



THE REPUBLIC OF UGANDA
MINISTRY OF WORKS AND TRANSPORT

THE 2ND INTEGRATED TRANSPORT INFRASTRUCTURE AND SERVICES PROGRAMME REPORT FY 2021/22



December 2022



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DECEMBER 2022

Foreword

A well-planned and modern transport infrastructure and services is a critical component of socio-economic development and service delivery.

This is the 2nd Integrated Transport Infrastructure and Services Programme Report. It details the annual Programme performance for the Financial Year 2021/22 with respect to investments, achievement of outcomes and interventions, and challenges. It is based on Programme Indicators and interventions as outlined in NDPIII and Programme Implementation Action Plan (PIAP).

During the last financial year, the program registered positive progress in line with the National Key Development results to be achieved over the next 5 years. The average travel time in Greater Kampala Metropolitan Area (GKMA) reduced from 3.98 min/km in FY 2020/21 to 3.86 min/km in FY 2021/22 and while that of rail freight services from Mombasa to Kampala improved from 17 days in FY 2020/21 to 15 days in FY 2021/22.

In the FY 2021/22, inland freight transportation costs on tarmac roads reduced from UGX 741.6 per km in FY 2020/21 to UGX 681.2 per km in FY 2021/22 while that on murrum reduced from UGX 1,125 per km in FY 2020/21 to UGX 1,120 per km in FY 2021/22.

The inland freight transportation costs on rail reduced from USD 0.038 in FY 2020/21 to USD 0.036 in FY 2021/22. This is against the target of USD 0.034.

The stock of transport infrastructure has continuously improved over the years. The stock of paved national roads increased from 5591 km in FY 2020/21 to 5878 km against a target of 6163 km. The stock of paved urban roads increased from 1,348 km against a set target of 725 km.



For God and My Country

Hon. Gen. Katumba Wamala

MINISTER OF WORKS AND TRANSPORT/POLITICAL HEAD ITIS PROGRAM

LIST OF ABBREVIATIONS/ACRONYMS

Acronym

APPR	Annual Program Performance Report
ATO	Air Traffic Organization
BKK	Bukungu, Kagwara, Kaberamaido Ferries
BN	Billions
BRT	Bus Rapid Transit
CISCOT	Civil Society Coalition on Transport in Uganda
DPs	Development Partners
DUCAR	District Urban and Community Access Roads
EACAA	East African Civil Aviation Academy
FY	Financial Year
GDP	Gross Domestic Product
GKMA	Greater Kampala Metropolitan Area
GoU	Government of Uganda
Hrs	Hours
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFMS	Integrated Financial Management System
IMO	International Maritime Organization
ITIS	Integrated Transport Infrastructure and Services
IWT	Inland Water Transport
KCCA	Kampala Capital City Authority
km	Kilometer
KRA	Key Result Areas
KRC	Kenya Railways Corporation
LGs	Local Governments
LRT	Light Rail Transit
MDA	Ministry, Department and Agencies
MEMD	Ministry of Energy and Mineral Development
MGR	Metre Gauge Railway
min	Minutes
MKCCA	Metropolitan Kampala Capital City Authority
MoFPED	Ministry of Finance, Planning and Economic Development
MoGLSD	Ministry of Gender, Labour and Social Development
MoICT	Ministry of Information and Communication Technology
MoJCA	Ministry of Justice and Constitutional Affairs
MoLG	Ministry of Local Government

Acronym

MoLHUD	Ministry of Lands Housing and Urban Development
MoTWA	Ministry of Tourism, Wildlife and Antiquities
MoU	Memorandum of Understanding
MoWT	Ministry of Works and Transport
MPS	Ministerial Policy Statement
NDPIII	Third National Development Plan
NMT	Non-Motorised Transport
NPA	National Planning Authority
NPDP	National Physical Development Plan
PAPs	Project Affected Persons
PAU	Petroleum Authority of Uganda
Pax	Passengers
PIAP	Programme Implementation Action Plan
PIMS	Public Investment Management System
PPDA	Public Procurement and Disposal of Public Assets Authority
PSVs	Public Service Vehicles
RCDS	Road Crash Data System
ROW	Right of Way
SAR	Search and Rescue Boats
SGR	Standard Gauge Railway
UCAA	Uganda Civil Aviation Authority
UCDP	Uganda Computerized Driving Permit
UDLS	Uganda Driver Licensing System
UEDCL	Uganda Electricity Development Company Limited
UETCL	Uganda electricity Transmission Company Limited
UGX	Uganda Shillings
UKEF	United Kingdom Export Finance
UNACL	Uganda National Airline Company Limited
UNBS	Uganda National Bureau of Standards
UNRA	Uganda National Roads Authority
URC	Uganda Railways Corporation
URF	Uganda Road Fund
USD	United States Dollar

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EXECUTIVE SUMMARY

Introduction

This is the second Integrated Transport Infrastructure and Services Programme Report. It details the annual Programme performance for the Financial Year 2021/22 in terms of investments, achievement of outcomes and interventions, opportunities, and challenges. It is based on Programme Indicators and interventions as outlined in NDPIII and Programme Implementation Action Plan (PIAP).

This report contains performance in regards to the sub programmes including; transport infrastructure and services, transport asset management, integrated land use and transport planning, cross cutting issues, transport interconnectivity, and transport regulation.

Financial performance

The Parliament appropriated a budget of UGX 5148.51 Bn representing 14.61% of the national Budget in the FY 2020/21. UGX 744.03 Bn (14.2%) was for recurrent expenditure and UGX 4069.63 Bn (85.8%) was for development expenditure. The Government of Uganda contribution was UGX 2187.31 bn representing 59.3%. The Development partners contributed UGX 1882.32 Bn representing 40.7%.

Transport Infrastructure and Services Development

- Implement an integrated multi-modal transportation hub (air, rail, road, water)
Civil works for the rehabilitation and expansion of Entebbe International Airport stand at 89.54%.
Four junctions within KCCA roads were improved.
Construction works at Gulu Logistic Hub under Phase I were completed.
Construction works for several ferry landing sites were implemented and they include; 64% of works for Amuru- Rhino Camp Ferry Landing Project, 70% of construction works of Permanent ferry landings for Sigulu Ferry and 31% of design & build to develop ferry-landing sites for Buyende, Kaberamaido & Kagwara (BKK) Ferries completed.
- Construct, upgrade, and climate-proof strategic transport infrastructure (tourism, oil, minerals, and agriculture)
Cumulative construction works for Kabaale International Airport stood at 75% completion while two aerodromes were maintained. The East African Civil Aviation Academy was maintained and nine training Aircrafts were also maintained.
287 Km of strategic roads were upgraded. These include Kampala Northern Bypass (Ph. II), Masindi Park Junction and Tangi Junction-Paraa-Buliisa, and Hoima-Butiaba-Wanseko Road.
The Physical progress of the MGR Rehabilitated from Kampala to Malaba stood at 64% while 73% of the Project Affected Persons (PAPs) have been compensated for the Bukasa Port.

- Increase capacity of existing transport infrastructure and services
Phase II of Kampala - Northern Bypass has seen 17.5 Kms of road dueled to substantial completeness. Eight road junctions were improved as a result of dueling the Northern bypass. The junctions are located at Nambole, Naalya, Kisaasi, Bukoto, Bwaise, Kalerwe, Namungoona, and Busega.
Four railway 3000HP diesel-electric locomotives were acquired.
47.5% availability of district and zonal equipment was attained. The remaining 52.5% of the Road Equipment lacked tyres, corrective maintenance, especially on the undercarriage and batteries, and routine maintenance.
179 equipment operators, artisans, and technicians from Local Governments were trained of which 73 were equipment operators. Additionally, 24 Trainers of Trainers (ToTs) were equipped.
The Mobile Search and Rescue Facility at Portbell - assembly works for the vessel (MV Delta 1) were completed.
Upgrade transport infrastructure particularly in the Karamoja area to promote mineral exploitation and industrialization in that area
A total of 134 km is being upgraded in the Karamoja region. Moroto-Lokitanyala 42 km and Muyembe Nakapiripirit 92 km.
- Percentage of vehicles complying to axle load control requirement
The total number of vehicles weighed stood at 964,463 compared to 1,570,802 in the previous year. The percentage of weighed vehicles that were overloaded stood at 4%, with UGX 1,155,288,992 received in fees for overloading during FY 2021/22.
- Scale up transport infrastructure and services information management systems
The Computerized Fleet Management System has not commenced due to the intelligent transport monitoring System being developed Under the Ministry of Security in collaboration with MoWT.
Phase 1 of Government Vehicle Registry database was completed and commissioned for use.

Transport Asset Management

There was a decrease in the overall number of KM maintained due to lack of funds. 385.59km of district roads were graveled, 595.56 were graded and 552.91 were opened. Three bridges and six cable foot bridges were also substantially completed.

Transport Regulation

The programme progressed the preparation and implementation of several relevant transport infrastructure and services policy, legal, regulatory and institutional frameworks to varying levels of completion including the following.

- Review, update and develop transport infrastructure and services policies, plans, while the process of reviewing, preparation and amending policies and laws commenced regulations and standards, and laws.

A number of plans were developed undergoing amendments, and being operationalized under the programme. These include; the National Civil Aviation Policy (NCAP), the Amendment of the URC Act, Civil Aviation Regulations, and the Traffic and Road Safety Act, 1998 (Amendment) Act 2020. Five-year strategic plans have also been developed by UNRA and URC. Maritime regulations are being developed to operationalize the IWT Act 2022.

- Transport infrastructure and services policy, legal, regulatory and institutional frameworks.

The shutdown of public transport caused by the lockdown due to the COVID-19 pandemic affected the enforcement of the regulatory framework however; performance on commercial vehicle licenses issued, motor vehicles inspected annually, driving schools licensed, and Road safety campaigns conducted registered significant increments.

Underperformance was registered on the IWT licenses, seafarers certified, and driving permits issued mainly due to the shutdown of the public transport system caused by the lockdown due to the COVID-19 pandemic among other issues.

The initiatives to establish an Aircraft Accident and Incident Investigation Unit commenced with the appointment of the Chief Aircraft Accident and Incident Investigator (CAAI).

- Monitor and evaluate transport infrastructure and services policy, legal and regulatory framework

A total of 21 monitoring and evaluation reports were prepared and submitted to the respective stakeholders for consideration and 3, 792 vehicles in MDAs and LGs inspected.

- Strengthen existing mechanisms to deal with negative social and environmental effects
20% of SEA Sector Level Framework recommendations were applied in all transport plans and strategies.

Land Use and Transport Planning

Land is a very vital resource in the implementation of transport infrastructure projects.

- Acquire infrastructure/ utility corridors
459 hectares of land were acquired under the national road development programme while the SGR project was able to acquire 43.752 hectares of land for the Right of Way (ROW) of the SGR.
- Develop and strengthen transport planning capacity

A number of staff were trained in advanced transportation planning and application, principles of transport planning, project planning and management, asset management, and transport planning and management.

Conclusion

The Programme fell short of meeting several of its indicators targets largely due to the impact of the COVID-19 pandemic on the country's economy and limited funding.

1. Introduction

a. Overview of the programme

Infrastructure plays an important role in contributing to a higher rate of economic growth leading to improvement of the country's standard of living. It's therefore key to the integration in global and domestic trade and market systems.

It contributes to the NDPIII goal of increased household incomes and quality of life by linking growth opportunities in agriculture, tourism and minerals. This not only facilitates national and international integration, but supports job creation, poverty alleviation, and inclusiveness.

However, transport infrastructure and services are still inadequate and disjointed due to: transport investment prioritization being biased towards road transport over other modes; high cost of transport infrastructure and services; inadequate integrated land use and transport planning; inadequate transport asset management; weak and disjointed policy, legal, regulatory, and institutional framework for infrastructure and services; and high vulnerability of the transport sector to the impacts of climate variability and change.

b. Goal and objectives of the programme

Goal of the Programme

The goal of the Integrated Transport Infrastructure and Services Programme is to have a seamless, safe, inclusive and sustainable multi-modal transport system.

Objectives of the Programme

These are:

- i. Optimize transport infrastructure and services investment across all modes.
- ii. Prioritize transport asset management.
- iii. Promote integrated land use and transport planning.
- iv. Reduce the cost of transport infrastructure and services.
- v. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services.
- vi. Transport interconnectivity to promote intraregional trade and reduce poverty.

c. Summary of the expected deliverables for the NDPIII period

The ITIS programme is expected to directly contribute to NDP III's strategic level objective 3; i.e. Consolidate and increase stock and quality of productive infrastructure. The indicators and their respective targets to be achieved at the end of the five-year period are shown in the table below.

Table 1: National Key Development Results to be achieved over the next 5years

KRA	Indicator	Target						
		FY17/18	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	
Road	% of paved roads to total national road network	21.1	27	30	32	34	36	
	Travel time within GKMA (min/km)	4.14	3.98	3.86	3.74	3.62	3.5	
	Freight transportation costs (per ton per km) from coast to Kampala-USD	0.77	0.7	0.702	0.668	0.634	0.6	
Railway	%age of District roads in fair to good condition	61	73	68.6	72.4	76.2	80	
	Proportion of freight cargo by rail (%)	3.5	8	11.2	14	16.2	25	
	Travel Time on railway network (no. of days)	Mombasa-Kampala	19	15	15	13	13	
Air	Volume of international air passenger traffic (Mn)	Dar-Mwanza-Kampala	20	6.0	19	17	15	
		1,700,624	1,608,586	1,939,000	2,133,000	2,347,000	2,581,000	
	Volume of domestic air passenger traffic	22,232	21,397	22,264	23,377	25,715	28,286	
	Freight Cargo Traffic (tons)	Exported	39,594	25,038	44,274	53,129	63,755	
Water	Freight Traffic on L. Victoria (tons)	Imported	22,499	39,940	22,264	23,377	25,715	
		45,338	44,683	44,683	70,494	84,592	94,321	

KEY PROGRAMME RESULTS

The key results to be achieved over the next five years are presented in Table 2
By the year 2025, the ITIS programme is expected to achieve the following results:

- i. Reduced average travel time;
- ii. Reduced freight transportation costs;
- iii. Increased stock of transport infrastructure;
- iv. Increased average infrastructure life span and
- v. Reduced fatality and casualties from transport accidents.

Table 2: Key Programme Results indicator targets of the ITIS Programme in the NDPIII

Key result area	Indicators	Baseline	2024/25	
Reduce average travel time (min/km)	Average travel time (min/km)	Within GKMA	4.14	3.5
		Within other Cities	N/A	2.0
		National roads	1.13	1.0
		District roads	4.0	1.0
		Inland water transport (Mwanza to Port Bell in Hrs/km)	18Hrs	12Hrs
		Passenger rail services	0.8	0.5
		Freight rail services (Days) Mombasa-Kampala	19	10
Reduce freight transportation costs (per ton per km)	Freight transportation costs (per ton per km)	Inland (on Road): Murram (UGX)	1,130	1,000
		Inland (on Road): tarmac	802	500
		Inland (on Rail): USD	0.04	0.02
		Inland (on water): UGX	500	300
		From coast to Kampala (on Road) - USD	0.77	0.60
		From coast to Kampala (on Rail) (in USD):	0.05	0.03
		From coast (MW) to Kampala (PB) on water -USD	0.06	0.04
Increase stock of transport infrastructure	Stock of transport infrastructure	Paved National Roads (km)	4,971	7500
		Paved urban roads (km)	1,253	1748
		Permanent way /railway road (Km)	262	462
		Construction of Roll on Roll off vesels (International)	5	7
		Construction of domestic (Ro'Pax) Passengers ferries	10	15
		Ferry crossings	9	13
Increase average infrastructure life span	Average infrastructure life span	Average Infrastructure lifespan Tarmac roads – (years)	18	20
		Average Infrastructure lifespan First class murram (years)	2	2

Key result area	Indicators	Baseline	2024/25	
Reduce Unit cost of building transport infrastructure, per Km	Unit cost of building transport infrastructure, per Km	Upgrading roads to paved standard (Mn/per Km)	3.1	3.0
		Rehabilitation /Reconstruction of paved roads (Mn/per Km)	1.8	1.75
		Average cost for construction of unpaved/ gravel road (in million)	40	30
		Rehabilitation of meter gauge rail infrastructure (Bn/ Km)	5	4.5
		Development of Aids to Navigation	0	5
		Development of search and rescue facilities (USD)	200,000	180,000
Reduce fatality and causality per mode of transport	Fatality per 100,000 persons per mode of transport (road, water, rail)	Total Fatalities on road transport	3,689	3,289
		Total fatalities Water transport	160	50

d. Member institutions

The lead implementing partners of the programme are:

- i. Ministry of Works and Transport (MoWT) (Head of the Programme)
- ii. Uganda National Roads Authority (UNRA)
- iii. Uganda Civil Aviation Authority (UCAA)
- iv. Uganda Railways Corporation (URC) and
- v. Uganda Road Fund (URF)

The other implementing partners include:

Uganda National Airline Company Limited (UNACL), East African Civil Aviation Academy (EACAA), Kampala Capital City Authority (KCCA), Ministry of Lands Housing and Urban Development (MoLHUD), Ministry of Tourism, Wildlife and Antiquities (MoTWA), Ministry of Local Government (MoLG), Ministry of Finance, Planning and Economic Development (MoFPED), Ministry of Information and Communication Technology, Ministry of Justice and Constitutional Affairs (MoJCA), Ministry of Energy and Mineral Development (MEMD), Ministry of Gender, Labour and Social Development (MoGLSD), Petroleum Authority of Uganda (PAU), Public Procurement and Disposal of Public Assets Authority (PPDA), National Planning Authority (NPA), Uganda Electricity Development Company Limited (UEDCL), Uganda electricity Transmission Company Limited (UETCL), Parliament of Uganda, Uganda Police Force (Directorate of Traffic and Road Safety), Development Partners, Private Sector and the Civil Society Coalition on Transport in Uganda (CISCOT).

e. Sub programmes

The ITIS programme has the following sub programmes

- i. Transport Infrastructure and Service Development
- ii. Transport Regulation
- iii. Land use and transport planning
- iv. Transport asset management
- v. Institutional coordination

2. Scope and objectives of the assessment

Scope of the assessment

The assessment covers financial, physical performance, challenges, mitigations and lessons learnt of the ITIS programme.

Objective of the assessment

The Annual Program Performance Report (APPR) has the following objectives:

- i. To highlight the annual financial and physical ITIS Programme performance made against set targets.
- ii. To guide the Programme Review process in which the ITIS programme agrees on key recommendations to be implemented in the coming FY;
- iii. To document and review lessons and challenges faced by ITIS programme MDA's in the implementation of their mandate.

3. Methodology

3.1 Data collection

The methodologies adopted included:

- Consultations and key informant interviews with project managers in implementing agencies.
- Review of secondary data sources including: PIAP, MPS for FY 2021/22; National and Sector Budget Framework Papers; Sector project documents and quarterly/annual performance reports, sector work plans, budget speech, public investment plans, approved estimates of revenue and expenditure, and data from the budget website.
- Review and analysis of data from the Integrated Financial Management System (IFMS)

3.2 Data analysis

The variables assessed were: financial performance and the weighted physical performance of the outputs, interventions and sub-programmes monitored.

Financial performance was determined as a percentage of the annual budget released and expended. The weighted physical performance was determined by multiplying the percentage of achievement of the output with its relative importance/weight. The relative importance (weight) of an output monitored was based on the amount of budget attached to it, thus the higher the budget the higher the contribution of the output to the intervention/sub-programme performance.

4. Performance of the Programme for FY 2021/22

a. Financial performance (aggregated by contributing vote)

The programme has four main contributing votes i.e., Vote 016 - Ministry of Works and Transport, Vote 113 - Uganda National Roads Authority, Vote 118 - Uganda Road Fund and Vote 500 - Local Governments

The financial programme performance is presented here below. The performance has been aggregated by vote

4.1.1 Vote 016 Ministry of Works and Transport

Table 3: Vote 016 Ministry of Works and Transport Financial Performance

Budget Component	Approved Budget	Total Release	Total Expenditure	% Budget Spent	% Release	% Release Spent
Wage Recurrent	11.96	11.96	11.49	96.1%	100.0%	96.1%
Non-Wage Recurrent	110.18	86.06	85.19	77.3%	78.1%	99.0%
Development GoU	437.97	642.18	641.64	146.5%	146.6%	99.9%
Development EXT	386.85	157.17	157.17	40.6%	40.6%	100.0%
GRAND TOTAL	973.88	924.29	895.49	94.7%	94.9%	99.8%

The approved budget for Vote 016±MoWT for FY 2021/22 was UGX 973.879bn. Of this amount, UGX 11.956bn (1.2%) was for wages, UGX 110.184bn (11.3%) for nonwage recurrent, UGX 437.967bn (45.0%) for GoU development, UGX 386.854bn (39.7%) External financing and UGX 26.9bn (2.7%) for arrears.

The release performance by the end of Q4; UGX 924.284bn (94.9%) was released of which UGX 922.409bn (99.8%) was expended. UGX11.956bn (100.0%) was released for wage out of which UGX 11.487bn (96.1%) was spent; UGX 86.062bn (78.1%) was released for non-wage recurrent out of which UGX 85.192bn (99.0%) was spent; UGX 642.179bn (146.6%) was released under GoU Development budget out of which UGX 641.640bn (99.9%) was spent; and UGX 157.173bn (40.6%) was released as external financing and 100% was spent.

The over performance under the release for GoU development was due to a supplementary budget under the URC Capacity building project, Rural Bridges Infrastructure Development project, Rehabilitation of District Roads Project and Rehabilitation and Upgrading of Urban Roads Project.

4.1.2 Vote 113 Uganda National Roads Authority

Table 4: Vote 113 Uganda National Roads Authority Financial Performance

Budget Component	Approved Budget	Total Release	Total Expenditure	Amount Unspent	% Release	% Release Spent
Wage Recurrent	71.11	71.11	69.16	1.95	100%	97%
Non-Wage Recurrent	60.75	47.50	46.73	0.77	78%	98%
Development GoU	1,699.23	1,286.57	1,280.88	2.16	76%	100%
Development EXT	1,495.47	1,495.47	1,014.33	481.14	100%	68%
Maintenance - URF	307.93	235.09	234.91	0.17	76%	100%
GRAND TOTAL	3,634.49	3,135.74	2646.01	486.19	86%	85%

Recurrent: Wage

By the end of FY2021/22, 97% of the approved wage bill amounting to UGX 69,16 BN was spent out of a release of UGX 71.1BN

Recurrent: Non-wage

Out of the approved budget amounting to UGX 60.75 BN, UGX 47.50 BN was released by end of the FY 2021/22 representing 78% of the appropriated budget. Out of the cumulative release, UGX 46.73 BN was spent by the end of the FY 2021/22 representing 98% of the releases spent.

Development

GoU Financed

By June 2022, 86% of the approved GoU development budget was released out of which 99.8% was absorbed. UNRA closed the year with a debt of UGX 421.633 Bn on this budget component.

Externally Financed

By June 2022, 68% of the released budget was spent by the end of FY2021/22. Poor absorption is mainly attributed to Projects like Luwero - Butalangu and Tourism Roads which were appropriated budget by Ministry of Finance but never commenced.

Road Fund

By June 2022, 76% of the Road Fund budget for maintenance was released, out of which 100% was absorbed. UNRA closed the year with a debt of UGX. 89.575 Bn under this budget component.

4.1.3 Vote 118 Uganda Road Fund

Table 5: Vote 118 Uganda Road Fund Financial Performance

Budget Component	Approved Budget	Total Release	Total Expenditure	% Budget Spent	% Release	% Release Spent
Wage Recurrent	2.67	2.67	2.63	98.7%	100.0%	98.7%
Non-Wage Recurrent	487.36	371.33	371.27	76.2%	76.2%	100.0%
Development GoU	16.39	13.90	13.89	84.8%	84.8%	100.0
Development EXT	0.00	0.00	0.00	0.0%	0.0%	0.0%
GRAND TOTAL	506.42	387.89	387.80	76.6%	76.6%	100.0%

URF for FY2021/22 operated a budget of UGX 506.422bn with UGX 387.892bn being released representing of performance of 76.6%. This performance affected the implementation of the annual workplans with agencies amending the plans and UNRA and KCCA accumulating arrears of about 90bn at the close of the year. The Secretariat amended the workplans with the TSUs being scaled down as the budget for consultancies was suppressed.

4.1.4 Vote 609 Local Governments

Table 6: Vote 500 Local Governments Financial Performance

Budget Component	Approved Budget	Total Release	Total Expenditure	% Budget Spent	% Release	% Release Spent
Wage Recurrent	0.00	0.00	0.00	0.0%	0.0%	0.0%
Non-Wage Recurrent	0.00	0.00	0.00	0.0%	0.0%	0.0%
Development GoU	33.72	33.72	33.72	100.0%	100.0%	100.0%
Development EXT	0.00	0.00	0.00	0.0%	0.0%	0.0%
GRAND TOTAL	33.72	33.72	33.72	100.0%	100.0%	100.0%

The approved budget for Vote 500 for FY 2021/22 is UGX 33.72bn for the improvement of Roads under the Districts, Urban and Community Access Roads. By the end of Q4 UGX 33.72bn (100%) was released for Low-Cost Sealing and rehabilitation of district road works.

b. Programme outcomes performance against annual targets

Table 7: Programme outcomes performance against annual targets

Objective	Outcome	Indicators	Base	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
1. Optimize transport infrastructure and services investment across all modes	1. Improved accessibility to goods and services	Reduce average travel time (min/km) Within GKMA	4.14		3.86	N/A
		Reduce average travel time (min/km) Within other Cities	N/A		2.3	2.57
		Reduce average travel time (min/km) National roads	1.13		1	1.17
		Reduce average travel time (min/km) District Roads	4		2.4	N/A
		Reduce average travel time (Hrs) Inland water transport (MW to PB in Hrs)	18Hrs	12	15.6Hrs	16Hrs
		Reduce average travel time (min/km) Passenger rail services	0.75	0.67	0.65	0.45
		Reduce average travel time (min/km) (Freight rail services (Days) Mombasa- Kampala)	19	15	15	14
		Reduce average travel time (min/km) (Freight rail services (Days) Southern route)	20	6	19	12Hrs
		Freight transportation costs (per ton per km)	Inland (on Road): Murrum (UGX)	1,130		1,120
	Inland (on Road): tarmac		802		681.2	n/a
	Inland (on Rail) USD		0.04	0.034	0.036	0.0035
	Inland (on water): UGX		500		420	460
	From coast to Kampala (on Road) - USD		0.77		0.702	N/A
	From coast to Kampala (on Rail) (in USD):		0.05	0.044	0.042	0.0068
	From coast (MW) to Kampala (PB) on water -USD		0.06	0.017	0.052	0.0063
	Stock of transport infrastructure	Paved National Roads (km)	4,971	5522	6,163	5,878.50
		Paved urban roads (km)	1,253	725	1,448	
		Permanent way / railway road (Km)	262	325	342	270
		Freight Cargo -Central Corridor-Export	9,168.00	17454.72	11,001.60	54,704.53

Objective	Outcome	Indicators	Base	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
		Freight Cargo -Central Corridor-Import	4,141.50		4,969.80	17,279.92
		Freight Cargo Northern Corridor-Export	10,243.61		12,292.33	20,467.52
		Freight Cargo Northern Corridor-Import	25,360.47		30,432.56	149,577.88
		Number of Roll-on Roll-off vessels (international)	2	2	1	2
		Construction of domestic (Ro'Pax) passenger ferries	10	11	12	2
2. Prioritize transport asset management	Reduced cost of transport infrastructure and services	Unit cost of building transport infrastructure, per Km (Upgrading roads to paved standard (Mn/per Km)	3.1	4.29	2.86	3,280
		Unit cost of building transport infrastructure, per Km (Rehabilitation/ reconstruction of paved roads (Mn/per Km)	1.8	1.56	1.78	1,960
		Unit cost of building transport infrastructure, per Km (Average cost for construction of unpaved/ gravel road (in million)	40	60	36	60
		Unit cost of building transport infrastructure, per Km (Rehabilitation of metre gauge rail infrastructure (Bn/ Km)	5	5.6	4.8	5.6
		2.5 Development of Aids to Navigation	0	0	2	0
		2.6 Development of search and rescue facilities (USD)	200,000		192,000	N/A
3. Promote integrated land use and transport planning	Improved National transport planning	3.1 % Actual progress vs. planned implementation of the Programme	N/A		40	35
4. Reduce the cost of transport	Longer service life of transport investment	Average infrastructure life span in years (Tarmac roads)	18	20	20	20

Objective	Outcome	Indicators	Base	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
infrastructure and services		Average infrastructure life span in years (First class murrum roads)	2	2	2	2
5. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services	Improved safety of transport services	5.1 Fatality per 100,000 vehicles (road transport)	26	6.9	24	N/A
		5.2 Total Fatalities on road transport	3500	3,269	3100	757
		5.3 Serious Injuries on road transport	10,420	5,803	6220	9,070
		5.4 Total fatalities (Water transport)	160	431	116	92
		5.5 Total Fatalities on Railway Transport	1	1	0	3
	Improved coordination and implementation of infrastructure and services	5.6 % of LGs in compliance to road standards	70	100	100	100
6. Increase transport interconnectivity to promote inter and intra-regional trade and reduce poverty	Increased access to regional and international markets	6.1 Ratio of Exports to GDP (%)	12.7	11.18	15.62	15.69
		Value of exports to the region (Thousand USD) Congo	474,126	161,336	485,000	317,004
		Value of exports to the region (Thousand USD) Kenya	730,103	414,224	810,000	390,803
		Value of exports to the region (Thousand USD) Rwanda	261,102	236	277,000	974
		Value of exports to the region (Thousand USD) South Sudan	55,402	264,296	370,000	280,235
		Value of exports to the region (Thousand USD) Tanzania	93,204	67,476	152,400	94,371

c. Sub programme results against annual targets

The following section introduces the performance of the outcome and output indicators as arranged in the Programme Implementation Action Plan (PIAP).

