



THE REPUBLIC OF UGANDA
MINISTRY OF WORKS AND TRANSPORT

ITIS STATISTICAL ABSTRACT 2022

MINISTRY OF WORKS AND TRANSPORT



FOREWORD

The Ministry of Works and Transport (MoWT) is mandated to promote adequate, safe, and well-maintained works and transport infrastructure and services to effectively contribute to the socio-economic development of the country. The ministry is also responsible for developing and implementing the policy and regulatory direction for the works and transport sector. To deliver on this, the ministry needs quality, accurate, comprehensive, and timely data. Most notably, quality statistical information is critical in defining and measuring Integrated Transport and Infrastructure Services Program outcomes and outputs, informing policies, facilitating planning, and implementation of programs as well as Monitoring and Evaluation. In that regard, the MoWT prioritized the production and publishing of a Statistical Abstract.

This Statistical Abstract is an annual publication through which the ministry disseminates key statistical information obtained from her own mainstream operations as well as the different agencies under Works and Transport sector which include; Uganda National Roads Authority (UNRA), Uganda Road Fund (URF), Uganda Civil Aviation Authority (UCAA), and Uganda Railways Corporation, among others.

The statistics are obtained from the primary and secondary sources, analyzed and presented in simpler way for easy understanding and interpretation by the users. The 2022 Statistical Abstract therefore covers statistics on the roads, railway, water and air transport statistics presented by either Calendar Year (January to December) and/or Financial Year (July to June) depending on data availability.

Finally, I would like to thank the Uganda Bureau of Statistics (UBOS) for the technical support in the production of the Annual Statistical Abstract. In another special way, I would like to thank all those who have participated in producing this document. I implore our staff and other stakeholders to use these statistics to inform their evidence-based planning, policy and decision making.

.....

Bageya Waiswa

Permanent Secretary

Table of Contents

FOREWORD	1
Table of Contents	2
List of tables.....	4
List of Figures	5
List of Acronyms	6
Executive Summary	9
Glossary	11
CHAPTER ONE: ROAD TRANSPORT STATISTICS	12
1.0 Introduction	12
1.1 Uganda’s road network by category as of 2022	12
1.2 Paved Road Network in Uganda	13
1.3 Condition of Road Network	14
1.3.1 Condition of national road network	14
1.3.2 Condition of District Road Network	16
1.3.2 Distances from district town councils to Kampala City Center	17
1.4 Road Transport services	17
1.4.1 Vehicle Registration and Licensing	17
1.4.2 Traffic and Road safety	19
1.4.3 Compliance to Axle Load Regulation	22
CHAPTER 2: RAIL TRANSPORT STATISTICS	24
2.1 Total railway network.....	24
2.2 Rolling Stock	24
2.3 Key indicators of railway	26
2.3.1 Railway wagon transit and turnaround time in days.....	26
2.4 Railway Safety.....	27
2.5 Services Offered by URC	28
2.5.1 Freight Services.....	28
2.5.1 Passenger Services	28
CHAPTER 3: AIR TRANSPORT STATISTICS.....	31
3.1 Air Traffic through Entebbe International Airport	31
3.1.1 Commercial Aircraft Movements.....	31

3.1.2 Over flights.....	32
3.1.3 International Air Passenger Flow.....	33
3.1.4 Domestic Air Passenger Flow.....	35
3.1.5 Transit Air Passenger Flow.....	35
3.1.6 Air Cargo Traffic at Entebbe International Airport.....	36
3.1.7 Air Mail Traffic.....	38
3.2 Air Traffic through Upcountry Aerodromes.....	38
3.2.1 Aircraft Movements at Upcountry Aerodromes.....	39
3.2.2 Air Passenger Flow through Upcountry Aerodromes.....	39
3.3 Air Transport Accidents.....	40
CHAPTER 4: WATER TRANSPORT STATISTICS.....	42
4.1 Performance of Kalangala Infrastructure Services.....	42
4.1.2 Annual Ferry Crossings Summary for CY 2018-2022.....	42
4.2 Accidents on water bodies.....	43
4.2.1 Causes of accidents on water bodies.....	43
4.3 The size of major water bodies.....	44
4.3.1 Uganda National Roads Authority Ferry Services.....	44
4.4 Ferry Traffic.....	46
4.4.1 Number of passengers carried.....	46
4.4.2 Actual ferry Trips Against the Planned from FY 2017/18 to FY 2021/22.....	47
ANNEXES.....	49
Annex 1: Condition of the National Road Network.....	49
Annex 2: Map of the National Road Network and Classification.....	50
Annex 3: Trend in Road Traffic crashes by nature 2018 - 2022.....	50
Annex 5: Monthly Trend of Crashes January – December 2022.....	51
Annex 6: Commercial Aircraft Movements at Entebbe International Airport.....	52
Annex 7: Over flights at Entebbe International Airport.....	52
Annex 8: International Air Passenger Flow at Entebbe International Airport.....	52
Annex 9: Sector Distribution of International Air Passenger Traffic at Entebbe International Airport.....	53
Annex 10: Domestic Air Passenger Traffic at Entebbe International Airport.....	53
Annex 11: Air Cargo Volumes in Tonnes at Entebbe International Airport.....	53
Annex 12: Transit Air Passenger Flow at Entebbe International Airport.....	54

Annex 13: Sector Distribution of Air Cargo Volumes in Tonnes at Entebbe International Airport.....	54
Annex 14: Air Passenger Flow through Upcountry Aerodromes.....	55
Annex 15: Aircraft Movements through Upcountry Aerodromes.....	55
Annex 16: Performance of Ferry services CY 2022.....	56
Annex 17: Trips Achieved Against the Planned Over the Years	56
Annex 18: Distances from districts and urban councils to Kampala City Center.	57
Annex 19: List of the Ministry Statistics Committee Members.....	61

List of tables

Table 1: Paved National Road Network in Uganda.....	13
Table 2: Vehicles Licensed by Ministry of Works and Transport.....	18
Table 3. New Government Vehicles Registered from FY 2017/18 to FY 2021/22	18
Table 4: Ownership of vehicles involved in crashes	22
Table 5: Rolling stock for different financial years	25
Table 6. Active rolling stock at the end of the financial year 2021/22	25
Table 7: Trend in the Key indicators of railway transport.....	26
Table 8: Railway Accidents over the years.....	27
Table 9: Exports in tonnes by type at Entebbe International Airport	38
Table 10: Air Transport Accidents	40
Table 11: Performance of Kalangala Infrastructure services.....	42
Table 12: Recorded Accidents on major water bodies by category.....	43
Table 13: Length of major water bodies	44
Table 14: Information about ferries	45
Table 15: Number of passengers Carried.....	47

List of Figures

Figure 1: Total Road network by category as of 2022.....	12
Figure 2: Upgraded Road network.....	14
Figure 3: Trend in paved National roads by condition from 2017/18 to 2021/22.	15
Figure 4: Unpaved National roads by condition from 2017/18 to 2021/22.....	16
Figure 5: Condition of Unpaved District Road Network, 2017/18 to 2021/2022	17
Figure 6: Road Traffic crashes by nature.....	20
Figure 7: Monthly Trend of Crashes January- December 2022	21
Figure 8: Vehicles weighed on axle load and those overloaded.....	23
Figure 9: Uganda’s railway network as at June 2022	24
Figure 10.Railway wagon transit and turnaround time in days	27
Figure 11: URC Cargo Route Performance	28
Figure 12: Commuters	29
Figure 13: Commercial Aircraft Movements at Entebbe International Airport	32
Figure 14.Total over flights at Entebbe International Airport.	32
Figure 15: International Air Passenger Flow at Entebbe International Airport.....	33
Figure 16. Sector Distribution of International Air Passenger Traffic at Entebbe International Airport .	34
Figure 17: Domestic Air Passenger Flow at Entebbe International Airport.....	35
Figure 18:Transit Air Passenger Flow at Entebbe International Airport.....	36
Figure 19: Air Cargo Volumes	36
Figure 20: Sector Distribution of Air Cargo Volumes in Tonnes at Entebbe International Airport	37
Figure 21. Air Mail Traffic	38
Figure 22. Aircraft Movements through Upcountry Aerodromes 2022	39
Figure 23. Air Passenger Flow through Upcountry Aerodromes in CY 2022.....	40
Figure 24. Annual Ferry Crossings from CY 2018-2022	42
Figure 25. Causes of accidents on major water bodies by type in CY 2022	43
Figure 26. Performance of Ferry services.....	46
Figure 27. Trips Achieved Against the Planned for FY 2021/22	47

List of Acronyms

Acronym Name	Meaning
ADB	African Development Bank
AFCAC	African Civil Aviation Commission
APPR	Annual Program Performance Report
ASTM	American Society for Testing and Materials
ATO	Air Traffic Organization
AU	African Union
B2P	Bridges to Prosperity
BIMS	Building Industry Management System
BKK	Bukungu, Kagwara, Kaberamaido Ferries
BN	Billions
BRT	Bus Rapid Transit
BS -EN	British Standard European Norm
CARs	Community Access Roads
CCIs	Cross Cutting Issues
CCTV	Closed-Circuit Television
CISCOT	Civil Society Coalition on Transport in Uganda
CMT	Contract Management Team
CPDs	Continuing Professional Developments
DBST	Double Bituminous Surface Treatment
DLGs	District Local Governments
DLP	Defects Liability Period
DPs	Development Partners
DUCAR	District, Urban and Community Access Roads
EAC	East African Community
EACAA	East African Civil Aviation Academy
EASA	European Union Aviation Safety Agency
KIS	Kalangala Infrastructure Services
EIA	Entebbe International Airport
ESIS	Environmental and Social Impact Screening
ESS	Environment and Social Safeguards
FTI	Fisheries Training Institute
FY	Financial Year
GDP	Gross Domestic Product
GKMA	Greater Kampala Metropolitan Area
GoU	Government of Uganda
GROW	Green Right of Way
Hrs	Hours

IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IEC	Information, Education and Communication
IFMS	Integrated Financial Management System
IMO	International Maritime Organization
ITIS	Integrated Transport Infrastructure and Services
IWT	Inland Water Transport
KCCA	Kampala Capital City Authority
KIS	Kalangala Infrastructure Services
Km	Kilometers
KRA	Key Result Areas
KRC	Kenya Railways Corporation
LBT	Labor Based Technology
LCS	Low Cost Sealing
LGs	Local Governments
LRT	Light Rail Transit
M&E	Monitoring and Evaluation
MCs	Municipal Councils
MDA	Ministry, Department and Agencies
MEMD	Ministry of Energy and Mineral Development
MES	Mechanical Engineering Services
MGR	Metre Gauge Railway
MKCCA	Metropolitan Kampala Capital City Authority
MoU	Memorandum of Understanding MoWT
MoWT	Ministry of Works and Transport
MPS	Ministerial Policy Statement
NBRB	National Building Review Board
NDPIII	Third National Development Plan
NITMP	National Integrated Transport Master Plan
NMT	Non-Motorized Transport
NPA	National Planning Authority
NPDP	National Physical Development Plan
NTLP	National Transport and Logistics Policy
OSBP	One Stop Border Post
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

PSV	Passenger Service Vehicle
PTC	Primary Teachers College
RAMPS	Rehabilitation And Maintenance Planning Systems
RAP	Resettlement Action Plan
RCDs	Road Crash Data System
ROW	Right of Way
SAR	Search and Rescue
SEA	Strategic Environment Assessment
SGR	Standard Gauge Railway
TC	Town Council
UBOS	Uganda Bureau of Statistics
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
UNACL	Uganda National Airline Company Limited
UNRA	Uganda National Roads Authority
UPF	Uganda Police Force
URA	Uganda Revenue Authority
URC	Uganda Railways Corporation
URF	Uganda Road Fund
USD	United States Dollar
EIAs	Environmental Impact Assessments
NIRA	National Identification and Registration Authority
ASPR	Annual Sector Performance Report
CAA	Civil Aviation Authority
DIL	Drivers Instructor License
DIT	Directorate of Industrial Training
DSL	Drivers School License
OTV	Owners Transport Vehicle
PMO	Private Omnibus Vehicle
PSV	Passenger Service Vehicle

Executive Summary

The annual statistical abstract endeavors to provide information for different indicators in the Works and Transport sector that have been compiled and extracted from the different agencies and consolidated by the Policy and Planning Department of the Ministry of Works and Transport. These agencies include; UNRA, KCCA, UPF, UCAA, URF, URC etc.

Objective and content of this abstract

The main objective of the statistical abstract is to provide detailed statistics on available indicators of the Works and Transport Sector. The content is planned to serve the general leadership as well as other international organizations, development partners, governments and non-governmental organizations, national statistical, economic and social policy bodies, scientific and educational institutions, libraries and the public. The statistics shall also be used to monitor/measure performance of various works and transport indicators in the development frameworks such as the NDP III and SDGS.

Data published in the Statistical abstract may also be of interest to government (MDAs) and Local governments and the private sector (enterprises and companies) engaged in market research. The Statistical abstract thus provides information on a wide range of social, economic and environmental issues which are of concern to the country's transport system and the rest of the world. In general, statistics contained in the present publication cover a period up to 2022 and as available to the Ministry of Works and Transport as at 31 July 2023.



Organization of the abstract

The Ministry of Works and Transport Annual Statistical Abstract is divided into four (4) chapters preceded by the glossary of definitions related to transport statistics.

Chapter One: This comprises of road transport statistics such as community access roads, District roads, urban roads and national roads. The total road network in Uganda is estimated at 144,785 Km as of 2022. Of this, the community access roads cover a distance of approximately 78,902 Km (54%), District roads cover a distance of approximately 35,566 km (25%), urban roads 10,108 (7%) and national roads cover a distance of approximately 20,545.79 km (14%).

By the end of June 2022, UNRA had therefore completed the upgrading of 317.8 Km of roads with 287.5 Km being National Roads and 30.3 Km being Urban Roads.

Chapter Two: This comprises rail transport statistics such as total railway network, rolling stock and key indicators of railway such as total freight carried(million-tonnes-kilometer), wagon transit time (days). The total Meter Gauge Railway network as at 2022is 1,266 Kilometers. Of this, only 269 Km (21.2%) are operational and the remaining 997 Kms, representing about seventy- nine (78.8%) are not operational.

Chapter Three: This presents air transport statistics with the following highlights; commercial aircraft movements registered in CY 2022 were 28,985, over flights were 15,323, air passengers (both domestic and international) were 1,574,405, cargo was 61,066 tonnes and volumes of mail traffic registered for Entebbe International Airport was 431 and 13 other national aerodromes registered 10,541 movements during the year.

Chapter Four: This provides information on water transport statistics for the year 2022. The statistics in this sub section is about the performance of Kalangala Infrastructure Services and the movements at the ferry crossing points and accidents on water transport which involved a total of 291 passengers. Of these 67 were rescued and 224 fatalities were reported.

