabilitation.

- ***The risk of cost overruns as a result of increases in the cost of services and construction materials.*** To mitigate this risk, the project built price and physical contingencies into its budget. In addition, the project stood ready to scale down targets to levels commensurate with the funds available.

7 LESSONS LEARNT

The results and lessons from CAIIP-1 have shaped important government policies, particularly as regards the establishment of a dedicated road maintenance fund (the Uganda Road Fund) and the revival of sub-county community road maintenance programmes ("bulungi bwansi") that had been disbanded in the early 1970s. The Government of Uganda and other stakeholders are using CAIIP-1 as a showcase for the successful development of rural infrastructure in the region and across the continent, and the lessons learnt from implementing CAIIP-1 have been instrumental in the preparation of two sister projects—CAIIP-2 and CAIIP-3—that cover almost all of Uganda's rural areas. In 2010, CAIIP-1 was named the best-managed project to have been financed by IFAD in Africa.

Major lessons learnt during implementation include the following:

- ***Having beneficiary communities identify and select priority investments lays the foundation for a sense of ownership and better sustainability.*** Unlike most projects, which determine their areas of intervention at the design phase, CAIIP-1 selects and prioritises areas of intervention at implementation. A bottom-up planning process empowers communities to prioritize their demand for investments, which are then subject to needs assessments and feasibility studies before design and implementation. This makes beneficiary communities feel that they are part of the process and secures their ownership.

- ***Improvements in rural infrastructure produce various externalities and multiplier effects to local communities/beneficiaries.*** In areas where the project has been implemented, traders have been able to reach the farmers directly, new rural growth centres have encouraged non-farm economic activities to diversify, and new opportunities—such as the door-to-door delivery of new goods and services—have emerged.

- ***Involving implementation stakeholders in project design enhances the design.*** When designing the project, the AfDB undertook a wide consultation process with various stakeholders, including stakeholders expected to participate in implementation: namely, central and local government officials, development partners, private sector service providers, civil society, non-governmental organisations, and selected beneficiary groups. In the process, the stakeholders shared their experiences, their best practices and their lesson learnt, and the design of the project improved dramatically.

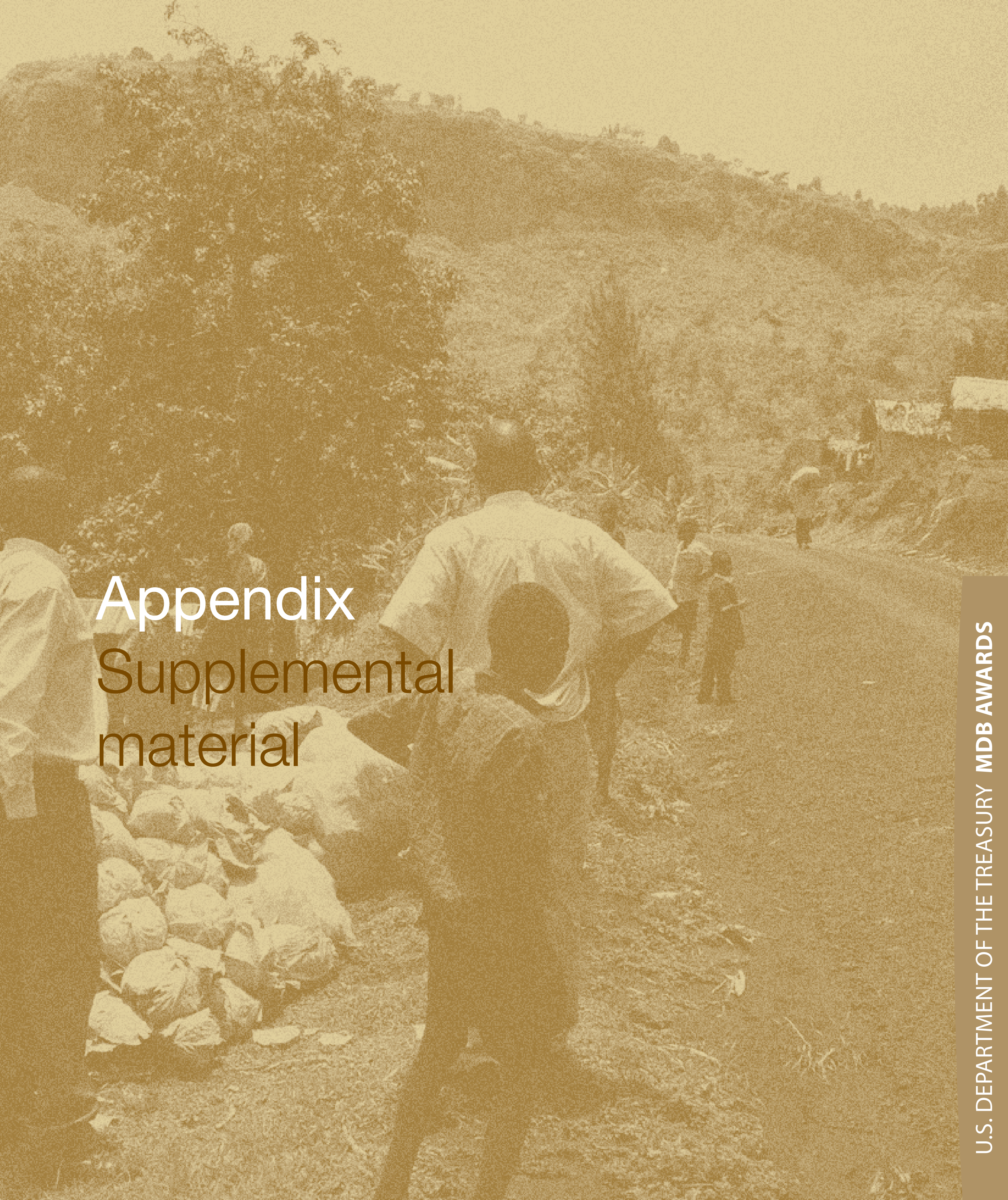
- ***Creating rural infrastructure management and maintenance structures at the local level instils a sense of responsibility in local communities and makes the infrastructure more sustainable.*** During implementation, the project established and trained infrastructure management committees made up of nine members of beneficiary communities. The committee members are responsible for monitoring progress, verifying the quality of work, sensitising fellow community members to secure their full participation in the programme, and certifying interim payments for work that has been executed. These responsibilities allow the committee members to acquire the skills they need to monitor and maintain the infrastructure. Because these skills remain within the community, the approach ensures that the infrastructure will be sustained.