4.2 Intermediate outcomes and outputs

Objective	Intermediate Outcome	Indicators	Base FY2017/18	Actual FY2020/21	Target FY2021/22	Actual FY2021/22
1. Optimize transport infrastructure and services investment across all modes	Reduced average travel time	Average travel time within GKMA (min/km)	4.14		3.86	N/A
		Average travel time within other Cities (min/km)	N/A		2.3	2.57
		Average travel time on national roads (min/km)	1.13		1	1.17
		Average travel time on district Roads (min/km)	4		2.4	N/A
		Average travel time on inland water transport (MW to PB in Hrs.)	18	12	15.6Hrs	12Hrs
		Average travel time on passenger rail services	0.75	0.67	0.65	0.45
2. Transport interconnectivity to promote inter and intra-regional trade and reduce poverty	Reduced freight transportation costs	Average travel time freight rail services Mombasa -K'la (days)	19	15	15	14
		Average travel time freight rail services Southern route (days)	20	6	19	6
		Paved National Roads (km)	4,971	5522	6,163	5878.50
		Paved urban roads (km)	1,253	726	1,448	784
		Permanent way /railway road (Km)	262	325	342	270
		Construction of Roll-on Roll-off vessels (international)	2	1	1	0
stock of transport infrastructure	Increased stock of transport infrastructure	No. of domestic (Ro'Pax) passenger ferries constructed	10	11	12	2
		Km of National Roads Network maintained Periodic Paved	4.5	4.3	60	20
		No. of kms of National Roads Network maintained Periodic un Paved	15	1,630	650	219.74
		Tarmac roads – (years)	18	20	20	20
		First class murrum (years)	2	2	2	2
		%ge of district equipment in good working condition	90	90	65	50%
3. Prioritize transport asset management	Increased average infrastructure life span Increased district equipment in good working condition					

Objective	Intermediate Outcome	Indicators	Base FY2017/18	Actual FY2020/21	Target FY2021/22	Actual FY2021/22
4. Reduce the cost of transport infrastructure and services	Reduced unit cost of building transport infrastructure	Rehabilitation of meter gauge rail infrastructure (Bn/ Km)	5	5.6	4.8	5.6
		Establishment of Aids to Navigation	0	1.3	2	0
		Establishment of search and rescue facilities (USD)	200,000	120,000	192,000	N/A
		Upgrading roads to paved standard (Bn/per Km)	3.1	4.3	2.86	3.28
		Rehabilitation/ reconstruction of paved roads (Bn/per Km)	1.8	2.4	1.78	1.96
		Average cost for construction of unpaved/ gravel road (in mn)	40	60	36	60
		Level of implementation of the NITMP	N/A		5	n/a
		% alignment of the National Transport Masterplan to the National Physical Development Plan	1		4	n/a
		% SEA Sector Level Framework recommendations applied in all transport plans and strategies	5	20	20	20
		Fatality per 100,000 vehicles (road transport)	26	6.9	24	N/A
6. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services	Improved safety of transport services	Total Fatalities on road transport	3500	3269	3100	757
		Serious Injuries on road transport	10,420	5803	6220	9,070
		Total fatalities Water transport	160	341	116	92
		Total Fatalities on Railway Transport	1		0	3
		% of LGs in compliance to road standards	N/A		60	100
7. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services	Improved coordination, implementation and delivery of transport infrastructure and services	Level of achievement of program objectives	N/A		50	35
		%age of actual progress vs. planned implementation of the programme	0		30	35

4.2.1 Transport Regulation

This sub programme of the ITIS PIAP addresses issues of policies, laws, regulations, guidelines, and standards necessary for realizing the programme goal and objectives. The following institutions of ITIS contributed to it; OPM, MoWT, UNRA, UCAA, URC, URF, UNACOL, UBOS, MoLHUD, KCCA, MEMD, MoTWA, MoFPED, NPA, CSOs, PPDA, MoJCA, MoLG, MoICT, UEDCL, UETCL, PAU, Development Partners, Parliament of Uganda, UPF, Private Sector, MOGLSD and NBRB.

4.4.1 Review, update and develop transport infrastructure and services policies, plans, regulations and standards and laws

Plans

Six plans were developed in the FY i.e., Five-year UNRA strategic plan, Five-year URC strategic plan, Five-year URC business plan, M&E plans for all MDA's, Annual and quarterly workplans for all MDA's.

Policies, Laws and regulations

1. National Civil Aviation Policy (NCAP) and Amendment of the Civil Aviation Act: An interim report on the amendment of the CAA Act and review of the NCAP was prepared, pending final input from UCAA on both the policy and amendment of the Act.
2. Amendment of URC Act: The Regulatory Impact Assessment for the review of the URC Act was finalized. Drafting Principles were prepared for the amendment of the URC Act.
3. Operationalization of the Traffic and Road Safety Act 1998 (Amendment) Act 2020: The amendment act came into force on 22nd May 2020. The Amendment Act was operationalized by the Ministry through the Creation of the Competent Authority and Introduction of the Driving Licence. The Traffic and Road Safety (Driving Licences) Regulations were gazetted in February 2021.
4. A contract was awarded for formulation, review and updating the Traffic and Road Safety Regulations. Both Inception and Interim reports have been submitted.
5. Civil Aviation Regulations: Over 20 Civil Aviation Regulations were formulated or updated including a Regulation on Air craft Accident Investigations that led to the formation of Aircraft Accident and Incident Investigation Unit in the Ministry.

4.4.2 Enforce relevant transport infrastructure and services policy, legal, regulatory and institutional frameworks

The following were achieved;

Table 8: Performance on enforcement of relevant transport infrastructure and services policy, legal, regulatory and institutional frameworks

		Base	Target	Actual
		FY2017/18	FY2021/22	FY2021/22
1	Number of commercial vehicle licenses issued	20,000	25,000	27,830
2	Number of IWT licenses issued	-	500	462
3	Number of driving permits issued	270,000	305,000	280,733
4	Number of Driving Schools licensed	70	75	106
5	Number of road safety campaigns carried out	2	6	8

From table 8;

Commercial vehicle licenses issued

27,830 PSVs (of which 9,812 were boda-bodas) were licensed in FY 2021/22 against the targeted 25,000 PSVs licensed in the period. Additionally, 742 bus operator licenses were issued in the same period against the targeted 1,000 bus operators licensed in the period. The main issue that hampered the achievement of the targets was the shutdown of public transport caused by lockdown due to COVID-19 pandemic.

Inland Water Transport (IWT) licenses issued

In FY 2021/22, 462 Inland Water Transport (IWT) vessels were licensed, 6 IWT vessels were registered, and 350 IWT vessels were inspected.

Driving permits issued

280,733 driving licenses and 104,236 learner driving licenses were issued against a set target of 305,000 driving licenses and 150,000 learner licenses issued. The shutdown of the public transport system caused by the lockdown due to COVID-19 pandemic led to the underperformance.

Driving Schools licensed

106 driving schools were licensed against a targeted 75 driving schools licensed. The over performance was as a result of the stringent measures at the Uganda Driver Licensing System (UDLS).

Road safety campaigns carried out

ITIS programme conducted 8 road safety awareness campaigns in the FY 2021/22. They included; an annual national road safety week, 2 sensitization and dissemination exercises of the Traffic and Road Safety Act 1998, Amendment Act 2020, and 5 road safety awareness campaigns. The Awareness campaigns were conducted during issuance of route charts for PSV operators, on pedestrian sensitization at various crossing points in Kampala, Passenger sensitization at Matugga and Nsangi and Truck drivers and owner's sensitization on reflector regulations, on Driving Licences and Driver testing in Kampala

Other road safety activities carried out in the FY 2021/22 included; 4 Road Safety inspections, inspection of 3 sports rally routes for safety and evaluation of 2 Road Safety programmes (helmets and seatbelt use) in collaboration with the Civil Society.

Kms of road inspected

17,962 km of road was investigated, of which 5,333 km were paved roads and 12,629 km unpaved.

Table 9: Performance on regulation

		Base	Target	Actual
		FY2017/18	FY2021/22	FY2021/22
1	Number of motor vehicles inspected annually	20,000	28,000	28,137
2	Percentage implementation of management and administration of motor vehicle registration streamlined		15%	20%
3	Percentage of integration and term maintenance of Regulatory systems		40	N/A
4	Percentage of development of E-payment portal		90%	90%
5	Number of Detailed Road Crash accidents investigations undertaken		4	3
6	Percentage completion of update of the High way Code		-	10%
7	Number of Road Safety inspections Carried out		8	4
8	Percentage of Establishment of an Aircraft Accident and Incident Investigation Unit in the Ministry		40%	30%
9	Percentage of Establishment of a Civil Aviation Tribunal.		40%	5%
10	Number of accreditations (i.e. ICAO, ATO & IATA, IMO) received		5	N/A
11	Number of seafarers certified		50	0
12	Number of Km of road inspected or /assessed		6	N/A

Percentage of integration and term maintenance of Regulatory systems

Term Maintenance and Support for UCDP Data Recovery Centre, Automated Licensing System, PSV Badge System and RCDS for 90% availability and reliability of the systems provided.

Percentage of development of E-payment portal

E-payment portal for licenses was developed at 90% completion, software development was completed, hardware, network and test environment were fully installed, configured and User acceptance tests were carried out.

Percentage completion of update of the High way Code

Not yet started. Consultant signed contract and preliminary review carried out.

Road Safety Inspections Carried out

Negotiations to resume the SGS services were concluded

Percentage of Establishment of an Aircraft Accident and Incident Investigation Unit in the Ministry

The initiatives to establish an Aircraft Accident and Incident Investigation Unit commenced with the appointment of the Chief Aircraft Accident and Incident Investigator (CAAI) in March 2021. Chief Aircraft and Incident Investigator commenced work and Office tools were procured.

Percentage of Establishment of a Civil Aviation Tribunal

Regulations have been reviewed and updated. The draft final Appeals Tribunal Regulations to guide the composition and management of the Tribunal are due to be signed by the Minister.

Seafarers certified

Process of developing the relevant regulations for seafarer's certification still ongoing

Vessels inspected

Two SOLAS vessels were inspected i.e. MV Kaawa & MV Pamba. In FY 2021/22, 257 Inland Water Transport (IWT) vessels were licensed, 6 IWT vessels were registered, and 350 IWT vessels were inspected.

4.4.3 Streamline governance and coordination of transport infrastructure and services

Programme Working Group (PWG) activities coordinated

Five Programme Working Group meetings were coordinated

4.4.4 Monitor and evaluate transport infrastructure and services policy, legal and regulatory framework

Monitoring and Evaluation reports produced

The programme prepared 20 quarterly monitoring reports that were submitted to MoWT, Ministry of Finance Planning and Economic Development (MoFPED) & Office of the Prime Minister (OPM).

Vehicles in MDAs and LGs inspected

3792 vehicles from MDA's and Local Governments were inspected against a target of 1000.

4.4.5 Strengthen existing mechanisms to deal with negative social and environmental effects

20% of the SEA Sector Level Framework recommendations were applied in all transport plans and strategies against a target of 20%

4.2.2 Land Use and Transport Planning

This sub programme of the ITIS PIAP deals with the disjointed transport and land use planning. The following institutions of ITIS contributed to it; MoWT, UNRA, UCAA, URC, URF, MoLHUD, KCCA, MEMD, MoTWA, MoFPED, CSOs, PPDA, MoJCA, MoLG, MoICT, UEDCL, UETCL, PAU, Parliament of Uganda, UPF, Private Sector, Development Partners MOGLSD, NPA, MoLG, MoICT, and NBRB.

4.4.2.1 Acquire infrastructure/ utility corridors

The programme acquired 155 km the equivalent of 459 hectares for the National Road Development Programme

Acres corridors (SGR Right of way) acquired

The programme acquired 43.752 hectares of land for the Right of Way (ROW) for the SGR in 07No. districts (Tororo - Mayuge). 22.097 hectares of the ROW where within 03No. districts i.e. Tororo, Iganga and Mayuge. 185No. PAPs have been paid including 110 owners of fish ponds.

19No. freehold offers were secured i.e. 4No. for entire Butaleja District, 3No. for entire Luuka and 12No. for Tororo.

Picture of clearing ROW in compensated corridor in Amoni B, Malaba, Tororo District



Aerial view of cleared and demarcated SGR ROW in Tororo District



Demolition undertaken for 61Km in 04No. districts (Tororo, Butaleja, Namutumba and Iganga) and planting of boundary markers was done for 108Km.

Picture of Self demolition in Tororo



Bulldozer razes down a structure for a compensated PAP



4.4.2.2 Develop and strengthen transport planning capacity

Staff trained in selected specialized transport planning systems

There were six (No.6) staff trained. One (no.1) advanced transportation planning & application and two (no. 2) in Principles of Transport planning with application all on EMMI software. Three (3) staff were trained in Transport planning and management while several other staff were trained in a number of other technical courses like Project planning and management, asset management etc. However, no staff was trained in any transport planning system.

4.4.2.3 Develop the National Transport Masterplan aligned to the National Physical Development Plan

Transport planning tools acquired

Procurement process for the Enterprise Resource Planning (ERP) system for railway commenced.

Annual classification surveys

One (1) classification survey was carried out by the ITIS programme i.e. The findings show that national road network increased by 100km from 21,020km to 21,120 km in total network lane length. This was due to addition of 8No. new links, completion of new dual sections and increment in length of some roads on the national roads network. Of the total national road network, 5,878.5km (28%) is paved and 15,241km (72%) is unpaved roads. Tables 14 shows the functional classification and surface type of the National Road Network as of June 2022.

Table 10: The National Road Network

Classification	Paved	Unpaved	Length (Km)	% Total	Description
A	2,601	0	2,601	12.3%	International Trunk Roads
B	1,627.5	1,215.5	2,842	13.5%	National Trunk Roads
C	1,533	14,026	15,560	73.7%	Primary Roads
M	117	0	17	0.55%	Expressways
Total	5,878.5	15,226.5	21,120	100%	

Transport planning systems developed

The transport planning model was finalized.

4.4.2.4 Develop Transit-Oriented developments along transport infrastructure corridors (such as roadside stations)

Road side stations developed

One road side station was developed at the Nile Bridge.

4.2.3 Transport Infrastructure and Services Development

This sub programme of the ITIS PIAP deals with the infrastructure development for all modes of transport and in line with the interventions approved in NDP III and the PIAP. The following institution of ITIS contribute to it; MoWT, UNRA, UCAA, URC, URF, UNACOL, UBOS, MoLHUD, KCCA, MEMD, MoTWA, MoFPED, NPA, CSOs, PPDA, MoJCA,, MoLG, MoICT, UEDCL, UETCL, PAU, Development Partners, Parliament of Uganda, UPF, Private Sector, MOGLSD, and NBRB

4.4.3.1 Implement an integrated multi-modal transportation hub (air, rail, road, water)

Air Transport.

The State of the Air Transport Industry.



Air travel has definitely seen an uptick in the second half of 2022, moving the industry closer to its recovery. There are clear signs of a surge in air travel demand resulting from signs from World Health Organization that the end of the Pandemic is relatively close, a combination of accumulated savings by consumers during the pandemic, vacation deprivation felt by many leisure travelers and the desire to reconnect with families, friends and/or colleagues. Many industry analysts referred to it as 'revenge travel' as passengers rush to take to the skies after being homebound for the last two years. The participants

were informed that from January to June 2022, the global passenger traffic recorded a downfall of 32.8% compared to the same period in 2019. Entebbe International Airport recorded a decline of only 28.01% compared to the same period in 2019 which is good news compared to the global average. While many indicators are pointing towards the recovery, the industry is also facing some emerging challenges such as the war between Russia and Ukraine which has triggered a rise in fuel prices affecting the cost of travel.

Air Traffic Performance- Recovery after Covid-19 Pandemic.

Traffic Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	Recovery: FY2021/22 Vs FY2018/19
International Passengers	1,728,783	1,355,772	580,238	1,244,604	71.99
Domestic Passengers	27,610	20,281	3,601	13,060	47.3
Imports (Tonnes)	20,782	22,808	25,038	23,293	112.08
Exports (Tonnes)	41,339	37,829	38,940	40,961	99.09
Aircraft Movements	32,743	26,185	15,416	25,457	77.7

Percentage of civil works for rehabilitation and expansion of Entebbe Int. Airport

A cumulative 80.5 % of civil works for rehabilitation and expansion of Entebbe Int. Airport was planned to be completed by the end of FY 2021/22 and 89.54% was achieved. This encompasses the progress under the components below; 98.2% of the New Cargo Center Complex completed, 89.3% of Additional works (Cargo Building changes) completed, 100% of Strengthening of Runway 17/35 and its associated Taxiways completed, 84.7% of strengthening and expansion of Apron 1 completed, 100% of rehabilitation of Apron 2 completed, 100% of rehabilitation of Apron 4 completed, 100% of strengthening of Runway 12/30 and its associated Taxiways completed, and 96.7% of on-site Water Supply System, Fire Water System and associated facilities completed.

Picture of Passenger Terminal Building under Construction



New Cargo Centre Operationalized



Apron 5 at the New Cargo Centre.



Picture of completed runway 17/35 and Taxi Way B



Picture of completed Cargo Apron and completed Apron 1 Expansion



Establishment of a New Fuel Farm and Hydrant System at EIA

Progress for establishment of a new Fuel Farm and Hydrant Lines at EIA at a cost of 25 Million Dollars is 90% complete. This is a common user facility being undertaken under Build Operate and Transfer (BOT). This will soon open fuel supply to competition at EIA. Under phase 1 of the project, the fuel farm will provide the capacity of 12 Million litres and 7 Km of the hydrant line. Once the Fuel farm operationalized, UCAA will be able to obtain independent data on fuel uplifts and hence facilitate billing of the Oil Companies but also better services to the Carriers. Phase 1 is estimated to be completed in July 2023.



Modification of the current Passenger Terminal Building at Entebbe International Airport (Phase1)

The works of modifying the passenger terminal building phase 1 is 100% complete. Phase 1 focused on departures hall. Phase 2 is the arrivals hall on the ground Floor is at 30% complete. The artistic impression below show what the departure and arrivals halls will look like at 100% completion.





Landing sites or jetties [BKK (3 no), Sigulu (3no), Wanseko, Bunyonyi, Kalangala (4no), Koome (4no), Kasensero] rehabilitated

64% of works for Amcuru- Rhino Camp Ferry Project Landing sites was completed; 70% of construction works of Permanent ferry landings for Sigulu Ferry completed; and 31% of design & build to develop Ferry Landing Sites for Buyende, Kaberamaido & Kagwara (BKK) Ferries on Lake Kyoga completed.

Existing ferry Infrastructure (Zengebe, Namasale, Panyimur, Kiyindi, Bisina, Obongi, Lake Victoria Slipway) upgraded

Concept Papers and Terms of reference for the project on Improvement of Existing Ferry Landing Sites and Facilities prepared and it includes improvement of landing sites and facilities for Obongi, Bisina, Kyoga, Albert Nile 1, Buvuma and Sigulu Islands.

Logistics hubs developed

Construction works at Gulu Logistic Hub under Phase I were completed in May 2022. It involved construction of facilities like warehouses, customs station, railway station and all handling facilities for cargo.

Gulu Logistics Hub is substantially completed with the remaining works for the access road expected to be completed by UNRA by end of July 2022.

Picture of commissioning of Gulu Logistics Hub



Feasibility studies and detailed designs prepared

20No. feasibility studies and detailed designs for national roads were prepared as shown in table 15.

Table 11: Feasibility studies and detailed designs prepared

Ref	Activity	Key Outputs
1.	Feasibility Studies for 19km of road upgrading projects and one stop border posts.	In-house (19km) <ul style="list-style-type: none"> • Matugga-Wakiso-Buloba (19km); • Bunagana-Kyanika and Lamia One Stop Border Posts.
2.	Detailed Engineering Design for 630Km of road Upgrading projects	In-house (27km) <ul style="list-style-type: none"> • Rukungiri, Kanungu and Kihihi town roads, (7km); • Kabimbiri – Ziobwe, (23km) External Consultants (600km) <ul style="list-style-type: none"> • Kahunge-Nyarukoma-Kigarale-Rwamwanja-Kihura (105km)

Ref	Activity	Key Outputs
		<ul style="list-style-type: none"> • Kumi-Ngora-Sererere-Kagwara (95km) • Mayuge-Mbaale-Bugiri-Namayingo-Lugala (93km); • Muhanga-Kisizi - Rwashamaire (78.8km) • Muko-Katuna-Kachwekano-Kamuganguzi (104Km) • Lira - Abim Road (125km); • Kampala Flyover Lot 2, 5km.
3.	Designed 10 No. Bottlenecks	<p>Prepared designs for the following bottlenecks:</p> <ul style="list-style-type: none"> • Kikonge-Sekanyoyi-Matte Road at CH 10+26 (Mpigi Station); • Buikwe-Kiyindi Road at CH 5+567 (Kampala Station); • Kyapa-Kasensero Road (Masaka Station); • Gulu Aber - Nmyeke-Ngai-Abuk-Otwal Road at CH 9+321 (Gulu Station); • Adjumani-Sinyinya Ferry at CH 30+742 (Moyo station); • Buseruka-Tonya Road at CH 11+600 (Hoima station); • Sironko-Kolir Road at CH 2+182 (Mbale station); • Apeitolim-Iriri Road at CH 2+117 (Moroto station); • Kalaki-Lwala Road at CH 5+000 (Soroti station); • Biharwe-Rushozi-Nyakasharara Road at CH 22+200 (Ibanda station).

Km of KCCA roads improved (KCCA)

4 No. junctions were improved on the KCCA road network.

4.4.3.2 Construct, upgrade and climate proof strategic transport infrastructure (tourism, oil, minerals and agriculture)

Km of strategic roads upgraded

A total of 287Km of strategic roads were upgraded by the programme.

S/N	Project Name	Length (km)	Financing	Amount UGX
1	Kampala Northern Bypass (Phase II)	17.5	EU/EIB/ GOU Eur 129,921,000,000	508,862,046,911
2	Masindi Park Junction and Tangi Junction-Para-Buliisa	159	Exim Bank/GoU US\$ 218,888,518	787,998,666,240
3	Hoima-Butiaba-Wanseko Road	111	GOU/ China EXIM Bank US\$ 179,538,545	686,443,184,489
Total		287.5		



Figure 1: Masindi Park Junction and Tangi Junction-Para-Buliisa (left) and the Kampala Northern Bypass (right)



Figure 2: Hoima-Butiaba-Wanseko Road (111 Km))

Percentage of civil works constructed at Kabaale Airport

This airport is expected to facilitate mobilization of equipment for construction of the refinery and the rest of the industries, and assist in the development of agriculture and tourism in Uganda's Western Region in the long run. As at end of FY 2021/22, cumulative construction works for Kabaale International Airport were at 75% completion as per the target. This represents an achievement of 100%. The Scope of works where;

Hoima (Kabaale) International Airport



Picture of Apron and Taxi Lane



Picture of works for laying of Asphalt wearing course for the perimeter road



Picture of Airport Rescue and Fire Fighting facility



Pictures of the Cargo Terminal Building Painting, Windows and Doors works



Number aerodromes rehabilitated and upgraded

The Regional Aerodromes at Arua, Gulu, Pakuba, Lira, Moroto, Kidepo, Soroti, Tororo, Jinja, Kasese, Mbarara and Kisoro buildings, grounds namely Runways, Taxiways and aprons were well Maintained at total cost of UGX 4.996bn. Construction of the new Taxiway Link at Soroti Airport at a cost of UGX 1.99bn was completed. Construction of the perimeter fence at Kisoro aerodrome at a Cost of UGX 656Million is 100% complete



Construction of A Taxiway Link at Soroti Airport 100% complete



A Section of Kisoro Aerodrome perimeter fence newly constructed.

The Strategic airports/ aerodromes planned for rehabilitation and upgrading, went through the project preparation framework under the Public Investments Management system (PIMS). The draft report for the pre-feasibility study for the for development of regional airports at Kasese, Arua, Gulu, Kidepo, Pakuba and Mbarara prepared

No of aviation academies maintained

01 No of aviation academies was maintained. East African Civil Aviation Academy has maintained the 09No. training Aircrafts and the academy facilities that include the Run way and library.

Picture of a 5X-VIC and a 5X-YKM



Picture of the structures at EACAA



Km of MGR Rehabilitated (Kampala – Malaba)



Physical works commenced on 01/02/2022; physical progress currently is at 47%. Works done include; Commencement of ballast crushing operations at Peta Quarry

supply of railway track materials, select bridge repair, drainage improvement, railway track renewal and level crossing construction.

Number of PAPs for the Tororo-Gulu MGR line compensated

1,899 of the PAPs along Tororo – Gulu Railway line (Tororo, Butaleja, Mbale, Butebo, Bukedea, Kumi and Ngora) were compensated in the FY 2021/22.

Picture of verification and disclosure taking place at Kimwanga Market and Bulusambu village, Mbale District



Picture of Verification and disclosure of PAPs from Abilint Village and Anyayi Village, Soroti District.



Km of Tororo - Gulu MGR Line Rehabilitated

30.08Km of Tororo - Gulu MGR Line rehabilitated. The project involves ballasting of the current marram base, replacement of some of the sleepers and rails while repairing some of them. The project still stands at 18.44% completion.

PAPs compensated for the Bukasa Port

724 of the targeted 992 Project Affected Persons (PAPs) at Bukasa were compensated. The compensation of PAPs is expected to be completed by August 2022.

4.4.3.3 Increase capacity of existing transport infrastructure and services

Kms of road dueled (Northern Bypass, Kampala - Mukono, Zana - Kajjansi and Bwaise - Matuga)

17.5 Kms of road dueled. Phase II of Kampala - Northern Bypass (17.5 km) was substantially completed.

Road junctions improved

8 road junctions were improved as a result of dueling the Northern bypass,8 junctions at Nambole, Naalya, Kisaasi, Bukoto, Bwaise, Kalerwe, Namungoona and Busega

Coaches/ locomotives/ wagons acquired

04No. railway 3000HP diesel electric locomotives acquired were acquired through GPR Leasing Africa. They all have 18 tons per axle. The total cost of the four was about UGX 42Bn



Zonal Centers established and equipped

04No. of Zonal Centers established. The Zonal centers are operating from the 04No. existing Regional Mechanical Workshops of Mbarara, Bugembe in Jinja, Gulu and Central Mechanical Workshops. The zonal centers are yet to be equipped.

Pictures of the Zonal Centre at Central Mechanical Workshop that encompasses Kampala and Luwero region



Percent availability of district and zonal equipment

47.5% availability of district and zonal equipment was attained. This is the proportion of the Road Equipment that is deployable to carry out road maintenance and construction activities. The remaining 52.5% of the Road Equipment lack tyres, corrective maintenance especially on the under carriage and batteries and routine maintenance.

Operator training schools established

The land for the operator training school was acquired at Luwero. The Architectural and Structural designs for the Luwero Operator training school were prepared and approved.

Picture of Training of Trainers (TOT) – 1st Batch (CRMW) at METRAC Project site



Picture of Training of Trainers (TOT) – 2nd Batch (RMW Gulu) at METRAC Project site



Picture of Training of Trainers (TOT) – 3rd Batch (RMW Bugembe) at METRAC Project site



179No. of equipment operators, artisans, and technicians from Local Governments were trained of which 73 No. were equipment operators. Also, 24No. Trainers of Trainers (ToTs) were equipped.



Truck Participants carrying out inspection





Percent availability of protocol fleet

69% availability of protocol fleet was attained. The performance was attributed to an inadequate budget for maintenance of the VVIP Protocol Fleet. 69% of the protocol fleet was available for deployment.

Percent availability of ministry vehicles

46% availability of ministry vehicles was attained. The performance was attributed to an inadequate budget for vehicle maintenance.