Glossary

Aircraft departures	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight stages flown.
Aerodrome	Is a location from which aircraft flight operations take place, regardless of whether they involve air cargo, passengers, or neither? Aerodromes include small general aviation airfields, large commercial airports, and military airbases.
Aircraft Movements	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements
Bulk	Unpacked free-flowing cargo such as grains, coal etc.
Commercial Air Carrier	A carrier performing scheduled or non-scheduled air transport services, or both, available to the public for the carriage of passengers, mail or cargo for remuneration
Domestic flight	A flight having exclusively domestic stages
Domestic scheduled airline	An airline, which operates any scheduled service within the boundaries of the state where the airline is registered but which does not operate scheduled international services. Scheduled services between a State and territories belonging to it and between two such territories are considered as domestic.
Flight, commercial air transport	The operation of aircraft on one or more stages on a scheduled or non-scheduled basis, which is available to the public for remuneration and hire
Freight (or mail) tons carried	The number of tons of freight carried is obtained by counting each ton of freight on a particular flight (with one flight number) only once and not repeatedly on each stage of that flight. The only exception to this is for freight flown on both the international and domestic stage of the same flight, which is considered in computation both as a domestic and an international shipment or dispatch. The same principle should be used in calculating mail tons carried.
Paved road	A road with a hard-smooth surface of bitumen or tar
Road Travel time	Travel time is the average time taken to move a Kilometer
Rolling Stock	Rolling stock includes diesel locomotives, wagons, high open wagons, covered wagons, fuel tankers, flatbed container wagons, low open wagons, ballast hopper wagons, passenger, departmental couches and wagons

CHAPTER ONE: ROAD TRANSPORT STATISTICS

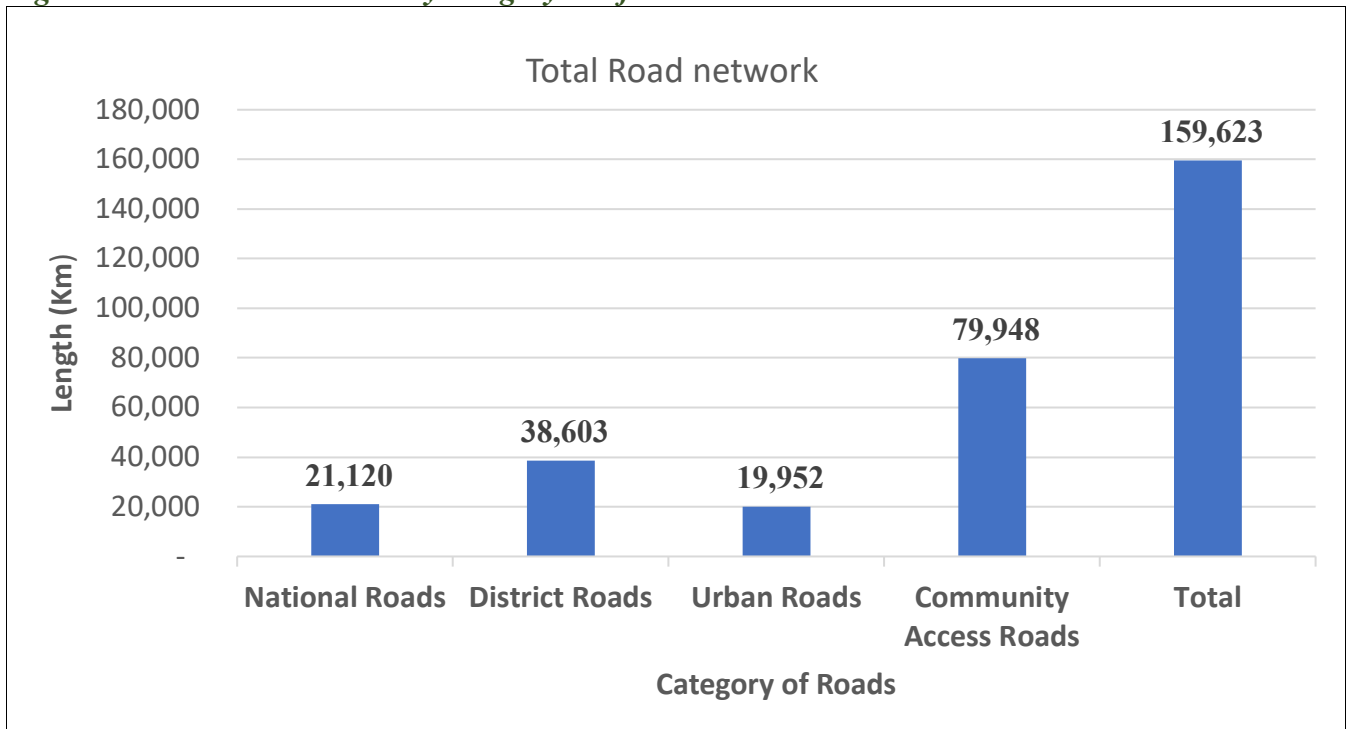
1.0 Introduction

Road transport remains the major mode of transport used in Uganda for both passenger and cargo movement. The country's road network is categorized into four types namely: national, district, urban and community access roads. This chapter presents statistical information on the road transport sub-sector in terms of the total road network in kilometers by category, the conditions of the road network (Good, fair and poor), road accidents, the registered vehicles both government and private and the compliance to the axle load requirement in tonnes. The statistical information was compiled using administrative records.

1.1 Uganda's road network by category as of 2022

The total road network in Uganda was 159,523 Km as of 2022. Majority of the roads are categorized as community access roads covering total distance of 79,948 Km (50.1%), followed by District roads which cover 38,603 km (24.2%), national roads covering 21,120 Km (13.2%) while urban roads (KCCA, City, Municipality and town roads) cover 19,952 Km (12.5%) as shown in figure 1 below;

Figure 1: Total Road network by category as of 2022



Source: MoWT (Road Data Center)

1.2 Paved Road Network in Uganda

A paved road surface may be covered with asphalt or concrete laid on a compacted base course. In Uganda, the length of the paved road network in Kilometers has been increasing over the years. The stock of paved road network increased from twenty-two percent (22%) in FY 2017/18 to about twenty-four percent (23.5%) in FY 2018/19 during NDP II implementation period. Similarly, during the NDP III implementation period, the paved roads experienced a percentage increase to about twenty-eight percent (27.8 %) more than about twenty-seven percent (26.6%) reported in the previous FY 2020/21 during the same period as shown in table 1 below;

Table 1: Paved National Road Network in Uganda

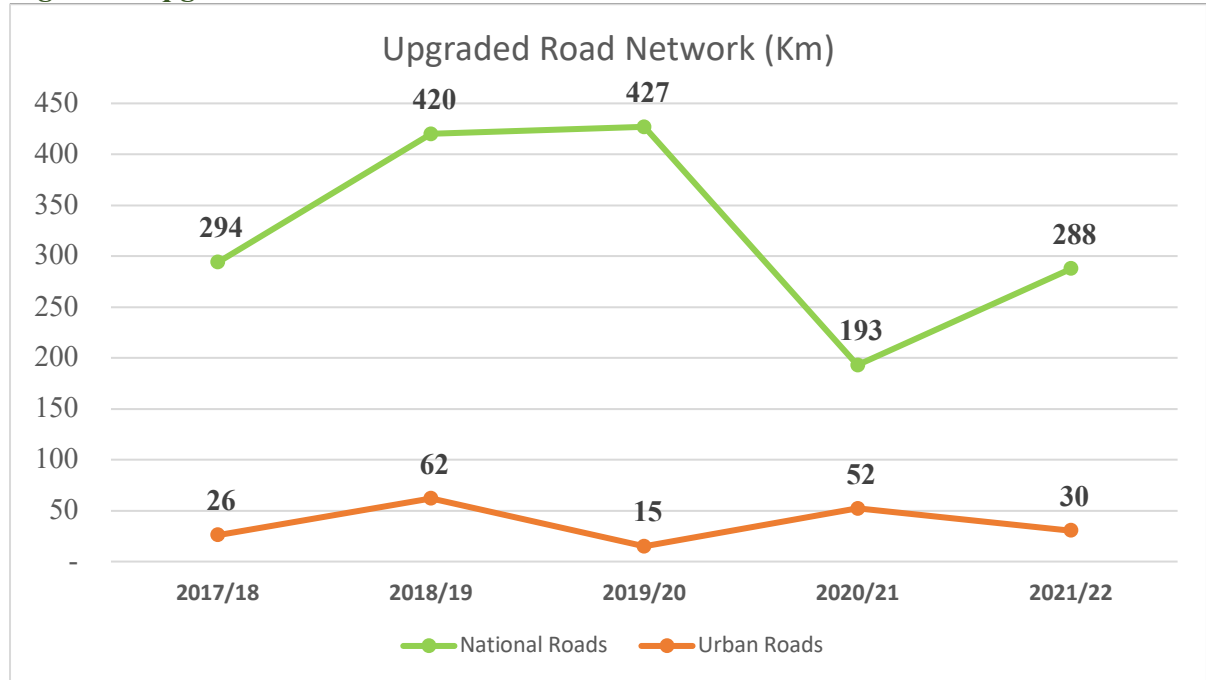
NDP	FY	Annual Increase (Km)	Paved Stock (Km)	% Paved network	Total Road network
NDP II	2017/18	353	4,521.90	22	20,544
	2018/19	420	4,942.00	23.5	
NDP III	2019/20	428	5,370.00	25.5	21,020
	2020/21	221	5,591.00	26.6	
	2021/22	287	5,878.50	27.8	

Source: Annual Performance Report, UNRA 2021-2022.



By the end of June 2022, UNRA had completed upgrading 317.8 Km of roads from marram to paved of which 288 Km were National Roads and 30.3 Km were urban Roads as shown in figure 2 below;

Figure 2: Upgraded Road network



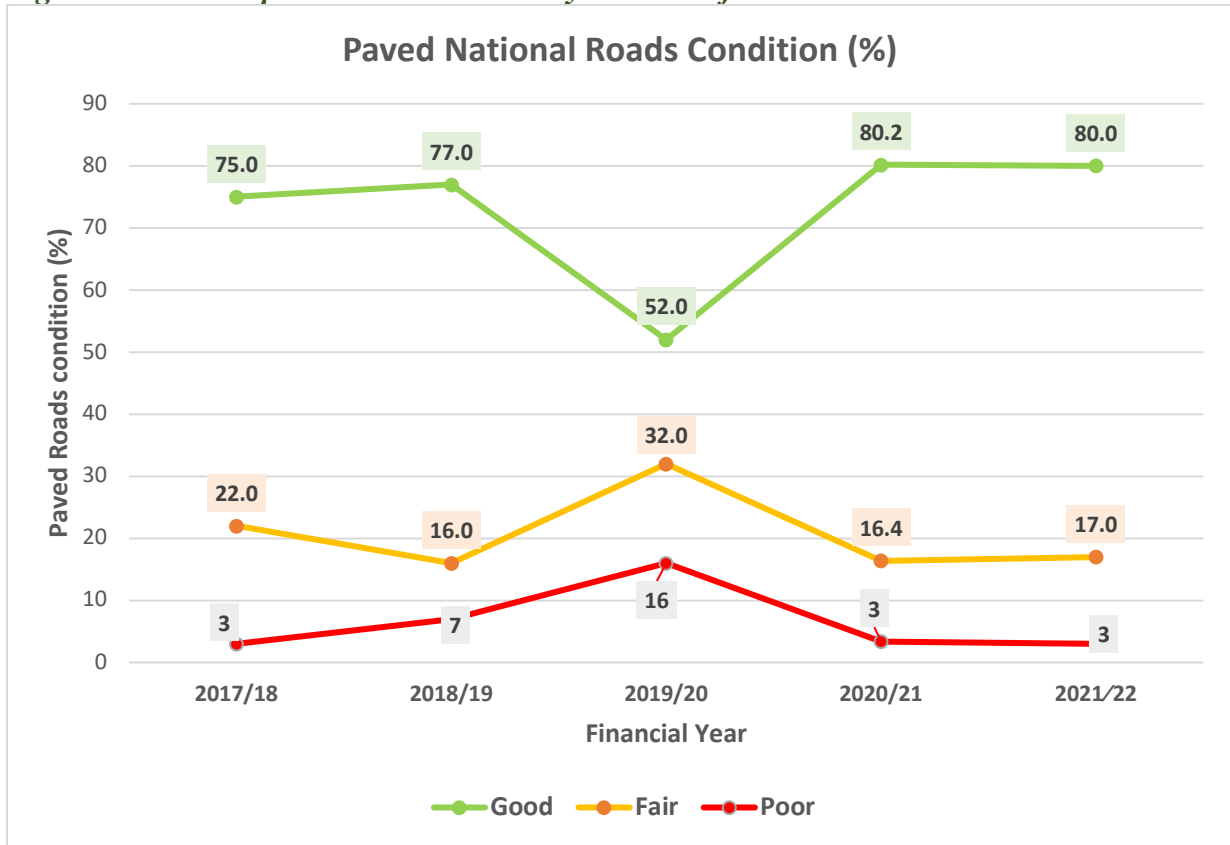
Source: Annual Performance Report, UNRA 2021-2022.

1.3 Condition of Road Network

1.3.1 Condition of national road network

Measuring the condition of the road network is very important because it affects the level of service in terms of the riding quality (roughness index), the speed (Km/hr.) and the cost (UGX/USD) of vehicle operation and maintenance. The road network consists of both paved and unpaved and was rated in terms of good, fair to poor condition. Overall, the condition of road network in Uganda remained relatively good in 2022 as shown in figure 3 below; -

Figure 3: Trend in paved National roads by condition from 2017/18 to 2021/22.



Source: Annual Performance Report, UNRA 2021-2022.

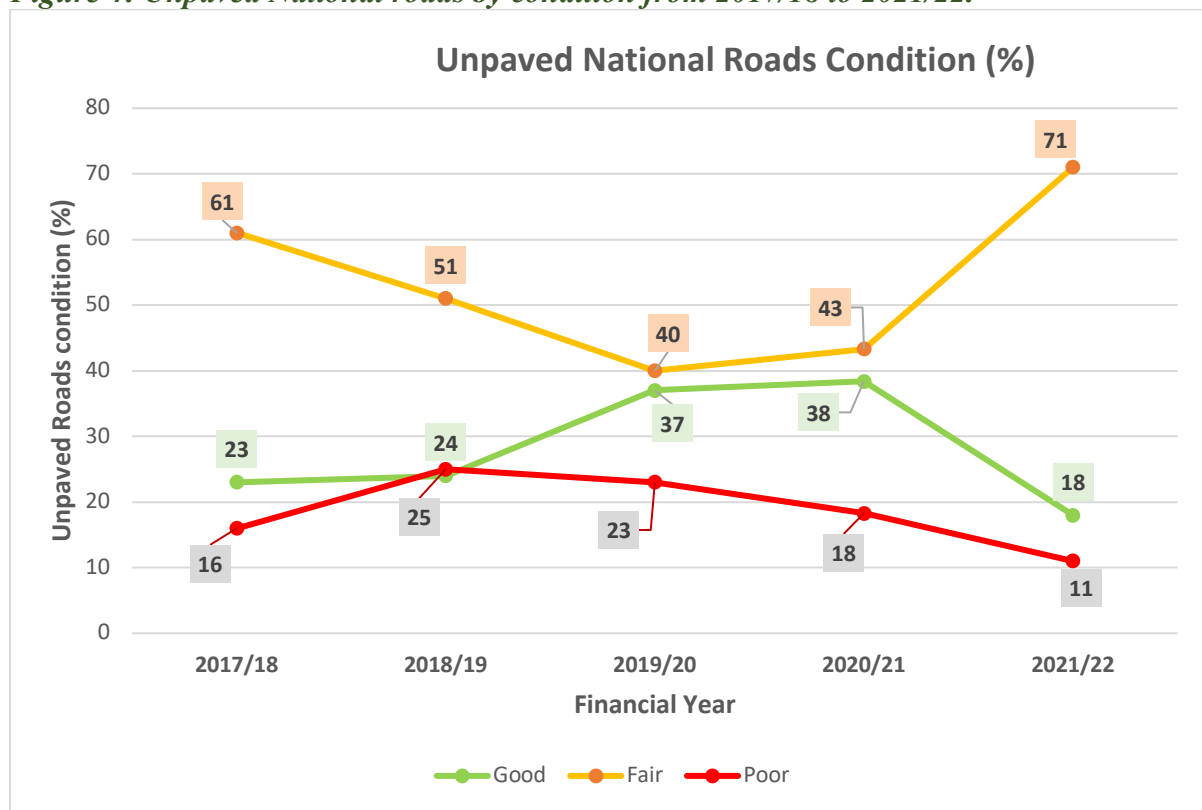
The Kampala Northern Bypass



Generally, in figure 3 above, the condition of paved roads remained the same in the reference period with 80% in good, 17% in fair and 3% in poor condition in FY2021/22 as the previous financial year with 80.2% in good, 16.4% in fair and 3.4% in poor condition in FY2020/21.

In regards to the trends of the unpaved road network in Uganda, the percentage of those in good condition dropped by nearly half from 38% in 2020/21 to 18% in 2021/22. Nonetheless, there was great improvement in the condition of unpaved roads formerly in fair state from 43% to 71% over the same period while the poor road conditions dropped from 18.3% in FY 2020/21 to 11% in FY 2021/22 as presented in figure 4 below; -

Figure 4: Unpaved National roads by condition from 2017/18 to 2021/22.

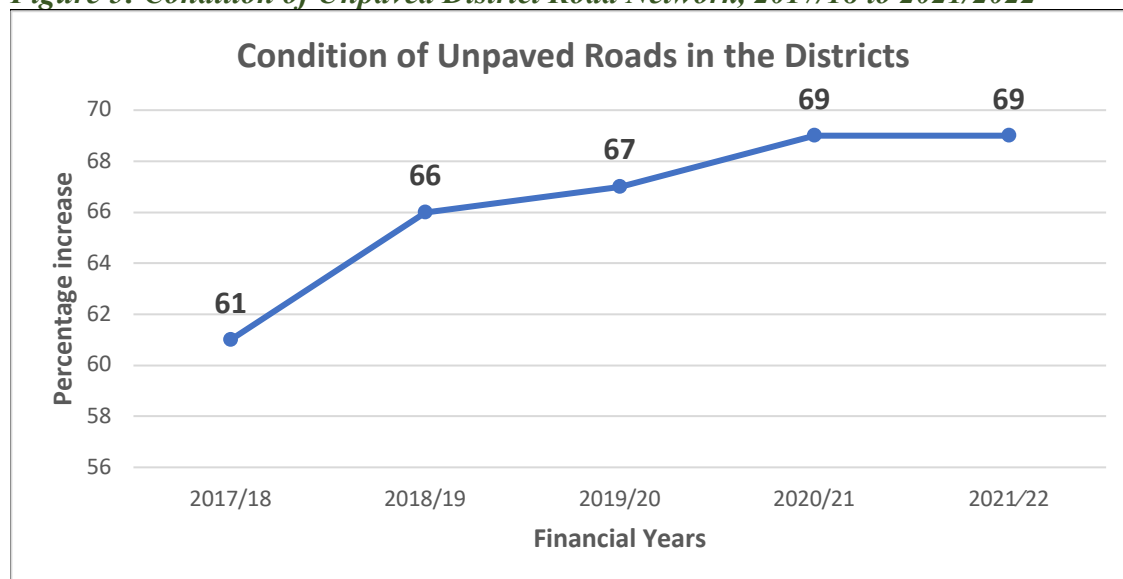


Source: Annual Performance Report, UNRA 2021-2022

1.3.2 Condition of District Road Network

The condition of District Unpaved roads in fair to good condition has remained constant at sixty-nine percent (69%) between FY 2020/21 and FY 2021/22 as illustrated in figure 5 below;

Figure 5: Condition of Unpaved District Road Network, 2017/18 to 2021/2022



Source: Annual Programme Performance Report MoWT 2021/22

1.3.2 Distances from district town councils to Kampala City Center.

The relationship between urban centers and their surrounding regions is critical for understanding the dynamics of development, transportation, and connectivity within Uganda. Kampala City Center stands as a pivotal hub, not only as the nation's capital but also as a major economic, cultural, and administrative point. Understanding the distances from various district town councils to Kampala City Center is essential for assessing accessibility, regional disparities, and potential infrastructural developments. (see annex 18)

1.4 Road Transport services

This section presents statistics on road safety and compliance to axle load regulations as have been provided from the administrative data from various reports in the MoWT and agencies under the Ministry.