- ***Improvements in rural road infrastructure produce instantaneous agricultural, social and economic benefits.*** Data collected so far indicates that the villages traversed by the rehabilitated roads are producing more agriculture, that communities sending more surplus to market, and that farmers are earning higher incomes.

8 EXTERNAL DISSEMINATION

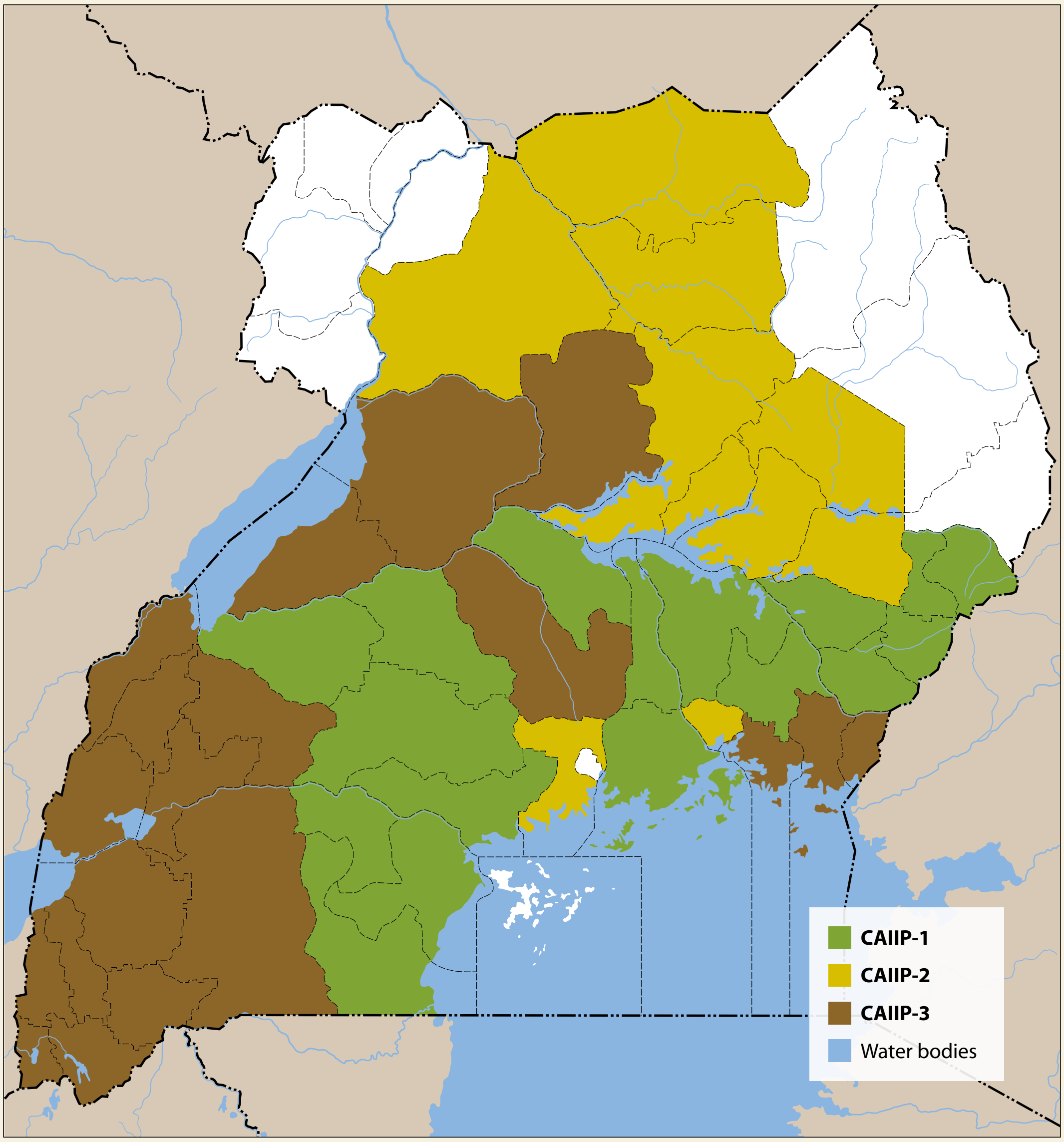
The Ministry of Local Government in collaboration with the project facilitation team has prepared various promotional materials on CAIIP-1: a brochure, fact sheets and a folder with inserts, a write-up for the prime minister's project handbook, and write-ups on the websites of the Ministry of Local Government, IFAD, and the AfDB. The Bank and IFAD have also promoted the project in electronic and print media at various times. On 24 December 2010, New Vision, Uganda's leading newspaper, published a pull-out on the Bank's agricultural portfolio in Uganda; national television ran a talk show on IFAD's involvement in the agriculture sector in May, 2011 (a copy of the footage is enclosed); and excerpts on the project appear in IFAD's Uganda country results brief of 2011 (a copy of which is enclosed). Other promotional materials include a documentary video of a CAIIP-1 success story in I Kinuuka sub-county, Lyantonde District (a copy of the CD is enclosed); video clips of various beneficiaries expressing their appreciation for the project's impacts on their livelihoods (copies of the CD are enclosed); and stories in various national media. Some of these stories covered the visits of senior government officials—including the President of Uganda, Hon. Yoweri Kaguta Museveni—all of whom expressed satisfaction for the project's achievements.