Ferries added (Sigulu, 2no BKK, 2no Bunyonyi, 1 no Nakiwogo, 1no Kalangala, 1no Koome 1no)

This FY, Kiyindi-Buvuma Ferry was rehabilitated, one (01) temporary ferry connection at Katunguru across Kazinga channel was deployed as the Katunguru Bridge underwent repairs. In addition, UNRA provided supervision services for the ferry construction and landing facilities for the Kiyindi- Buvuma Ferry Project which is under the National Oil Development Palm Project implemented by Ministry of Agriculture, Animal Industries and fisheries. The ferry was acquired and added to the fleet of UNRA's ferries during the financial year.

The BKK Ferry project is at 36% physical progress while the Bunyonyi Ferry is under procurement

Search and Rescue (SAR) centers constructed and equipped

The Mobile Search and Rescue Facility at Portbell - assembly works for the vessel (MV Delta 1) were completed in FY 2021/22.

Picture of the Mobile Search and Rescue Facility at Portbell



Also, Contracts for construction works of 5 SAR Centres (Kaiso, Zengebe, Kiyindi, Kaazi and Panyimur) were signed.

Aids to Navigation installed and Maintained

All the 11 aids to navigation were inspected for proper functionality.

Picture of a Weather Buoy, red light beacon & RED Cardinal Lighthouse Aids to Navigation



Search and Rescue (SAR) boats acquired

Contracts were signed for the delivery of nine (9) Search and Rescue Boats, and one (1) Firefighting boat) and are due to be delivered before 30th August 2022.

Picture of the Contract Management Team Inspecting the assembly of the Ambulance Boat



Picture of the Ambulance Boat



4.4.3.4 Implement an inclusive mass rapid transport system ((LRT), BRT and cable cars)

% of project preparation of LRT project

Concept note prepared and submitted to responsible stakeholders

Railway ridership per annum

URC has been able to revive train passenger services on the Kampala-Namanve route with 155,816 passengers moved in FY 2021/22. The train moves in the morning at 7:00am from

Namanve and at 5:30pm from Kampala to Namanve for 45minutes each journey. The journeys have been reduced to two ever since the COVID 19 pandemic happened.

4.4.3.5 Upgrade transport infrastructure around L. Kyoga, Albert, Victoria and River Nile to facilitate connections

RoRo wagon ferries rehabilitated or procured

01No. RoRo wagon ferries were rehabilitated or procured

Ports, landing sites and jetties around Lake Kyoga, Albert, Victoria and River Nile developed/rehabilitated

03No. ports, landing sites and jetties i.e. Ntoroko Port on Lake Albert and Mahathi Oil Jetty (Private Jetty) on Lake Victoria and Wanseko landing site developed/rehabilitated

Ferry trips made

4,694No. of ferry trips made

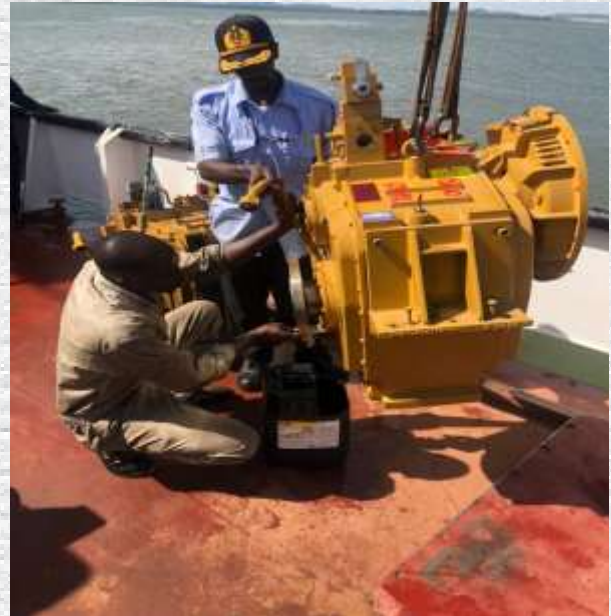
Percent availability of MV Kalangala

90% availability of MV Kalangala was attained against 95% of the planned time. The ship undertook a docking and maintenance survey.

Pictures of MV Kalangala



Pictures of MV Kalangala under maintenance



Valid marine insurance policy

Mv Kalangala, KIS, and UNRA vessels that include Nakiwogo, Buvuma, Bisina, Sigulu, Masindi, Albert Nile -1, Obongi, Laropi, Kyoga-1, and Kyoga-2 insured (12No. vessels);

4.4.3.6 Upgrade transport infrastructure particularly in the Karamoja area to promote mineral exploitation and industrialization in that area

Km of paved roads in the Karamoja region upgraded

A total of 134 km is being upgraded. Moroto-Lokitanyala (42km) at 34% and Muyembe Nakapiripirit (92km) is at 15%.

4.2.4 Transport Asset Management

This sub programme of the ITIS PIAP deals with the maintenance issues under the programme. The following institutions of ITIS contributed to it; MoWT, UNRA, UCAA, URC, URF, UNACOL, UBOS, MoLHUD, KCCA, MoLG, MoFPED, Private Sector, and NBRB

4.4.4.1 Rehabilitate and maintain transport infrastructure

4.4.4.1.1 Km of National Roads Network maintained

Table 12: Kms of National Roads Network maintained

	Km of National Roads Network maintained	Base	Actual	Target	Actual
		FY2017/18	FY2020/21	FY2021/22	FY2021/22
1	Periodic Paved	11	15	60	20
2	Periodic un Paved	588	531	650	219.74
3	Routine Manual	16,783	18,444	19,750	19,039
4	Routine Mechanized Paved	2,318	718.4	650	643
5	Mechanized un Paved	8,906	1,765.9	10,000	6,435

4.4.4.1.4 Km of DUCAR Network maintained Periodically, Routine Manual, Routine Mechanized

Table 13: Kms of DUCAR Network maintained

	Km of DUCAR Network maintained	Base	Actual	Target	Actual
		FY2017/18	FY2020/21	FY2021/22	FY2021/22
1	Periodically	5,389		4,950	811
2	Routine Manual	27,682		52,634	32,473
3	Routine Mechanized	15,224		33,390	7,546

There was a decrease in the overall number of km maintained due to lack of funds

4.4.4.1.5 Km of District gravel roads rehabilitated

Table 14: Kms of District gravel roads rehabilitated

District Road Rehabilitation Unit	Intervention	Kilometres
Central	Opened	130.11
	Graded	176.26
	Gravelled	74.79
Western	Opened	84.4
	Graded	88.3
	Gravelled	58.3
Eastern	Opened	167.2
	Graded	167.7
	Gravelled	110.5
Jinja	Opened	76.4

District Road Rehabilitation Unit	Intervention	Kilometres
Northern	Graded	76.4
	Gravelled	68.1
	Opened	94.8
	Graded	86.9
	Gravelled	73.9
Total	Opened	552.91
	Graded	595.56
	Gravelled	385.59

4.4.4.1.6 Km of District low-cost sealed roads rehabilitated

Table 15: Km of low volume roads sealed

S/N	Road Name	District	Total Length (Km)	Length Sealed in FY 2021/22 (Km)
1	Kisozi-Kifampa Road	Gomba	18.0	7.4
2	Nakifuma-Mayangayanga Road	Mukono	6.3	2.0
3	K-Zone – Kauku road, Serunjoji – King of Kings Road, Boda Boda Stage – Buyuki road, Busaana – Kafu road, Edmond Sonko Road, Mzee Paul Saleh Road, and Chief Namale road in Busaana Town Council	Kayunga	6.0	1.1
4	Kachwangozi Road, Kiganzi Road and Second Street Road in Kiboga Town Council	Kiboga	2.0	0.6
5	Kagaba road, Mayengo road and Balikowa road in Buyende Town Council	Buyende	3.0	1.3
6	Mukunyu road, Manyimika road, Nabeeta road, Lyagoba road and Muloki road in Kaliro Town Council	Kaliro	2.8	1.4
	Total		38.1	13.8

Kilometers of National and District roads upgraded to Bituminous standard using Probese Technology

Table 16: Kilometers of National and District roads upgraded to Bituminous standard using Probese Technology

S/N	Road Name	District	Total Length (Km)	Length Sealed in FY 2021/22 (Km)
1	Kayunga – Nabuganyi Road	Kayunga	20.2	11
2	Nansana – Kireka – Bira Road	Wakiso	4.8	3
3	Kakiri- Masulita – Mawali Road (Phase 1- Earthworks and Drainage Works)	Wakiso	23	N/A
	Total		48	14.

4.4.4.1.7 Km of Urban roads sealed

21.4 Km of target 10 were achieved in selected MC's and TC's in Gomba, Kayunga, Kasese, Mukono, Kiboga, Kaliro and Buyende districts.

4.4.4.1.8 km of Community Access Roads Rehabilitated

335Km out of the targeted 800km were rehabilitated in selected districts across the country

4.4.4.1.9 No of Bridges constructed on the DUCAR network

Table 17: Bridges substantially completed in 2021/22

Sn	Project Name	Districts	Project Size	Progress
1.	Nyara Bridge	Arua	50m single span composite bridge; on steel girders	100% completed.
2.	Bulandi Gyra Swamp Crossing	Nakasongola- Kayunga	3.6km long swamp with 8-cell box culvert and other Armco pipe culverts	76% completed.
3.	Koromot Swamp	Butemo and Bukedea	8.6km road 3 x 2.5m triple cell, 3 x 3m double cell and 2.1m armcos. encased	100% completed



Nyara Bridge



Koromot Swamp Bridge

4.4.4.1.10 Cable foot bridges constructed on the DUCAR network

Table 18: Cable foot Bridges substantially completed in 2021/22

Sn	Project Name	Districts	Project Size	Progress	Contractor
	Bundimulinga - Kijumba Trail Bridge	Bundibugyo	83m long suspended bridge	Completed.	B2P/ In house
2.	Ndorago- Nyamirima Trail Bridge	Ibanda	75m long suspension bridge	Completed.	B2P/ In house
3.	Kasumbelya Trail Bridge	Bundibugyo	60m long suspended bridge.	Completed.	B2P/ In house
4.	Masaka - Munsiso Trail Bridge	Kabarole	73m ling suspended bridge.	Completed.	B2P/ In house
5.	Kabwe - Mutiti Trail Bridge	Bundibugyo	60m long suspended bridge.	60% completed.	B2P/ In house
6.	Ruboni - Kyambogho Trail Bridge	Kasese	60m long hybrid bridge	90% completed.	B2P/ In house



Kasumbelya Trail Bridge



Masaka - Munsiso Trail Bridge

4.4.4.1.11 Bridges constructed on National network

During reporting period, the programme continued to work on 38 bridges whose progress was at different stages. During 21/22, four (4) out of the targeted eight (8) bridges for completion were substantially completed.

Table 19: Bridges constructed on National network substantially completed in 2021/22

Project	No. of Bridges	District
Lacmon bridge Crossing on Pakele-Pabbo Road	1	West Nile
Inde Box Culvert on Pakwach-Inde-Ocoko Road	1	Pakwach
Sironko Bridge on Mbale- Sironko Road;	1	Mbale
Alla (Anzoo) Bridge	1	Arua
Paara and Tangi Gate Bridges on Package 1 - Masindi Park Junction and Tangi Junction-Para-Buliisa	2	Buliisa and Nwoya
Total	6	

4.4.4.1.13 Railway Network maintained

268.2 Km were maintained as below.

Table 20: Active railway track coverage

	Line section	Length
1	Kampala-Malaba	250
2	Kampala-Nalukolongo	6.5
3	Portbell Spur	8.5
4	Jinja Pier spur	3.2
5	Total active railway coverage	268.2

4.4.4.2 Implement a transport infrastructure planning and Public Investment Management system % of implementation of the PIMs system

PIMS framework was implemented. Several projects concepts were reviewed by the Vote level PPCs and PWG meetings.

4.4.4.3 Enforce loading limits

4.4.4.3.1 Percentage of vehicles complying to axle load control requirement

The total number of vehicles weighed as of June 2022 stood at 964,463 compared to 1,570,802 in the previous year. The percentage of weighed vehicles that were overloaded stood at 4%, with UGX 1,155,288,992 received in fees for overloading during FY 2021/22. The performance of axle load control over the past 5 years is shown in the table 26.

Table 21: Performance of Axle Load Control

Financial Year	Total No. Vehicles Weighed	% Of Vehicles Overloaded.
2016/17	575,211	3.7
2017/18	1,247,931	3.8
2018/19	1,364,562	3.1
2019/20	1,220,753	3.8
2020/21	1,570,802	3
2021/22	964,463	4

At the end of the financial year UNRA operated eight fixed weigh stations and 5 mobile weigh stations registering an average availability of 83.1% and 80.8% respectively.

Table 22: Progress of Weighbridge Operation Projects

Project Name	Project Scope	Progress -June 2022
Installation of 5 Multidecks at Magamaga, Kamdini, Mbale, Mubende and Mpigi/Kamengo.	The project includes equipment, foundation and ramp civil works, installation (Assembling and electrical works) of the multi-decks and calibration.	85% - Completion Four Multidecks were completed, calibrated and verified by UNBS. The Kamengo site was affected by land acquisition challenges. The contract was closed and a new contractor will work on the Kamengo Multi-Deck
Construction of High-Speed Weigh-In-Motion Screening Lanes for Mbarara, Luwero and Magamaga and Rehabilitation of Magamaga Parking Yard.	Setting out as per the design, Equipment mobilization, civil works and equipment demobilization	The overall project progress including Rehabilitation of Magamaga parking yard is at 75%.
Installation Of 3 Highspeed Weigh in Motion Systems at Mbarara, Luwero And Magamaga (Contract)	The contract includes procuring, shipping and installation of the equipment, testing, calibration and training of staff.	60% Completed.

Project Name	Project Scope	Progress -June 2022
Centralized weighbridge Information and Management System (In- House Project)	Procure automation parts, in-house software development, deploy system at different weighbridges, and centralize all information from weighbridges at HQ.	86% - Centralization of Six (06) weighbridges have been done.
Construction of the Kamdini Weigh station fence	Construct the weigh station fence using chain links	Works at 95% completion.
Supply, Delivery and installation of multi-deck large displays	Deliver and install large displays at all weighbridges.	Items have not been delivered. The supplier raised challenges of scarcity of electronic chips that have affected production.
Supply, delivery, installation and commissioning of the Busitema Multi-deck	Deliver and install 1 multi-deck and a containerized office.	45% progress. This contract was signed but has not started because of budget cuts and the LC has not been opened.

4.4.4.6 Scale up transport infrastructure and services information management systems

Computerized fleet management system developed

This has not commenced due to the Intelligent transport monitoring System being developed Under the Ministry of Security in collaboration with MoWT

% of works/ activities for automation of Government Vehicle Registry Database completed

Phase 1 of Government Vehicle Registry database completed (100%) that include the design, development of the software and setting up of the hardware. The database was commissioned for use.

Phase 2 and Phase 3 will include the procurement of more hardware, increasing the functionality of the system, connecting of the system to the LAN and digital archiving of all registry historical and current documents.

4.3 Project performance for all projects (GoU, Grants and Loans)

4.3.1 4.5.1 Projects of VOTE 016

The following section gives the project performance of VOTE 016

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
WATER TRANSPORT						
1.	1456: Multinational Lake Victoria Maritime Comm. & Transport Project Project cost: ADB: USD 14.3m GOU: USD 2.2m	Original 01/07/2017 - 30/06/2021 Revised 01/08/2018 - 30/06/2023	ADB: Act. Disb. USD 1.72m (15.2%) Committed/on-going contracts: USD 6.55m (46%) GOU: Act. Disb.: USD 600,000	a) Establish a maritime communications system for safety on Lakes Victoria, Kyoga and Albert i.e., Increase GSM signal coverage on the 3 no. lakes; b) 9 No. Search and Rescue (SAR) Centres and Women fish drying shed established;	<ul style="list-style-type: none"> Maritime Call Center established in Entebbe and operationalized. Completed negotiations with UCC to install towers at 2 key locations on L. Victoria to increase GSM signal coverage. Signed 2 contracts for construction works of 5 SAR Centers at Kaazi, Kiyindi, Panyimur, Zengebe and Kaiso landing site. Mobilization is ongoing. Procurement is at evaluation stage for the other 4 centers. Procurement for equipment & software for 	<p>a. COVID-19 effects: Slow performance of contractors and suppliers.</p> <p>b. Withdrawal of one of the Partner states from the regional implementation of the project.</p>

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				<p>c) Maritime Rescue Coordination Centre (MRCC) established;</p> <p>d) Expansion of Fisheries Training Institute (FTI);</p> <p>e) Project management and capacity building.</p>	<p>SAR centers at contract signing stage.</p> <ul style="list-style-type: none"> • Designs approved by Entebbe Municipal Council. • Request for no-objection for the procurement of a Contractor for construction works submitted AfDB. • Signed contracts for the supply 9 rescue boats, 1 fire-fighting boat and 1 ambulance boat. • Signed contract to design, supply and install 9 weather buoys. (Aids to navigation) • Procurement on-going for construction works of MRCC, Mwanza at pre-bid stage. • A design and build contract signed. • Designs prepared and approved. • Building permit issued by Entebbe Municipal 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
					<p>Council to the Contractor to commence works. Mobilization is on-going.</p> <ul style="list-style-type: none"> • Mobile Search and Rescue Facility at Portbell - assembly works for the vessel (MV Delta 1) completed; • A total of 2,400 life jackets purchased and 2,091 so far distributed. • Signed MoUs with the following Agencies to collaborate in Maritime affairs; <p>a) Uganda Peoples Defence Forces (UPDF) and Uganda Police Force (UPF) – provision of Maritime Security;</p> <p>b) Uganda Scouts Association (USA) – Availing land and manpower for SAR centre at Kaazi landing site.</p> <ul style="list-style-type: none"> • Addendum to project submitted to SG for 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
2.	<p>1284: Development of new Kampala Port at Bukasa (Phase 1)</p> <p>Project cost: The Germany Ausfuhrkredit Gesellschaft mbH (AKA) and Commerzbank AG: UGX 200bn GOU: UGX 29bn</p>	<p>Original 01/07/2013 - 30/06/2021</p> <p>Revised 01/07/2013 - 30/06/2023</p>		<p>a) Preparation of Port Master Plan and preliminary designs.</p> <p>b) Construction of start-up infrastructure.</p> <p>c) Resettlement Action Plan (RAP) prepared and Project Affected Persons (PAPs) compensated.</p> <p>d) Dredging, Pilling and Swamp Surcharging.</p> <p>e) Conduct geotechnical, Hydrographic and Topographical Surveys.</p>	<p>clearance following the withdrawal of Kenya from implementing regional activities.</p> <ul style="list-style-type: none"> • Master Plan and preliminary designs prepared. • Construction of access road to Bukasa, (Kinawataka-Bukasa-8km) completed. • RAP prepared; Disclosure and verification exercise completed & 1,602 PAPs compensated. • Procurement process for a contractor is on-going. • Geotechnical, hydrographic and Topographical Surveys carried out. 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
B. RAILWAY TRANSPORT						
3.	1097: New Standard Gauge Railway Line Project cost: External: UGX7,137bn GOU: UGX 2,925bn	Original 01/07/2009 - 30/06/2022 Revised 01/07/2009 - 30/06/2024		f) Conduct environmental and social impacts, g) Undertake sub-bottom profiling.	<ul style="list-style-type: none"> Environmental and social impacts conducted. Sub-bottom profiling survey conducted. 	
				a) Right of Way acquired. b) Eastern route constructed.	<ul style="list-style-type: none"> Overall compensation estimate is UGX 584Bn out of which reports worth UGX 254.90bn were approved from Malaba to Buikwe (except Jinja). Out of the approved reports, reports worth UGX 99,15bn have been paid to 4,240 PAPs as at end of FY 21/22. Specifically in FY 21/22, no budget was released to the project for compensation of PAPs but received arrears 	<p>a. Actual construction is planned to commence in FY 2023/24.</p> <p>b. Delay in securing financing for construction.</p>

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
					<p>worth UGX 20.788Bn used to compensate 185 PAPs.</p> <ul style="list-style-type: none"> • Re-assessment of the section from Jinja to Kampala (except Buikwe) is ongoing as advised by the CGV due to the passing of time. • Loan discussions are still on-going. Currently Government of Uganda (GoU) is awaiting feedback from China Exim Bank on its submission of February 2022 to the bank raised by the bank in August 2021. MoWT has written to MoFPED requesting them to follow up with the Bank for a response and a physical meeting. • Exploration and consideration of alternative sources of financing is on-going. 	
				<p>c) Supervision Consultancy undertaken.</p> <p>d) Project Management undertaken.</p>		

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
					<ul style="list-style-type: none"> • A design review and supervision contract was signed. To be enforced when financing is secured. • Sensitization and mobilization of the communities along the SGR route undertaken • Consultations on harmonization with other infrastructure projects with UNRA, UETCL, KCCA, UMEME and NWSC are on-going. • Developed a Local Content Strategy. 40% (USD 907m) of contract value was reserved for local firms. Engagements with various stakeholders like UMA, UNABCEC on-going. 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
4.	1659: Rehabilitation of the Tororo - Gulu railway line Project cost: EU: UGX 70.1bn GOU: UGX 87.2bn	01/07/2020 - 30/06/2025		a) Rehabilitate 375km of the Tororo-Gulu rail line. b) Compensation of PAPs.	<ul style="list-style-type: none"> Discussions to extend electricity to the traction substations with Ministry of Energy and Mineral Development (MEMD) & UETCL on-going. Plans to develop a Roads and Railway Polytechnic in Tororo continue. Engagements with the Chinese Embassy on use of the USD 15m Grant have been had. Trained some Ugandans in Uganda, China, Ethiopia and other places in different areas of railway construction. 18.44% weighted physical progress completed. 1449 PAPs out of 4886 have been compensated (Tororo to Kumi) 	Contractor terminated contract (July 2022) Prolonged stoppages due to delayed payments.

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
5.	<p>1563: URC Capacity Building Project</p> <p>Project cost: EU: UGX 118.5bn GOU: UGX 45.6bn</p>	01/07/2020 - 30/06/2025		<p>a) 237km of rail track refurbished (27km K'la-Malaba railway line rehabilitated and 210km repaired).</p> <p>b) Rolling stock and related spares procured.</p>	<ul style="list-style-type: none"> Spanish Gov't component - Refurbishment of 25km of Kampala – Mukono by Imartha started on 18th March, 2022 and is expected to take 23 months. Physical progress on the line yet to commence (Jan 2023). Refurbishment of 26.8km of K'la-Mukono commenced; physical progress is at 3%. African Development Bank (AfDB) component of 248km. Project not yet commenced but the preparatory pre-finance appraisal processes below are at different stages. Project area Environment and Social Impact Assessment completed in April 2022. Rehabilitation of the Tororo-Namanve Railway Line 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				<p>c) 351,000pcs (210km) sleepers manufactured.</p> <p>d) Technical advisory and consultancy services procured.</p>	<p>commenced - at 47% weighted physical progress completion. Rehabilitation of the Tororo-Namanve Railway Line commenced- at 47% weighted physical progress completion.</p> <ul style="list-style-type: none"> Setting up of site for sleeper manufacturing factory on-going- physical progress is at 60%. Human Resource component - capacity building by Consultants SAU, Situation analysis phase completed, challenges identified and the necessary trainings to address them have already started. 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
C. AIR TRANSPORT						
6.	1373: Entebbe Airport Rehabilitation Phase 1 Project cost: EU: UGX 118.5bn GOU: UGX 45.6bn	Original 01/07/2013 - 30/06/2021 Revised 01/07/2013 - 30/05/2023		a) Construction of the New Cargo Centre. b) Construction of the New Passenger terminal building c) Strengthening of runway 17/35 and associated taxiway d) Strengthening and expansion of apron 1 e) Strengthening apron 4 f) Rehabilitation of apron 2 g) Strengthening of runway 12/30 and	<ul style="list-style-type: none"> 100% works for the new cargo center complex for Entebbe airport completed; Service and access roads to cargo center completed. Cargo apron completed. Taxiway K to cargo apron completed. 2% works for new passenger terminal building completed; Completed with overall progress at 100%; i.e., Runway 17/35 repair and overlay – 100%, Main Associated Taxiways – A (B) at 100%, Other Associated Taxiways (A1, A2, A3, A4) – 100%. 85% expansion works for Apron 1 completed; the 	Overall project completion is at 79%.

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				<p>associated taxiways.</p> <p>h) Water supply system, Fire and associated facilities installed.</p> <p>i) Expansion of Taxiway A.</p> <p>j) Completion of ground floor and associated works of the modification of the Passenger Terminal Building by UPDF Engineering Brigade.</p>	<p>rehabilitation works are yet to commence.</p> <ul style="list-style-type: none"> • 100% reconstruction works of Apron 4 completed. • Rehabilitation works for apron 2 completed. • 100% resurfacing works for runway 12/30 and its associated taxiways completed. • Overall progress is at 86.88%. Domestic water tank (75.5%); The Fire Water tank (98.25%). • 10% construction works completed. 	
7.	1489: Development of Kabaale Airport Project cost:	Original 01/07/2017 - 30/06/2022 Revised		Construction works for Kabaale International Airport Completed.	75% cumulative construction works for Kabaale International Airport Completed against a target of 95%.	Inadequate funds for supervision consultant.