1.4.1 Vehicle Registration and Licensing

1.4.1.1 Vehicles Licensed by Ministry of Works and Transport

MoWT licenses according to usage and geographical areas of operation. These include; PSV, Tourist, PMO, Rentals, Boda, OTV, Goods, Country, Town etc.

In table 2 below, PSV accounts for the highest number of licensed vehicles 12644 in the FY 2021/22 while 13917 were licensed in FY 2020/21. In addition, 11,480 Boda Boda, 2,987 PMO 129 Rental, 571 OTV and 721 Goods vehicles were licensed during FY 2021/22.

Table 2: Vehicles Licensed by Ministry of Works and Transport

F/Y	TOURIST	PSV	PMO	RENTAL	BODA	OTV	GOODS	COUNTRY	TOWN	DIL	DRC	DSL	COF
2017/18	311	18,860	n/a	894	7,439	763	n/a	370	n/a	106	1	41	159
2018/19	533	17,320	n/a	734	10,890	826	n/a	485	n/a	185	2	76	280
2019/20	477	13,425	1,496	259	10,645	229	201	280	7	137	-	50	219
2020/21	878	13,917	2,187	81	7,529	404	707	241	5	262	-	102	353
2021/22	839	12,644	2,987	129	11,480	571	721	131	2	253	-	106	373

Source: Annual Programme Performance Report MoWT 2021/22

1.4.1.2 New government vehicles registered (central and local governments).

The total number of new vehicles registered by the government between FY 2017/18 and FY 2021/22 was 7,724. The highest number registered in the same period was of motorcycles which totaled to 7,166 followed by pickups 1,621. There were no semi-trailers registered by the government in the period hence not included. In addition, more new vehicles were registered in FY 2021/22 (2,705) compared to 2,257 registered in FY 2020/21.

Table 3. New Government Vehicles Registered from FY 2017/18 to FY 2021/22

TYPE OF VEHICLE	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
CARS	6	8	28	21	18	81
PICKUPS	208	231	312	362	508	1,621
VANS	-	1	9	3	3	16
M/CYCLES	962	406	2,104	1,680	2,014	7,166
LORRIES	1	2	3	22	33	61
TRACTORS	1	4	3	1	2	11
TRAILERS	-	5	3	1	-	9
STATION WAGONS	89	101	65	110	58	423
TIPPERS	164	-	-	-	22	186
EQUIPMENTS	86	410	-	8	-	504
AMBULANCES	1	2	44	29	25	101
MINIBUSES	11	8	9	9	9	46
BUSES	2	5	9	3	9	28
FORK LIFTS	-	1	2	1	2	6
WATER BOUSES	144	1	2	7	1	155
GABBEGE TRUCKS	-	5	-	-	-	5
LOW BEDS	9	-	-	-	1	10
Total	1,684	1,190	2,593	2,257	2,705	7,724

Source: Annual Programme Performance Report MoWT 2021/22

1.4.2 Traffic and Road safety

The statistics under this subsection gives the number of road traffic crashes that are recorded by category (minor, serious and fatal accident) for five CY.

A serious accident is one where a person is admitted in hospital as an “in-patient” or any of the following injuries whether or not one is admitted in the hospital or sustains: fractures, internal injuries, burns, severe cuts, lacerations, or severe shock requiring medical attention. Minor accident is an accident where no person was injured at all regardless of the extent of damage on the vehicle. Fatal accident is one where death occurs at the scene of the accident between one day and a year because of the injuries sustained in the accident (See **UBOS Statistical Abstract 2022**).

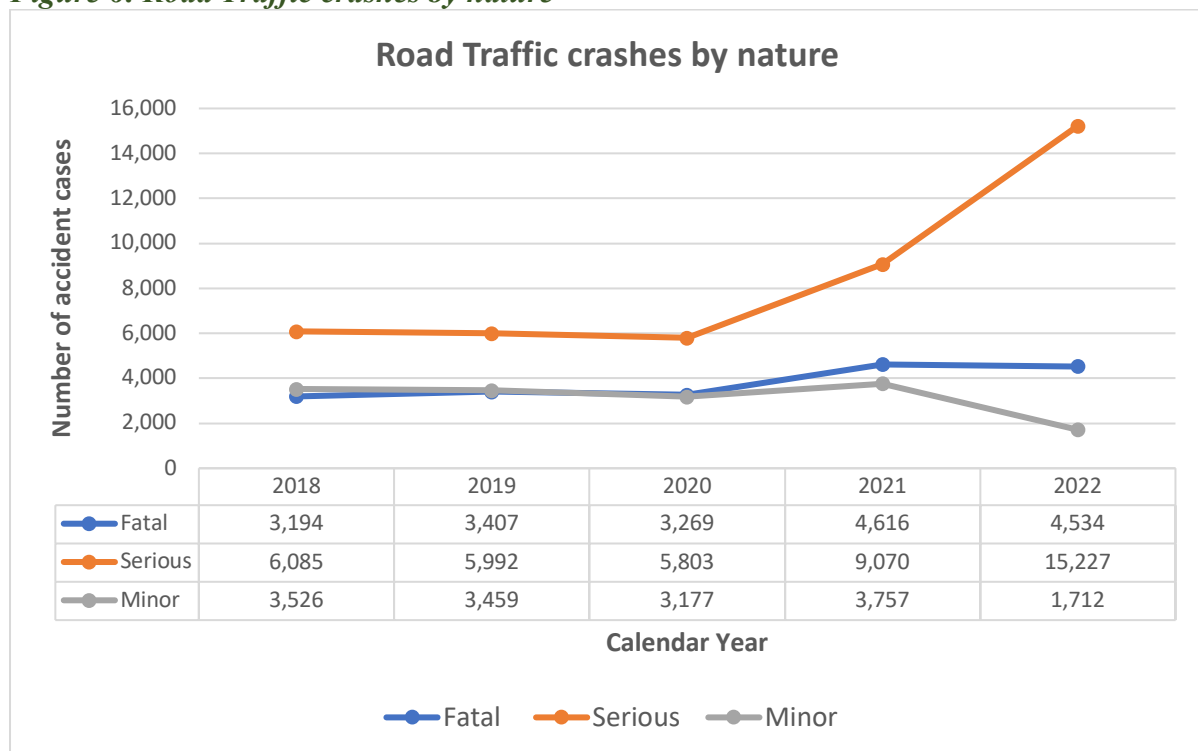


In figure 6 below, 71% of the accidents were serious which constituted majority of the accidents, 21% were fatal and 8% were minor accidents. However, fatal accidents decreased from 4,616 in CY 2021 to 4,534 in CY 2022 while serious accidents increased from 9,070 in

2021 to a peak of 15,227 in CY 2022. Overall, more accident cases were recorded in CY 2022 (21,473) compared to the previous CY 2021 (17,443).

During the period from January-December 2022, there were 21,473 crashes reported out of which 4,534 were fatal, 15,227 were serious and 1712 were minor. The number of fatal crashes reduced by around 1% from 4,616 in 2021 to 4534 in 2022. The number of serious crashes increased by 25% from 9,070 in 2021 to 15,227 in 2022. The number of minor crashes also reduced by 37% from 3757 in 2021 to 1712 in 2022. Overall, there was a 10% increase in the number of crashes reported in 2022 from 17,443 crashes in 2021 to 21473 crashes in 2022 and this was attributed to the rising number of motorcyclists on the road.

Figure 6: Road Traffic crashes by nature

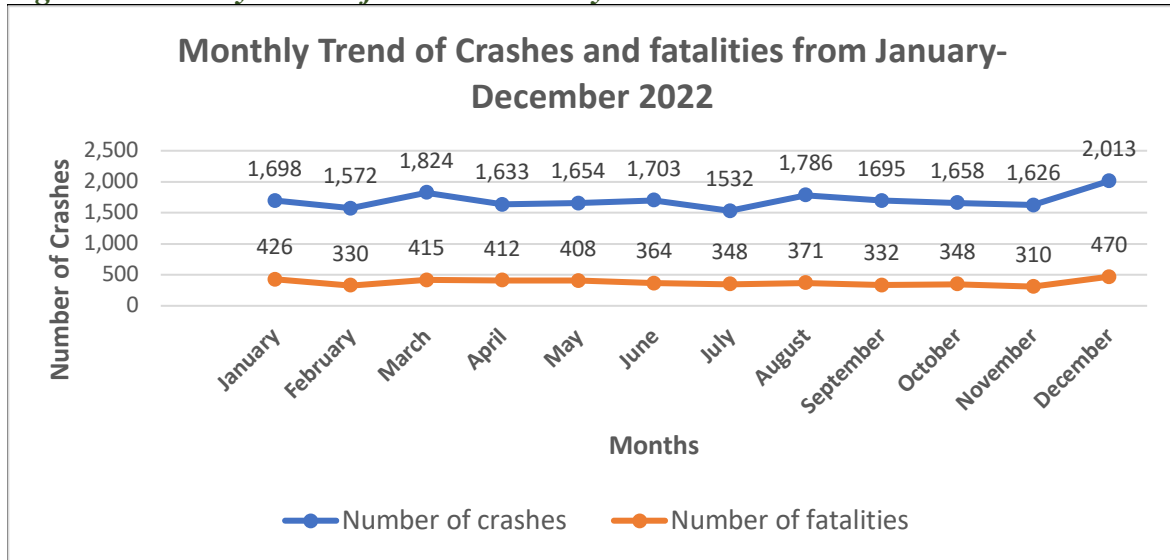


Source: Annual Crime Report 2022, UPF

1.4.2.1 Monthly Trend of Crashes and Fatalities

The month of December registered the highest number of crashes (2,013). It was followed by March (1,824) and August (1,786). The month of July registered the lowest number of crashes (1,532), followed by February (1,572). Regarding fatalities, December had the highest number of fatalities (470) followed by January (426), and March (415). Fatalities were lowest in February as shown in figure 7 below;

Figure 7: Monthly Trend of Crashes January- December 2022



Source: Annual Crime Report 2022, UPF



1.4.2.2 Ownership of vehicles involved in crashes in 2022

A total of 24,111 vehicles were involved in crashes in 2022. Of these, 18,252 were privately owned, 581 were for Central Government, 156 were for Local Government, Police vehicles were 307, Army vehicles were 178, Foreign registered were 1,362 and NGO vehicles 1,052 while the ownership of 1,908 vehicles was unknown. Privately owned vehicles registered the highest number of crashes as shown in the table 4 below;

Table 4: Ownership of vehicles involved in crashes

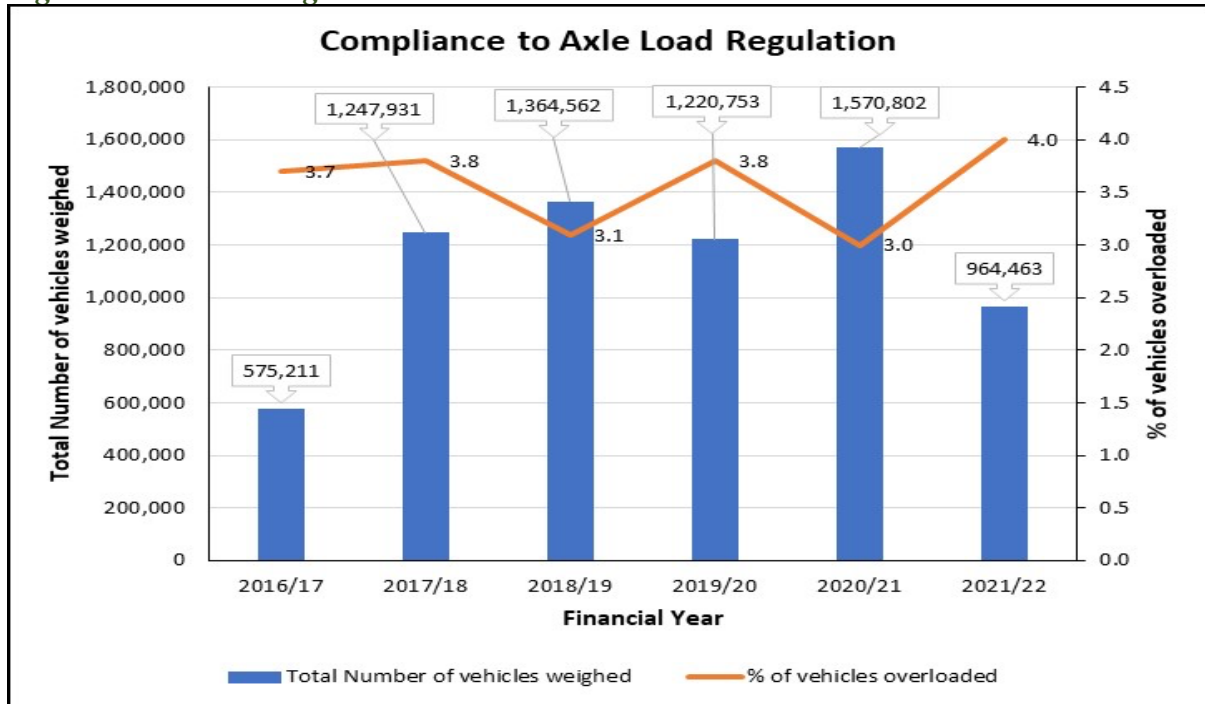
Ownership of Vehicles	Number of vehicles	Percent
Central Government	581	2.4
Local Government	156	0.6
Army	178	0.7
Police	307	1.3
Prison	37	0.2
Diplomatic	139	0.6
Foreign Registered	1,362	5.6
NGO	1,052	4.4
Private	18,252	75.7
Unregistered	139	0.6
Unknown	1,908	7.9
Total	24,111	100.0

Source: Annual Crime Report 2022, UPF

1.4.3 Compliance to Axle Load Regulation

Compliance to the axle load as a regulation is very important in ensuring that the roads are not destroyed due to over loading. The statistics in this sub-sector give data on the number of vehicles that were measured and those which were found overloaded.

Figure 8: Vehicles weighed on axle load and those overloaded



Sources: Annual Performance Report, UNRA (2021-2022)

Figure 8 above shows the total number of vehicles weighed from FY 2016/17 to FY 2021/22. In the period under review (FY2021/22) there was a decline in the number of vehicles weighed 964,463 compared to the previous FY 2020/21 with 1,570,802. While the vehicles overloaded increased tremendously from 3% in FY 2020/21 to 4% in FY 2021/22.