Finally, in 2010 the project was awarded a trophy for best-performing programme among all IFAD-supported regional projects and programmes in East and Southern Africa in the area of financial management and other fiduciary practices, including procurement, audit, loan covenants, disbursements and counterpart funds. This monumental achievement was widely covered in the national and regional media, including in the East African Business Weekly Magazine, which covered the story on 10 January 2011 (attached as supplementary material).



Appendix
Supplemental material

CAIIP Programme Coverage—Uganda



CAIIP is being rolled out in phases, each of which is considered its own project. The first phase—project 1, or CAIIP-1—started in 2007. Stretching over five years and ending in 2013, CAIIP-1 covers 78 sub-counties in 38 districts, including new districts in Central and Eastern Uganda. CAIIP-1 is financed with loans from the African Development Bank and the Internation Fund for Agricultural Development.

Uganda - Community Agricultural Infrastructure Improvement Programme

***ALL AFRICA*, 11 SEPTEMBER 2012**

BACKGROUND

The Community Agricultural Infrastructure Improvement Programme, Project 1 (CAIIP-1) resulted from a comprehensive review of Uganda's agricultural sector, which was carried out in 2005 by the Ugandan government in collaboration with the African Development Bank (AfDB). The review, which was undertaken under the auspices of Uganda's Plan for Modernization of Agriculture, identified a number of investment gaps especially with regard to infrastructure — for access to markets, and for agro-processing, environmental and natural resource management. The project aims to contribute to poverty reduction and economic growth in Uganda through improved commercialization of agriculture. More specifically, the project aims to increase farmers' access to markets, and attract competitive prices and increased incomes through improvements in rural infrastructures and their management by well-mobilised communities.