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
	UKEF/UK Stan Chart: Euro 307m GOU: 0	01/07/2017 - 30/06/2024				
8.	1512: Uganda National Airline Project Project cost: N/A	01/07/2018 - 30/06/2023		a) Purchase of aircraft. b) Operationalization of Uganda National Airlines Company Limited (UNACoL)	<ul style="list-style-type: none"> • Procured and delivered six aircraft (4) CRJ900 Bombardier aircraft & 2 Airbus aircraft (A330). • Recruitment for key personnel for UNACL was undertaken. • Launched commercial operations flying to 11 destinations of Mogadishu, Juba, Nairobi, Dar-es-Salaam, Bujumbura, Dubai, Kilimanjaro, Mombasa, Zanzibar, Kinshasa & Johannesburg. • Commenced process for launching flights to other destinations i.e., London and Guangzhou. 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
					<ul style="list-style-type: none"> Process to achieve 100% self-handling is on-going. Process for obtaining second Phase of AMO certification on-going. Installed and operationalized the Financial, Supply Chain and Human Capital Management modules of the Passenger Service System and Enterprise Resource Planning systems. Integration with other systems (ADT Wings and Amadeus) is on-going. 	
D. ROAD TRANSPORT						
9.	1421: Development of the Construction Industry	Original 07/01/2016 - 30/06/2021 Revised		a) Construction materials testing laboratories and offices in Moroto and Hoima constructed.	<ul style="list-style-type: none"> Construction works for Moroto regional lab on-going - at 50% completion. Contract for works at Hoima lab signed. Mobilization on-going. 	a. Gross underfunding for the first 2 years of 2016/17 and 2017/18 with only 1bn released every

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
	<p>07/01/2016 - 30/06/2023</p> <p>Project cost: GoU: UGX49.4bn</p>			<p>b) Rehabilitate, remodel and expand Central Materials Laboratory (CML)- Kireka, and six upcountry laboratories of Jinja, Mbale, Gulu, Fort Portal, Mbarara and Arua.</p> <p>c) Land for laboratories and offices acquired in Moroto, Hoima, Jinja.</p> <p>d) Laboratory and ICT Equipment acquired and installed.</p>	<ul style="list-style-type: none"> Contract for remodeling and expansion of CML - Kireka signed. Mobilization by Contractor on-going. Physical works have commenced and are at 5% Land acquired (2acres) for Moroto & Hoima labs. 200No. modern laboratory equipment Donated by the Indian Government and delivered. 	<p>year. In 2018 it was increased to 8bn and still insufficient. The project needs about 20bn.</p> <p>b. The outbreak of the COVID -19 pandemic.</p>

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				<p>e) Laboratory staff trained and human resource capacity enhanced.</p> <p>f) Development, review and update of road construction standards, specifications and manuals.</p>	<ul style="list-style-type: none"> • 35no. laboratory trained in the operation and maintenance of new laboratory equipment. • CML-Kireka staff trained on the compliance requirements of the ISO/IEC 17025:2017. • Manuals and specifications for low volume sealed roads developed and disseminated. • Non-motorized Transport manual developed and to be launched in December 2022. • First draft specifications for roads and bridgeworks prepared, and comments being sought from stakeholder scommments • Road cost estimation and monitoring system developed. • Laboratory trials conducted for alternative 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				g) Research in Alternative	<p>construction technologies which include trials on Road Rapid, Altacrite, and Renolith.</p> <ul style="list-style-type: none"> • 1km of trial sections constructed with road rapid technology in lake Mbuo. • 9km of pilot road constructed using probase technology. • Technical monitoring to District Local Governments for compliance with standards undertaken in 80 Districts. • Benchmarking on the Registration and Classification of contractors conducted in Tanzania. • The Construction Industry Development Committee appointed and setup. 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				<p>c) 30 No. alternative Bridging mechanism constructed (Arch bridges, Foot/ Trail bridges and Metallic ladders)</p> <p>d) 25 No. New Bridges designs completed</p> <p>e) 5 bailey bridges purchased.</p>	<p>Kangai Swamp crossing (Dokolo), Bugiri Wangobo-Namuyanja swamp crossing.</p> <ul style="list-style-type: none"> 4.5Km Works on-going for 2no. swamp crossings; Funguwe Muwafu (Tororo), Ssezibwa swamp crossing (Kayunga-Nakasongola) Procurement on-going for 1no. swamp crossing; Kadokolene (Budaka) Construction of 12no. cable foot/trail completed. Construction of 1no. metallic bridges/ladder completed. Design works for 10no. Bridges completed; Bugibuni – Bunadasa, Kyabahanga bridge, Karujumba bridge, Buhindagye, Kibira bridge, Aleles Bridge, 	<p>✓ Construction of 21.3 km of 4 No. swamp crossings on-going; Osudan Abarillela (Katakwi) -25%, Matawa (Tororo)-40%, Nyem-Nyem Merikit road (Tororo)-15% and Kodike Aleles swamp (Palisa)-5%.</p> <p>✓ Construction of Nyamugasani embankment protection works in Kasese on-going-at 25%. ✓ Design of 6no. bridges completed; Nkoko Kiteredde (Mukono), Komorotot (Bukedea / Butebo) Aderema box culvert (Tororo). Bubwaya -</p>

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
				<p>f) Computerised Bridge maintenance and Management System established and maintained.</p> <p>g) Purchase of ARMCO culverts and gabion boxes.</p> <p>h) 20 No. Capacity building training of District personnel in bridge infrastructure maintenance conducted.</p>	<p>Ojonai, Muzizi bridge, Tajar bridge (Bukedea/Bulambuli), Kodolene Box culverts.</p> <ul style="list-style-type: none"> Design works for 3no. bridges on-going; Kanyeite bridge (Mbarara), Bukwali bridge (Kabarole), Kanyamateke bridge (Kisoro) Design of swamp crossings completed: Funguwe Muwafu (Tororo), Kasawo-Ssezibwa (Luweero/Mukono). Procurement of Agwa bailey bridge is on-going. <p>4No. Trainings conducted</p>	<p>Mugasa bridge (Manafwa), Kitooke-Kanangalo Bridge (Kyankwanzi), Kyabaghenze Bridge (Kasese)</p> <p>Design of swamp crossings completed: KadoKolene (Budaka), Kikasa (Lyantonde), Lugogo swamp crossing (Nakaseke)</p>

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
11.	1564: Community Roads Improvement Project Project cost: GoU: UGX 391.6bn	01/07/2020 - 30/06/2025		a) 7,905km of community access roads rehabilitated and opened. b) 49,500m culverts of varied sizes procured and distributed to Districts. c) Capacity building of District and other Local Government staff and local contractors undertaken (335Nos).	<ul style="list-style-type: none"> 989.7km of community access roads rehabilitated. Some of the road rehabilitations are on-going while others are under DLP. 10,000m of culverts of varied sizes procured and distributed to districts and other local governments. 	<ul style="list-style-type: none"> Budget cuts and COVID-19 affected performance. Capacity building was affected by Government's suspension of training activities.
12.	1703: Rehabilitation of District Roads Project Project cost: GoU: UGX 991bn	07/01/2021 - 30/06/2026		a) 5,000 km of District Roads Rehabilitated. b) 135 District Road Condition and Inventory data collected and updated.	<ul style="list-style-type: none"> 366.9Km of District Roads rehabilitated. Road condition and inventory data for 20 districts collected and up-dated. Designs for 56 km of low volume roads completed. 	

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
13.	1705: Rehabilitation and Upgrading of Urban Roads Project Project Cost: UGX 251.824 Bn	01/07/2021 - 30/06/2026	UGX: 26.0Bn	c) 420 km of Low Volume Roads Sealed. d) 175 km of Medium Volume Roads Sealed e) 30no. Contractors trained. f) 268no. Local Governments Staff trained.	<ul style="list-style-type: none"> 20.1km of District roads sealed in district roads Gomba, Kayunga, Kasese, Mayuge, Mukono, Kiboga, Kaliro and Buyende. Civil works for up-grading Kayunga-Nabuganyi (20.2km) and Nansana-Kireka-Bira using Probease Technology- 59% physical completion. Phase 1 Civil works for upgrading Kakiri-Masulita-Masulita (23.1 km) using probease technology- 52% physical completion. 	Project was expected to receive UGX 50bn per FY to meet the planned outputs.

Sn.	Project Code, Name, Total Project Cost & Funding Source	Start Date & End Date	Disbursements to-date	Key Planned Project Outputs (Entire project period)	Project physical progress	Challenges/ Issues affecting performance
14	Project : 1617 Retooling of Ministry of Works and Transport			<ul style="list-style-type: none"> Transport Planning tools acquired (VISUM, HDM4, SENTRY); ICT equipment procured (MoWT Dashboard, Photocopiers, Desktop computers, laptops, GIS, Tablets, Software for real time monitoring Network/LAN Revamping undertaken; e) Retooling of Soroti Flying School (EACAA) undertaken; 	<ul style="list-style-type: none"> Works on-going for up-to 6km in selected TCs. 2 VISUM and 1 SENTRY software acquiredc) 05No. laptops, 05No. desktop computers and 07No. tablets supplied; Network/LAN Revamping undertaken 	No funds were provided for the activity Insufficient funds. Payment to be undertaken in FY 2022/23;

4.3.2 4.5.2 Projects of VOTE 113

The following section gives the project performance of VOTE 113 and its sub divided into Upgrading Road Projects, Rehabilitation Projects, Bridges Development Projects

4.5.2.1 Upgrading Road Projects

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
1	Kampala Northern Bypass (17.5km)	EU/EIB/ GOU	<p>Works contract Euros 67,394,566.56 Revised to Euros 129,921,000.18</p> <p>Supervision contract Euros 4,695,921.23 Revised to Euros 5,495,171.58</p>	The Project is substantially completed on and is under Defect Liability Period.	PAPs Valued: 1590 PAPs paid: 1,334
2	Olwiyi - Gulu (70.3km)	GOU	<p>Works contract Original -UGX 64,025,932,344 Revised to UGX 183,121,964,307 in Addendum No.2 (Incorporation of VAT in the Original Contract Amount)</p>	<p>Main Project including upgrading of Gulu Town roads (4km) substantially completed.</p> <p>Additional works include Box culvert at Km 7+705 (substantially completed).</p>	<p>Total PAPs valued: 1,428 Total PAPs Paid: 1,277</p>

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
3	Bulima Kabwoya (66 km)	- AfDB/DFID/GoU	<p>Supervision contract UGX 1.59 bn + USD 2.7 m</p> <p>Works contract UGX 141,941,840,327 Revised to UGX 158,914,317,568 Supervision contract USD 1,617,255 and UGX 420,523,062 Revised to USD 2,299,566 and UGX 515,990,358</p>	<p>Project attained substantial completion on 27 January 2021 and a Take-Over Certificate was issued by the Engineer.</p> <p>Town roads (3.1km) and weighbridge are under construction during DLP at 45% progress.</p>	<p>PAPs valued: 2,872 PAPs paid: 2,722</p>

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
4	Kyenjojo – Kabwoya (100 km)	IDA/GoU	<p>Works contract UGX 214,563,989,426</p> <p>Supervision contract USD 3,079,482 Addendum No. 1 – USD. 382,463</p>	<p>Substantial completion of works was achieved on 14th September 2021.</p> <p>Town Roads Upgrading: Construction of 3km Town roads completed in November 2021. 8km of additional town roads progress is at 83%.</p>	<p>Valued PAPs: 5721 Paid PAPs: 5622</p>
5	Mubende – Kakumiro – Kagadi road (107km)	GoU	<p>Works contract UGX 484.887 Bn</p> <p>Supervision contract UGX 4.4 Bn USD 266,000 Euro: 1.71m</p>	<p>The main project was substantially completed and DLP has ended. Additional Town roads (9.4km) were substantially completed on 7 July 2021.</p>	<p>PAPs Valued: 5,922 PAPs Paid: 5,313</p>
6	Masaka-Bukakata road (41 km)	BADEA, OFID & GoU	<p>Works Contract UGX 165,325,096,327</p> <p>Supervision Contract</p>	<p>The project was substantially completed on 30th August 2021 and is under Defects Liability Period.</p>	<p>PAPs valued: 1524 PAPs paid: 1490</p>

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
			USD 681,575 + UGX 1,380,675,000 (exclusive of local taxes)		
7	Rukungiri-Kihihi-Ishasha/Kanungu (78.5 km)	ADB/GOU	Works Contract UGX; 207,834,646,967 Supervision contract USD 4,712,121.76 UGX 12,478,542	Cumulative Physical progress as of June 2022 was 68.35% of works out 83.49% based on revised work program. Time progress is 87.5%. The Financial Progress stands at 52.6% against the planned 67.4%.	PAPs Valued: 4,197 PAPs paid: 3,631
8	Bumbobi – Lwakhakha (44.5 km)	ADB/GOU	Works contract UGX 140,724,306,533 Revised to UGX 171,323,485,532.38 Supervision contract USD 2,684,437.53 UGX 481,415,412.76	Project was substantially completed on 21 December 2020 and DLP ended on 20 February 2022.	PAPs valued: 4,400 PAPs paid: 4,225
9	Soroti – Katakwi –	GOU	Works Contract UGX 398,883,931,760	Main project and the Town roads in Katakwi and Soroti substantially completed and	PAPs Valued: 3737 PAPs paid: 3419

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
	Akisim (100Km)		Revised to UGX 449,598,290,742 Supervision Contract UGX. 14,418,408,939	their performance certificate issued. The Contractor implemented Addendum No 2: Soroti University roads (7.0 Km) in Soroti.	
10	Luwero – Butalangu Road (29.6km)	BADEA/OFI D and GOU	Works Contract Procurement halted by BADEA Supervision Contract USD 1,272,000	Civil Works were Still under procurement. Procurement was under Bidding until 1 th August 2022. The Supervision consultant completed the design review and submitted the final report to UNRA	PAPs valued: 2,150 PAPs paid: 1,450
11	Tirinyi – Pallisa-Kumi (67Km)	IDB/GoU	Works Contract: UGX 274,124,619,957 VAT inclusive	Project is substantially complete and under DLP	PAPs valued = 5,690 ; PAPs paid = 5,679 ;
12	Pallisa-Kamonkoli (44Km)	IDB/GoU	Works Contract: UGX 205,513,281,332.62 VAT Exclusive	The project was substantially completed and pre-taking over inspection was carried out on	Note: The details for Pallisa - Kamonkoli (44Km) are included/ acquired under

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
13	Masindi Park Junction and Tangi Junction-Para-Bulisa Roads (159km) – (Critical Oil Road Package 1)	Exim Bank/GoU	Works Contract: USD 218,888,518.4 Design and Build Contract Revised Contract Sum: USD 217,916,518.4 Design and Build Contract	18th August 2021. Project is under Defects Liability Period. Cumulative progress by end of June 2022 was 94.64% against a plan of 97.84%. Contract time elapsed was 95%. Financial progress stands at 85.94% against the planned 93.83%.	Tirinyi – Pallisa-Kumi (67Km) ROW Park Junction Tangai Gate (30kms) This was not paid but acquired because it is within the National Park Kisanja-Park junction Total PAPs: 1650 Total PAPs paid: 1544 Park Junction-Bulisa Total PAPs: 845 Total PAPs paid: 790
14	Hoima-Butiaba-Wanseko (111km) (Critical Oil Road Package 2)	GOU/ EXIM Bank of China	Works contract Original -USD 179,538,545.59 Supervision contract N/A	The project was substantially completed on 25th May 2022 and is under DLP.	PAPs valued: 3,938 PAPs paid: 3,471

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
15	Buhimba-Nalweyo-Bulamagi & Bulamagi-Igayaza-Kakumiro (93km) (Critical Oil Road Package 3)	Exim Bank/GoU	Works Contract: USD 138,488,356 Design and Build Contract Supervision Contract: UGX 8,657,070,000 Revised to: UGX 9,794,118,000 as per Addendum No.1	The designs have been completed to 97% and approved. By end of June 2022, the Contractor had achieved 91.4% of Physical Progress against 92% plan. Time elapsed is 94.2% as per the revised Programme. The financial progress by end of June 2022 was 91.5% against the planned of 92%.	PAPs valued: 5,194 PAPs paid: 4,898
16	Design And Build Of Masindi-Biiso, Hohwa-Nyairongo-Kyarushesha-Butoole, And Kabaale-Kiziranfumbi Roads Upgrading Project (97km) (Critical oil Road Package 5)	GoU	Works Contract: UGX 504,861,701,727 Exclusive of 18% VAT Design and Build Contract Supervision Contract: UGX 12,641,454,625 including VAT	The designs for Hohwa-Butole are 98% complete and approved. Designs are respectively 92% and 96% complete for Masindi-Biiso and Kabaale-Kiziranfumbi roads. By end of June 2022, Progress achieved 65.38% against 99.18%. Time elapse is 96.51%. The financial progress was 68.23% against the planned of 99.38%.	Masindi Biiso road 43km PAPs valued: 1712 PAPs paid: 1574 Kabaale-Kiziranfumbi 25km. PAPs valued: 1682 PAPs paid: 1249 Hohwa-Nyairongo-Kyarushesha road 25km PAPs valued: 1576 PAPs paid: 1576

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
17	Kitala-Gerenge (10KM)	GOU	<p>Works Budget: UGX 21,153,947,090</p> <p>Revised to UGX 24,143,008,390</p> <p>Supervision Budget 450million</p> <p>RAP Contract 25bn</p>	<p>Physical progress as at the end of June 2022 is 94.9% against planned 100% with a time progress of 100%. Time elapse is 100%.</p> <p>Financial progress as at the end of June 2022 is 96.8% against planned progress of 100%.</p>	<p>Number of PAPs: 966</p> <p>PAPs paid: 836</p>
18	Kigumba - Bulima (69Km)	ADF, DFID and GOU	<p>Works Contract UGX 159,608,817,498</p> <p>Revised to UGX 214,892,488,882</p> <p>Supervision Budget Euros 1,477,305 and UGX 1,665,078,940</p>	<p>The Project was substantially completed on 27th October 2021 and is under Defects Liability Period.</p> <p>15KM of town roads in Masindi and Kigumba are ongoing and at 70% progress.</p>	<p>Total PAPs Valued: 2,745</p> <p>Total PAPs paid: 2,525</p>
19	Kapchorwa-Suam (73 Km)	ADB/ ADF/ GOU	<p>Works Contract: UGX</p>	<p>Physical progress at end of June 2022 was 69.58% against</p>	<p>Valued PAPs: 4,540</p>

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
			268,461,095,349 Supervision contract USD 1,620,650 and UGX 4,526,631,000 excluding taxes of USD 305,310 and UGX 440,385,300	planned of 89.51%. Time elapsed is 88.1%, Financial progress is 63.39% against the planned of 86.43%.	Paid PAPs: 3498
20	Atiak – Laropi (66km)	EU/ GOU	Works contract Original EUR 53,891,090.76 (or UGX 226,342,581,192) Supervision contract EUR 3,760,635 (or UGX 15,794,667,252)	The June 2022 physical progress stands at 29.98% against planned of 82.39%. The Financial Progress stands at 36.26% against a planned of 82.80%. The time elapsed is 83.33% (25 out of 30 months has elapsed).	Valued PAPs: 1,262 Paid PAPs: 1179
21	Upgrading Of Selected Town Roads (20.2km) In Mbarara Municipality	GOU	Works contract Original UGX.37,084,941,485	The Project is under DLP with the Works substantially completed and handed over to the Employer on 28 July 2021 pending final inspection.	Land Acquisition is the responsibility of Mbarara Municipality.

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
22	Mpigi Town Roads (20km)	GOU	Works contract Original UGX.37,616,796,815 Supervision contract	The Project was substantially completed and is under DLP.	Land Acquisition is the responsibility of Mpigi, Butambala and Gomba Local Governments.
23	Busega - Mpigi Expressway (23.7Km)	AFDB	Works contract Original UGX 547,543,072,124.18 Supervision contract US\$3,180,900 and UGX3,899,460,000= excluding taxes	Cumulative physical progress as of end of June 2022 is 17.94% against 89.26% planned. Cumulative financial progress is 21.53% against 90.04% planned. Time elapsed is 74.09%.	Valued PAPs: 2,884 Paid PAPs: 2,372
24	Muyembe - Nakapiripirit (92km)	IsDB/ GOU	Works contract Original UGX 399,958,528,511 Supervision contract UGX 12,864,250,009	Physical progress by end of June 2022 was 12.07% against planned of 17.37%. Time elapsed is 65%. Financial progress is 13.28% against the planned of 16.16%.	Valued PAPs: 2445 Paid PAPs: 2,197

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
25	Design and Build of Upgrading of Najjanakumbi – Busabala Road (11km), Munyonyo Spur Interchange and Service Roads (17km)	GOU	<p>Works contract Original Amount – UGX 258,823,694,110 (Inclusive of all applicable Taxes)</p> <p>Supervision contract UGX 8,816,399,500</p>	<p>Physical progress by end of June 2022 was 12% against planned of 24% according to the revised PoW. Time elapsed is 50%.</p> <p>The financial progress stands at 17% against the planned 24%.</p>	<p>65% of PAPs have consented to provide land without compensation for Najjanankumbi – Busabala Road except for structures.</p> <p>Payment of the remaining packages is expected in FY 2022/23.</p>
26	Design and Build of the upgrading of Kira-Matugga road and improvement of 5 No. junctions (21km)	GOU	<p>Works contract Original UGX 200,398,059,014</p> <p>Supervision contract UGX 11,649,007,914</p>	<p>Physical progress by end of June 2022 was 13.64% against the planned progress of 47.46%.</p> <p>Financial progress is 21.8% against the planned of 56.06%.</p> <p>Time Progress stands at 48.1%</p>	<p>Total PAPs Assessed: 1269</p> <p>PAPs paid: 781</p>
27	Civil Works for the Upgrading of Rwenkunywe - Apac - Lira –	IsDB/ GOU	<p>Works contract Original UGX 337,526,153,350 (Exclusive of 18% VAT)</p>	<p>Physical progress by end of June 2022 was 3.859% against 35.5% planned. Time elapsed is 52.05%.</p>	<p>Rwenkunywe- Apac (Total section of 62km) Valued PAPs: 1143 Paid PAPs: 989</p>

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
	Puranga (191Km) Lot 1: Rwenkunyeye - Apac (90.9km)		Supervision contract USD 3,637,650 (Lot 1 and Lot 2)	The financial progress was 22.2% achieved against the 22.2% Planned.	<u>Puranga Acholibur (60km)</u> Valued PAPs: 324 Paid PAPs: 275
28	Civil Works for the Upgrading of Rwenkunyeye - Apac - Lira - Puranga (191Km) Lot 2: Apac - Lira - Puranga (100.1km)	IsDB/ GOU	Works contract Original UGX 416,337,936,348.42 Supervision contract Same as in Lot 1 above	Physical progress by end of June 2022 was 3.94%. Time elapsed is 52%. The financial progress as of end of June 2022 was 22.7% achieved against the 22.7% Planned.	<u>Apac- Lira- Puranga (First 30 km section)</u> Valued PAPs: 2492 Paid PAPs: 1649
29	Upgrading of Moroto- Lokitanyala Road (42km)	GOU	Works contract Original UGX 206,050,702,521 Supervision contract	Physical progress achieved by end of June 2022 was 29.18% against 40.421% Planned. Time elapsed is 43.33%. Design Review is pending approval.	The Valuation Report from Km 4+700 to Km 42+00 was approved and Subsequently, the Identification, Verification and Disclosure (IVD) exercise was conducted. Batches have been prepared from Km 11+530 to Km 42+00 and await payment. Batches for Km 4+700 to Km

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
					<p>11+530 are under preparation.</p> <p>Note: No land has been acquired yet given that no payment has been done so far.</p> <p>The Draft Valuation Report for the Town Section Km 00 to Km 4+700 is under preparation.</p> <p>However, a number of sections throughout the section of Km 4+700 – Km 42+00 are marred with land ownership conflicts.</p>
30	Gulu Logistic Hub Access Road(2.2Km)	GOU	<p>Works contract</p> <p>Original Amount –UGX 15,789,121,403</p>	<p>Physical progress achieved by end of June 2022 was 14% against planned of 96%. Time elapsed is 94%.</p> <p>The financial progress as of end of May 2022 was 24.86% against planned of 72.17%.</p>	<p>Valued PAPs: 127</p> <p>Paid PAPs: 124</p>
31	Construction of Entebbe	GOU	Works Contract	Physical progress achieved by end of June 2022 was 96.25%	All the road links belong to Entebbe Municipality. The

S/N	Project	Funder	Contract	Progress	Land and Property Compensation
	Paediatric Hospital Access Road (4.2Km)		UGX: 7,994,785,029	against 100% Planned. Time elapsed is 100%. The project was substantially completed on 24 May 2022.	required right of way has been cleared.
32	Tororo-Busia Road (26Km) and Mayuge and Busia Town Roads (18Km)	GoU	Works contract Original UGX 136,857,027,680	Civil works commenced on 01 st June 2022. The completion date is 31 st May 2024.	Draft valuation report submitted to CGV and is under review.

4.5.2.2 Rehabilitation Projects

S/N	Project	Funder	Contract sum	Status	Land and Property Compensation
33	Reh. Namunsi – Sironko – Muyembe / Kapchorwa (29km) PHASE II	GOU	Works Contract UGX 54,767,041,381	The Project was Substantially Complete on 24 October 2021 is now under DLP.	PAP at Km 43 was compensated.
34	Rehabilitation of Nakalama – Tirinyi – Mbale road (102km)	GOU	Works Contract UGX73.36bn Revised under the new contract: UGX 135,371,669,415 Revised to: UGX 168,783,849,316 to include addendum 1&2 works	Addendum 1 works (including Iganga – Saaza Rd and Roads in Busembatia) was substantially complete in November 2021. Addendum.No.2. works include upgrading of Selected Roads in Namutumba District and Mbale State Lodge Road totalling to (9.8km). The cumulative progress for both addendum 1 & 2 stands at 52% and financial at 57.08%.	No Land compensation provided for in the Contract
35	Rehabilitation of Fort Portal – Hima Road (55km)	GOU	UGX 94.84 Bn UGX 4.0Bn	Project was substantially completed by 23 rd May 2021 and is under Defects Liability Period.	No compensation required

S/N	Project	Funder	Contract sum	Status	Land and Property Compensation
36	Rehabilitation of Kyenjojo – Fort Portal (50km) and Supply and Lay AC20 (Kyenjojo – Fort Portal section)	GOU	UGX 71.435 Bn UGX 2.033Bn	Works were substantially completed by 23rd January 2020. DLP was extended indefinitely to allow for rectification of defects.	No compensation required
37	Hima – Katunguru (29 km) Phase II and 4.5Km Kasese Town Roads, 1.5Km Hima service roads.	GOU	UGX 107.616bn	Phase II was substantially completed and site Take over issued effective 17 June 2021. The project is under Defects Liability Period.	None
38	Tororo – Mbale – Soroti (150.8 km)	WB/ GOU	UGX 290,976,512,298.2 5 USD 9,463,248 and UGX 2,370,533,211	The quarry ESIA and RAP were submitted to the World Bank for review and approval. Comments received from the Bank were addressed by the Contractor. The revised documents are being reviewed by the Project Management and Monitoring Consultant and UNRA before resubmitting to Bank by 22 July 2022.	Not envisaged because works are to be carried out on the existing road alignment.

S/N	Project	Funder	Contract sum	Status	Land and Property Compensation
39	Soroti – Dokolo – Lira - Kamdini road (189.4Km)	WB/ GOU	UGX 331,623,758,818.8 8 Included in the above consultancy cost	Routine maintenance has been ongoing and the section Lot 2A is in a fair condition. Lot2B, Lira-Kamdini which was in bad condition, has been receiving heavy maintenance repairs since 22 April 2022 following the approval of the Social safeguards documents. Over 50% of the Lira-Kamdini section is now in a fair condition.	Valued PAPs: 375 Paid PAPs: 129
40	Rehabilitation of Buddo (4.5Km) and Nabingo (1.5Km) Access Roads	GoU	UGX. 16,856,792,900	The project was substantially completed on 19th June 2021 and is under Defects Liability Period.	No Land Compensation
41A	Rehabilitation of Mityana-Mubende Road (86Km) & Mityana Town Roads (14Km)	GoU	UGX 395,248,484,289	Physical progress as at end of June 2022 was 4.86% against 11.49%. Time progress 40.27%.	Works are within the existing ROW.
41B	Rehabilitation of Masaka town roads (7.3km)	GoU	UGX 35,967,449,434	Physical works were substantially completed and are under DLP.	May not be required

S/N	Project	Funder	Contract sum	Status	Land and Property Compensation
42	Civil Works for Rehabilitation of Masaka town roads (9.3km)	GoU	UGX 53,336,684,835	Physical works ongoing on Kako road (1.56Km), Villa road (1.03Km) and Nyendo - Kitovu Hospital road	May not be required
43	Alwii – Nebbi (33Km) and Upgrading of Packwach and Nebbi Town Roads	GoU	UGX 104,554,875,495	Cumulative physical works progress by end of June 2022 was 4.41% against 4.77% planned. The time elapsed is 35.1%.	May be required (Currently there is claim for land and property compensation at Nyaravur Town Council, Km15+700-16+500.
41A	Kampala – Jinja Road (72 km)	GoU	UGX 82,023,283,416	Physical progress as at end of June 2022 was 16.98% against 98.83% planned. Slow progress has been mainly due to limited working time (night work only) and long haulage for the materials. Time progress 92%.	May not be required

4.5.2.3 Bridges Development Projects

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
1	Design and Build of Odroo Bridge on Arua-Biliafe-Otrevu road, Ayugi Bridge on Atiak-Adjumani-Moyo-Yumbe-Manibe road, Wariki Bridge on Logiri-Bondo road, Ceri, Adidi and Opio Bridges on Pakele-Pabbo road.	GOU	Ushs. 56.113 bn	<p>Project was substantially completed and all bridges are in use by the public. Project in DLP.</p> <p>ODROO, WARIKI, AYUGI, OPIO, CERI, and ADIDI Bridges are substantially complete and open to traffic.</p> <p>LACMON CROSSING</p> <ul style="list-style-type: none"> • Bridge is substantially complete and open to traffic. <p>ERAJI CROSSING</p> <ul style="list-style-type: none"> • Construction of box culvert complete; • Backfilling behind the box culvert structure and approach road works are on progress. • Approach road works on-going. 	<p><u>Opio, Ceri, and Adidi Bridges</u></p> <p>Valued PAPs: 16</p> <p>Paid PAPs: 15</p>

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
2	Design and Build of Waiga Bridge on Bukumi-Bulisa-Wanseko road, Mpondwe Bridge on Kampala-Mubende-Fortportal-Uganda/DRC border road, Nsongya Bridge on Kasisi-Rutete-Kabata-Rwenkerizi-Kyanga Road, Ruzairwe Bridge on Kibaale-Kyebando-Pacwa road.	GOU	Ushs. 46.258 bn	Project was substantially completed and all bridges are in use by the public. Project in DLP. RUZAIRWE, NSONGYA, MPONDWE and MPANGA-6 Bridges and their approach roads are Substantially complete and open to traffic.	<u>Ruzairwe bridge</u> Valued PAPs: 35 Paid PAPs: 28 <u>Nsongya bridge</u> Valued PAPs: 171 Paid PAPs: 161
3	Multi Cell Box Culvert at Ajeleik	GOU	UGX 8,912,197,800	Overall, Cumulative physical progress of works as at June 2022 was 92.1% against 100% planned. Time elapsed is 93.7%. The financial progress stands at 72.6%.	
4	Aji and Ora Bridges	GOU	UGX 18.477bn	Project is substantially complete, under DLP and in use by public.	No PAPs, projects on district road network

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
				Additional road works on Ora and Aji were approved during the month of November 2021. Works for additional works are nearing completion.	
5	Enyau Bridge	GOU	UGX 11.786 bn	Project is substantially complete, under DLP and in use by public.	Valued PAPs: 132 Paid PAPs: 109
6	Awoo Bridge on Bobi-Ayer Road in Omoro District	GOU	UGX 9.202 bn	Project was substantially completed and the bridge is in use by the public. Project in DLP since 27 October 2020.	
7	Nariamabune Bridge on Ariamoi – Kotido – Kaabong - Kapedo Road in Kaabong District	GOU	UGX 8.709 bn	Project was substantially completed and the bridge is in use by the public. Project in DLP since 15 September 2020.	Total PAPs: 02 Land size: 1.400acres
8	Kagandi Bridge on Kagandi Natete-Busanza-Mpaka Road and Dungulwa on Kinyamaseke-Kisinga-Kyarumba-Kibirizi Road	GOU	UGX 13.989 bn	Project was substantially completed on 25 June 2020 and in use by the public. Project in	<u>Kagandi Bridge(2km)</u> Valued PAPs: 86 Paid PAPs: 83

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
				DLP. End of DLP extended to 25 May 2022. Additional works approved to construct a road embankment protection at Dungulwa to protect the road embankment from the ever migrating R. Nyamugasani completed.	<u>Dungulwa bridge(2km)</u> Valued PAPs: 34 Paid PAPs: 32
9	Emergency Design and Build of 4 Strategic Bridges in West Nile Sub Region; Ora 1, Ora 2, Awa and Olemika on Pakwach-Inde-Ocoko Road	GOU	UGX 34.84 bn	All the four (4) bridges (Olemika, Awa, Ora 1, and Ora 2) were substantially completed and are open to traffic. The Defects Liability Period commenced on 18 May 2021.	
10	Construction of Strategic Bridges on the National Road Network: Lot 2: Design and Build of 2 Strategic Bridges -; Jure Bridge on Atiak-Adjumani-Moyo- Yumbe-Manibe Road & Amou Bridge on Laropi-	GOU	UGX 13,534,063,623	As of June 2022, cumulative Physical Progress was 80.5% against a Planned Progress of 99%.	