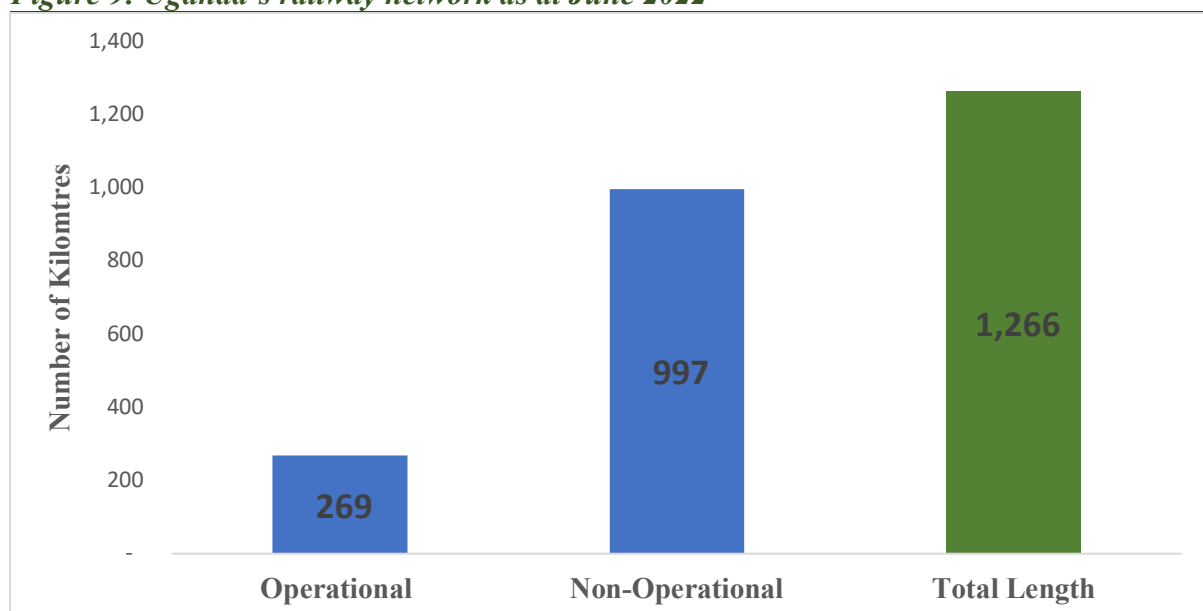
CHAPTER 2: RAIL TRANSPORT STATISTICS

This chapter covers statistics on the railway infrastructure, the operating assets and the rolling stock up to financial year 2021/22.

2.1 Total railway network

This section presents both the operational (in use) and non-operational (not in use) railway network. Uganda is operating a Meter-Gauge Railway which is a narrow-gauge with the track gauge of 1,000 mm or 1 meter. The total Meter Gauge Railway network is 1,266 Kilometers. Of this, only 269 Km (21.2%) are operational and the remaining 997 Kms (78.8%) are not operational as shown in figure 9 below.

Figure 9: Uganda's railway network as at June 2022



Source: Uganda Railway Corporation (2021-2022)

2.2 Rolling Stock

Table 5 demonstrates that in the financial year 2021/22, the rolling stock consisted of: 20 high open wagons, 511 flatbed container wagons, 33 low open wagons, and 48 ballast hopper wagons. The steady numbers of wagons reported each year are attributed to URC's efficient maintenance methods, which include replacing faulty wagons with new ones and refurbishing existing ones.

Table 5: Rolling stock for different financial years

Type of stock	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22
High open wagons	20	20	20	20	20	20	20
Covered wagons	482	482	482	482	482	482	482
Fuel tank wagons	200	200	200	200	200	200	200
Flatbed container wagons	511	511	511	511	511	511	511
Low open wagons	33	33	33	33	33	33	33
Ballast hopper wagons	48	48	48	48	48	48	48
Passenger, departmental couches & wagons	23	23	23	23	23	23	23
Total wagons	1,317	1,317	1,317	1,317	1,317	1,3	1,317

Source: Uganda Railway Corporation (FY 2021-2022)

These figures depict the distribution of wagon types along with their operational conditions, delineating the count of wagons fit for transportation and those requiring repair or deemed unfit. Table 6 reveals that out of the total 548 wagons fit for use, the majority, 769, are categorized as "sick" and are currently non-functional, with the highest proportion belonging to the Flatbed container wagons category.

Table 6. Active rolling stock at the end of the financial year 2021/22

WAGON TYPE	FIT	SICK	TOTAL
High open wagons	9	11	20
Covered wagons	189	293	482
Fuel tank wagons	47	153	200
Flatbed container wagons	280	231	511
Ballast hopper wagons	15	33	48
Low open wagons	1	32	33
Passenger, departmental couches & wagons	7	16	23
TOTAL	548	769	1,317

Source: Uganda Railway Corporation (FY 2021-2022)

2.3 Key indicators of railway

The key indicators for railway statistics include; total freight carried (million-ton-Km), freight that crosses three borders by railway, Freight transported on ferries rail registered at Port Bell, Freight transported on ferries rail registered at Jinja pier, Locomotive productivity(km/loco/day), Wagon transit time(days) and Wagon Turnaround time (days). During FY 2021/22, total freight carried reduced to 66.32 million tonnes, freight that passes through the three borders by railway increased to 242,686.18 MTs, freight transported on ferries rail registered at Port Bell significantly increased to 106,754.55 MTs while freight transported on ferries rail registered at Jinja significantly dropped to 19,185.78 MTs in comparison to FY 2020/21. The performance of the key indicators during the five-year period is as shown in table 7 below;

Table 7: Trend in the Key indicators of railway transport

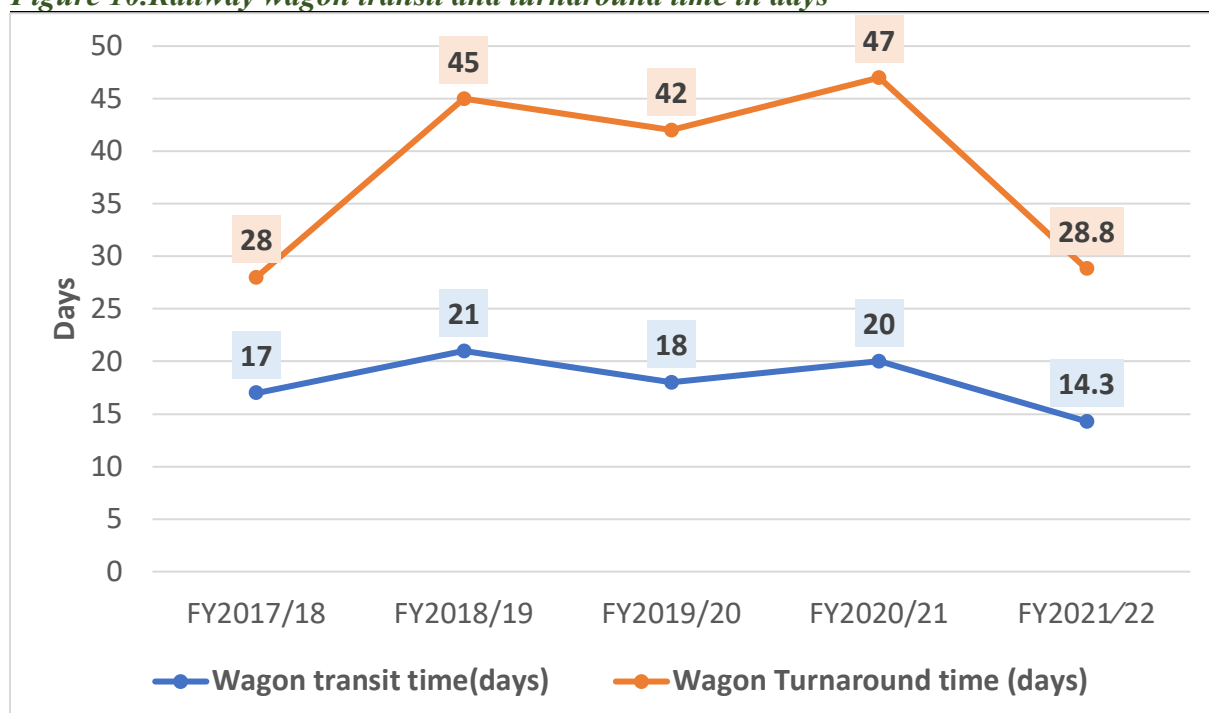
Indicator	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	Trend
Total freight carried (million –ton-km)	41.22	89.82	77.54	98.86	66.32	
Freight that crosses the three borders by railway (MTs)	118,352.70	197,249.99	169,254.52	224,359.96	242,686.18	
Freight transported on ferries rail registered at port bell	n/a	66,255	50,538	32,446	106,754.55	
Freight transported on ferries rail registered at Jinja pier	n/a	n/a	n/a	54,550.72	19,185.78	
Locomotive productivity(km/loco/day)	148	19.13	26.11	49.03	52.85	

Source: Uganda Railway Corporation (FY 2021-2022)

2.3.1 Railway wagon transit and turnaround time in days

Overall, the trend in wagon transit time shows a positive improvement in efficiency, while the trend in wagon turnaround time demonstrates fluctuations possibly due to operational adjustments and improvements over the years. This has been represented in figure 10 below;

Figure 10. Railway wagon transit and turnaround time in days



Source: Uganda Railway Corporation (FY 2021-2022)

2.4 Railway Safety

The statistics under this subsection gives the number of railway crashes that are recorded by category (minor, serious and fatal accident) for five FY.

Table 8 below shows that more railway accidents were registered during FY 2021/22 where the highest number of accidents were minor accident (30), two (2) fatalities. However, no fatal and serious accidents were registered between FY 2017/18 to 2019/20 while only one fatal and serious accident were recorded in FY 2020/21 and 2021/22 respectively.

Table 8: Railway Accidents over the years

Category	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Fatal	0	0	0	1	2
Serious	0	0	0	0	1
Minor	0	22	19	48	30
Total	0	22	19	49	33

Source: Uganda Railway Corporation (FY 2021-2022)

Fatal accidents lead to loss of life, serious accidents result in severe injuries, and minor accidents, such as derailments along the line or in the yards, have minimal or no significant impact on operations.

2.5 Services Offered by URC

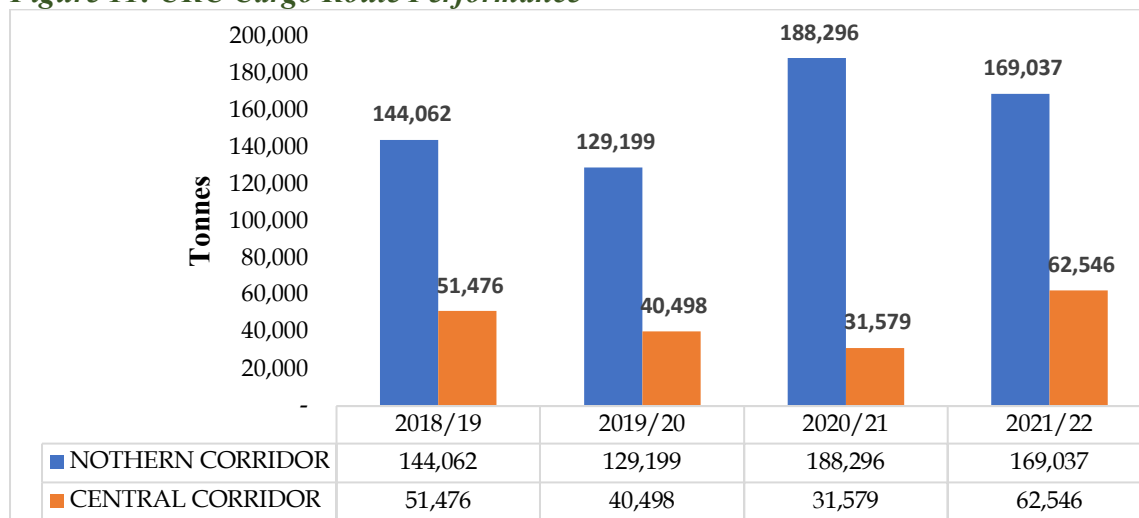
Services offered by URC include; freight services, passenger services, marine services, Warehousing and Terminals, Nalukolongo Railways workshop and Ports/Piers.

2.5.1 Freight Services

URC’s core service is freight which is dominated by the Northern Corridor i.e., Mombasa to Kampala via Malaba and Kisumu to Jinja/Port Bell via Lake Victoria. Additionally, URC operates through the Central corridor; Dar es Salaam to Port Bell via Mwanza (Lake Victoria).

The Northern Corridor remains the busiest and dominant route hauling significant tonnes total freight volumes compared to the central corridor. The freight volumes have been increasing from 144,062 tonnes in FY 2018/19 to 169,037 tonnes in FY 2021/22 with a highest tonnage recorded in FY 2020/21. The freight volumes in the central corridor have also been increasing from 51,476 in the FY 2018/19 to 62,546 in FY 2021/22 with a slight decline 31,579 in FY 2020/21 as shown in figure 11 below;

Figure 11: URC Cargo Route Performance



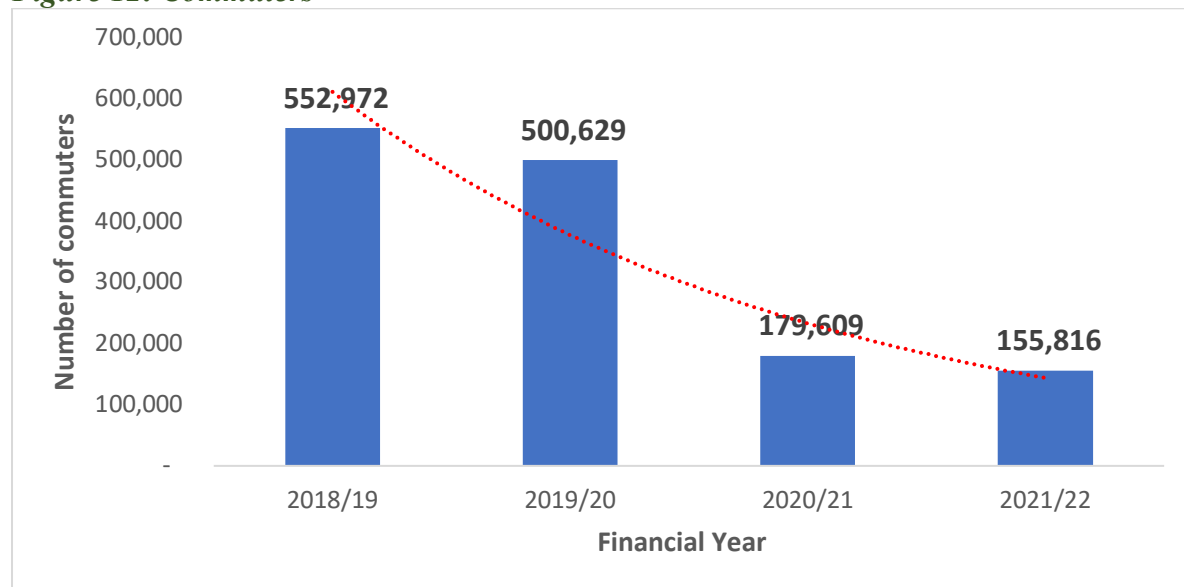
Source: Uganda Railway Corporation (FY 2021-2022)

2.5.1 Passenger Services

URC introduced passenger services on the Port Bell and Namanve routes. The service has been embraced by many Ugandans over the years. The seamless 45-minute journey has various halts in Nakawa, Spedag, Kireka, Namboole and finally terminates at Namanve with an average ridership of 4000 per day. URC therefore, plans to expand the service from the current 12 km to 67 Km within Greater Kampala Metropolitan Area i.e., Kampala to Mukono and Kyengera.

The figure 12 below presents commuter numbers, with a significant drop between FY 2020/21 (179,609 commuters) and FY 2021/22 (155,816 commuters) due to the rehabilitation of the MGR and COVID-19 restrictions (SOPs) that had the service operate at half capacity and with less shifts from 4 to 2. The performance in terms of passenger services over the financial years is as presented below;

Figure 12: Commuters



Source: Uganda Railway Corporation (FY 2021-2022)



CHAPTER 3: AIR TRANSPORT STATISTICS

The statistics in this chapter include; commercial aircraft movements, over flights, passengers, cargo and mail traffic for Entebbe International Airport and the thirteen (13) other national aerodromes for the period 2018 to 2022.