THE PROJECT

CAIIP-1 is co-financed between the African Development Fund (USD 45 million), IFAD (USD 32 Million), and the Ugandan government (USD 6 million). The project covers 26 districts in central and eastern Uganda and supports the rehabilitation of community access roads and district roads to enable highly-productive areas to access markets. The project is also building rural agricultural markets as economic convergence points in these rural areas and is providing primary agro-processing equipment to enable farmers to add value to their produce before going to market.

The project was designed collaboratively between the AfDB, government ministries (agriculture, local government and works), development partners active in the sector, civil society, private sector actors, and local communities. The project will close in December 2013.

OUTCOMES

The main outputs of the project include the rehabilitation of 3289 km of all-weather rural community access roads, the rehabilitation of over 538 km of district feeder roads, the establishment of 74 rural agricultural markets, and the installation (now on-going) of 123 units of assorted agro-processing and storage equipment. These include 14 coffee hullers, 39 maize mills, 33 rice hullers, and 37 milk coolers.

As a result of these interventions, the project area has witnessed very significant increases in the farm gate prices of staple food crops such as cassava from UGX 8000 to UGX 20 000 per 100 kilograms, maize from UGX 50 to UGX 1000 per kilogram, milk from UGX 150 to UGX 600 per litre in season, and bananas ("matooke") from UGX 4500 to UGX 10 000 for an average bunch of about 30 kilograms in season.

The positive changes in agricultural prices are due to the significant improvement in the road network to these high productive areas previously unable to access markets for appropriate agricultural inputs. At the same time, there is increased accessibility to the farms by produce buyers due to a reduction in transportation costs and travel time of more than 50 percent from these rural areas to major towns within the project area.

Further , post-harvest losses have been cut by approximately 20 percent, notably for perishables such as milk, cabbages, tomatoes, pineapples, and water melons. In addition, project interventions have led to the emergence of several rural growth/trade centres, and more permanent houses and new schools and health facilities have emerged in these areas. School enrolments have risen as children no longer have to walk through difficult terrain such as swamps and steep hills.

CONCLUSION

The project design has been appreciated by government in Uganda, resulting into expanding project activities to the north and western parts of the country as CAIIP-2 and CAIIP-3 respectively. With recent intervention by the government to provide sets of road equipment to each of the participating districts, there is a very high chance that most roads will be properly maintained to ensure that benefits continue to accrue to community members for many years.

Pictures depicting the infrastructural development before project implementation and after project intervention

BEFORE

AFTER

NAMBUTTE SWAMP BEFORE AND AFTER REHABILITATION

A section of 28.2 km community access road in Bulera sub country Mityana district

BEFORE

AFTER

KIBANDA-MBIGI SECTION BEFORE AND AFTER REHABILITATION

Kinuuka rural market facility at Kinuuka sub county, Lyantonde district

BEFORE

AFTER

KINUUKA RURAL MARKET BEFORE AND AFTER REHABILITATION

Kibaanda-Mbigi 4.7 km, community access road, Sisiyi sub country, Sironko district

CAIIP ACHIEVEMENTS AND INSTANTANEOUS IMPACT

Over 2600 Km of community access roads has been rehabilitated and has enhanced farmers' access to markets, hence attracting competitive prices. A further 2000 Km of community access roads are under rehabilitation and about 4500 km are planned to be rehabilitated.

A

A typical market day at the newly improved Kimwanga market.

Notice the cabbages being traded in the background. Most of the cabbages are from the newly rehabilitated community access roads from nearby districts.

B

IMPROVED ACCESS TO THE FARMER BY TRADERS LEADING TO INCREASE FARM GATE PRICES

A truck loading Bananas produce along Gimayo, Mangma. 1.75 km community access road. The traders are now able to directly reach the farmers, hence allowing farmers to bargain for better prices.

CAIIP ACHIEVEMENTS AND INSTANTANEOUS IMPACT

In addition, 578 km of district feeder roads have been rehabilitated and a further 225 km are planned to be rehabilitated. To further support the marketing of agriculture produce, the project has constructed 77 rural markets at sub-county level and a further 97 rural markets are planned to be constructed.