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
	Palorinya-Obongi Road, in (Moyo DLG).			Amou/Amua and Jure <ul style="list-style-type: none"> • Structure is complete • Approach road works are ongoing 	
11	Construction of Strategic Bridges on the National Road Network: Lot 3: Alla (Anzuu) Gazi (Rhino Camp), Aca (Rhino Camp)	GOU	UGX 29,544,160,265	As of June 2022, cumulative Physical Progress was 69.5% against a Revised Planned Construction Progress of 81.6%.	
12	Kampala Flyover Construction And Road Upgrading Project: Lot-1 (Package 1: Clock Tower Flyover & Package 2: Nsambya - Mukwano Road)	JICA/ GOU	JPY 2,289,324,131, USD 43,638,836.52 and UGX 61,563,272,275.	As at end of June 2022, cumulative Physical Progress was 65.42% against a Planned Progress of 100.00%.	Valued PAPs: 158 Paid PAPs: 122
13	Construction of Strategic Bridges on the National Road Network: Lot 1: Kibimba, Sironko and Chololo	GOU	UGX 37,584,128,106	As of June 2022, cumulative Overall Physical Progress was 86.68% against Planned Progress of 88.19%.	N/A
14	Lugogo Swamp Crossing along Kyamukonda-Kasozi-Ngoma Road	GOU	UGX 43,889,727,722.48	As of June 2022, cumulative Physical Progress was 45% against Planned Progress of 45%;	

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
15	Emergency Repair of Kazinga Channel Bridge on Kasese-Katunguru-Ishasha Rd	GOU	UGX 0.808 bn	Works were substantially completed on 22 September 2021. Additional Works were substantially completed on 22 April 2022	
16	Design and Build of 66 Strategic Bridges in Eastern Uganda: Lot 2 – Nabukhaya, Nambola, Namatsimeri, Sahana and Khamitsaru Bridges on Kufu – Lwakhakha Road and Rubongi Bridge on Tororo – Nagongera Road	GOU	UGX 29,476,338,987	Mobilization for physical works is on progress Nametsimeru (2-cell box culvert) Base for box culvert is complete while walls are on-going. Nabukhaya (10m span bridge) Excavation of abutment foundations is on-going	
17	Design and Build of 66 Strategic Bridges in Western Uganda: Lot 4 - Maziba on Kigata-Kabunyonyi-Nyakigugwe Road, Kiruruma on Katojo-Kihihi Road, Rwembo and Kajwenge Bridges on Kinyamaseke-Kisinga-Kyarumba-Kibirizi Road, and	GOU	UGX 34,552,398,910	Physical works: Kajwenge <ul style="list-style-type: none"> • Foundations complete; • Work on abutment walls on progress Rwembo	

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
	Kamirwa, Nyakambu on Kabwohe-Bwizibwera Road			Excavation and rock fill for 1 st abutment on-going.	
18	Design and Build of 66 Strategic Bridges in West Nile Sub Region: Lot 6 - Kochi on Keri-Midigo-Kerwa road, Osu on Arua-Biliafe-Otrevu road and Odrua on Arua-Vurra-Custom-Paidha Goli road	GOU	UGX 28,330,863,263	As of June 2022, cumulative Physical Progress was 8% against Planned Progress of 5.5%. Time progress was 26.37% and Financial Progress was 16.7%.	
19	Construction of 66 selected Bridges (Phase 2)- Lot 1: Dunga, Mahoma, Mpanga, Nabuswa (Nyabuswa) and Perepa bridges along Bukuku - Rubona Road in Kabarole District	GOU	UGX 29.633 bn	Contract was signed on 17th May 2022, Commencement date was on 1st July 2022 and completion date is on 1st July 2025	
20	Lot 1: Nyamugasani Bridge (Lower) on Rwentare-Katwe-Katojo Road	GOU	UGX 14.994 bn	Contract was signed on 21st December 2021, Commencement date was on 5th July 2022 and completion date is on 5th July 2024 Advance guarantee submitted	
21	Lot 2: Kyanya Bridge on Mobuku-Maliba-Kyanya-Ibanda	GOU	UGX 19.125 bn	Contract was signed on 21st December 2021	

S/N	Bridge	Funder	Contract Sum	Status	Approved value of Compensation
	Road and Isango Bridge on Bwera-Kithoma-Kiraro Road			Commencement order issued	
22	Lot 3: Apaa Bridge on Amuru-Omee-Rhino Camp Road	GOU	UGX 12.289 bn	Contract was signed on 21st December 2021, Commencement date was 21st June on 2022 and completion date is on 21st June 2024	

4.4 Performance of interventions under off budget support
 d. Progress on implement action of Actions/Recommendations

▪ **Presidential Investors Round Table (PIRT)**

This is a high-level forum that brings together a select group of both foreign and local investors to advise Government on how to improve the investment climate in the country. It is used as a vehicle for Public Private Dialogue. It acts as a business – government coordination mechanism. The work of PIRT also helps development partners especially World Bank’s private sector development and investment climate programmes.

Table 23: Progress on the Presidential Investors Round Table (PIRT) Objectives

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS																																																							
1. Accumulate physical infrastructure and human resource to run an efficient rail service.	<p>1.1 The current railway is in a sorry state due to lack of permanent way infrastructure and rolling stock. Only 20.9% of the entire rail network (1,266 KM) is operational. URC's also has low rolling stock as shown below: -</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Equipment</th> <th>Working</th> <th>Need Repair</th> <th>Defective</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Locomotives</td> <td>6</td> <td>9</td> <td>28</td> <td>43</td> </tr> <tr> <td>Wagons (a)</td> <td>601</td> <td>-</td> <td>738</td> <td>1,317</td> </tr> <tr> <td>Flat Beds (b)</td> <td>205</td> <td>35</td> <td>-</td> <td>240</td> </tr> <tr> <td>Breakdown</td> <td>-</td> <td>2</td> <td>-</td> <td>2</td> </tr> <tr> <td>Cranes (c)</td> <td>-</td> <td>2</td> <td>2</td> <td>4</td> </tr> <tr> <td>Container handling</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Pick & Carry</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> </tr> <tr> <td>Crane (d)</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Fork Lift (d)</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> </tr> <tr> <td>Marine Vessels</td> <td>1</td> <td>1</td> <td>1</td> <td>3</td> </tr> </tbody> </table> <p>a) Most URC wagons are still stuck in Kenya, where RVR had deployed them.</p>	Equipment	Working	Need Repair	Defective	Total	Locomotives	6	9	28	43	Wagons (a)	601	-	738	1,317	Flat Beds (b)	205	35	-	240	Breakdown	-	2	-	2	Cranes (c)	-	2	2	4	Container handling	-	-	-	-	Pick & Carry	-	1	-	1	Crane (d)	-	-	-	-	Fork Lift (d)	-	1	-	1	Marine Vessels	1	1	1	3	<p>a. Rehabilitate the Meter Gauge Railway by investing in permanent way infrastructure and rolling stock. Funds can be raised through PPP.</p>	<p>Works to rehabilitate the Tororo-Gulu MGR line are ongoing (progress of physical works at 13%) and once completed, there will be an additional 375km operational line. This is being funded by the EU (Euros.21.5M) and GoU (Euros.26.1M). The grant also provides for technical assistance and capacity building to URC. Works are planned for completion in February 2023.</p> <p>Further, Investments in rolling stock, locomotives, workshops and Handling equipment will be undertaken under the URC Capacity Building Project.</p>
Equipment	Working	Need Repair	Defective	Total																																																						
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Container handling	-	-	-	-																																																						
Pick & Carry	-	1	-	1																																																						
Crane (d)	-	-	-	-																																																						
Fork Lift (d)	-	1	-	1																																																						
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OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS										
	<p>b) RVR procured 240 20ton axle wagons, which were passed to URC conceded wagon asset account. However, after termination of the concession, KRC has launched a claim on these wagons as theirs.</p> <p>c) 2 breakdown cranes i.e. Caillard 80 Ton & Gottward 60 Ton which, though operational, need extensive urgent numerous major repairs in their crane sub-assemblies.</p> <p>d) Pick & Carry crane and Nalukulongo Workshop Forklift are both parked & non-operational but repairable.</p> <p>e) 13 vehicles were conceded but only 8 were received in poor maintenance state and 5 are still in Kenya.</p> <p>f) Workshop machinery and plants</p> <table border="1" data-bbox="917 1093 1054 1585"> <thead> <tr> <th>Workshop</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Nalukulongo</td> <td>211</td> </tr> <tr> <td>Kampala Good Shed</td> <td>16</td> </tr> <tr> <td>Jinja Station</td> <td>6</td> </tr> <tr> <td>Tororo Station</td> <td>17</td> </tr> </tbody> </table> <p>1.2 URC lacks technically qualified human resource to maintain and operate the railway. Furthermore, the Railway Training School that was meant to build capacity was scrapped by privatization.</p> <p>1.3 The signaling and telecommunications for the Uganda railway is still controlled by</p>	Workshop	Total	Nalukulongo	211	Kampala Good Shed	16	Jinja Station	6	Tororo Station	17	<p>b. Invest in repair and purchase of additional equipment i.e.</p> <ul style="list-style-type: none"> i. Locomotives ii. Handling equipment 	<p>The project will further involve designing of the Multimodal Hub Station in Kampala as well as constructing Passenger Halts.</p> <p>However, there is need to solicit for more funds for the rehabilitation of Kampala- Kasese line and Gulu Pakwach MG line as this will be a critical economic asset along the East African Northern Corridor linking the port of Mombasa and Eastern Uganda to Northern Uganda, as well as the neighbouring countries of South Sudan and the Democratic Republic of Congo.</p> <p>Four (04) locomotives and two (02) reach stackers were procured and delivered.</p> <p>URC has so far refurbished 100 wagons, renovated Port Bell railway line and</p>
Workshop	Total												
Nalukulongo	211												
Kampala Good Shed	16												
Jinja Station	6												
Tororo Station	17												

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
	<p>KRC. Implying that URC cannot run & schedule trains without KRC's consent, which is uncompetitive.</p> <p>1.4 The railway sector is still largely underfunded getting only 8bn per year. This undermines long-term sustainability and hinders attraction of serious investment, yet the railways sector is very attractive to private investment.</p>	<ul style="list-style-type: none"> iii. Breakdown and recovery cranes iv. Refurbishing of workshops v. Permanent way vi. Marine vessels i.e. MV Pamba. 	<p>the goods Warehouse.</p> <p>MV Pamba has been rehabilitated, sea trials undertaken and we are awaiting classification. Operations will commence thereafter.</p> <p>Rehabilitation of Kampala-Tororo, refurbishment of locomotives & repair of handling equipment will be carried out under the capacity building project worth 330 Million Euros which borrowing was approved in May 2021.</p> <p>The Spanish Financing agreement has been signed by the Ministry of Finance and they have established camp to start working.</p> <p>The ADB component of the loan will be signed upon completion of the Environment and Social Impact Assessment and Resettlement Action Plan though the Preliminary</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
		<p>c. URC conceded assets, including rolling stock and other movable assets, that were taken to Kenya should be returned i.e. Wagons and Motor vehicles</p> <p>Re-establish the Railway Training School to increase domestic capacity</p> <p>Ensure sector sustainability through knowledge transfer between the existing pool of experts and URC staff.</p> <p>d. Urgently revert the railway signaling & telecommunications from Kenya Railway Corporation to URC. Re-invest in a Translogic system for running trains.</p>	<p>Engineering designs by URC has been completed.</p> <p>URC managed to return 210 wagons from Kenya and 165 from Tanzania.</p> <p>URC expects the return of 427 more wagons from Kenya.</p> <p>URC is to re-establish the Railway training school at jinja Loco village with funding from AfDB</p> <p>Training will be conducted by Consultrans (funding provided by the Spanish) under the Capacity building project (3 years).</p> <p>Currently the Control system is done from Kampala, using Translogic system with its servers stationed at Kenya Railways Corporation (KRC)</p> <p>However, URC and KRC jointly hired a consultant in January, 2020 to audit the train working system</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
		<p>e. Government should increase the annual budget for the railway sector from 8bn to 40bn.</p>	<p>for recommendation on the signalling system for Uganda</p> <p>URC is in negotiations with the system provider to have a system set up in Uganda.</p> <p>There has been considerable increment in the annual budget for URC. For instance, in 2018/19FY, URC received 9.78bn, 2019/20FY-8.5bn; 2020/21FY-21.54bn, 2021/22FY- 191bn (8.5 bn as subvention, 36.5 bn for procurement of locomotives, 191 bn for rehabilitation of railway lines), 235.06 bn has been allocated this FY 2022/23.</p> <p>Since there is need to shift cargo from road to rail, more funding is still needed to maintain the railway line, repair and rehabilitate the rolling stock and build capacity of the corporation to haul more cargo.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
2. Revamp Central Corridor	<p>2.1 The Central Corridor was the best-weighted earning route for URC because of lower operational costs. Uganda also enjoyed economies of scale derived from being a railway terminal at the apex of both the Northern and Central corridors. This advantage was lost when RVR closed the route because they never had 100% control and it eventually lost goodwill</p> <p>2.2 Today, Uganda lacks a suitable competitive alternative to the Northern Corridor, which handles 98% of Uganda's global cargo. This has placed a huge dependence on Mombasa port and hiked logistics tariffs.</p>	<p>f. Fast track the acquisition of a loan (150M Euros) to facilitate Capacity building and infrastructure refurbishing.</p> <p>a. Revamp goodwill & reposition Uganda's advantage by:</p> <ul style="list-style-type: none"> ▪ Investing in sufficient rolling stock and other assets such as marine vessels. ▪ Deploying more vessels along the Southern route i.e. Rehabilitate MV Pamba and add at least (two) 2 more vessels. ▪ Reinstate liaison offices in both Dar es Salaam and Mwanza to 	<p>The total project cost is Euro 330 million and so far, Euro 28 million has been secured from the Spanish Export Finance credit.</p> <p>The balance of Euro 302 million is expected to come from the African Development Bank and the funds have since been approved by Cabinet and Parliament.</p> <p>This will be done under the capacity building project to refurbish locomotives and repair handling equipment.</p> <p>MV Pamba has been rehabilitated and has started operations after classification. MV Kaawa is operational and 4 vessels will be added under Phase II for Bukasa Port project. It is important that the new vessels have both SGR and MGR capacity/lines given the SGR project</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
	<p>2.3 Unlike Mombasa Port, Dar es Salaam and Tanga ports don't have Port Community Charters.</p> <p>2.4 Portbell and Jinja port lack the necessary infrastructure, space and trained operators to handle large volumes of cargo.</p> <p>2.5 There is a problem of asymmetric road user chargers within EAC i.e. Trucks from Uganda to Tanzania are charged high road user fees of US\$500 whereas Uganda charges only US\$40 for trucks from Tanzania. Similarly, Ugandan truckers are charged US\$249 every time they cross into Kenya, yet Uganda charges only US\$50.</p>	<p>coordinate and attend to business community</p> <ul style="list-style-type: none"> ▪ Negotiate for preferential rates based on volumes with both TPA and KPA. 	<p>progress on the Tanzania side.</p> <p>In addition, there is need for dedication of rolling stock [3 locomotives and 200 wagons (100 flat bed and 100 covered wagons)] on the central corridor for Mwanza/Kampala bound cargo for effective operationalization of the route</p> <p>In addition, there is need for dedication of rolling stock [3 locomotives and 200 wagons (100 flat bed and 100 covered wagons)] on the central corridor for Mwanza/Kampala bound cargo for effective operationalization of the route.</p> <p>The private sector is also operating on this corridor i.e. MV Gardens oil. Other vessels are being built by the private sector and</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
		<p>b. TPA should formulate port community charters for the Central Corridor to ease trade facilitation.</p> <p>c. In the short-term, rehabilitate Jinja and Portbell ports pending development of Bukasa Port. Additionally, train operators in rail, marine & handling.</p>	<p>they will serve the corridor.</p> <p>URC has sent one member of staff to represent her interest in Kenya after discussing it over with KRC and a space was made available to URC. Engagements are underway for the same in Tanzania.</p> <p>Discussions are on going</p> <p>Consultations are being undertaken and these will enable formulation of port community charters.</p> <p>Port Bell minor works / repairs were done, plans to rehabilitate it are underway, minor repairs were also done on Jinja pier line, plans are however underway to</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
		<p>d. Harmonize road user fees across the EAC. Otherwise, Uganda should reciprocate for Tanzania and Kenya like Rwanda and Burundi have done.</p> <p>e. Train operators in rail, marine and handling.</p>	<p>rehabilitate it once funds are availed from GoU.</p> <p>Portbell is planned for domestic cargo; tourism and passenger service while Jinja will be for ship building and training of mariners.</p> <p>The Resettlement Action Plan (RAP) for Bukasa Port is almost complete and preparatory works are set to commence. The port will be for only International Cargo through the Southern route and also manage traffic by rail and road along northern corridor.</p> <p>Negotiations are still ongoing.</p> <p>Government allocated funds for construction of the Maritime Training Institute which has commenced at Busitema</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>3. Protect railway assets from vandalism.</p>	<p>3.1 The smelting industry is a big threat to rail infrastructure and the sector by encouraging wide spread vandalism. The main problem area is between Jinja and Mukono. Furthermore, the URC Act 1992 doesn't carry any penalties for vandalism.</p> <p>3.2 Vandalism has also increased the likelihood of derailments and capsizements. URC is losing revenue since the current rail cannot transport delicate cargo like Oil and Sugar.</p> <p>3.3 Vandalism has hindered all efforts to sustain a schedule. The railway now only operates during the day with the use of advance foot and motorized patrol teams to ascertain the condition of rail before the train passes. This is both expensive and unsustainable.</p> <p>3.4 Conventional operational practices have been abandoned in preference for crude</p>	<p>a. Revise the URC Act 1992 to include penalties for vandals such as revoking operational licenses of furnaces smelting rail assets.</p> <p>b. Sensitise the public about the importance of maintaining rail assets.</p>	<p>University, Namasagali campus.</p> <p>The Ministry of Works and Transport will sign an MoU with Busitema University to offer courses in rail and marine operations and handling.</p> <p>The review of the Legal Framework of Uganda Railways Corporation is still underway.</p> <p>A Task Force was constituted comprising URC, MoFPED and MoWT compiled the obsolete, weak, and outdated provisions of the URC Act and developed amendment proposals for consideration which were submitted. The team held regional benchmarking from 9th May 2022 to 13th May 2022 in Dar es Salaam, Tanzania, and Nairobi, Kenya.</p> <p>Awareness programme, increased patrolling and arresting of culprits in prone areas of Iganga and</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
4. Free railway land from encroachers	<p>operational practices, which are not feasible or sustainable.</p> <p>4.1 There is encroachment on rail reserve land i.e. Kireka, Namuwongo, Kibuye, Ndeeba upto Nalukulongo.</p> <p>4.2 Land acquisition for rail infrastructure development let alone freeing land that has been encroached upon is very problematic</p>	<p>c. Follow the Conventional operational practices recommended by the international railways Standard Operating Procedures (SOPs). In addition, URC staff should be trained on best practices to encourage professionalism.</p> <p>a. Demarcate and gazette off railway land and evict all encroachers in i.e. Kireka, Namuwongo, Kibuye, Ndeeba upto Nalukulongo.</p>	<p>Nagongera is ongoing to reduce vandalism.</p> <p>This is ongoing through the Capacity Building project under Consultrans</p>
			<p>Boundary marking exercise between Bujuuko-Kampala-Malaba sections (192km), remaining with 64km to complete.</p> <p>Up to 3264 concrete boundary markers have so far been installed. Plans to secure more funds for boundary marking are underway.</p> <p>The MoWT constituted a land committee to investigate on the URC land encroachment issues and provide alternative</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>5. Fast track the enactment of the Inland Water Transport Bill.</p>	<p>5.1 The lack of a legal framework to govern inland waterways operations is holding back investment in the sector</p> <p>5.2 Water transport is the cheapest and most environmentally friendly transport mode. However, its economic potential remains largely untapped and yet Uganda is favorably endowed with huge potential for exploitation.</p>	<p>b. Harmonize and simplify land acquisition & leasing procedures in view of the foreseeable SGR development.</p> <p>a. Fast track the enactment of the Inland Water Transport Bill.</p> <p>b. Develop basic infrastructure and extend incentives to promote private sector investment in marine transport.</p>	<p>solution to the problem. Meanwhile URC is holding various stakeholder engagements regarding pending eviction of encroachers.</p> <p>The Eviction costed plan was approved by the Board and MoWT and the activity is to be commissioned by the Honorable Minister.</p> <p>Have been included in the Drafting Principles for the amendment of the URC Act, 1992. Consultations are due to commence after which submission will be made to cabinet for approval.</p> <p>The Bill was signed by H.E The President into law on 14th August 2021.</p> <p>Plans to commence construction of Bukasa Port are underway and so far, the port master plan, ESIA, Feasibility study & preliminary engineering designs have been</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
			<p>completed. Dredging, Swamp removal and land reclamation is set to commence.</p> <p>Government has also invested in water infrastructure development under road transport to include ferries and landing sites:</p> <ul style="list-style-type: none"> • Following the completion of the rehabilitation and sea trials for Kiyindi - Buvuma Ferry, the Minister of Works and Transport commissioned the Ferry on 24 July 2021 and the Ferry is operational. Another Ferry for the same route is under construction in partnership with the Ministry of Agriculture and Animal Industry and Fisheries and it is projected to begin operations in April 2022. • Construction of Bukungu-Kagwara-

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
			<p>Kaberaimaide Ferry is projected to be completed in June 2023. Currently, the process of cutting the steel required for the construction of the Ferries is ongoing in Holland. The construction of the corresponding Ferry Landing sites is ongoing at 18% completion.</p> <ul style="list-style-type: none"> • Rehabilitation of the old Wanseko Ferry planned to operate along the Amuru - Rhino Camp Ferry route is ongoing and expected to commence operations at the end of December, 2021, subject to the completion of the corresponding Ferry Landing sites. • Construction of Namayingo - Sigulu and Lolwe Islands ferry completed and was commissioned by H.E. the President of the

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
6. Update the feasibility study of the Tanga – Musoma route.	6.1 Whereas it was once identified as Uganda's shortest route to international trade, the Tanga - Arusha - Musoma - Portbell corridor project was abandoned yet it would have been very beneficial to Uganda's economy.	Encourage revival of the route, if still viable, especially since it is shorter than all the others. This is also a route terminating at the choice seaport chosen for exporting Ugandan Oil.	Republic of Uganda on 03 December 2020. The construction of the corresponding Ferry Landing sites is ongoing at 41% completion. The route is still viable and construction of Bukasa inland port is intended to revive the route. In addition, the Port bell-Mwanza –Dares slam route has been revitalized.
7. Updated inland waterways charts	7.1 The existing navigation charts are outdated (1904)	Replace the old navigational waterways charts with modern electronic charts.	Discussions to secure funding are ongoing.
8. Set up a marine	8.1 Uganda lacks a training center and has very few skilled mariners to operate on regional waterways i.e. Lake Victoria and Lake Albert. 8.2 Most Ugandan sailors don't have a "Seaman's (discharge) book" which is an international requirement for each country. This details the sailor's career experience and certification.	a. Invest in a marine training center using PPP model structures to encourage private participation to improve maritime skills in Uganda	Busitema University received funds in FY 2020/21 to kick start the construction of lecture and administrative blocks at Namasagali in Kamuli District. Construction works have started and expected to be completed by December 2024.