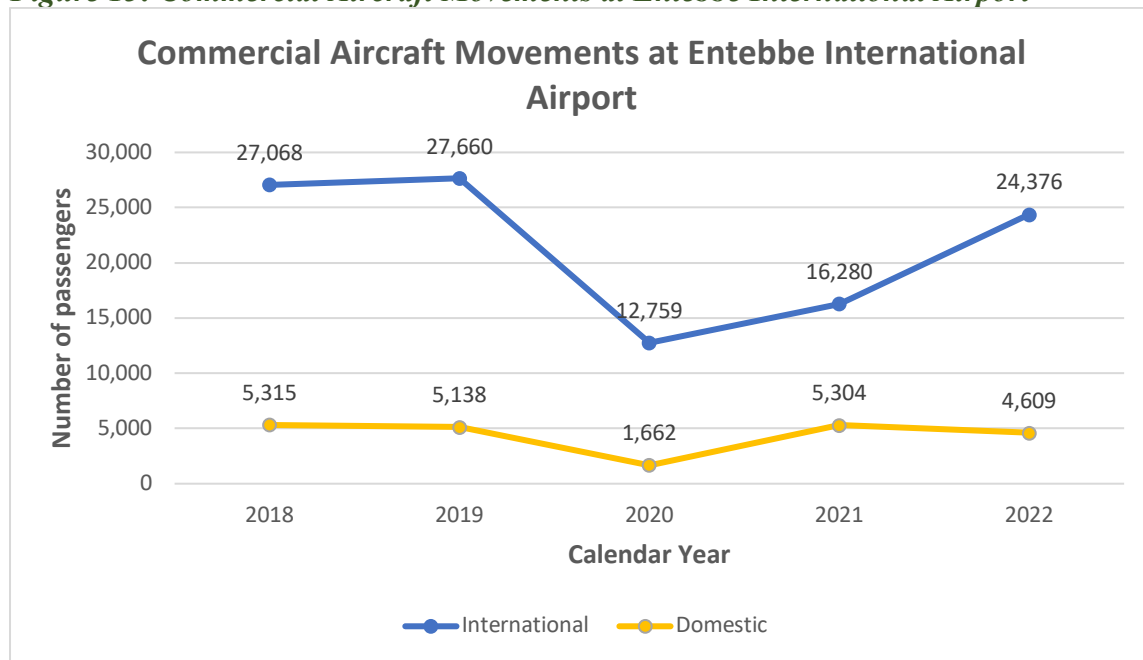
3.1 Air Traffic through Entebbe International Airport



3.1.1 Commercial Aircraft Movements

These are aircraft movements that contribute to airport revenues resulting from utilization of the available infrastructure. They are classified either as international or domestic depending on their origin and destination in the period under review CY 2022, the international movements increased from 16,280 in CY 2021 to 24,376 and this was due to global economic recovery after COVID-19 while the domestic movements declined from 5,304 in CY 2021 to 4,609. This was due to reduction in the economic activities domestically as shown in figure 13 below;

Figure 13: Commercial Aircraft Movements at Entebbe International Airport

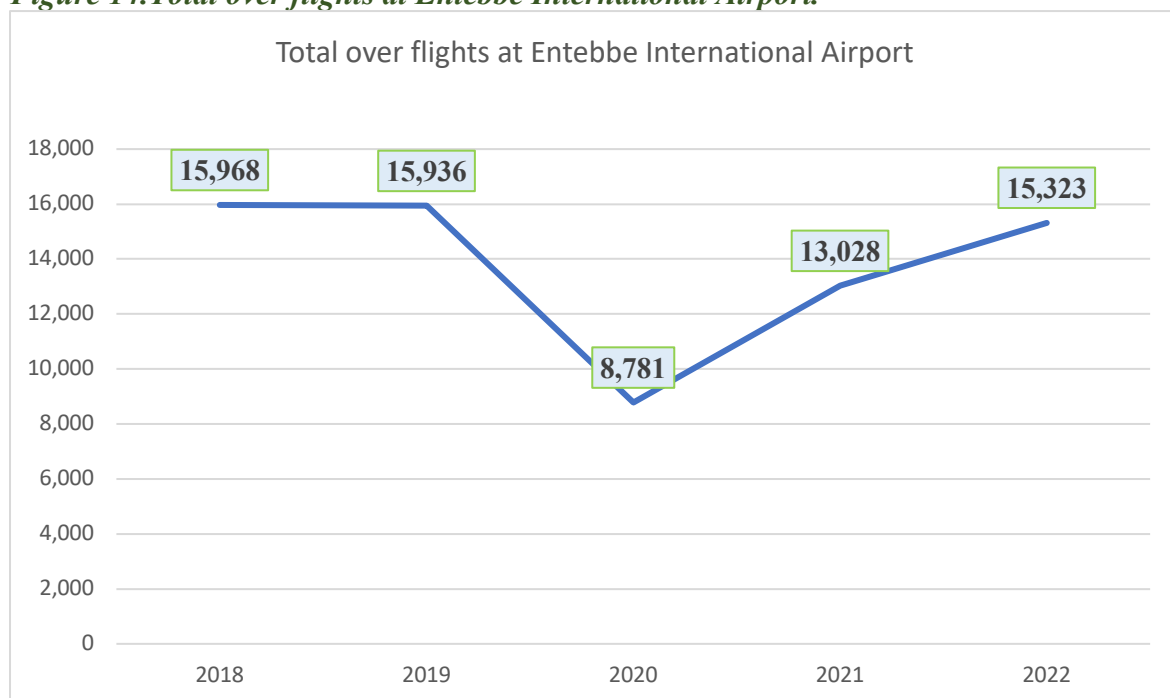


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.2 Over flights

These are aircraft movements through Uganda’s airspace but whose origin and destination are outside Uganda. During CY 2022, the overflights increased to 15,323 passengers compared to 13,028 passengers registered in the previous CY 2021. An increase of over flight increases on revenue collection through air bi-lateral services agreements as shown in Figure 14 below and annex 7.

Figure 14. Total over flights at Entebbe International Airport.

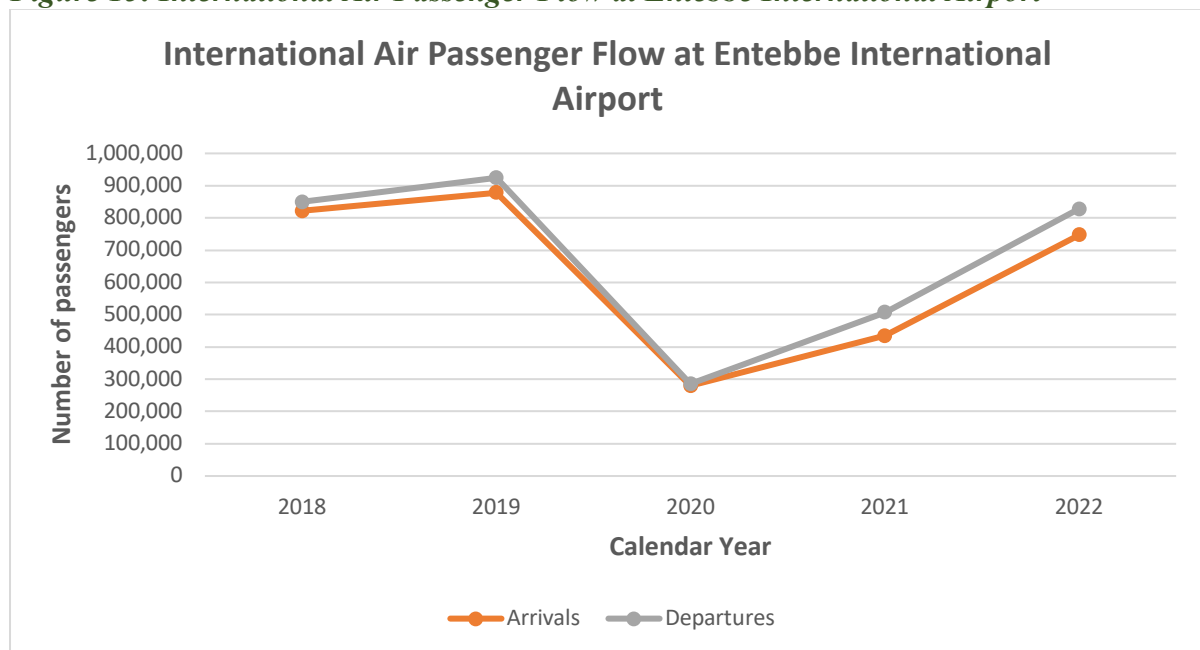


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.3 International Air Passenger Flow

These are divided into both arrivals and departures. The total international air passenger flow has been increasing from 941,688 passengers in CY 2021 to 1,574,405 in CY 2022 (25% increase). Of the total passenger flow, the departures increased from 506,805 in CY 2021 to 827,605 in CY 2022 (24% increase) while the arrivals also increased from 434,883 in CY 2021 to 746,800 in CY 2022 (26% increase) as shown in figure 15 below, and annex 8. The increase was due to massive outflow of labor to the Middle East and increasing economic engagements between Uganda and other parts of the world.

Figure 15: International Air Passenger Flow at Entebbe International Airport



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.3.1 Sector Distribution of International Air Passenger Traffic (Region and Country) at Entebbe International Airport

The international passengers to and from the listed places for the period 2018 to 2022 is presented in annex 9. The performance for the period under review, CY 2022 shows a total of 1,574,405 international passengers as presented in figure 16. The highest number of passengers was recorded in the Middle East because of the high labor export and Kenya had the highest number in East Africa due to the strong partnership in trade, education, infrastructure, agriculture, energy etc. between the two countries while Tanzania had the lowest number of passengers 13,530.

Figure 16. Sector Distribution of International Air Passenger Traffic at Entebbe International Airport



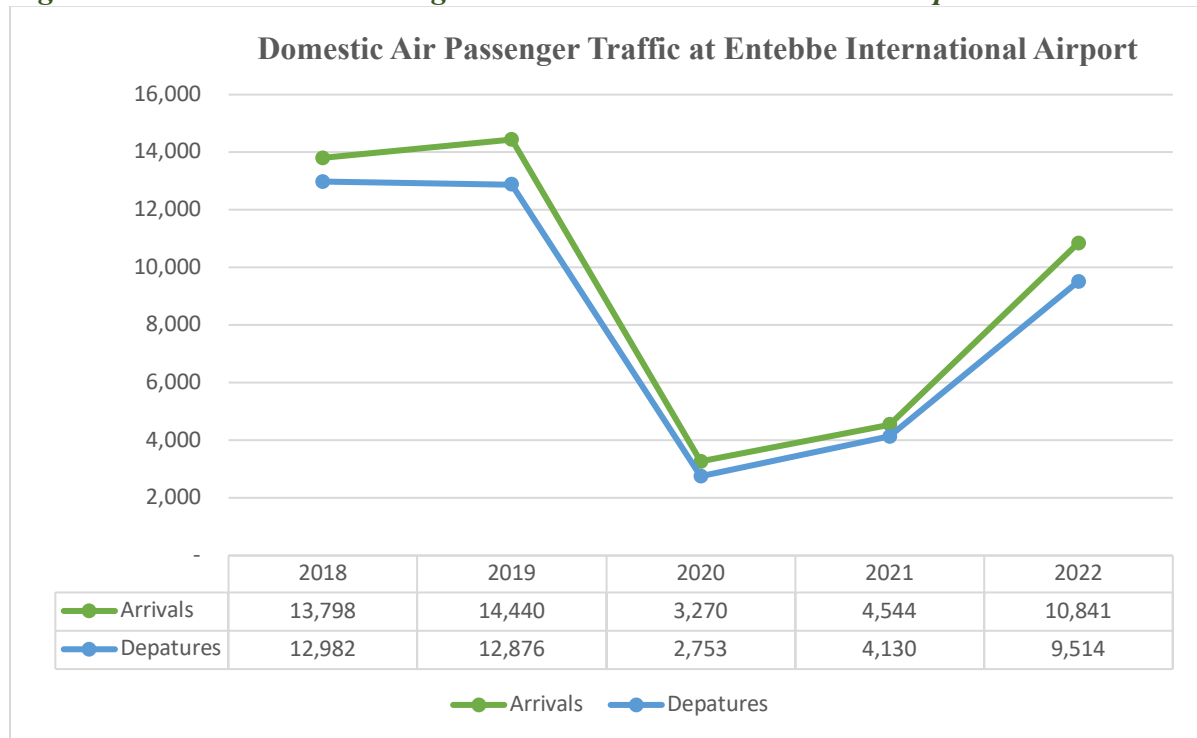
Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022



3.1.4 Domestic Air Passenger Flow

These are passengers whose origin and destination are inside Uganda. Figure 17 below shows the domestic air passenger traffic for CY 2018 to 2022 for both arrivals and departures. Domestic air passengers have been increasing over the years with 8,674 in CY 2021 to 20,355 in CY 2022 as a result of economic recovery from COVID_19 pandemic.

Figure 17: Domestic Air Passenger Flow at Entebbe International Airport.



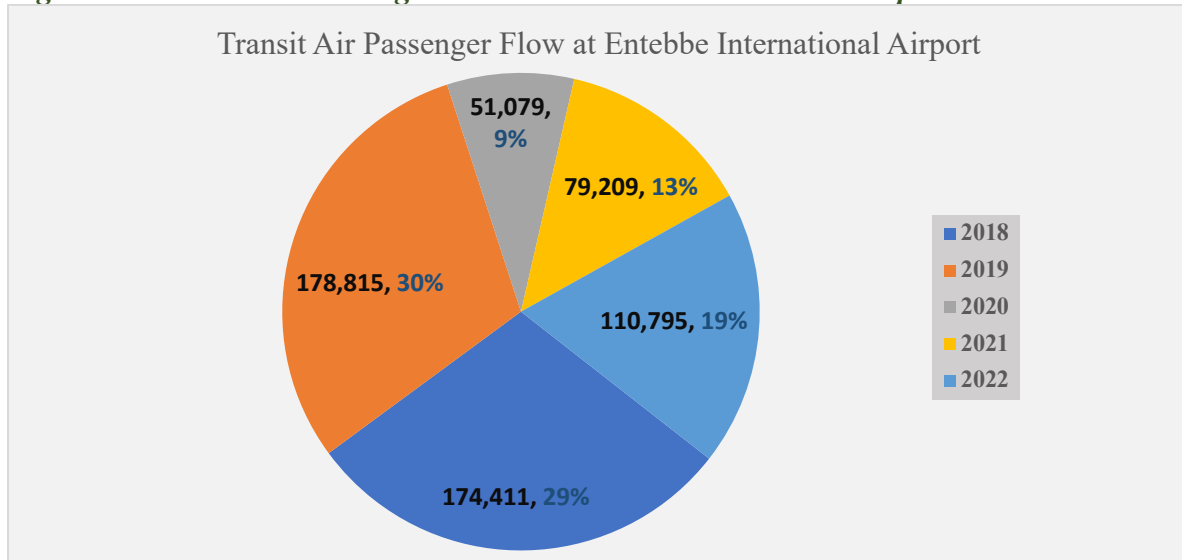
Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.5 Transit Air Passenger Flow

These are passengers traveling through an airport which is neither their origin nor destination but for purposes of making travel connections.

The transit air passenger flow increased to 110,795 passengers in CY 2022 from 79,209 in CY 2021. The five calendar years performance is presented in figure 18 below and annex 11.

Figure 18: Transit Air Passenger Flow at Entebbe International Airport

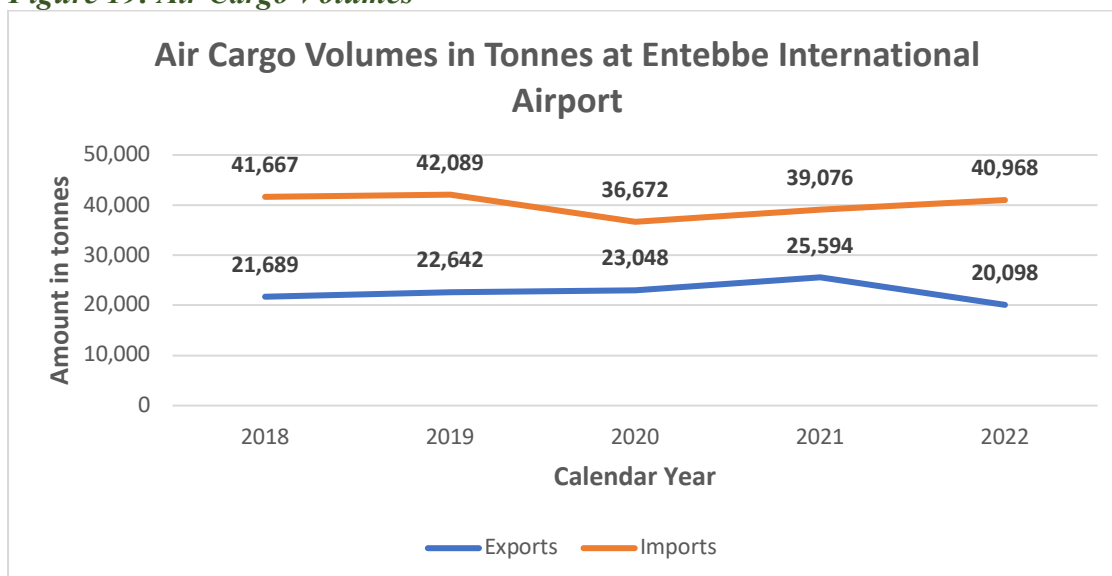


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.6 Air Cargo Traffic at Entebbe International Airport

This is cargo carried by both passenger (belly) and cargo (freighters) planes. International cargo is classified into imports and exports whereas domestic cargo is categorized as loaded or unloaded. Air cargo recorded a drop-in volume of exports and imports from 64,670 tonnes in 2021 to 61,066 tonnes in 2022 as a result of high taxes on cargo at the airport and a drop in the UN cargo as illustrated in figure 19 below;