C

IMPROVED ACCESS TO THE MARKET OF PERISHABLE PRODUCT LEADING TO REDUCED POST-HARVEST LOSSES

Farmers wait to load their produce along the Kibanda-Mbigi road.

The post-harvest losses of the cabbage have dropped by 20%.

D

INCREASED CROP PRODUCTION ALONG THE COMPLETED ROADS

A bike rider on 7.5 km community access road in Mityana District.

CAIIP ACHIEVEMENTS AND INSTANTANEOUS IMPACT

D

INCREASED CROP PRODUCTION ALONG THE COMPLETED ROADS

A maize field established along 10.5 km community access road in Kayunga District.

Since the rehabilitation of the road, establishment of various crop fields along the road has increased.

E

IMPROVED ACCESS TO SOCIAL FACILITIES

In the foreground are children going to school, in the background is the health center, along 10.5 km community access road, Kayunga District.

CAIIP ACHIEVEMENTS AND INSTANTANEOUS IMPACT

E

IMPROVED ACCESS TO SOCIAL FACILITIES

Health centre along 26.2 km community access road in Mityana District.

Travel time for personnel from the centre to the district has been reduced by 50%.

F

ENHANCED TRANSPORTATION OF PRODUCT

A truck is transporting produce along 7.5 km district feeder road in Mityana District.

CAIIP best managed project

MONDAY, 10 JANUARY 2011 08:52 PAUL TENTENA

KAMPALA, UGANDA -THE Community Agriculture Infrastructure Improvement Project commonly known as CAIIP emerged the best managed project in Africa, under those funded by the International Fund for Agriculture Development (IFAD).

The project, which in Uganda is coordinated by the Ministry of Local Government, was rolled out in September 2007.

It supplements Uganda's National Agricultural Advisory Services Programme by ensuring that what is produced is transported, marketed, stored, processed and added with value. It is a three phased project.

According to Mr. Yasin Sendaula, the assistant commissioner urban inspection and the CAIIP National Programme Facilitator, the project has seen 582km of feeder roads improved, 2764km out of the 4680km of community access roads constructed, 77 market structures put in place and farmers supplied with 37 milk coolers and generators.

"This has led to reduced transportation costs and farmers can get higher incomes for their agricultural commodities," Sendaula said.

Sendaula added that as a result, the International Fund for Agriculture Development conducted an evaluation of the projects the agency funds in Africa.

The CAIIP emerged the best managed and received their winning award in Maputo Mozambique in November last year.

The agency funds different projects in 16 countries across Africa. The countries include Uganda with the highest share of 17%, Zambia, Rwanda 8%, Burundi 9%, Angola, Comoros, Eritrea, Ethiopia, Kenya 8%, Lesotho, Madagascar, Malawi, Mozambique, Mauritius, Tanzania 12% and Swaziland.

Sendaula explained that the evaluation of the project covered loan administration, annual financial statements, audit, financial management and procurement.

Farida Mukungu, a Ugandan also won the Fiduciary Best Practices Award, an IFAD Award for Excellent Fiduciary knowledge. She scored the highest grades from a test that was conducted in Nairobi, Kenya.

Mukungu, who is an accountant by profession and pursuing a Master's of Business Administration at the University of Leicester, said she was "highly inspired, motivated, and humbled by the award."

"There are many professionals and many people doing different works. It brings in the humbling part to win the award," said Mukungu adding that she was also challenged to do more to ensure that CAIIP programme objectives are achieved.

The CAIIP programme is a three phased project. The first phase is financed to the tune of $66.3m with the Africa Development Bank and IFAD loans amounting to $45m and $15m respectively. The Uganda government contributes $6.3m.

The CAIIP 2 project is funded up to the tune of $76m and CAIIP 3 expected to start in July this year will be funded with $60m, according to Sendaula.

Source: http://www.busiweek.com/11/index.php?option=com_content&view=article&id=226:caiip-best-managed-ifad-project&catid=85:headlines&Itemid=1229

List of documents and sources of information

- www.ifad.org/operations/projects/regions/Pf/factsheets/uganda.pdf
- www.busiweek.com/11/index.php?option=com_content&view=article&id=226:caiip-best-managed-ifad-project&catid=85:headlines&Itemid=1229
- www.ifad.org/governance/replenishment/briefs/uganda.pdf
- www.molg.go.ug
- www.afdb.org

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