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
			<p>Recruitment of resource persons / lecturers in Marine Engineering, Nautical science and Marine Science is ongoing.</p> <p>Seaman's books specimens have also been prepared by the MoWT.</p> <p>MoWT has signed an MOU with Fisheries Training Institute (FTI) to set up a Maritime training facility with infrastructure to support the implementation of the international Convention for Seafarers Training and certificate for watch keeping (STCW 95) courses and other marine safety tailored courses. Design and Build contract signed and contract implementation</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>9. Automation of Vessel registration and Licensing</p>	<p>9.1 Currently done manually which is slow and tedious, and hampers proper data keeping.</p>	<p>b. Seek technical assistance from IMO to provide training opportunities from the World Maritime University</p>	<p>commenced on 2nd August 2021.</p> <p>Training programs ongoing for Masters Courses at World Maritime University (WMU) and International Maritime Law Institute (IMLI) under the auspices of the International Maritime Organization (IMO).</p> <p>To supplement the above training by WMU, MoWT considering online Maritime training in selected marine courses for MDAs and the private sector involved in maritime transport.</p> <p>Collaborating with MoICT to develop the system in FY 2021/22.</p> <p>An automated Vessel Registration and licensing system concept note seeking funding is being developed.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>3. Implementation of IMO conventions Uganda has acceded to</p>	<p>IMO conventions acceded to;</p> <ol style="list-style-type: none"> The Safety of Lives at Sea Convention (SOLAS 74'); The International Convention for Prevention of Maritime Pollution (MARPOL 88'); The International Convention on Standards of Training and Certificate for Watch keeping (STCW 95'); International Convention on Standards of Training, Certification and Watch-keeping for Fishing Vessels Personnel (STCW-F); Convention on Facilitation of International Maritime Traffic (FAL 1965); The International Regulations for Collision Prevention (COLREGS 76'); The International Convention on Load Lines; International Convention on Maritime Search and Rescue (SAR). 	<p>Seek more funding for the Maritime Administration for implementation of these conventions</p>	<p>Discussions to secure funding are ongoing. However, the Ministry managed to:</p> <ol style="list-style-type: none"> Develop the National Aeronautical and Maritime Search and Rescue (NAMSAR) Plan. Plans are underway to construct 9 Search and Rescue Centers on our Inland waterways Some Aids to Navigation were installed under LVEMP. A lot more needs to be done. Plans are underway to establish a maritime training institute at Busitema University Establishment of reception facilities is still pending Oil spill containment plan and equipment are still lacking

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>4. Increased local content in Aviation</p>	<p>a. Aviation graduates must complete industrial attachment before obtaining licenses from CAA. The challenge is that many operators do not offer placement for industrial attachment. This has left several qualified students unlicensed and unemployed.</p> <p>b. Domestic airline operators in upcountry airports incur several charges; this makes it expensive to operate regional flights and has hindered growth of the sector.</p>	<p>a. All Operators with an Air Operator Certificate (AOC) should provide industrial placement slots to aviation students. This should be incorporated in the agreement between CAA and operators before issuance of an AOC</p> <p>b. Promote domestic airline operators by waiving or reducing some charges in upcountry airports e.g. parking and landing fees.</p>	<p>UCAA continues to encourage Air Operators to take on aviation trainees for industrial attachment</p> <p>The various training institutions continuously coordinate with aviation service providers to place their students for internship.</p> <p>Charges levied at domestic Airports are on a cost recovery basis. At the moment, these costs are too low commensurate to the level of development. If they are waived, the aerodromes will not have the minimal funds required for funding their maintenance and operations. The Government subvention has been dwindling year in year. i.e. in FY 2020/21 funding available is 3.0bn while FY 2021/22 funding available is 2.289bn against the minimum</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>11 Establishment of a Tribunal for the Aviation sector</p>	<p>Currently, there's no Platform or Body that settles disputes or conflict between the operators and the regulator (CAA). The regulator is the sole decision maker, which creates a conflict of interest in some cases.</p>	<p>c. Extend tax incentives like import duty exemption to domestic investors in aviation.</p>	<p>requirements of 5.6bn. for only maintenance.</p> <p>Incentives have been offered but this hasn't improved the situation. Government has taken on the development of new airports around tourist sites hence the growing tourism sector will boost the internal flights in the near future. The process to review all charges and incentives is ongoing and expected to be completed by end of FY 2021/22.</p> <p>The Ministry developed draft Regulations for the Appeals Tribunal. Consultations on the Draft Regulations were finalized and the regulations are before the Solicitor general for final drafting. The Minister will sign the regulations thereafter and operationalization will take place.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>12 Streamline the Civil Aviation Authority (CAA)</p>	<p>12.1 CAA lacks a succession plan to pave way for young aviators. The authority needs young and vibrant staff to grow the industry.</p> <p>12.2 Lack of competent officials with aviation experience within the MW&T.</p> <p>12.3 CAA's client's charter is neither published nor adhered to. This charter acts as an agreement between CAA and the public and states the time frames in which CAA should provide specific services.</p> <p>12.4 There's currently no search and rescue plan in the aviation sector yet its mandatory. This can amount to negligence in case of emergencies in remote areas.</p>	<p>a. CAA should develop a succession Plan with young and vibrant staff to grow the industry e.g. corporate mentoring.</p> <p>b. Put in place an experienced commissioner for Air Transport in MW&T.</p> <p>c. The head of Civil Aviation Authority should be competent with wide ranging experience cutting across all aviation sections.</p> <p>d. CAA should publish and adhere to its client charter.</p> <p>e. UCAA should regularly communicate and engage key stakeholders.</p>	<p>Succession plan is in place and being implemented.</p> <p>The Ministry recruited an Assistant Commissioner for Air Transport with 19 years of aviation related experience. The appointed officer has adequate experience in the aviation industry.</p> <p>The Director General is always appointed on the basis of competence, qualification and exposure to all civil aviation areas.</p> <p>Air transport Service charter is in place and available on the UCAA website and its timelines are adhered to.</p> <p>The Public Affairs department undertakes stakeholder engagement on a regular basis.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
14. Establish a National Aviation Policy	14.1 Uganda does not have an aviation policy to guide the development of the Aviation industry of the country.	<p>f. Implement a Search and Rescue (SAR) Plan. For starters, CAA should have at least one SAR helicopter equipped to international standards.</p>	<p>A National Aviation and Maritime Search and Rescue (NAMSAR) plan is in place and being implemented under the annual budget and the medium term.</p> <p>The helicopter was provided for in the Civil Aviation Master Plan (CAMP) and discussions to have funds for purchasing the helicopter are ongoing.</p>
		Develop a National Aviation Policy, stating objectives for improving competitiveness. It should address aviation safety, regulation, regional and state airports, taxation, training, sustainability, MRO, etc.	<p>The Regulatory Impact Assessment Report (requirement of a Policy) for the National Civil Aviation Policy was prepared and finalized.</p> <p>The Draft National Civil Aviation Policy has also been prepared and is undergoing review to incorporate recent changes in the Aviation Industry.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
<p>15 Independent Vote for East African Civil Aviation Academy (EACAA), Soroti</p>	<p>14.2 EACAA is being positioned as the national training school for UPDF, Police, national airline pilots and maintenance engineers. However, its budget is still under the Ministry of Works and Transport, which slows down the academy's operations.</p>	<p>EACAA should be given an independent Vote to effectively manage its budget, which will improve its operations and the growth of the national airline.</p>	<p>A paper was prepared and presented to cabinet for discussion and approval. However, Cabinet recommended the matter to the EAC heads of state since EACAA was established by a treaty of cooperation of the first East African Community (EAC) in 1971 to train Pilots and Aircraft Maintenance Engineers mainly for the then East African Airways. EACAA therefore cannot have an independent vote due to the current legal framework.</p> <p>GoU has applied to the EAC Secretariat to take over the ownership of the EACAA due to the investments in the academy. Discussions are underway to review the EAC Treaty.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
16 Revise the Commercial Road Users Regulations, 2015	The law requires all trucks registered with KCCA to pay monthly fees. However, even trucks that are not operating within Kampala Metropolitan Area (KMA) are still obligated to pay.	Revise the law to charge truck loading and offloading fees instead of a fixed monthly levy. A verbal directive was given by H.E however this has not been implemented.	The current law has provisions that will require preparation of regulations
16 Remove multiple taxation	Truckers pay several taxes to different MDAs i.e. <ul style="list-style-type: none"> • Parking Tax to KCCA • Parking Tax to Local Governments • Domestic Income Tax for Trailers to URA • Domestic Income Tax for Truck-heads to URA 	<p>a. Aggregate the various taxes and appoint one MDA to collect this tax.</p> <p>b. Domestic Income Tax for Trailers should be removed. In principle, trailers and truck-heads are one vehicle</p>	<p>All taxes are being collected by URA while Local Governments collect levies under their ordinances.</p> <p>Tax is levied on income and where there is no income, no tax is charged</p>
17 Review the Vehicle Dimensions and Load Control Regulations, 2017	<p>17.1 Some aspects of the law are not practical. For example, roadside truck failure that exceeds 6 hours attracts a fine UGX 4 Million. However, finding suitable roadside or police station parking in the event of truck failure is a known challenge</p> <p>17.2 A committee was appointed to review the law however this hasn't sat and nothing has been done</p>	<p>a. Create Business Parking Centers along major highways for safe roadside parking in the event of truck failure.</p>	<p>The Roads Act 2019 requires the road authority to provide road side stations on the national road network.</p> <p>UNRA is currently undertaking designs for a pilot Road Side Station (RSS) on the ongoing upgrading of Hoima – Butiaba – Wanseko Road (111km) road project.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
			<p>A Detailed Design for the Model RSS will be completed by 30th November.</p> <p>In addition, A Feasibility Study for the establishment of Road Side Stations (RSS) on the National Road Network will be undertaken in Financial Year 2022/23.</p> <ul style="list-style-type: none"> - The procurement process commenced and a Consultant to undertake the Feasibility Study will be in place by the end of this Financial Year 2021/2022. - The Study will provide a Blueprint on the introduction of RSS on the National Road Network for safe parking among other amenities - UNRA roads are designed with shoulders which

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
18 Procure accurate weighbridges	<p>18.1 Most weighbridges in the country are substandard and give inaccurate readings i.e. A truck can register different readings on all the weighbridges on the same road.</p> <p>18.2 There is a lot of congestion at the weighbridges resulting from disagreements related to the conflicting readings.</p> <p>18.3 The multi deck weighbridges procured in 2014 and installed in Mbarara & Luwero have never worked to date.</p>	<p>b. Fast track the review the Vehicle Dimensions and Load Control Act.</p> <p>a. Procure modern weighbridges i.e. multi-deck and weigh in motion to get accurate readings and also reduce delays.</p>	<p>allow for emergency stops.</p> <p>The Minister set up a team which is headed by the Engineer in Chief (EIC) to review the new regulations and attend to the concerns of the private sector. Consultations are ongoing</p> <p>Multi-deck weighbridges have been installed at Magamaga, Kamdini, Mubende and Mbale. Mpigi is expected before the end of Dec 2021.</p> <ul style="list-style-type: none"> - Mpigi installation delayed due to land acquisition and construction of access lanes. Engagement is ongoing to construct them under direct procurement with Contractor for Mpigi Town Roads.

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
		<p>b. Automate and integrate information sharing across weighbridges stations along the same road to further reduce delays.</p>	<p>In addition, Civil works for the High-Speed Weigh in Motion (HSWIM) Systems at Magamaga have been completed. Luwero and Mbarara are expected to be completed by end of December 2021. The anticipated timeline of October 2021 was not met due to delayed payments because of budget cuts.</p> <p>The weighing systems have already been delivered and will be installed by end of Dec 2021.</p> <p>UNRA is piloting an automated system in Mbarara weigh station and will be rolled out once complete. Data from 5 weigh stations – Magamaga, Luwero, Lukaya, Mbarara and Mbale has already been centralized at UNRA HQ. The rest of the weigh stations will be centralized by the end of FY21/22.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
			<ul style="list-style-type: none"> - Mbale and Kamdini weigh stations are expected to join the current 5 installations by the end of December 2021. • These stations are being re-commissioned as part of the multi-deck contracts. • The 2 weighbridges of Luwero and Mbarara have been recommissioned.
		<p>c. The multi deck weighbridges procured in 2014 and installed in Mbarara & Luwero but have never worked should be worked on immediately.</p> <p>d. Capacity building and training of weighbridge operators should be done continuously.</p>	<p>This was affected by COVID-19. It will resume online this FY (21/22).</p> <ul style="list-style-type: none"> - Capacity building has resumed. Online training sessions are currently ongoing. Expected completion by end of December 2021.
19 Amend the Traffic and Road Safety Act, 1998.	Failure to renew a driving permit within the given period demands that one restarts the application process i.e. from learner's permit. This is very challenging for truck drivers who hold class CH that takes 10 years to acquire.	Fast track the amendment of the Traffic and Road Safety Act, 1998.	The Traffic and Road Safety (Amendment) Act, 2020 was signed into law and launched on 28 th May 2020.
20 Improved road safety	20.1. High risk of accidents due to: -	a. Support private sector investment in	Regulations to support the licensing and

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
	<ul style="list-style-type: none"> ▪ Lack formal driving training of turn boys and truck drivers. ▪ Lack of road-worthiness tests ▪ No facility for training motorcycle riders or standardized testing process for issuance of riding permits. ▪ Lack of motorcycle lanes within the city center 	<p>continuous training of truck drivers.</p>	<p>operations of training schools for truck drivers was formulated and implemented.</p> <p>National curriculum for training of truck drivers was developed.</p> <p>Regional (East African Community) Standardized curriculum for training of Drivers of Large Commercial Vehicles (Freight) was developed.</p> <p>Modalities for establishment of an automated driver examination system are being worked out.</p>
		<p>b. Enforce the mandatory car road worthy checks.</p>	<p>MOWT contracted a private service provider (SGS) to undertake mandatory car road worthy checks on its behalf. The Contract was signed on 17/03/2015</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
			<p>Parliament intervened thereafter and suspended enforcing compliance</p> <p>Contract with service provider amended to take care of concerns by Parliament and stakeholders</p> <p>Discussions to have the suspension lifted to enable enforcing compliance are still ongoing.</p>
		<p>c. Enforce the Mandatory helmet for motorbike passengers</p> <p>d. License training schools for motor-cycle riders to standardize the issuance of riding permits.</p>	<p>Wearing of helmets is already mandatory by law and is being enforced by Traffic Police.</p> <p>12 Driving schools were licensed in the FY 2020/21 to provide training in the said class.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
		<p>e. Designate lanes for motorcycles especially within the Central Business Districts and highways.</p>	<p>The current laws classify a motorcycle as a Motor Vehicle and as such it is difficult to designate a separate lane from other motor vehicles.</p>
<p>21 Enact the Customs Agency and Freight Logistics Management Law</p>	<p>The bill aims to resolve some of the longstanding issues in the sector such as: -</p> <ul style="list-style-type: none"> • Fragmentation and regulation by multiple MDAs, which increases bureaucracy. • Lack of professionalism and non-compliance due to various informal players. 	<p>Fast Track the passage of the Customs Agency and Freight Logistics Management Bill.</p>	<p>A draft bill has been developed and consultations are being planned by the ministry.</p>
<p>22 Formalize Public Private Dialogue</p>	<p>Government passes many policies and laws without the engagement of private sector. This has brought about disharmony between the two sectors and slowed progress.</p>	<p>Government should always involve private sector in policy formulation for the sector.</p>	<p>The Ministry involves the private sector in policy development processes and several platforms have been created to enable involvement of the Private Sector. For instance, the Program working Group meetings, Joint Transport Sector Annual Review Workshops and during preparation of Regulatory Impact Assessment for policies, laws and regulations.</p>

OBJECTIVES	OBSTACLE	RECOMMENDATION BY TWG	PROGRESS
23 Streamline the development of hubs and Free Trade Zones	There are various isolated efforts to establish trade hubs within the country i.e. Logistics hubs (TMEA), Free Trade Zones (UFZA) and Industrial Parks (UIA).	<p>a. Identify strategic locations for potential logistic hub development. These should also have access to multi-modal transport.</p> <p>b. Align existing and planned free zones with upcoming hubs.</p>	These have been identified and covered in the Northern Corridor Masterplan for Logistics.
24 Bilateral agreement with Kenya over Naivasha Dry Port.	Kenya has offered Uganda land to construct a dry port in Naivasha.	MoWT should conduct a feasibility study to construct a dry port at Naivasha Port before signing a bilateral agreement.	This is ongoing. A technical team was constituted to carry out a field assessment of the proposed area in Naivasha. The report was prepared, approved and the recommendations are under implementation.
25 Push for a parliamentary bill for negotiation at shipping terms for Ugandan Companies	Ugandan clearing companies are required to pay container deposit ideas.	Initiate a Bill to manage and negotiate better shipping terms for Ugandan Companies.	The GoU through MOWT has initiated engagements with the EAC partner states to have bonds issued by insurance companies and these would replace container cash deposits. The issue is not regulatory in nature to warranty initiation of a bill.

▪ **Presidential Directives and pledges**
Table 24: Progress on the presidential Directives and pledges

S/No Strategic directive/guideline	Performance	Challenges	Planned Implementation Modalities for realizing entire directive
1. Conclude negotiations for the Standard Gauge Railway (SGR) to enable commencement of construction.	<p>i. Loan discussions are still on-going. Currently Government of Uganda (GoU) is awaiting feedback from the Bank on its submission of February 2022 to the issues raised by the bank in August 2021. The issues raised by the Bank in August 2021 to which GOU responded were;</p> <p>a) The traffic forecast- Uncertainty about Kenya's willingness to extend her SGR system to Malaba border;</p> <p>b) Overoptimistic forecast of total cargo handling capacity of Mombasa Port and;</p> <p>c) The inefficiency of transportation cost resulting from the combination of road and railway transport since the railway network in Uganda is not well developed.</p> <p>ii. Prior to the above, the following was undertaken with respect to financing:</p> <p>a) Held a meeting in June 2022 of Senior officials from</p>	<p>Delay in approval of GOU loan application by China EXIM Bank. The sticky issue at the moment is the interconnectivity with Kenya that the bank says affects the feasibility of the project.</p>	<p>a) Continue the engagements with China Exim bank with the objective of reaching a logical conclusion. i.e. Engage Ministry of Finance Planning and Economic Development (MoFPED) to follow up with the Bank for a response with regard to GOU's latest submission and also request for a physical meeting with the bank to iron out any outstanding issues.</p> <p>b) Continue engagements both at technical and political levels with Kenya with the objective of resolving the SGR inter-connectivity between the two countries. (The meetings of Permanent Secretaries and Ministers are scheduled to be held in September 2022.)</p> <p>c) Explore and consider alternative sources of financing e.g. Government of Uganda.</p> <p>d) Commence studies on determining the possibility of developing Majanji Port and an SGR spur connecting the port to the SGR network in Tororo to</p>

S/No	Strategic directive/guideline	Performance	Challenges	Planned Implementation Modalities for realizing entire directive
		<p>Uganda and Kenya in Kampala. The key outcomes were that; Kenya is still committed to extending her SGR to Malaba; Kenya continues to engage the EXIM Bank of China on the loan and; is also opening doors to possible alternative financing sources.</p> <p>b) Responded to issues that the Bank raised in January 2020 with regard to GOU revised loan application of October 2019.</p> <p>c) The Project was appraised by China EXIM Bank in Sept 2017.</p> <p>d) The contract price and design were reviewed with the view to reduce the contract price, remove un-favorable clauses to Uganda and also include key items that had been left out of the contract. After which, Addendum No.2 to the contract was signed in March 2019.</p> <p>e) The review led to an initial reduction of USD 120m from the USD 2.295bn contract to USD 2.175bn.</p>		<p>provide connectivity to both Kenya and Tanzania through the ports of Kisumu and Mwanza respectively and a get way from Lake Victoria to the Northern part parts of Uganda.</p>

S/No	Strategic directive/guideline	Performance	Challenges	Planned Implementation Modalities for realizing entire directive
2.	<p>Make access roads to the identified 22 industrial parks i.e. Namanve, Nakasongola etc</p>	<p>f) However, the contract price was further raised from USD 2.175bn to USD 2.269bn with the inclusion of;</p> <ul style="list-style-type: none"> • Bukasa Port Spur (4.5 km) at estimated cost of USD 27m and; • Fencing the entire corridor and station areas at an estimate of cost of USD 66.6m (Provisional sum). <p>g) Revised the project Bankable Feasibility Study and undertook a Comprehensive Fiscal Analysis.</p> <p>i. Completed the rehabilitation of Nakalama-Tirinyi-Mbale road-102km (Mbale Industrial Park)</p> <p>ii. Undertook routine mechanized maintenance of Namboole-Kampala Industrial Park (Namanve)-Mukono road-13.7km.</p> <p>iii. Periodic maintenance of the Kampala-Jinja Road is on-going.</p> <p>iv. Provided technical assistance to Uganda Investment Authority (UIA) for the road component under the Kampala Industrial and Business Park, Namanve</p>	<p>Limited budget to implement the road programme.</p>	<p>a) Undertake dualling of Kampala-Jinja Road (Kampala up-to Mukono) and junction improvement during the NDP III period.</p> <p>b) Upgrade of Namboole-Kampala Industrial Park (Namanve)-Mukono road-13.7km to tarmac under the UIA project.</p>

S/No	Strategic directive/guideline	Performance	Challenges	Planned Implementation Modalities for realizing entire directive
3.	<p>Expedite the acquisition of 1,151 pieces of road construction equipment from Japan. (To be distributed to all districts, municipalities and at zonal centers)</p>	<p>infrastructure Development Project and Mbale Industrial Park.</p> <p>1,151 No. pieces of road equipment were procured from Japan, delivered and distributed to the beneficiaries i.e. 121 district Local Governments, Uganda National Roads Authority, Kampala Capital City Authority, NEC and Ministry of Works and Transport (MoWT) Force Account / Zonal Centers.</p>	<p>a) Inadequate funds to procure equipment for the 16 new districts. b) Inadequate funds for servicing and maintenance of the equipment.</p>	<p>a) Conclude the procurement of equipment for the 16 districts (Funds have been secured for FY 2022/23). b) Secure funds for equipment maintenance, service and tyres.</p>
4.	<p>Conclude discussions with the investors that can help us to start a National Airline.</p>	<p>Using Government of Uganda funds the following were achieved;</p> <ul style="list-style-type: none"> i. Uganda National Airline Company was registered in January 2018. ii. Recruitment for key personnel for the National Airline Company was undertaken. 215 staff recruited out of which 171 are Ugandans across its network (this includes Pilots and first officers etc) iii. Procured and delivered six aircraft (4) CRJ900 Bombardier aircraft & 2 Airbus aircraft (A330). iv. Launched commercial operations flying to 11 destinations of Mogadishu, Juba, Nairobi, Dar es Salaam, Bujumbura, Kilimanjaro, Mombasa, Zanzibar, Kinshasa, Johannesburg and Dubai. 	<p>Slowdown in operations due to Covid-19.</p>	<p>Launching of long-haul flights/ intercontinental routes to London and Guangzhou.</p>

S/No	Strategic directive/guideline	Performance	Challenges	Planned Implementation Modalities for realizing entire directive
5.	Plans worked out for executing the asphaltting of Kasese airport.	<ul style="list-style-type: none"> i. Completed a Master Plan study for Kasese airport. ii. Commenced the preparation and appraisal of a project to develop Kasese airport and is currently at pre-feasibility stage as per the Ministry of Finance, Planning and Economic Development, Development Committee Guidelines. iii. Constructed a perimeter fence around the airport. iv. Acquired land for the expansion of the airport. v. Routine maintenance of the airport undertaken. 	Inadequate funds for the expansion and upgrade the aerodrome from code 3C to a code 4E airport.	<ul style="list-style-type: none"> a) Conclude the preparation and appraisal of a project to develop Kasese airport. b) Secure funds for implementation of the project.

▪ NRM Manifesto

Table 25: Progress on the NRM Manifesto

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
1.0	Continue reducing the cost of transport by developing water transport and revamping the railway to ferry produce on Lake Victoria to Mombasa and Dar es Salaam ports	ITIS	<p>a) <u>Water Transport</u></p> <p>i) Construction of Bukasa Inland Port:</p> <ul style="list-style-type: none"> • Completed 100% construction works for Kinawataka-Bukasa road; • A cumulative total of 1,602 out of the 1,676 verified Project Affected Persons (PAPs) have been paid; <p>ii) Minor repairs undertaken on MV Kaawa and is fully operational.</p> <p>iii) Rehabilitated MV Pamba and launched in February 2022.</p> <p>b) <u>Railway Transport</u></p> <p>See Sections 3.0 & 4.0 below.</p>	Inadequate funds for compensation of PAPs.
2.0	Invest in railway, water and air cargo transport infrastructure in order to reduce cost and ease movement to the market	ITIS	<p>a) <u>Railway Transport</u></p> <p>See Sections 3.0 & 4.0 below.</p> <p>b) <u>Water Transport</u></p> <p>See Sections 1.0 above and 5.0 below.</p> <p>c) <u>Air cargo Transport</u></p> <p>See section 6.0 below.</p>	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
3.0	Rehabilitate the Meter Gauge Railway (MGR)			
3.1	Continue with rehabilitation of the Meter Gauge Railway (MGR) line from Gulu to Pakwach and the Busoga loop (Jinja, Mbulamuti and Busembatia).	ITIS	<p>a) Gulu to Pakwach line</p> <p>i) The project is under appraisal. The concept note was reviewed by the Ministry of Finance, Planning and Economic Development (MoFPED), Development Committee.</p> <p>ii) Commenced discussion on possible financing from China Harbour Engineering Company (CHEC).</p> <p>b) Busoga loop (Jinja, Mbulamuti and Busembatia) No work done.</p> <p>Tororo-Gulu line (375km)</p> <p>i) 18.44% physical works completed.</p> <p>ii) 1449 PAPs out of 4886 have been compensated (Tororo to Kumi)</p>	Lack of funds
3.2	Repair and secure the MGR line from Kampala to Malaba to improve line stability, reduce transit times,	ITIS	Physical works commenced on 01/02/2022 and physical progress currently is at 47%. Works done include; Commencement of ballast crushing operations at Peta Quarry supply of railway track materials, select bridge repair, drainage improvement, railway track renewal and level crossing construction.	<p>i) Prolonged stoppages due to delayed payments.</p> <p>ii) Contractor Terminated Contract in July 2022.</p>

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
3.3	reduce accidents and deliver more cargo. Repair locomotives, wagons to improve haulage capacity; volumes carried, transit time, and reduce accidents and deliver more cargo.	ITIS	0 locomotives repaired against a cumulative target of 4 as at end of the FY.	Lack of funds
3.4	Rehabilitation of fuel tanks in Kampala and Tororo to provide additional storage capacity for fuel imports from Kisumu-Port Bell -Jinja.	ITIS	Not yet undertaken.	Lack of funds
3.5	Hire of reach stackers to handle the loading and offloading of containers in Kampala, Mukono, Tororo and Malaba.	ITIS	2 new reach stackers were procured and are currently operational at Mukono ICD.	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
3.6	Connect the railway line to industrial hubs.	ITIS	<p>Namanve Industrial Park</p> <ul style="list-style-type: none"> i) Refurbishment of 26.8km of K'la-Mukono commenced; physical progress is at 3%. ii) Detailed design for 28Km of railway track (Kampala-Namanve, Tororo-Malaba) 60% completed. iii) Rehabilitation of the Tororo-Namanve Railway Line commenced - at 47% weighted physical progress completion. 	
4.0	Implement the SGR project			
4.1	Concluding financing agreements for the SGR.	ITIS	<ul style="list-style-type: none"> a) Loan discussions are still on-going. Currently Government of Uganda (GoU) is awaiting feedback from China Exim Bank on its submission of February 2022 to the issues raised by the bank in August 2021. MoWT has written to MoFPED requesting them to follow up with the Bank for a response and a physical meeting. b) Exploration and consideration of alternative sources of financing is on-going. 	<p>Delay in approval of GOU loan application by China EXIM Bank. The sticky issue at the moment is the interconnectivity with Kenya that the bank says affects the feasibility of the project.</p>

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
4.2	Finalizing land acquisition for Right-of-Way (RoW) by compensating the remaining PAPs.	ITIS	<p>a) Overall compensation estimate is UGX 584Bn out of which reports worth UGX 254.90bn were approved from Malaba to Buikwe (except Jinja).</p> <p>b) Out of the approved reports, reports worth UGX 99.15bn have been paid to 4,240 PAPs as at end of FY 21/22.</p> <p>c) Specifically in FY 21/22, no budget was released to the project for compensation of PAPs but received arrears worth UGX 20.788Bn used to compensate 185 PAPs.</p> <p>d) Re-assessment of the section from Jinja to Kampala (except Buikwe) is ongoing as advised by the CGV due to the passing of time.</p>	Inadequate budget
4.3	Ensuring national/local content mainstreaming in line with agreed upon contractual arrangements. For instance, a reservation of up to 40% (US\$907.6 million) of the contract value to be implemented under local content and 90% of the workers during construction being Ugandan nationals.	ITIS	<p>a) Updated the construction materials schedule.</p> <p>b) Stakeholders' engagement is on-going. Some of the national/ local content providers engaged include; steel manufacturers – (06No.), cement manufacturers – (04No.), Uganda Manufacturers Association - UMA, Uganda Chamber of Mines, Uganda National Association of Building and Civil Engineering Contractors – UNABCEC.</p>	Involvement of local entities has been limited by the delay in commencement of construction.

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
	All the cement will be locally sourced and significant amounts of steel will be procured from Uganda.			
4.4	Human Resource Capacity Development. This will provide a new generation of workforce with the requisite technical expertise to run the SGR	ITIS	<p>a) Human Resource Capacity Development Plan prepared and implementation is on-going.</p> <p>b) Specifically in FY 2021/22, No short/ long term trainings were conducted. However, 02 No. online CPDs organized by ISU were attended.</p>	No funds allocation
4.5	Connecting electricity to traction substations: UETCL will supply electricity to the SGR thus increasing the local content value of the project.		Working with UETCL and MoEMD, a requirements document has been prepared to facilitate extension of electricity to the SGR traction substation. Next activities will take place when construction of the SGR commences.	Delays in securing financing to enable commencement of construction.
4.6	Establishing industrial parks, inland container depots along the Malaba-Kampala route	ITIS	Working with Uganda Investment Authority, Uganda Free Zone Authority and MoFPED a requirements document has been prepared to facilitate development of industrial parks, inland container	Delays in securing financing to enable commencement of construction.