Figure 19: Air Cargo Volumes

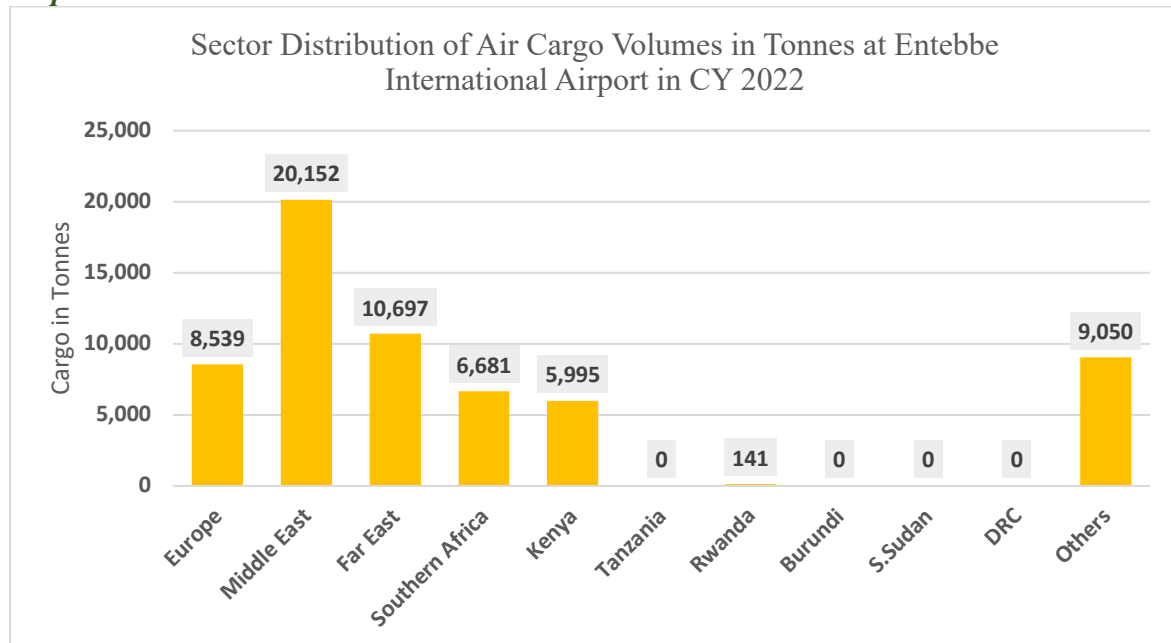


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.6.1 Sector Distribution of Air Cargo Volumes in Tonnes at Entebbe International Airport

This provides information about the air cargo volumes destined to the different countries including; Europe, Middle East, Far East, Southern Africa, Kenya, Tanzania, Rwanda, Burundi, South Sudan and other countries. The performance is presented for five calendar years in annex 13. Overall, in CY 2022 the total volume of tonnes recorded was 61,225 with the Middle East having the highest volume recorded 20,152 while there was no cargo registered for Tanzania, Burundi, South Sudan and DRC as shown in figure 20 below;

Figure 20: Sector Distribution of Air Cargo Volumes in Tonnes at Entebbe International Airport



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.6.2 Exports in tonnes by Type at Entebbe International Airport (2018- 2022)

These are non-traditional exports which mainly include; fish, flowers and fresh produce. Many of these are perishable and need fast transportation. During the Calendar Year 2022, Fresh produce accounted for the highest export (14,518) of non-traditional exports through Entebbe Airport, followed by Fish (12,113), Flowers (11,404) while other exports (3,122) registered significant drop compared to CY 2021 (9,364) as presented in table 9 below;

Table 9: Exports in tonnes by type at Entebbe International Airport

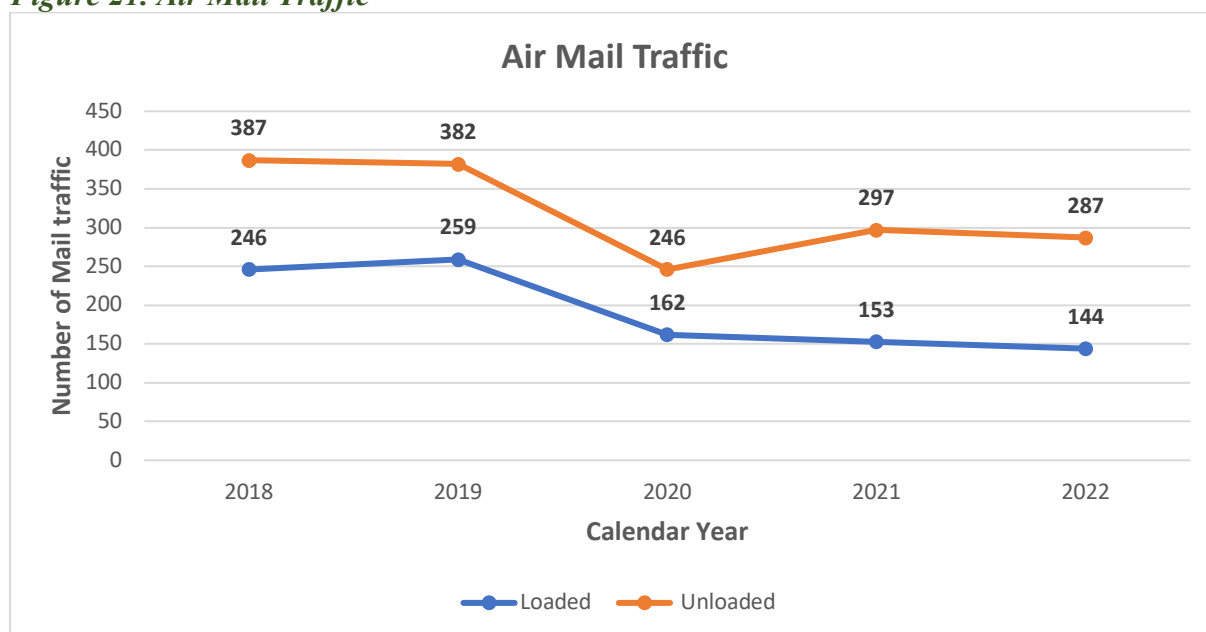
Year	Fish	Flowers	Fresh Produce	Others	Total
2018	14,604	8,371	15,653	8,020	46,648
2019	15,037	8,346	18,069	3,415	44,867
2020	7,547	7,442	14,401	3,181	32,571
2021	5,578	10,132	14,747	9,364	39,821
2022	12,113	11,404	14,518	3,122	41,156

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.1.7 Air Mail Traffic

Air mail traffic refers to the transportation of mail, parcels or packages via aircraft. This is mainly transported through courier services. However, mail transported by other airline operators is also included. There was a decline in total (loaded and unloaded) air traffic mail from 450 in CY 2021 to 431 in CY 2022 as illustrated in figure 21 below;

Figure 21. Air Mail Traffic



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

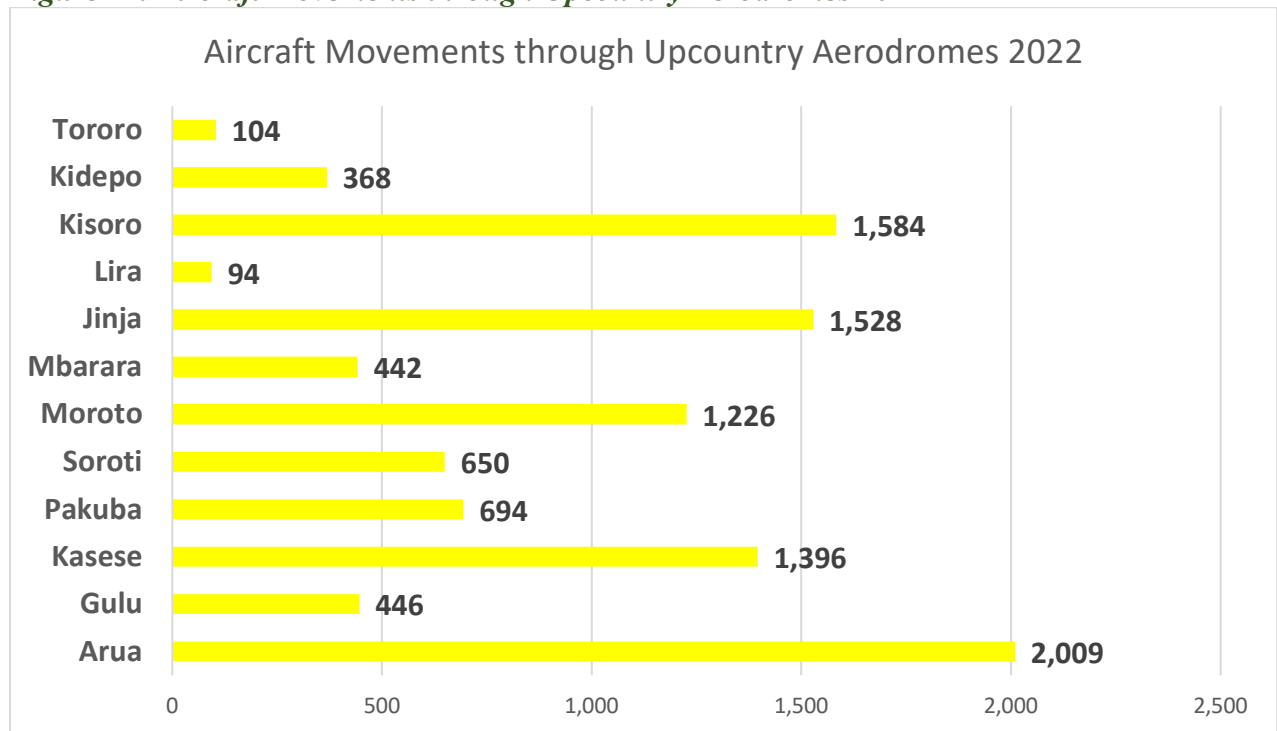
3.2 Air Traffic through Upcountry Aerodromes

The statistics in this sub-section include aircraft movements and passenger traffic at the thirteen (13) National Upcountry Aerodromes for the period 2018 to 2022.

3.2.1 Aircraft Movements at Upcountry Aerodromes

This includes aircraft landings and take-offs from CY 2018 to CY 2022. Total Landings and take-offs at the upcountry aerodromes recorded in CY 2022 was 10,541. Arua had the highest number of landings (2,009), followed by Kisoro (1,584) and Jinja (1,528) while Lira had the least landings (94). Masindi is one of the aerodromes, however, there was no data across the different calendar years hence not included. The performance of the upcountry aerodromes is presented in figure 22 below and annex 14.

Figure 22. Aircraft Movements through Upcountry Aerodromes 2022

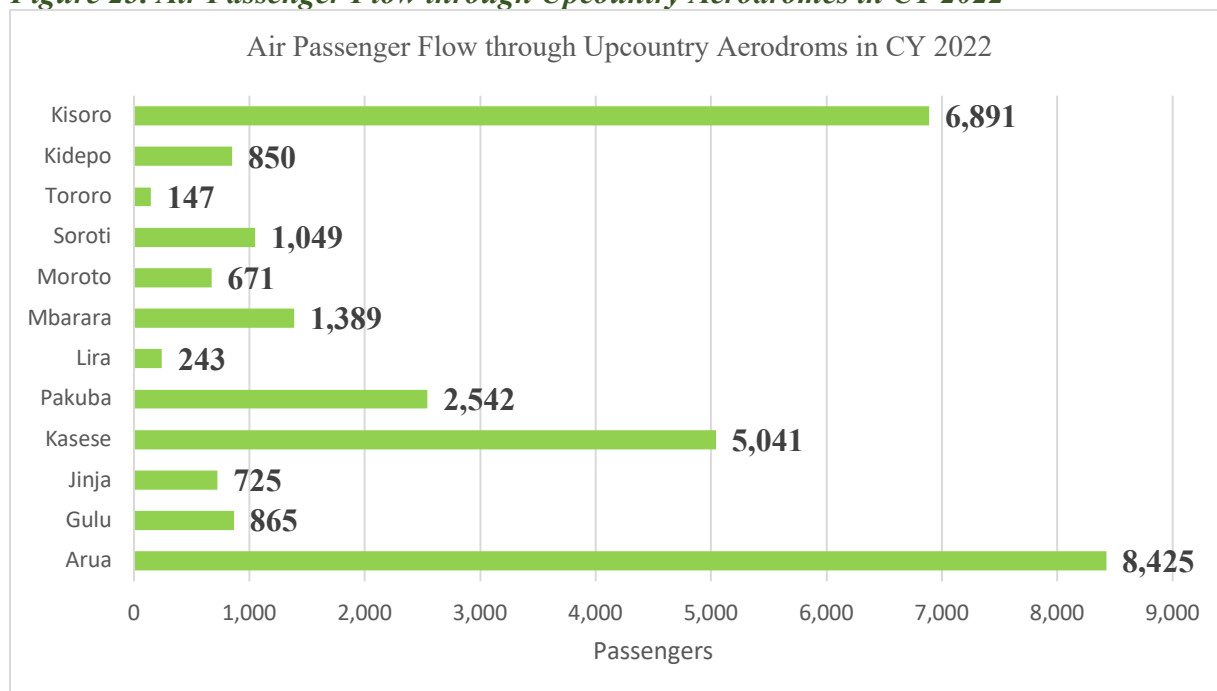


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

3.2.2 Air Passenger Flow through Upcountry Aerodromes

These are both arrival and departure passengers at the respective Upcountry Aerodromes. The total number of air passengers recorded in the CY 2022 was 28,838. Air Arua, Kisoro and Kasese had the highest number of passengers than all the other aerodromes with 8,425, 6,891, and 5,041 passengers respectively while Tororo registered the least number of passengers (147) as presented in figure 23 below and annex 15.

Figure 23. Air Passenger Flow through Upcountry Aerodromes in CY 2022



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Arua consistently experienced the highest volume of aircraft movements and passenger traffic among upcountry aerodromes. This trend was largely attributed to the flourishing trade relations at the Uganda-Democratic Republic of Congo border.

3.3 Air Transport Accidents

These are accidents associated with the operation of an aircraft in which a person is fatally or seriously injured, or the aircraft sustains damage or structural failure. Table 10 below presents the air transport accidents up to FY 2021/22.

Table 10: Air Transport Accidents

Category	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Fatal Accidents	0	0	0	0	0
Serious Accidents	1	0	0	0	0
Minor Accidents	1	2	2	0	0
Total	2	2	2	0	0

Source: MoWT



Entebbe International Airport

CHAPTER 4: WATER TRANSPORT STATISTICS

The statistics in this sub section is about the performance of Kalangala Infrastructure Services, accidents on water transport and ferry crossings.

4.1 Performance of Kalangala Infrastructure Services.

Table 11 below shows the performance of the Kalangala Infrastructure Services between 2018 and 2022 detailing the passengers and vehicles carried. There were more passengers and motor equipment transported in CY 2022 (887,763) compared to 765,037 recorded in the CY 2021.

Table 11: Performance of Kalangala Infrastructure services

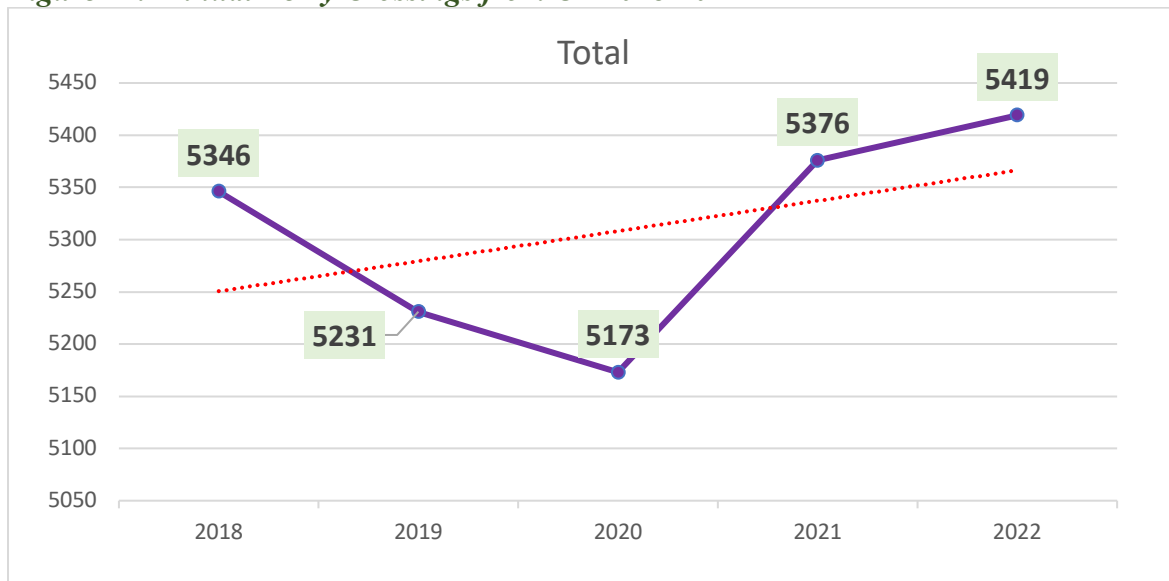
Year	Passengers	Pick-ups	Trucks	Cars	Buses	Motor Bike	Total Traffic
2018	497,368	6,378	10,649	17,212	4,851	38,325	574,783
2019	547,104	7,016	11,714	18,934	5,337	42,157	632,262
2020	601,815	7,718	12,886	20,827	5,870	46,373	695,489
2021	661,997	8,489	14,174	22,910	6,457	51,010	765,037
2022	728,375	8,923	19,012	39,227	8,505	83,721	887,763

Source: KIS Quarterly independent operations, monitoring and audit reports 2022

4.1.2 Annual Ferry Crossings Summary for CY 2018-2022

In CY 2022, KIS registered the highest number of crossings 5,419 as compared to 2021 with 5376 crossings especially after a significant drop in 2020 due to COVID 19. The KIS has seen a constant increase in the number of crossings for the past five years as shown in figure 24 below;

Figure 24. Annual Ferry Crossings from CY 2018-2022



Source: KIS Quarterly independent operations, monitoring and audit reports 2022

4.2 Accidents on water bodies

Table 12 below gives the number of accidents on the major water bodies (Lakes Victoria, Albert, Kyoga, Edward, and George) in Uganda for CY 2018 to CY 2022. There was a significant reduction in the number of water accidents recorded in CY 2022 (291) compared to 456 recorded in CY 2021. Of the 291 passengers involved in water accidents, a smaller number was rescued (67) while the rest (224) were fatalities during CY 2022.