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
4.7	Developing Majanji Port as a second gateway to the eastern and northern parts of Uganda as well as South Sudan and the northern part of DR Congo.	ITIS	deposits. Next activities will take place when construction of the SGR commences. Procurement of consultant to undertake a feasibility Study is on-going. Specifically, the draft contract was submitted to Solicitor General for approval.	
4.8	Developing Rubongi Roads and Railway Polytechnic. As part of the project, a railway and roads polytechnic will be built in Rubongi-Tororo district to the benefit of Uganda and the region.	ITIS	Initial plans including proposed sites for the institute prepared and discussed with Peoples Republic of China.	Engagements have been hampered by the COVID-19 Pandemic which has not enabled the team from China to travel to Uganda for the second assessment visit.
4.9	Development of the GKMA Light Rail Train System to serve Kampala, Wakiso, Mpigi and Mukono	ITIS	a) Pre-construction activities are on-going. Project proposal submitted to MoFPED for consideration under PPP financing framework. b) Discussions held with 03No. unsolicited potential developers.	
5.0	Water Transport Infrastructure			

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
5.1	Modernization of Port Bell and Jinja Pier. (Engineering designs for both ports were completed).	ITIS	Minor rehabilitations were done on Jinja pier.	Lack of funds
5.2	Improvement of navigation safety and security on water. Provide high-speed security boats for policing and emergency response.	ITIS	<p>a) <u>Navigation safety and security on water.</u></p> <p>i) Domesticated SAR convention under the Inland Water Transport Act 2021.</p> <p>ii) Establishment of 9 No. Search and Rescue (SAR) Centres.</p> <ul style="list-style-type: none"> ✓ Signed 2 contracts for construction works of 5 SAR Centers at Kaazi, Kiyindi Panyimur, Zengebe and Kaiso landing site. Mobilization on-going. ✓ Procurement is at evaluation stage for the other 4 centers. <p>iii) Establishment of a Maritime Rescue Coordination Centre (MRCC).</p> <ul style="list-style-type: none"> ✓ Designs approved by Entebbe Municipal Council. ✓ Request for no-objection for the procurement of a Contractor for construction works submitted AfDB. <p>iv) Signed contracts for the supply 9 rescue boats, 1 fire-fighting boat and 1 ambulance boat.</p> <p>v) Signed contract to design, supply and install 9 weather buoys. (Aids to navigation)</p> <p>vi) Mobile Search and Rescue Facility at Portbell - assembly works for the vessel (MV Delta 1) completed;</p>	<p>a) Delays in contract delivery by supplier due to effects of COVID-19.</p>

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
5.3	Repairs to MV Kaawa to enable her return in business and facilitate the newly-agreed triangular operations through Kisumu-Port Bell-Mwanza-Kisumu.	ITIS	<ul style="list-style-type: none"> vii) A total of 2,400 life jackets purchased and 2,091 so far distributed. viii) Signed an MoU with Uganda Scouts Association (USA) to collaborate in Maritime affairs i.e. to avail land and manpower for SAR centre at Kaazi landing site. ix) Launched a Maritime Call Centre at Entebbe (Operationalizing 110-code toll free line to operate 24/7) x) 8No. of IWT safety campaigns carried out against a cumulative target of 10 by end of the FY. (10No. safety campaigns conducted) <p>b) Security on water.</p> <ul style="list-style-type: none"> i) Signed MoUs with Uganda Peoples Defence Forces (UPDF) and Uganda Police Force (UPF) to collaborate in Maritime affairs, i.e., provision of Maritime Security. <p>See section 1.0 above.</p>	
5.4	Rehabilitation of MV Pamba.	ITIS	See section 1.0 above.	
6.0	Air Transport Infrastructure			

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
6.1	Completion of the construction of Hoima International Airport in 2023.	ITIS	75% cumulative physical progress against a target of 95%	Inadequate funds for supervision consultant.
6.2	Delivery of two Uganda Airlines A330 airbus: the first by the end of 2020 and another in 2021	ITIS	The two Uganda Airlines A330 airbus were delivered.	
6.3	Purchase of Cargo planes for Uganda Airlines as a way of supporting export of agricultural produce	ITIS	0 purchases against a cumulative target of 4. (Uganda Airlines plans to purchase cargo planes in FY 2022/23)	Inadequate budget
6.4	Completion of development and upgrade of Arua Airfield into an airport of category 4C.	ITIS	Project at appraisal stage as per Uganda's Public Investment Management System (PIMS) framework i.e. at pre-feasibility Studies to guide implementation.	
6.5	Continue to develop and upgrade Gulu and Kasese airfields into Category 4C airports		Projects at appraisal stage as per Uganda's Public Investment Management System framework i.e. at pre-feasibility Studies to guide implementation.	
7.0	Road Infrastructure			
	NATIONAL ROADS			
7.1	Integrate infrastructure	ITIS	Road designs review on-going.	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation															
7.2	development system where road construction puts into consideration run-off rain water harvesting and other utility ducts. Continue with the construction of the ongoing road projects, most of which are to be completed around 2022.	ITIS	See Appendix 1	Inadequate funds															
7.3	Continue with the maintenance of existing roads.	ITIS	Road maintenance performance for FY 2021/2022 <table border="1"> <thead> <tr> <th>Category</th> <th>Target</th> <th>Achieved</th> </tr> </thead> <tbody> <tr> <td>Km of National Roads Network maintained Periodic Paved</td> <td>120</td> <td>17</td> </tr> <tr> <td>Km of National Roads Network maintained Periodic un Paved</td> <td>1300</td> <td>531</td> </tr> <tr> <td>Km of National Roads Network maintained Routine Manual</td> <td>39,500</td> <td>37,252</td> </tr> <tr> <td>Km of National Roads Network maintained Routine Mechanized Paved</td> <td>767</td> <td>1,022.3</td> </tr> </tbody> </table>	Category	Target	Achieved	Km of National Roads Network maintained Periodic Paved	120	17	Km of National Roads Network maintained Periodic un Paved	1300	531	Km of National Roads Network maintained Routine Manual	39,500	37,252	Km of National Roads Network maintained Routine Mechanized Paved	767	1,022.3	
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S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022			Challenges faced during Implementation
			No. of kms of National Roads Network maintained Routine Mechanized un Paved	20,000	3,488	
7.4	Embark on the construction of new road projects in FY 2022/2023		See Appendix 1			
8.0	Bridges Infrastructure: Bridges to be constructed in the term 2021 – 2026:	ITIS				
	i. Karuma Bridge & Access Roads		Under Procurement for Consultancy Services for Condition Assessment and Diagnostic Studies			
	ii. Laropi/Umi Bridge		Updating of Detailed Engineering Designs is on-going. (To be funded by ADB)			
	iii. New Pakwach Bridge and Access Roads		At concept stage (as per the PIMS framework)			
	iv. New Katunguru Bridge and Access Roads		Preliminary Engineering Design was ongoing by June 2022.			
	v. Masindi Port Bridge and Access Roads		Project is under preparation for Financing. Appraisal mission by the IsDB was conducted early June 2022.			

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
	vi. New Sezibwa Bridge		Preliminary designs were completed by June 2022	
	vii. Semiliki Bridge		Under appraisal as per the PIMS framework. Discussions on financing options are on-going.	
	viii. Nakiwogo Bridge		At concept stage (as per the PIMS framework)	
9.0	Regional Cities and Municipalities			
9.1	Continue improving roads and infrastructure in cities and municipalities.	RBD, SUH, ITIS	a) 5km in 4 selected Municipal Councils constructed. b) 12km in 10 selected Town Councils constructed. c) Works on-going for up-to 6km in selected TCs.	Inadequate budget
9.2	Work on roads infrastructure in the following new municipalities: Kitgum, Kasese, Kamuli, Mubende, Ntungamo, Busia, Apac and Lugazi.			
9.3	Improve roads in local governments hosting refugees of Adjumani, Moyo, Yumbe, Arua, Isingiro and Kiryandongo.	RBD, SUH	a) Upgrading of Koboko- Yumbe-Moyo road (105km) ✓ World Bank field mission held on 21 to 25 February 2022. ✓ Procurement of civil works contractor commenced and at bidding stage until 28th July 2022.	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
9.4	<p>Improve infrastructure in the regional cities and municipalities</p> <ol style="list-style-type: none"> a) Urban roads and associated links b) Urban transportation terminals, for instance bus, lorry parks and associated market stalls for vendors. c) Urban solid and liquid waste management systems d) Drainage and storm water management systems. e) Urban local economic infrastructure. For example, markets, slaughter houses, servicing land for 	RBD, SUH	See section 9.1 above	
			Supported the construction of Nyara bridge in Terego district.	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
	<p>industrial and commercial uses, cottage industries and tourism sites.</p> <p>f) Urban beautification such as leisure/public parks, playgrounds, urban greening and landscaping</p> <p>g) Infrastructure in local governments hosting refugees including small bridges, culverts, roads in order to address bottlenecks in road use such as swampy areas.</p>			
10.0	District, Urban and Community Access Roads (DUCAR):			

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
10.1	Rehabilitation of 5,000km of district roads, 340km of urban roads and 8,000km of community access roads.	ITIS	<p>a) 729.2km cumulative of District gravel roads rehabilitated against a target of 2000km.</p> <p>b) 21.4km of cumulative urban roads sealed against a target of 70km.</p> <p>c) 499.7km cumulative of Community Access Roads Rehabilitated against a target of 1600km</p>	Limited funds
10.2	<p>Increase the percentage of the DUCAR network in fair to good condition from 60% in 2021 to 80% in 2026. This will involve:</p> <p>a) Providing additional funding for fuel for all districts to grade, murrum and compact DUCAR</p> <p>b) Investing in innovative technologies (such as “pro-base” sealing technology) for</p>	ITIS	<p>DUCAR network in fair to good condition stood at 70% as at end of FY 2021/22</p> <p>a) Not yet undertaken.</p> <p>b) Pilot ongoing for road construction and maintenance using Probase technology: e.g., Civil works for upgrading Kayunga-Nabuganyi (20.2km) and Nansana-Kireka-Bira; and Phase 1 Civil works for upgrading Kakiri-Masulita-Masulita (23.1 km). the roads are at about 50% completion.</p> <p>c) Successfully conducted laboratory trials on the use of alternative road construction technologies which include, Road-Rapid, Altacrite and Renolith.</p> <p>d) 2 steel bridges constructed out of a target of 1. i.e., Gem Farm Bridge and Musizi bridge respectively.</p>	Limited funds Inadequate funds, lack of funds for constructing trial sections and piloting.

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
	<p>road construction and maintenance.</p> <p>c) Identify 120 critical road crossings and construct steel bridges for improvement of rural accessibility on the DUCAR network.</p> <p>d) Construction and rehabilitation of several bridges and swamp crossings on the DUCAR network across the Country</p> <p>e) Procurement of additional road construction equipment for the benefit of 13 districts which were created between 2018 and 2019. The</p>		<p>However, a wider Project for construction of steel bridges at concept stage.</p> <p>e) 4 out of a target of 16 Bridges constructed on the DUCAR network i.e., Kaguta bridge, Gem Farm, Kyabahanga, Buhindagye.</p> <p>f) Funds for the procurement were provided for in the FY 2022/23 budget for 16 districts.</p> <p>g) Funds not yet secured.</p>	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
	<p>districts include Nabilatuk, Bugweri, Kassanda, Kwania, Kapelebyong, Kikuube, Obongi, Kazo, Rwampara, Kitagwenda, Madi Okollo, Karenga and Lusot.</p> <p>f) For all districts where we procured equipment, additional resources for fuel to operate the equipment to murrum and compact the roads will be provided.</p> <p>g) Refurbish 645 units of serviceable equipment imported from China in 2012 and</p>		<p>h) Not yet started.</p> <p>i) Not yet started.</p>	

S/N	Manifesto Commitment	NDP III Prog	Status as at end FY 2021/2022	Challenges faced during Implementation
	<p>redistribute it among municipal councils and new cities by 2022.</p> <p>h) Procurement of equipment for tarmacking roads for allocation to five big municipal councils.</p>			

Table 26: Progress on the Sustainable Development Goals (SDG's)

SN	SDG global indicator	Target in FY2021/22	Actual in FY 2021/22	Comment
1	9.11 Proportion of rural population who live within 2km of all- season road	85%	n/a	No survey was carried out by UBOS
2	9.1.2 Passenger and freight volumes, by mode of transport			
i	Number of passengers by air			
ii	Freight volumes by air			
iii	Number of passengers by water	n/a	n/a	There are methodological issues on collecting data on this mode of transport.
iv	Freight volumes by water	n/a	n/a	There are methodological issues on collecting data on this mode of transport.
v	Number of passengers by road	n/a	n/a	There are methodological issues on collecting data on this mode of transport.
vi	Freight volumes by road	n/a	n/a	There are methodological issues on collecting data on this mode of transport.
3	9.4.1 CO2 emission per unit of value added	n/a	n/a	There are methodological issues on collecting data on the indicator.

▪ Agreed Actions and Resolutions from GAPR

These are actions and resolutions made at the Cabinet retreat

Table 27: Progress on the Agreed Actions and Resolutions from GAPR

S/N	Issue	Recommendation/Agreed Action	Progress
1	Persistent failure to attract, fill & retain District Engineers due to high requirements set by the Engineers registration Board	<ul style="list-style-type: none"> Follow up with Engineers Registration Board (ERB) on flexibility of conditions for registration of Engineers, to make them responsive to the context of Local Governments 	<ul style="list-style-type: none"> According to the ERB, the current requirements for registration are flexible enough for District Engineers to accomplish registration. So far 23 of registered engineers in the Country are registered as working with a District Local Government. Continued efforts exist to see that more District Engineers successfully register.
2	Inadequacy and appropriateness of road equipment provided to LGs	<ul style="list-style-type: none"> Undertake review of the equipment allocated to each LG to establish appropriateness, service gap and additional requirements Undertaking zoning based on the above 	<ul style="list-style-type: none"> Conditional assessment of road equipment was done. However, the shortfall between funding requirements for road equipment maintenance versus released funds still persists. There is a need to increase funds allocation/ release for road equipment maintenance, mainly now that both routine and corrective maintenance interventions are a must. For new districts that didn't receive equipment, no funds were allocated for equipment purchase in the FY 2021/22.

S/N	Issue	Recommendation/Agreed Action	Progress
3	Delayed acquisition of wayleaves for projects arising from incomplete compensation of PAPs	<ul style="list-style-type: none"> Adequately budget for the Land Fund to ensure availability of funds for compensation for all projects 	<ul style="list-style-type: none"> Establishment of additional zonal equipment centers was not done due to budgetary constraints. <p>The land Fund has not yet been formed. However, each MDA continues to separately budget for land acquisition/ RAP implementation/ RoW for their projects. Adequate resources continue to be provided for compensation, given the envelope.</p>
4	Pending compensation of PAPs for the oil roads	<ul style="list-style-type: none"> Follow-up on pending claims and fast-track compensation 	<p>The indication below shows the percentage of land acquired. UNRA continues its efforts to see to the successful completion of the compensation.</p> <ol style="list-style-type: none"> 1) Kisanja – ParkJunction = 95% 2) Park Junction - Buliisa = 94% 3) Wanseko – Bugungu = 93% 4) Hoima- Butiaba – Wanseko = 89% 5) Buhimba – Nalweyo – Kakumiro = 94% 6) Lusalira – Nkongwe – Ssembabule = 70% 7) Hohwa – Nalweyo – Kyarushesha = 83% 8) Kabale – Kiziranfumbi = 71% 9) Masindi – Biiso = 73% 10) Kabwoya – Buhuka = 93% 11) Karugutu – Ntoroko = 98%

- Programme Review Recommendations
- Table 28: Progress on the Programme Review Recommendations

RATING

Achieved	Partially Achieved	Not Achieved
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On schedule	Behind schedule	Ahead of schedule
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Section A: Policy, Legislation and Standards

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
P1	Delayed finalization and review of specific Policies and Laws.	<ul style="list-style-type: none"> i. Finalize drafting of the National Railway Transport Policy. ii. Finalize drafting of the National Urban Mobility Policy. iii. Finalize drafting of the Engineers' Registration Bill. iv. Finalize the review of the National Construction Industry Policy. 	<ul style="list-style-type: none"> June 2023 June 2023 June 2023 June 2023 	<ul style="list-style-type: none"> The Regulatory Impact Assessment (RIA) was completed. Drafting the principles is expected in Quarter 3 FY 2022/23. The Regulatory Impact Assessment (RIA) was completed. Drafting the principles is expected in Quarter 3 FY 2022/23. The Bill has been drafted and is due for Cabinet discussion in December 2022. Terms of Reference for the consultancy have been prepared. 	<ul style="list-style-type: none"> MoWT MoWT MoWT MoWT 	<ul style="list-style-type: none"> On schedule On schedule Ahead of schedule Behind schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
P2	Taxation practice on air tickets which contravenes International Conventions and makes the cost of travel expensive	v. Finalize the review of the NMT Policy (and prepare its implementation strategy).	June 2023	Terms of Reference for the consultancy have been prepared and the procurement process commenced.	MoWT	On schedule
		vi. Finalize the review of the URC Act 1992.	June 2023	Drafting principles were approved by Cabinet and drafting of the Bill has commenced.	MoWT	On schedule
P3	Outdated or nonexistent design manuals, standards and specifications for road and railway transport.	Remove VAT on air tickets.	December 2022	VAT on air tickets was removed effective 1 st July 2022 as per the Value Added Tax (Amendment) Act 2022.	MoWT/UCAA	Achieved
		i. Review and update the Urban Roads Design Manual.	June 2023	1 st Draft Final Urban Roads Design Manual was prepared and discussed by stakeholders in August 2022. The final version is expected to be complete by end of December 2022.	MoWT	On schedule
		ii. Review and update the Highway Code.	June 2023	Draft report presented to stakeholders in September 2022. Completion of the assignment is expected by end of December 2022.	MoWT	On schedule
		iii. Draft the Railway Design Manual, Specifications and Standards.	June 2023	Drafting of the specifications and standards was halted. However, this has been earmarked for implementation	URC	Behind Schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
P4	Inadequate Inland Water Transport Safety.	Develop Statutory Instruments (regulations) for: <ul style="list-style-type: none"> i. Registration and licensing of marine vessels and seafarers. ii. Vessel design and construction standards iii. Safety management of Small Vessels (non-SOLAS). iv. Port Management and Port services. v. Applicable fees and charges for services rendered. 	June 2023	<p>under the AfDB component of the URCA Capacity Building Project expected to begin in January 2024.</p> <p>Draft regulations have been prepared. Consultations with key stakeholders are programmed for Q3 and Q4 FY 2022/23 subject to availability of funds.</p> <p>Safety Of Life At Sea (SOLAS) Construction Standards and Regulations adopted under the Inland Water Transport Act 2021.</p> <p>Draft regulations have been prepared and are being reviewed by key stakeholders.</p> <p>Drafting of the regulations is on-going. The 1st Draft is expected by end of June 2023.</p> <p>Drafting of the regulations is on-going. The 1st Draft is expected by end of June 2023. Currently, the old fees and charges are applicable.</p>	MoWT	<p>On schedule</p> <p>Ahead of Schedule</p> <p>On schedule</p> <p>Behind schedule</p> <p>Behind schedule</p>
P5	High transport costs.	Freight Costs <ul style="list-style-type: none"> i. Complete 100% cumulative rehabilitation works on the Malaba-Mukono 	June 2023	80% weighted physical progress was attained. Currently at the stage of	URC	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating	
P6	Poorly regulated transport services, especially Boda-Bodas and Taxis.	railway (220.9km) line including Jinja pier line.		construction of level crossings and replacing turnouts.			
		ii. Complete 100% cumulative refurbishment works on Mukono-Kampala railway line (25km)	June 2023	<ul style="list-style-type: none"> The factory for manufacturing concrete sleepers for rehabilitation is under construction and is at roofing stage and machine installation is on-going. The track refurbishment works are planned to commence in April 2023. 	URC	On schedule	
		iii. Increase the capacity of the rolling stock of the MGR by:	June 2023				
		• Purchasing 9 locomotives (5 mainline and 4 medium)	June 2023	<ul style="list-style-type: none"> The procurement plan was prepared and submitted to the AfDB (the financier) for a no objection. 	URC	On schedule	
		• Purchasing 275 wagons (mostly flat beds)	June 2023		URC	On schedule	
		• Purchasing a breakdown crane of 120 tonnes.	June 2023		URC	On schedule	
		• Purchasing a road crane of 70 tonnes.	June 2023		URC	On schedule	
		Finalize and implement regulations on Traffic and Road Safety Act.	October 2022	Draft implementation regulations were approved by the Top Management Team of the Ministry of Works and Transport, and submitted to the Solicitor General for clearance.	MoWT	Partially achieved	

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
P7	Financing of emergencies on the transport network.	Prepare and submit strategies to inform the inter-ministerial Cabinet Memo on emergencies being prepared by Ministry of Water & Environment (MoWE).	December 2022	Submission was made to the MoWE. The submission is to inform preparation of a Cabinet memo by MoWE on the same.	MoWT	Achieved
Section B: Road Transport						
R1	Inadequate financing for road maintenance.	i. Submit a Cabinet Memo on the need to increase funding for road maintenance.	December 2022	<ul style="list-style-type: none"> A draft paper on revenue mobilization strategy for road maintenance in Uganda was prepared by a multi-institutional think tank set up by the Rt. Hon Prime Minister (PM). The paper is due to be presented to the PM for review and guidance on a way forward including preparation of a Cabinet Paper on road maintenance financing. However, in May 2022, Parliament resolved to operationalize the Uganda Road Fund (URF) as a 2nd Generation(2G) Fund, upon which URF wrote to the Minister responsible for Finance requesting him to ratify the URF Regulations 2021 for operationalization of URF as a 2G Fund. 	MoWT	Partially achieved

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
				<ul style="list-style-type: none"> The Minister responsible for Finance advised that URF maintains the status quo until Cabinet pronounces itself on the rationalization of Government Agencies. 		
		<p>ii. Finalize the study on institutional and optimal funding models for road maintenance.</p> <p>iii. Complete the review of the URF funds allocation formula to ensure that it is equitable.</p>	December 2022	<ul style="list-style-type: none"> The study was finalized and disseminated. The study recommended a 2G Fund for the Uganda Road Fund (URF). 	URF	Achieved
			December 2022	<ul style="list-style-type: none"> The EU-funded consultant laid down tools at inception stage. Procurement of a new consultant to undertake the assignment has not taken off due to lack of funds and it has therefore been earmarked for FY 2023/24 budget. (Though as an unfunded priority) 	URF	Not Achieved
R2	High number of road accidents.	i. Implement the mandatory motor vehicle inspection programme.	June 2023	<ul style="list-style-type: none"> Negotiations between GoU and SGS on the resumption of mandatory vehicle inspection services were concluded under the stewardship of the Attorney General. The GOU has submitted its position to SGS for their input and decision. 	MoWT	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
		<ul style="list-style-type: none"> ii. Identify black spots on the paved national road network and come up with measures to improve safety at these locations. 	June 2023	<ul style="list-style-type: none"> • The inspection services are expected to resume by April 2023. • Black spot identification and assessments were carried out along highways totaling to 1,819.3 Km of the paved road network in FY 2021/22. • Designs to improve the spots are currently ongoing, and improvement shall ensue subject to availability of funds. 	UNRA	On schedule
		<ul style="list-style-type: none"> iii. Conclude and disseminate the National Road Safety Action Plan. 	September 2022	The National Road Safety Action Plan was launched in June 2022. Dissemination is currently on-going.	MoWT	Achieved
R3	Inadequate and inefficient axle load control system.	<ul style="list-style-type: none"> i. Acquire three (03) mobile weigh bridge units. ii. Install three High-Speed Weigh-In-Motion Weighbridges (HSWIM) at Magamaga, Luwero & Mbarara stations. 	September 2022	<ul style="list-style-type: none"> • Not done due to inadequate funds. Activity included in the FY 2023/24 budget. 	UNRA	Not achieved
			September 2022	<ul style="list-style-type: none"> • The 3 High-Speed Weigh in Motion Systems for Mbarara, Luwero and Magamaga were procured and are at site. • Construction of the HSWIM lanes completed. • System installation is on-going and due for completion by end February 2023. 	UNRA	Partially achieved

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
		<p>iii. Deploy a mobile weighbridge in the Karamoja sub-region.</p> <p>iv. Widen roads at Magamaga, Luwero & Mbarara weighbridges.</p>	<p>September 2022</p> <p>June 2023</p>	<p>A mobile weighbridge was deployed in Mbale on 20th July 2022. This covers the entire East and North-Eastern Region.</p> <ul style="list-style-type: none"> Weighing lanes have been completed. The new HSWIM bridges/lanes allow for faster weighing of vehicles. These are expected to reduce traffic jams at the weigh points. 	<p>UNRA</p> <p>UNRA</p>	<p>Achieved</p> <p>Ahead of schedule</p>
R4	Weak National Construction Industry Capacity.	<p>i. Finalize production and accreditation of the Contractors' Register.</p> <p>ii. Present to the ITIS Programme Working Group (PWG) an annual report on the performance of the reservation and preferential schemes in the PPDA Act, 2021.</p>	<p>December 2022</p> <p>August 2022</p>	<p>Stakeholder consultations on criteria for registration and classification are ongoing. Register to be finalized by June 2024</p> <p>Performance report for local content and reservation schemes for the FY 2020 and 2021 prepared and awaits to be scheduled for discussion at any PWG.</p>	<p>MoWT</p> <p>MoWT</p>	<p>Partially achieved</p> <p>Partially achieved</p>
R5	Increased traffic congestion in the GKMA.	Launch and implement the short-term measures under the approved Plan to decongest the GKMA.	June 2023	<ul style="list-style-type: none"> Bodaboda census and stage gazettement was undertaken in September 2022. Training of boda-boda riders by MoWT/KCCA to enable them have 	KCCA/ MoWT	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
R6	High unit cost of road construction and maintenance.	<p>i. Finalize and disseminate the study on the unit cost of road construction and maintenance 2021 in Uganda.</p> <p>ii. Publish on the MoWT website the results of the previous unit cost studies (2004, 2009).</p>	August 2022	<p>requirements for registration in ongoing.</p> <ul style="list-style-type: none"> Report not yet finalized. The draft final report requires up-dating with more data from UNRA and a benchmarking exercise to Ethiopia, Zambia and Tanzania which is due to take place in December-January. Finalization is expected by end of April 2023. 	MoWT	Not achieved
R7	Weak institutional capacity of Designated Agencies (LGs).	Support Engineers at Local Governments (LGs) to register.	June 2023	<p>The reports were uploaded.</p> <ul style="list-style-type: none"> Support and guidance to LG Engineers in the preparation of acceptable registration reports is ongoing. 5 Engineers out of a total of 161 registered in FY 2021/22 were from LG. 	MoWT	On schedule
R8	Underdeveloped Non-Motorized Transport (NMT) infrastructure.	i. Construct NMT infrastructure in urban areas.	June 2023	<ul style="list-style-type: none"> KCCA constructed and installed 50 bicycle racks along the 2km NMT corridor on Namirembe road. 	UNRA, KCCA, Municipal Councils	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
R9	Diminishing supply of local construction materials has resulted in increasing haulage distances.	Undertake research in alternative construction technologies.	June 2023	<ul style="list-style-type: none"> Laboratory trials successfully conducted for altacrete, consolid55, renolith soil stabilizers. Trial section for Road Rapid Dust Suppressing technology constructed and monitored. Cobblestone trial section designed and will be constructed in FY 2023/24. 14km of pilot roads designed and constructed using probase technology. On successful implementation of the probase pilot, manuals and specifications shall be developed and the technology rolled out in Uganda. 	MoWT	On schedule
Section C: Air Transport						
A1	Operationalization of Uganda National Airline.	Finalize recruitment of the C.E.O and other key staff for the Uganda National Airlines Company.	December 2022	<ul style="list-style-type: none"> The CEO was appointed. The recruitment process for the other 8 key officers is on-going (oral interviews conducted), with the process expected to be completed in early December 2022. 	MoWT	Achieved
A2	Inadequate land for Entebbe	Prepare a Cabinet Memo and submit to Cabinet on the additional land for	December 2022	Consultations are on-going with Ministry of Lands Housing and Urban Development to	MoWT/UCAA	Partially achieved

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
A3	International Airport expansion. Underdeveloped Up-country aerodromes.	Entebbe International Airport from MAAIF and Kigungu peninsular. Finalize the pre-feasibility study for the development of five up-country (Gulu, Pakuba, Kidepo, Arua and Kisoro) aerodromes.	June 2023	determine the extent of the land in terms of size and value. This information is critical to inform the finalization of the Cabinet Memo. The Pre-feasibility studies have been finalized; and are due for consideration by the Development Committee of MoFPED.	MoWT	On schedule
Section D: Railway Transport						
RL1	Limited coverage of operational railway transport services.	Fast-track and conclude rehabilitation/refurbishment works of 264KM along Malaba-Kampala railway line.	June 2023	80% weighted physical progress on rehabilitation works on Mukono – Malaba attained. Construction of level crossings and replacement of turnouts is on-going.	URC	On schedule
RL2	Delays in development of a Standard Gauge Railway (SGR) Network.	i. Acquire 43.752 hectares of land for the Right of Way in 07No. districts (Tororo - Mayuge) ii. Consider alternative funding sources for construction of the SGR Eastern route.	December 2022	<ul style="list-style-type: none"> 22.097 hectares within 03No. districts (Tororo, Iganga, Mayuge). In addition, land expropriation is being undertaken for the acquired land and 8No. certificates of title were secured. Discussions among key GoU stakeholders and possible financiers is on-going as well as exploring other alternative sources of financing.	MoWT/SGR	Partially achieved
RL3	Human resource gaps in the railway	i. Implement the URC Capacity Building Strategy.	June 2023	This is ongoing under the URC Capacity Building Project. A total of 377 staff are currently	URC	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
	transport sub-sector.			being trained in a total of 12 tailored courses that will run until the end of the project.		
		ii. Commence on processes towards establishment of a Railway Training Institute.	June 2023	The procurement plan was prepared and submitted to the AfDB (the financier) for a no objection.	URC	On schedule
RL4	Heavy encroachment on the Meter Gauge Railway reserve.	i. Implement the eviction plan to ensure a clear railway reserve. ii. Strengthen enforcement mechanisms within URC to protect the reserve from encroachers.	June 2023	The Eviction Plan was approved by the Board and the MoWT. Implementation of the Plan is currently ongoing.	URC	On schedule
		iii. Develop a land use plan to enable URC manage land resources.	June 2023	A Plan for fencing off the areas which are prone to encroachment was submitted to AfDB for consideration. In the meantime, all encroachers were given a notice to vacate URC land. <ul style="list-style-type: none"> Development of the URC Land Use Master Plan is at 80% physical progress. Draft final report was reviewed and approved by URC. The survey and land use plans have been completed. Finalization of the Plan is expected by end of February 2023. 	URC	On schedule
Section E: Inland Water Transport						