Table 12: Recorded Accidents on major water bodies by category

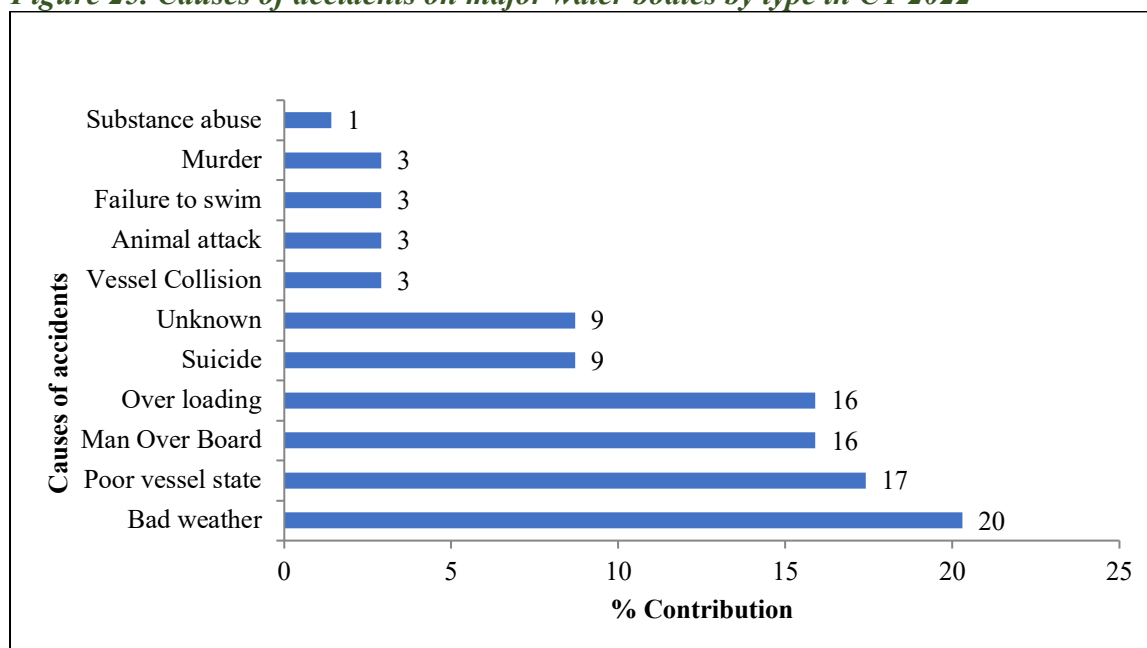
Calendar Year	Passengers Involved	Passengers Rescued	Fatalities
2018	440	279	161
2019	1,503	1,214	289
2020	0	0	0
2021	456	246	210
2022	291	67	224

Source: MoWT

4.2.1 Causes of accidents on water bodies

The major causes on the major water bodies are presented in figure 25 below in percentage form with bad weather representing twenty percent (20%), poor vessel state representing seventeen percent (17%), over loading and Man Over Board each representing sixteen percent (16%).

Figure 25. Causes of accidents on major water bodies by type in CY 2022



Source: MoWT.

4.3 The size of major water bodies

Table 13 below shows the statistics of the sizes in Km² and shoreline length in Km for the five major water bodies of Uganda. These include; - Lakes Victoria, Kyoga, Albert, Edward and George. Lake Victoria occupies the largest area (68,800 Km²) while Lake George is the smallest (250 Km²).

Table 13: Length of major water bodies

Lake	Shoreline length (Km)	Area (Km ²)
Victoria	4,828	68,800
Albert	355	2,675
Kyoga	200	1,720
Edward	234	2,325
George	63.2	250
Total	5,680.2	75,770

Source: MoWT

4.3.1 Uganda National Roads Authority Ferry Services

There are a number of ferry services on different water bodies in Uganda that facilitate movement from one shore to the other. The information covered is mainly about the time taken per voyage, the number of voyages made per day or month, the average number of passengers carried and the number of crew members.



From table 14 below, Mbulamuti ferry takes the shortest crossing time of 6 minutes, followed by Masindi and Laropi ferry which use 10 minutes each and Obongi ferry which takes 15 minutes. The longest time taken for a voyage is by MV Sigulu 180 minutes, followed by MV Albert Nile – 180 minutes and MV Kyoga 60 minutes. In CY 2022, MV Mbulamuti ferry carried more passengers per day totaling to 4,320, followed by MY Obongi and MV Laropi ferry with 2,880 passengers each, MV Masindi ferry 2,400 passengers, MV Nakiwogo 2,160 passengers and Albert Nile-1 1,000 while Kiyindi ferry had the least number of passengers carried per day 720.

Table 14: Information about ferries

Name of ferry or ship	Districts Linked	Time taken for a voyage	Number of voyages per day	Number Passengers carried per day
MV Bisina	Kumi-Katakwi	30	11	960
MV Nakiwogo	Mpigi-Entebbe	20	9	2,160
MV Masindi	Kiryandongo-Apac	10	12	2,400
MV Laropi	Moyo-Adjumani	10	12	2,880
MV Kyoga-1	Amolatar-Nakasongola	60	02	480
MV Kyoga-2	Nakasongola-Amolatar	60	02	480
MV Buvuma	Kiyindi-Buvuma	50	03	600
MV Sigulu	Namayingo	180	01	600
MV Mbulamuti	Kayunga-Kamuli	06	20	4,320
MV Obongi	Moyo-Adjumani	15	12	2,880
MV Kiyindi	Buikwe and Buvuma	60	03	720
MV Albert Nile 1	Buliisa and Packwach	60	2	1,000

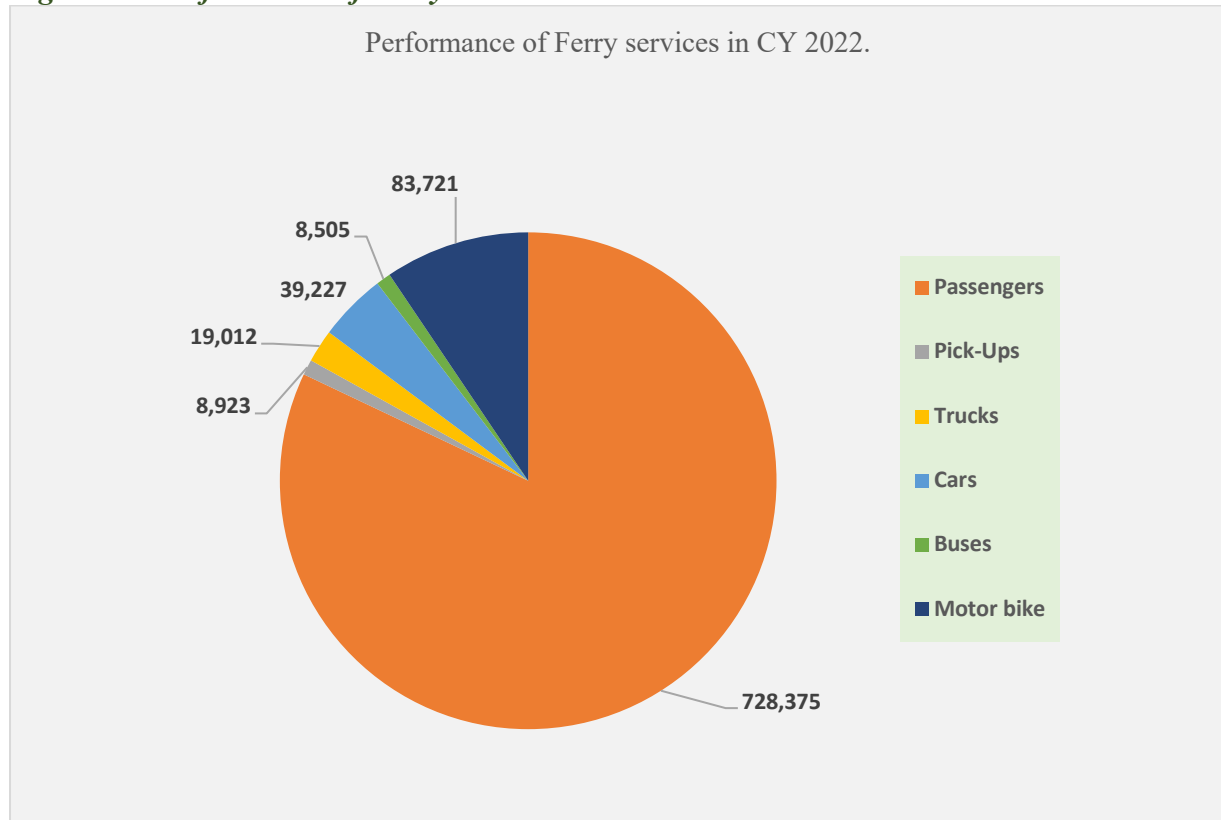
Source: Annual Performance Report, UNRA 2021-2022.



4.4 Ferry Traffic

Passenger ferry traffic accounts for the highest number of annual traffic registering 728,375 passengers in CY 2022, this was followed by motor bikes 83,721, cars - 39,227 while buses were 8,505 registered the lowest number of ferry traffic. The total performance of ferry traffic for CY 2022 is presented in figure 26 below and annex 16.

Figure 26. Performance of Ferry services



Source: MoWT

4.4.1 Number of passengers carried.

This provides information on the number of ferry passengers carried through the different ferry points. There has been a significant increase in the number of passengers carried across the different ferry points. For instance, passengers carried through Bisina ferry increased from 160,463 passengers in FY 2020/21 to 281,529 passengers in FY 2021/22. Similarly, Nakiwogo, Masindi, Laropi, Kyoga 1, Kyoga 2, Buvuma and Sigulu increased to 527,164 passengers, 428,547 passengers, 905,088 passengers, 114,184 passengers, 183,489 passengers, 273,432 passengers and 231,142 passengers respectively during FY 2021/22 in comparison to FY 2020/21 as presented in the table 15 below;

Table 15: Number of passengers Carried

Name of ferry or ship	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Bisina	352,057	334,578	226,615	160,463	281,529
Nakiwogo	463,318	499,926	335,160	193,685	527,164
Masindi	194,375	214,694	246,921	31,813	428,547
Laropi	771,953	856,875	396,749	700,681	905,088
Kyoga-1	237,456	161,549	248,966	65,383	114,184
Kyoga-2	86,987	191,421	-	167,666	183,489
Buvuma	Not Operational	Not Operational	Not Operational	153,421	273,432
Sigulu	Not Operational	Not Operational	N/A	66,883	231,142
Mbulamuti	906,762	792,976	437,383	83,857	-
Obongi	608,357	629,409	597,061	Not Operational	0
Kiyindi	218,618	194,871	144,259	6295	-
Albert Nile 1	69,732	237,073	241,926	Not Operational	173,216

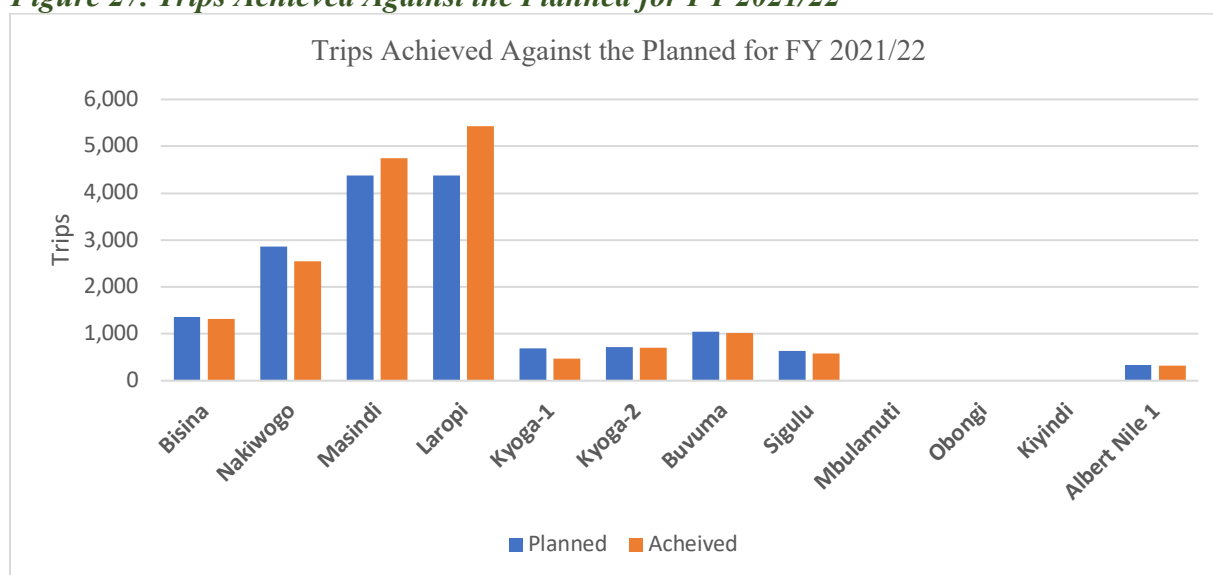
Source: Annual Performance Report, UNRA 2021-2022.

In FY 2021/22, the Mbulamuti ferry remained inactive following the completion of the Isimba bridge construction. Additionally, the Laropi Ferry saw its highest passenger numbers, primarily because there were no alternative crossing options available.

4.4.2 Actual ferry Trips Against the Planned for FY 2021/22

During the FY 2021/22, UNRA had planned to make 16,397 trips through the different ferry crossing points. However, at the end of the FY 2021/22, the ferry services managed to make 17,135 trips, which was over and above the target. The highest number of trips was recorded by Laropi ferry 5,423, followed by Masindi- 4,745, Nakiwogo- 2,545, Bisina- 1,319, Buvuma- 1,022 while Albert Nile 1 registered the lowest number- 323. The performance in terms of the planned trips against actual trips for the five financial years is presented in annex 17.