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
IWT1	Dilapidated water transport infrastructure.	Prepare a concept paper and project profile for rehabilitation of dilapidated water transport infrastructure (landing sites, jetties and ports).	June 2023	<p>Various project concept papers for improvement and development of landing sites have been prepared and are at varying levels of approval as per the Public Investment Management System (PIMS) framework. i.e.</p> <ul style="list-style-type: none"> Draft concept paper for three pilot landing sites (Gaba, Bule, Butebo) is due for consideration by the MoWT Project Preparation Committee. <p>At MoFPED DC for consideration;</p> <ul style="list-style-type: none"> Concept for improvement of existing ferry landing sites and facilities (10No.) Concept for development of new ferry landing sites and facilities (15No.) 	MoWT/ UNRA	On schedule
IWT2	Lack of trained personnel to operate marine services.	Commence construction of Marine Training School at Fisheries Training Institute (FTI) in Entebbe.	June 2023	<ul style="list-style-type: none"> Construction works of Maritime Training facilities at FTI in Entebbe is currently ongoing and at 15% cumulative progress. Completion is expected in September 2023. On completion the facility will offer Standard Training and Certificate Watchkeeping courses e.g. Able seafarer engine & Able 	MoWT	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
				seafarer deck, on behalf of the International Maritime Organization leading to qualified Officers in charge of navigational and engineering watches.		
	Section F: Publicity and Communication					
PC1	Inadequate publicity of the ITIS Programme.	Conduct quarterly update in the press on the achievements of the ITIS Programme.	December 2022	Updates of the programme achievements were publicized through other types of media i.e. social & web, given their outreach and cost in comparison to the press.	MoWT	Partially Achieved
	Section D: Cross Cutting Issues					
C11	Low female staffing levels on projects in the transport programme.	Prepare a Gender and Equity Strategy for the Programme.	June 2023	<ul style="list-style-type: none"> Revision of the Gender Policy Statements and Gender Guidelines is currently ongoing to cater for equity issues as well. An inception report was approved, and completion of the assignment is expected by end of the FY 2022/23. The guidelines shall guide the implementation of the already existing Gender and Equity Policy, without the need for a "Strategy". 	MoWT	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
C12	Lack of real-time transport statistics /data to aid planning and management decision making.	Design, develop and install a Transport Management Information System.	June 2023	Design of the Works & Transport Statistical System is ongoing. A draft user-requirements document has been prepared for review and approval by the MoWT.	MoWT	On schedule
C13	Improving on environmental safe guards along transport infrastructure corridors.	Increase coverage of trees along the corridors and strengthen collaboration with LGs/LBCs to maintain them.	June 2023	<ul style="list-style-type: none"> Policy adopted to include trees in new contracts and ongoing projects. All KCCA road contracts since FY 2022/23 now have a provision for landscaping, greening and tree planting. 	MoWT, KCCA, UNRA, URC, SGR	On schedule
C14	Theft and vandalism of transport assets.	<p>i. Deploy a motor or push trolley to monitor the safety of the track</p> <p>ii. Use vandal-proof fasteners on the railway track.</p>	June 2023	<ul style="list-style-type: none"> The intervention had been included in the AfDB loan for refurbishment of the Kampala - Malaba line, but was removed upon review of the budget. However, among the unfunded priorities of FY 2023/24 budget an output for assorted track maintenance equipment which can be used for a motorized trolley has been included. (Push trolleys are outdated and no longer used.) 	URC	Behind schedule
			June 2023	Anti-vandal clips are already being used in the track re-furbishment works on Malaba-	URC	On schedule

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
				Mukono. And will also be used on Mukono-Kampala track refurbishment starting April 2023.		
		iii. Promote the use of concrete sleepers.	June 2023	The Concrete factory is under construction at Kawolo. Production is expected to start in February 2023.	URC	On schedule
		iv. Disseminate the research findings on alternative materials for road signage and undertake a pilot on selected roads.	June 2023	<ul style="list-style-type: none"> Research findings were condensed into a Technical Brief and widely disseminated among stakeholders. Funding is currently not available to rollout trials along the national road network, as recommended from the findings. 	UNRA	On schedule
C15	Reduction of Green House Gas emissions (GHGe) from transport.	Limiting motor vehicle importation by year of manufacture to not more than 8 years.	July 2022	<p>A phased approach to reduce the Country limit to 8 years is being implemented. The current phase includes;</p> <ul style="list-style-type: none"> Imposing an environmental levy on vehicles older than 9 years as a deterrent to importing older cars. Imposing a ban on warehousing of vehicles older than 13years. Undertaking mandatory motor vehicle inspections which include checks for exhaust emissions. 	MoWT	Partially achieved

S/N	Issue	Action	Deadline	Progress	Responsible MDA	Performance rating
C16	Public health in transport.	Coordinate with Ministry of Health (MoH) to develop public health guidelines specific to transport.	June 2023	<p>Negotiations with the service provider have been concluded.</p> <p>Standardized Standard Operating Procedures (SOPs) for public transport and private vehicles have been developed and adopted. They are updated as and when there is an adverse public health outbreak as guided by MoH.</p>	MoWT	Ahead of schedule

SUMMARY TABLE OF PERFORMANCE

1. Rating for the actions whose deadlines are in the calendar year 2022

Section	Number of Actions	Performance			Percentage Performance		
		Achieved	Partially Achieved	Not Achieved	Achieved	Partially Achieved	Not Achieved
Section A: Policy, Legislation and Standards	3	2	1	0	66.7	33.3	-
Section B: Road Transport	11	4	4	3	36.4	36.4	27.3
Section C: Air Transport	2	1	1	0	50.0	50.0	-
Section D: Railway Transport	1	0	1	0	-	100.0	-
Section E: Inland Water Transport	0	0	0	0	-	-	-
Section F: Publicity and Communication	1	0	1	0	-	100.0	-
Section D: Cross Cutting Issues	1	0	1	0	-	100.0	-
Overall	19	7	9	3	36.8	47.4	15.8

2. Rating for actions with a deadline of June 2023

Section	Number of Actions	Performance			Percentage Performance		
		On schedule	Behind schedule	Ahead of schedule	On schedule	Behind schedule	Ahead of schedule
Section A: Policy, Legislation and Standards	20	14	4	2	70.0	20.0	10.0
Section B: Road Transport	7	6	0	1	85.7	0.0	14.3
Section C: Air Transport	1	1	0	0	100.0	-	-
Section D: Railway Transport	7	7	0	0	100.0	-	-
Section E: Inland Water Transport	2	2	0	0	100.0	-	-
Section F: Publicity and Communication	0	0	0	0	-	-	-
Section D: Cross Cutting Issues	8	6	1	1	75.0	12.5	12.5
Overall	45	36	5	4	80.0	11.1	8.9

5. Progress of Activities under Programme Governance and management

Policy and planning

05No. Integrated Transport Infrastructure and Services (ITIS) Programme Working Group meetings and sub-committee meetings were coordinated and held;

05No. Projects presented to the Development Committee and 02No. Projects developed for implementation;

02No. transport surveys carried out. The Road condition survey in the new cities of Mbarara, Fort portal, Masaka and Hoima and on selected national roads undertaken;

The internet network/LAN was revamped and maintained to improve connectivity; Websites and Ministry email were maintained; ICT equipment were procured to improve communication given the challenges encountered due to COVID 19;

Training of departmental users on the use of the Electronic Government Procurement System (EGP) was undertaken. User rights for departments (Heads of Department and staff) were created to reduce delays in the procurement process.

6. Cross cutting issues

Sensitization of HIV/AIDS involving 150 people held in Nakapiripirit town involving construction workers; 04no. outreach programs at Kaiso, Zengebe, Panyimur and Kaazi landing sites to support prevention of Gender based violence and HIV/AIDS supported; Sensitization of 200No. district staff and project workers in Easter region on HIV/AIDS, COVID-19 and other cross cutting issues undertaken;

28 Environmental Impact Assessment Surveys (ESIAs) were completed and 3 Resettlement Action Plans (RAP) which were approved by AfDB were undertaken. These included Namagumba – Budadiri – Nalugugu road, Laropi bridge and Laropi-Moyo-Afoji road

The Green Right of Way (GROW) tree planting project was launched as part of the environmental restoration activities on all road reserves. During the financial year, Kabale, Jinja, Mubende, Gulu, Mbarara, Kampala, Moroto, and Masindi, Hoima, and 28 Kasese UNRA stations planted trees along a total of 316 km of the road reserve, among others.

19No. landing sites inspected for compliance to safety, security and environment.

6. Lessons learnt during the FY

7. Implementation challenges and mitigations during the FY

CHALLENGES AND CONSTRAINTS

- i) Road accidents and road fatalities have remained high. These accidents have negatively impacted the Programme. There is still so much to be done to address this carnage
- ii) There is still a major funding gap for implementation of a number of interventions within the Programme particularly Road Safety, air transport regulation programmes, SGR and development of Upcountry Aerodromes
- iii) Delays in implementation of the Motor Vehicle Inspection Services scheme. A notice of termination by the service provider has already been served to the Ministry and may have serious consequences both legal and financial including the failure to provide the service
- iv) Slowed down progress of road construction and maintenance activities as a result of the Covid- 19 pandemic which resulted in fatalities, suspension and sometimes abandonment of works, and reduction in work forces in order to observe the SOPs.
- v) Heavy and long rainy seasons damage roads and drainage structures necessitating emergency response to restore services yet the necessary budget is never provided
- vi) Land acquisition for the development of transport infrastructure projects SGR
- vii) Lengthy procurement process for the road works, delays in finalization of road designs and lack of supervision vehicles which hinders adequate project supervision in LGs

8. Data matrix of the outcome indicators as per PIAP

Table 29: Data matrix of the outputs indicators as per PIAP

Intervention	Output	Indicators	Baseline	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
1.1 Implement an integrated multi-modal transportation hub (air, rail, road, water etc.)	Public transport hubs developed	Number of train/ tram stations built	1[1]	-	-	0
		Number of bus terminals constructed in MKCCA&MA	0	-	-	0
		% of civil works for rehabilitation and expansion of Entebbe Int. Airport	67.5[2]	-	80.5	
		No. of LPG train wagons acquired	-	-	14	N/A
		No. of landing sites or jetties (Gaba, Bule, Butebo, Nakiwogo and Lutoboka) constructed	-	-	-	N/A
		No. of landing sites or jetties [BKK (3 no), Sigulu (3no), Wanseko, Bunyonyi, Kalangala (4no), Kooome (4no), Kasensero] rehabilitated	900	-	7	3
		Existing ferry Infrastructure (Zengebe, Namasale, Panyimur, Kiyindi, Bisina, Obongi, Lake Victoria Slipway) upgraded	-	-	3	N/A
		Pilot public transport service on water ways between Kampala-Entebbe – Jinja introduced	-	-	1[3]	N/A
		No. of logistics hubs developed	-	-	-	1
		Number of feasibility studies and detailed designs prepared	-	-	30	5
		Number of MoUs/land agreements with land owners for RoW secured	-	-	10	N/A
		Number MoU agreements signed for RoW in GKMA	-	-	100	N/A

Intervention	Output	Indicators	Baseline	Actual	Target	Actual	
			FY2017/18	FY2020/21	FY2021/22	FY2021/22	
1.2 Construct, upgrade and climate proof strategic transport infrastructure (tourism, oil, minerals and agriculture)	Roads connecting GKMA upgraded	Number of km of roads upgraded in GKMA	-		50		N/A
	Mukono-Ssisa satellite city road completed	No. of km of road to Mukono-Ssisa satellite city improved to link with KCCA-15kms	-		15		N/A
	Bridge constructed	Level of progress (%) on projects completion[6]					N/A
	Named streets in GKMA	Proportion of streets named in GKMA area, %	-		20		N/A
	KCCA Roads and junctions improved	Number of km of KCCA roads improved. Number of junction improve	-		4		4
	Strategic transport infrastructure constructed and upgraded	Km of strategic roads upgraded	4,971		6,163		5,878.50
		Percentage of civil works constructed at Kabaale Airport	-		23		72
		Percentage of progress of operationalization			40		N/A
		Number aerodromes rehabilitated and upgraded	13		2		2
		% of civil works of strategic airports/ aerodromes rehabilitated and upgraded			35		N/A
					35		N/A
					a		N/A
					-		n/a
					-		n/a
				2		n/a	
	Number International airports rehabilitated	0		1		1	
	Number of aviation academies maintained	-		1		1	
	Km of MGR Rehabilitated (Kampala – Malabe)	0		28		0	

Intervention	Output	Indicators	Baseline		Actual		Target		Actual	
			FY2017/18	FY2020/21	FY2020/21	FY2021/22	FY2021/22	FY2021/22		
1.3 Increase capacity of existing transport infrastructure and services	Capacity of existing transport infrastructure and services increased	Number of PAPs for the Tororo-Gulu MGR line compensated	-	-	-	3,200	-	6	-	6
		Km of Tororo - Gulu MGR Line Rehabilitated	-	-	-	100	-	0	-	0
		Km of Gulu -Pakwach MGR rehabilitated and develop an inland port on L. Albert	-	-	-	0	-	N/A	-	N/A
		Km of civil works for Tororo - Gulu MGR Line supervised	-	-	-	100	-	25.76	-	25.76
		Kms of Kampala- Kasese MGR Line reconstructed	-	-	-	0	-	0	-	0
		Number of PAPs compensated for the Bukasa Port	-	-	-	-	-	38	-	38
		% of civil works for inland Ports constructed	-	-	-	75%	-	0	-	0
		% of civil works for ship yard and floating dock at Bukasa Port	-	-	-	-	-	-	-	N/A
		Kms of road dueled (Northern Bypass, Kampala - Mukono, Zana - Kajansi and Bwaise - Matuga)	100	-	-	0	-	17.5	-	17.5
		No. of road junctions improved	0	-	-	2	-	0	-	0
		No. of high-capacity public passenger vehicles added	500	-	-	1,500	-	0	-	0
		No of Aircraft Procured /purchased	2	-	-	0	-	0	-	0
		No of personnel trained at Railway training Institute	0	-	-	50	-	0	-	0
		No. of railway platforms improved	3[9]	-	-	4	-	0	-	0
No. of railway stations (Mukono, Namanve, Bujjuuko & Kyengera) constructed	0	-	-	1	-	0	-	0		
Number of existing train coaches rehabilitated	-	-	-	2	-	0	-	0		

Intervention	Output	Indicators	Baseline		Actual		Target		Actual	
			FY2017/18	FY2020/21	FY2020/21	FY2021/22	FY2021/22	FY2021/22		
		Number of locomotives rehabilitated	-			2		0		
		Number of railway coaches acquired	5			2		0		
		Number of coaches/ locomotives/ wagons acquired	0			1		4		
		No. of regional workshops upgraded	3			3		0		
		No. of Zonal Centers established and equipped	-			0		4		
		Percent availability of district and zonal equipment				80		47.5%		
		No of road equipment units added	12			13		0		
		No of Operator training schools established	0			0		0		
		Percentage of works for establishment of a Master vehicle testing center completed	-			60		0%		
		No. of road equipment rehabilitated	-			-		N/A		
		Percent availability of protocol fleet	-			70		69%		
		Percent availability of ministry vehicles	-			70		46%		
		No. of new bailey/compact panel bridges acquired	-			2		0		
		% of works for establishment of an engineering plant and equipment Remanufacturing center completed	-			50		0		
		No. of existing ferries (Buvuma, Ferry Machinery) rehabilitated	10			-		0		
		No of ferries added (Sigulu, 2no BKK, 2no Bunyonyi, 1 no Nakiwogo, 1no Kalangala, 1no Koome 1no)	-			2		2		
		No. of wagon ferries added	2			1		0		
		percentage of civil works for EACAA infrastructure [10] upgraded				-		n/a		

Intervention	Output	Indicators	Baseline	Actual	Target	Actual			
			FY2017/18	FY2020/21	FY2021/22	FY2021/22			
1.4 Implement an inclusive mass rapid transport system (Light Rail Transport (LRT), BRT/Mass Bus Transport (MBT) and cable cars)	Mass rapid transport systems (LRT, BRT, MRT) developed	Percentage equivalent of civil works undertaken on the One Stop Centre Building for Driver Licensing, Motor Vehicle registration	-		60%		N/A		
		Number of Search and Rescue (SAR) centers constructed and equipped			9		0		
		Number of navigable water bodies surveyed and charted[11]			1[13]		N/A		
		Number of Aids to Navigation installed and maintained			5		0		
		Number of SAR boats acquired			7		0		
		Percentage of Regional Driver testing centres developed			5%		0		
		Percentage of Regional Driver testing training and testing system developed			30%		0		
		% of project preparation of LRT project[14]			-		N/A		
		% of physical works on BRT system developed					Review designs	Review designs	
		% of preparation of cable car project					30	0	
		Railway ridership per annum			480,000 Pax[15]		672,000	97,849	
		Number of passengers moved by high capacity vehicles ('000)			-		2,500	N/A	
		1.5 Provide Non-Motorized Transport infrastructure within urban areas	Functional NMT infrastructure	Km of NMT facilities constructed/upgraded			3		N/A
				Km of Walk ways on National roads constructed		50	10		N/A
Kms of walkways on urban roads constructed				-	50		N/A		

Intervention	Output	Indicators	Baseline	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
1.6 Rationalize development partner and government financing conditions	Infrastructure prioritization criteria developed	Infrastructure prioritization criteria in place	0		1	N/A
2.1 Rehabilitate and maintain transport infrastructure a. URF adequately capitalized to fund maintenance costs	Transport infrastructure rehabilitated and maintained	Km of National Roads Network maintained Periodic Paved	11		60	20
		Km of National Roads Network maintained Periodic un Paved	588		650	219.74
		Km of National Roads Network maintained Routine Manual	16,783		19,750	19,039
		Km of National Roads Network maintained Routine Mechanized Paved			650	643
		No. of kms of National Roads Network maintained Routine Mechanized un Paved			10,000	6,435
		Km of DUCAR Network maintained Periodically	5,389		4,950	811
		Km of DUCAR Network maintained Routine Manual	27,682		52,634	32,473
		Km of DUCAR Network maintained Routine Mechanized	15,224		33,390	7,546
		Km of District gravel roads rehabilitated	-		500	494.2
		Km of District low cost sealead roads rehabilitated	-		10	0
		Km of Urban roads sealed	-		10	21.4
		km of Community Access Roads Rehabilitated	-		800	335
		No of Bridges constructed on the DUCAR network	950		8	3
		No of bridges constructed on National network	-		6	1
		No of bridges constructed on National network	-		10	6

Intervention	Output	Indicators	Baseline	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
			-		2	N/A
		No. of Km of Railway Network maintained	-		265	270
		Km of KCCA roads rehabilitated	-		6	4
		Km of Railway Network rehabilitated	0		147	0
		No of road construction Equipment Rehabilitated	0		161	0
2.2	Implement a transport infrastructure planning and PIM system	PIMS system prepared			-	n/a
2.3	Enforce loading limits	Reduction in overloading	96.2		98.25	96%
2.4	Adopt cost-efficient technologies to reduce maintenance backlog	Reduced maintenance backlog	-		20	10.5
		No. of Kms re-graveled on the DUCAR network	-		200	494.2
		No. of Kms paved on the urban roads network in the new cities	-		10	10.5
2.5	Develop local construction hire pools	Local construction hire pools developed			1	N/A
		No of construction hire pools developed	0		0	0
2.6	Scale up transport infrastructure and services information management systems	Road management information system developed	0		0	N/A
a.	Develop an information system on road management	A Road Crash Data system developed	-		40%	50

Intervention	Output	Indicators	Baseline	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
b. Scale up the transport sector data management system		No. of reports produced and informed by data from the system	0		2	n/a
		An inland water transport vessels' and seafarers' register/ licensing system	0		35%	N/A
		Computerized fleet management system developed			-	N/A
		% of works/ activities for automation of Government Vehicle Registry Database completed			30	0
c. Develop an integrated meter-gauge rail service information system		An integrated meter-gauge rail service information System in place	0		1	N/A
3.1 Acquire infrastructure/ utility corridors	Infrastructure/ utility corridor acquired	Km of infrastructure/ utility corridors acquired – (National Roads)			590	459.179
		Number of acres corridors (SGR Right of way) acquired			1,856.18	1,246
		Number of hectares acquired (utility corridors-BRT)			-	n/a
		Hectares of land valued for land acquisition			3,500	n/a
		Number of selected staff trained in specialized transport planning systems			3	0
3.2 Develop and strengthen transport planning capacity	Acquisition and use of transport planning systems increased					
3.3 Develop the National Transport Masterplan aligned to the National Physical Development Plan	National Transport masterplan developed and aligned to the National Physical Development Plan	National Transport Masterplan aligned to the NPDP developed	0		-	1
		Number of transport planning tools acquired			1	0
		No. of MDAs using transport planning systems	1		2	0
		Number of transport surveys carried out			1	1

Intervention	Output	Indicators	Baseline	Actual	Target	Actual	
			FY2017/18	FY2020/21	FY2021/22	FY2021/22	
3.4 Develop Transit-Oriented developments along transport infrastructure corridors (such as roadside stations)	Transit oriented developments constructed	Number annual classification surveys			1		0
		Programme Statistics Plan prepared			1		1
		Number of transport planning systems reviewed and updated			1		0
		Number of transport planning systems developed					0
		NMT Implementation Strategy prepared					n/a
		Number of MDAs/Sub national governments using transport planning systems			4		N/A
		No. of road side stations developed	0		4		0
		Number of Transit Oriented Development Studies undertaken			4		
		Number of km of low volume roads sealed	120		10		0
		Number of km of medium volume roads sealed	-		1		n/a
4.1 Implement cost-efficient technologies for provision of transport infrastructure and services	Cost-efficient transport infrastructure/ services technologies adopted	Number of km constructed using low cost seals on National Roads	-		-		9
		Number of steel bridges constructed			Project preparation completed		n/a
		Number of electronic transport ticketing system developed			2		N/A
		Number of Cable foot bridges	7		30		1
4.2 Strengthen local construction capacity (industries, construction companies, access to finance, human resource etc.)		Number of electronic tickets issued for transport services	0		-		N/A
					0		n/a

Intervention	Output	Indicators	Baseline	Actual	Target	Actual
			FY2017/18	FY2020/21	FY2021/22	FY2021/22
a. Develop and implement a strategy for strengthening local construction capacity	Local construction industry strengthened	Value of construction works carried out by local contractors			600	n/a
		Number of local contractors classified			50	n/a
		Number of local raw material depots set up.				n/a
b. Establish a construction equipment hiring pool	Construction equipment hiring pool established	No. of regional laboratories constructed and upgraded			1	3
		No. of local contractors benefiting from the preference schemes			13	N/A
		Amount of guarantee fund available for contractors			2	n/a
		No. of construction equipment hiring pool established	0		0	0
		No. of equipment operators trained			1	194
4.3 Promote Research, Development and Innovation (RDI) including design manuals, standards and specifications	Research studies under taken	No. of local contractors trained			0	0
		Works & Transport resource center established			1	n/a
	Specifications and Manuals developed/ revised	Number of in-service training centers (colleges) developed/ upgraded			30%	n/a
		Number of research study reports produced	3		2	0
	Specifications and Manuals developed/ revised	No. of operator training schools established	0		2	0
		Number of road Specifications and manuals developed/ reviewed			-	1
		Number of Railway Specifications and manuals prepared	0		-	N/A
		Number of inland water Specifications and manuals prepared	0		-	0
		% preparation of manual with standards on Plant, equipment, bailey bridges and vehicles updated			-	N/A

Intervention	Output	Indicators	Baseline	Actual	Target	Actual	
			FY2017/18	FY2020/21	FY2021/22	FY2021/22	
5.1 Review, update and develop transport infrastructure and services policies, regulations and standards and laws	Policies developed/ updated	Number of policies developed/ updated	4		-		2
	Plans and budgets developed	Number of plans developed			-		N/A
	Regulations and laws developed/ updated	Number of Regulations and laws developed/ updated			5		1
	Standards and guidelines developed/ updated	Number of Standards and guidelines developed/ updated			2		1
5.2 Enforce relevant transport infrastructure and services policy, legal, regulatory and institutional frameworks	Transport infrastructure and services	Number of commercial vehicle licenses issued	20,000		25,000		27,830
	policy, legal and regulations and standards implemented	Number of IWT licenses issued	-		5000		462
		Number of driving permits issued	270,000		305,000		280,733
		Number of Driving Schools licensed	70		75		106
		Number of road safety campaigns carried out	2		6		7
		Number of Km of road inspected or /assessed	0		200		n/a
		Number of motor vehicles inspected annually	20,000		28,000		28,137
		Percentage implementation of management and administration of motor vehicle registration streamlined			15%		20%
		Percentage of integration and term maintenance of Regulatory systems			40		N/A
		Percentage of development of E-payment portal			90%		90%
	Number of Detailed Road Crash accidents investigations undertaken			4		3	

Intervention	Output	Indicators	Baseline	Actual	Target	Actual		
			FY2017/18	FY2020/21	FY2021/22	FY2021/22		
5.3 Streamline governance and coordination of transport infrastructure and services	Percentage completion of update of the High way Code	Number of Road Safety inspections Carried out			-		10%	
		Percentage of Establishment of an Aircraft Accident and Incident Investigation Unit in the Ministry			8		4	
		Percentage of Establishment of a Civil Aviation Tribunal.			40%		30%	
		Number of accreditations (i.e. ICAO, ATO & IATA, IMO) received			40%		5%	
		Number of seafarers certified			5		N/A	
		Number of safety campaigns carried out			50		0	
		Number of Km of road inspected or /assessed			6		2	
		Number of vessels inspected			6		N/A	
		Number of MoUs ratified			100		120	
					-		N/A	
5.4 Monitor and evaluate transport infrastructure and services policy, legal and regulatory framework	Memorandum of understanding among entities ratified	Number of PWG activities coordinated						
		Number of Monitoring reports produced			2		8	
		Number of Evaluation reports produced					-	
		No. of district local governments covered					135	
		No. of bailey bridges inspected					8	
		Number of vehicles in MDAs and LGs inspected					1000	
								3,792

Intervention	Output	Indicators	Baseline	Actual	Target	Actual	
			FY2017/18	FY2020/21	FY2021/22	FY2021/22	
5.5 Strengthen existing mechanisms to deal with negative social and environmental effects	MDAs and LGs conducted						
	Strategic Environment Assessment (SEA) done for the transport masterplan	% SEA Sector Level Framework recommendations applied in all transport plans and strategies	0		10	20	
6.1 Upgrade transport infrastructure around L. Kyoga, Albert, Victoria and River Nile to facilitate connections	Transport infrastructure around L. Kyoga, Albert, Victoria and River Nile up graded	Number of RoRo wagon ferries rehabilitated or procured			-	1	
		Number of ports, landing sites and jetties around Lake Kyoga, Albert, Victoria and River Nile developed/rehabilitated			1	3	
	Transport Infrastructure and Services around Kalangala Islands improved	Km of roads upgraded around L. Kyoga, Albert, Victoria and River Nile constructed and upgraded					N/A
		Quarterly road support payments			4	4	
		No. of ferry trips made			5200	4694	
	One Stop Border Posts constructed	Percent availability of MV Kalangala			95	90%	
		Valid marine insurance policy			1	13	
		Digital ticketing and payment system installed on MV Kalangala			1	N/A	
		% of construction works at Gulu facility			50%	87%	
			% of construction works at Malaba facility			10%	N/A
		% of construction works at Katuna facility			50%	95%	
		% of construction works at Goli facility			60%	80%	
		% of construction works at Ntoroko facility			60%	100%	

Intervention	Output	Indicators	Baseline		Actual		Target	
			FY2017/18	FY2020/21	FY2020/21	FY2021/22	FY2021/22	Actual
		% of construction works at Mpondwe facility					50%	72.1%
		% of construction works at Bunagana facility					50%	41%
6.2	Develop the Tororo Inland Port	% of preparation of feasibility study					-	N/A
	Functional Tororo inland port	Tororo inland port operational	0				0	N/A
6.3	Rehabilitate, upgrade and extend the meter-gauge railway (including Jinja/ Bukakata to Bukasa inland port)	Km of MGR between PortBell and Bukasa constructed					-	0
	Functional meter-gauge railway inclusive of Jinja/ Bukakata to Bukasa inland port	No of Kms of MGR at Jinja Pier rehabilitated	0				0	0
		Km of Meter gauge railway between Namanve and Bukasa constructed	0				0	0
6.4	Upgrade transport infrastructure particularly in the Karamoja area to promote mineral exploitation and industrialization in that area	Km of paved roads in the Karamoja region upgraded	114				240	0
	Transport Infrastructure in Karamoja area, upgraded	Km of railway in Karamoja region upgraded					0	
6.5	Construct and upgrade cross border multi-modal transport infrastructure	Km of SGR constructed						0
	Cross border multi-modal transport infrastructure constructed and upgraded							N/A



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