Figure 27. Trips Achieved Against the Planned for FY 2021/22



Source: Annual Performance Report, UNRA 2021-2022



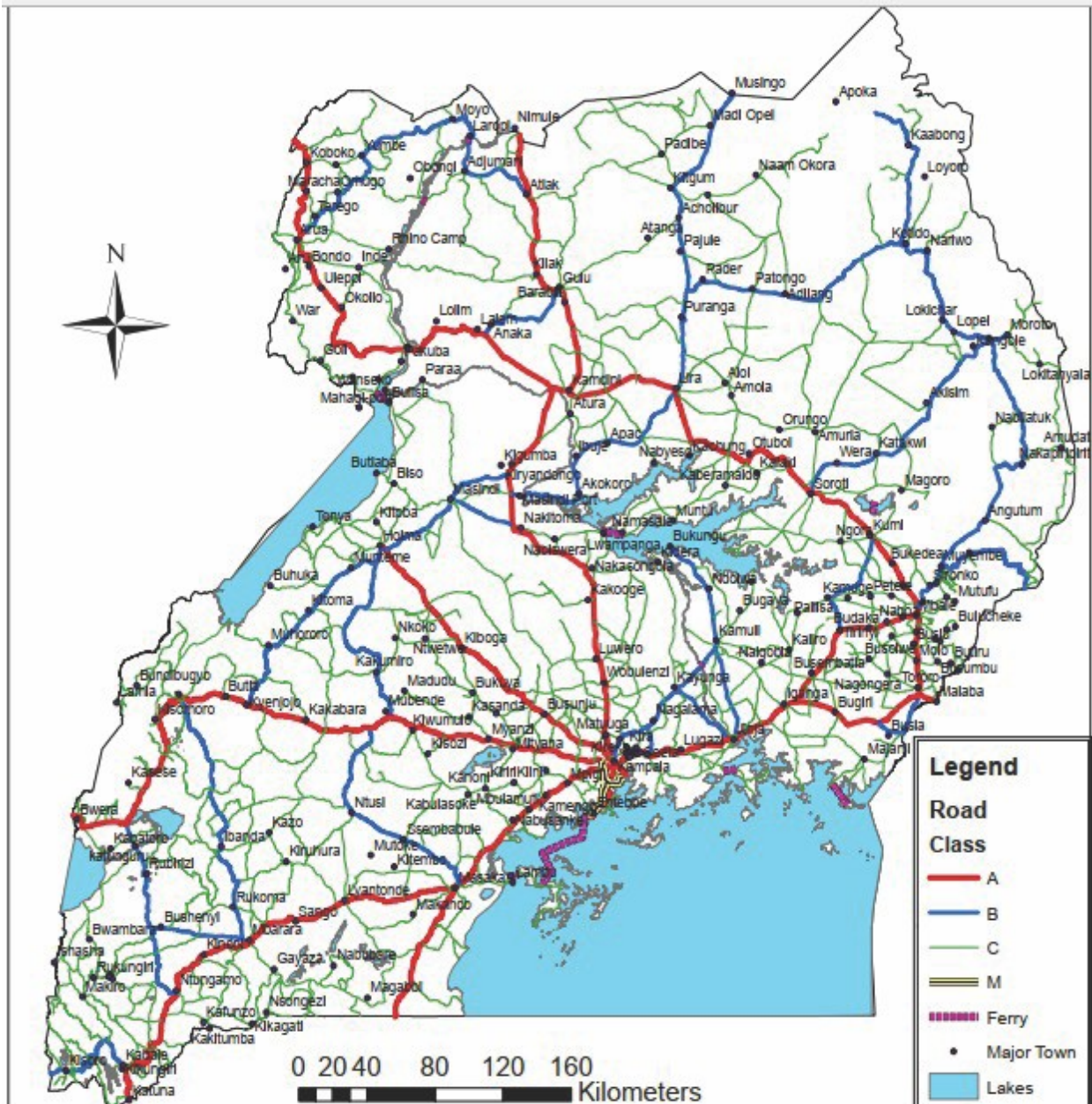
ANNEXES

Annex 1: Condition of the National Road Network

	Paved Roads Condition (km)				Paved Roads Condition (%)		
	Good	Fair	Poor	Total	Good	Fair	Poor
2017/18	3,413	1,001	136	4,551	75	22	3
2018/19	3,862	802	351	5,015	77	16	7
2019/20	1,463	903	451	2,817	52	32	16
2020/21	4,220	861	177	5,258	80.2	16.4	3.4
2021/22	4,272	902	159	5,333	80	17	3
	Unpaved Road Condition (km)				Unpaved road condition (%)		
	Good	Fair	Poor	Total	Good	Fair	Poor
2017/18	3,678	9,755	2,558	15,993	23	61	16
2018/19	3,802	8,079	3,960	15,841	24	51	25
2019/20	3,945	4,215	2,426	10,586	37	40	23
2020/21	4,930	5,552	2,345	12,827	38.4	43.3	18.3
2021/22	2,223	8,961	1,445	12,629	18	71	11

Source. Annual Performance Report, UNRA 2021-2022.

Annex 2: Map of the National Road Network and Classification



Annual Performance Report, UNRA 2021-2022.

Annex 3: Trend in Road Traffic crashes by nature 2018 - 2022

Indicator	2018	2019	2020	2021	2022
Fatal Accidents	3,526	3,459	3,177	4,616	4,534
Serious Accidents	6,085	5,992	5,803	9,070	15,227
Minor Accidents	3,194	3,407	3,269	3,757	1,712
Total Cases	12,805	12,858	12,249	17,443	21,473

Source: Annual Crime Report 2022, UPF

Annex 4: Monthly Trend of Crashes, January – December 2022

Month	Number of crashes	Number of fatalities
January	1,698	426
February	1,572	330
March	1,824	415
April	1,633	412
May	1,654	408
June	1,703	364
July	1532	348
August	1,786	371
September	1695	332
October	1,658	348
November	1,626	310
December	2,013	470
Total	20,394	4,534

Source: Annual Crime Report 2022, UPF

Annex 5: Monthly Trend of Crashes January – December 2022

Month	Number of crashes	Number of fatalities
January	1,698	426
February	1,572	330
March	1,824	415
April	1,633	412
May	1,654	408
June	1,703	364
July	1532	348
August	1,786	371
September	1695	332
October	1,658	348
November	1,626	310
December	2,013	470
Total	20,394	4,534

Source: Annual Crime Report 2022, UPF

Annex 6: Commercial Aircraft Movements at Entebbe International Airport

Description	2018	2019	2020	2021	2022
International	27,068	27,660	12,759	16,280	24,376
Domestic	5,315	5,138	1,662	5,304	4,609
Total	32,383	32,798	14,421	21,584	28,985

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 7: Over flights at Entebbe International Airport

Month	2018	2019	2020	2021	2022	Total
January	1,404	1,317	1,233	958	1,159	6,071
February	1,199	1,192	1,196	916	1,017	5,520
March	1,333	1,338	870	1,011	1,140	5,692
April	1,231	1,346	218	1,041	1,120	4,956
May	1,284	1,313	305	1,065	1,256	5,223
June	1,572	1,281	392	1,006	1,346	5,597
July	1,394	1,425	456	1,136	1,436	5,847
August	1,331	1,448	607	1,119	1,392	5,897
September	1,264	1,365	700	1,115	1,356	5,800
October	1,265	1,329	842	1,218	1,317	5,971
November	1,332	1,218	905	1,184	1,323	5,962
December	1,359	1,364	1,057	1,259	1,461	6,500
Total	15,968	15,936	8,781	13,028	15,323	69,036

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022.

Annex 8: International Air Passenger Flow at Entebbe International Airport

Description	2015	2016	2017	2018	2019	2020	2021	2022
Arrivals	684,152	697,930	753,877	821,198	877,842	279,944	434,883	746,800
Departures	690,992	703,649	757,360	849,034	924,265	285,597	506,805	827,605
Total	1,375,144	1,401,579	1,511,237	1,670,232	1,802,107	565,541	941,688	1,574,405

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 9: Sector Distribution of International Air Passenger Traffic at Entebbe International Airport

Country	2018	2019	2020	2021	2022
Roe	258,203	253,152	74,039	82269	155,608
Middle East	386,070	426,732	119,559	296700	599,605
Far East	275,076	325,338	108,249	163,963	239,501
Southern Africa	51,582	46,886	8,270	9,947	32,800
Kenya	361,060	406,060	106,950	120483	260,567
Tanzania	13,014	35,971	13,742	22,731	13,530
Rwanda	91,048	98,479	27,798	24,951	60,536
Burundi	-	2,507	2,658	11,067	19,943
DRC	12,202	12,514	3,077	17,204	70,126
Sudan	53,324	63,354	29,302	53,016	24,682
Others	168,653	131,114	71,897	139,357	97,507
Total	1,670,232	1,802,107	565,541	941,688	1,574,405

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 10: Domestic Air Passenger Traffic at Entebbe International Airport

Description	2018	2019	2020	2021	2022
Arrivals	13,798	14,440	3,270	4,544	10,841
Departures	12,982	12,876	2,753	4,130	9,514
Total	26,780	27,316	6,023	8,674	20,355

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 11: Air Cargo Volumes in Tonnes at Entebbe International Airport

DESCRIPTION	2018	2019	2020	2021	2022
Exports	41,667	42,089	36,672	39076	41157
Imports	21,689	22,642	23,048	25,594	20098
Total	63,356	64,731	59,720	64,670	61,255

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 12: Transit Air Passenger Flow at Entebbe International Airport

Month	2018	2019	2020	2021	2022
January	10,102	14,129	15,597	4,279	6,741
February	8,941	11,814	13,946	3,448	5,540
March	10,100	14,656	8,283	4,329	6,700
April	9,325	13,102	116	4,269	6,780
May	11,557	13,706	-	5,756	8,594
June	14,636	15,735	44	6,136	9,438
July	19,752	17,061	159	8,597	11,447
August	22,617	17,903	622	10,608	14,145
September	17,364	15,538	644	8,571	11,653
October	15,016	13,951	3,305	8,116	10,631
November	16,825	15,076	3,319	7,926	9,727
December	18,176	16,144	5,044	7,174	9,399
Total	174,411	178,815	51,079	79,209	110,795

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 13: Sector Distribution of Air Cargo Volumes in Tonnes at Entebbe International Airport

Country	2018	2019	2020	2021	2022
Europe	18,496	19,997	14,605	19,973	8,539
Middle East	20,377	18,349	13,509	15,076	20,152
Far East	1,412	3,537	8,305	8,307	10,697
Southern Africa	2,543	2,233	2,411	3,056	6,681
Kenya	4,771	4,404	5,983	6,377	5,995
Tanzania	-	13	-	-	-
Rwanda	1,874	5,286	1,494	769	141
Burundi	-	16	-	-	-
S. Sudan	161	505	328	77	-
DRC	73	1	-	2	-
Others	13,647	10,391	13,085	11,034	9,050
Total	63,356	64,731	59,720	64,670	61,255

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2022

Annex 14: Air Passenger Flow through Upcountry Aerodromes

Airport	2018	2019	2020	2021	2022
Arua	12,957	11,284	3,106	5,396	8,425
Gulu	1,354	1,138	317	382	865
Jinja	767	670	259	519	725
Kasese	5,331	5,240	1,188	2,204	5,041
Pakuba	1,329	1,447	462	343	2,542
Lira	869	323	153	171	243
Mbarara	304	472	220	650	1,389
Moroto	1,690	1,804	425	621	671
Soroti	803	799	254	278	1,049
Tororo	241	234	97	39	147
Kidepo	1,131	1,148	351	535	850
Kisoro	4,873	5,308	1,194	2,875	6,891
Total	31,649	29,867	8,026	14,013	28,838

Source: UCAA- Traffic Statistics

Annex 15: Aircraft Movements through Upcountry Aerodromes

Airport	2018	2019	2020	2021	2022
Arua	2,298	1,994	631	1,439	2,009
Gulu	476	313	82	147	446
Kasese	1,445	1,412	274	645	1,396
Pakuba	440	356	122	140	694
Soroti	268	200	108	394	650
Moroto	512	491	450	452	1,226
Mbarara	98	122	76	216	442
Jinja	844	625	683	1,524	1,528
Lira	86	100	42	60	94
Kisoro	1,082	1,192	218	714	1,584
Kidepo	465	390	116	224	368
Tororo	105	74	28	40	104
Total	8,119	7,269	2,830	5,995	10,541

Source: UCAA- Traffic Statistics

Annex 16: Performance of Ferry services CY 2022

Month	Passengers	Pick-Ups	Trucks	Cars	Buses	Motor bike	Total Traffic
January	59,301	647	1,677	3,352	665	7,590	73,232
February	57,608	758	1,624	2,954	661	6,530	70,135
March	64,131	750	1,606	3,423	684	6,824	77,418
April	64,707	869	1,679	3,561	852	7,078	78,746
May	63,430	787	1,554	3,400	707	7,028	76,906
June	61,411	693	1,439	3,335	663	7,207	74,748
July	64,201	823	1,655	3,351	806	7,356	78,192
August	64,398	712	1,587	3,394	684	7,172	77,947
September	47,330	602	1,521	2,801	628	6,093	58,975
October	54,809	571	1,481	2,924	546	6,099	66,430
November	59,703	890	1,626	3,051	763	7,509	73,542
December	67,346	821	1,563	3,681	846	7,235	81,492
Total	728,375	8,923	19,012	39,227	8,505	83,721	887,763

Source: Annual Performance Report, UNRA 2021-2022.

Annex 17: Trips Achieved Against the Planned Over the Years

Name of ferry	FY2017/18		FY2018/19		FY2019/20		FY2020/21		FY2021/22	
	Planned	Achieved	Planned	Achieved	Planned	Achieved	Planned	Achieved	Planned	Achieved
Bisina	1,460	1,353	1,460	1,502	1,460	774	1,104	825	1,356	1,319
Nakiwogo	3,285	2,738	3,285	2,931	3,285	948	1,574	1,412	2,864	2,545
Masindi	4,380	4,194	4,380	4,169	4,380	n/a	1,092	1,035	4,380	4,745
Laropi	4,380	4,555	4,380	4,558	4,380	4,091	4,432	4,756	4,380	5,423
Kyoga-1	724	967	724	695	724	805	370	308	686	473
Kyoga-2	724	217	724	637	724	n/a	775	732	717	707
Buvuma	n/a	n/a	n/a	n/a	n/a	704	874	846	1,042	1,022
Sigulu	n/a	n/a	n/a	n/a	365	68	543	526	635	578
Mbulamuti	7,240	6,858	7,240	6,405	7,240	1,938	2,150	1,051	NO	NO
Obongi	4,380	3,565	4,380	3,666	4,380	1,611	NO	NO	-	-
Kiyindi	1,095	897	1,095	913	1,095	NO	NO	NO	NO	NO
Albert Nile 1	724	174	724	86	724	664	NO	NO	337	323
Total	28,392	25,518	28,392	25,562	28,757	11,603	12,914	11,491	16,397	17,135

Source: Annual Performance Report, UNRA 2021-2022.

NO= Not operational (The ferry was not operational during the period)

Note:

1. MV Kiyindi was decommissioned and replaced by MV Buvuma in FY 2019/20.
2. MV Albert Nile and MV Obongi were not operational in FY 2020/21 due to the unprecedented high-water levels that rendered operations impossible.
3. MV Mbulamuti was decommissioned in FY 2019/20.

Annex 18: Distances from districts and urban councils to Kampala City Center.

Central Region

Postal Code	District Name	Distance to Kampala city (in kms)
310	Buikwe	75
324	Bukomansimbi	159
317	Butambala	72
311	Buvuma	108
326	Gomba	130
315	Kalangala	77.6
318	Kalungu	122
302	Kasanda	104
309	Kayunga	70
304	Kiboga	112
305	Kyankwanzi	152
320	Kyotera	176
308	Luweero	67
322	Lwengo	177
323	Lyantonde	228
319	Masaka	128
301	Mityana	72
316	Mpigi	40
303	Mubende	151
312	Mukono	22
306	Nakaseke	151
307	Nakasongola	118
321	Rakai	199
325	Sembabule	189
313,314	Wakiso	18

Eastern Region

Postal Code	District Name	Distance to Kampala city (in kms)
202	Kamuli	116
201	Jinja	77
221	Luuka	147
219	Iganga	115
204	Kaliro	148
203	Buyende	154
804	Serere	275
803	Ngora	247
205	Pallisa	192
207	Kibuku	181
206	Butebo	220
208	Budaka	220
209	Mbale	221
223	Butaleja	244
222	Namutumba	154
220	Bugweri	131
217	Mayuge	134
218	Bugiri	148
216	Namayingo	163
215	Busia	191
214	Tororo	206
213	Manafwa	252
212	Namisindwa	260
211	Bududa	254
210	Sironko	242
819	Bukwo	352
818	Kween	300
820	Kapchorwa	275
821,822	Bulambuli	265
801	Bukedea	255
802	Kumi	240
809	Katakwi	363
808	Kapelebyong	347
807	Amuria	325
806	Soroti	288
	Kalaki	327
805	Kaberamaido	377

Northern Region

Postal Code	District Name	Distance to Kampala City (in kms)
603	Zombo	415
608	Yumbe	539
	Terego	467
601	Pakwach	324
708	Pader	450
701	Oyam	292
710	Otuke	417
702	Omoro	346
	Obongi	501
703	Nwoya	317
602	Nebbi	364
810	Napak	434
816	Nakapiripirit	353
815	Nabilatuk	361
609	Moyo	487
814	Moroto	458
606	Maracha	469
	Madi-Okollo	388
712	Lira	351
706	Lamwo	463
716	Kwania	295
	Kotido	478
717	Kole	326
607	Koboko	486
707	Kitgum	480
	Karenga	537
813	Kaabong	539
705	Gulu	336
713	Dokolo	355
604,605	Arua	431
715	Apac	245
704	Amuru	385
817	Amudat	389
714	Amolatar	409
711	Alebtong	379
709	Agago	445
610	Adjumani	463
811	Abim	410

Western Region

Postal Code	District Name	Distance to Kampala City (in kms)
415	Buhweju	319
515	Buliisa	264
505	Bundibugyo	380
506	Bunyangabu	329
412	Bushenyi	334
	Fort portal	296
513	Hoima	236
414	Ibanda	307
402	Isingiro	300
511	Kabale	407
507	Kabarole	298
510	Kagadi	261
512	Kakumiro	209
502	Kamwenge	353
409	Kanungu	425
503,504	Kasese	385
	Kazo	276
511	Kibaale	225
514	Kikube	246
401	Kiruhura	253
517	Kiryandongo	238
408	Kisoro	503
	Kitagwenda	347
501	Kyegegwa	194
508	Kyenjojo	247
516	Masindi	213
403	Mbarara	290
411	Mitooma	349
509	Ntoroko	373
404	Ntungamo	354
407	Rubanda	443
413	Rubirizi	366
405	Rukiga	387
410	Rukunjiri	383
	Rwampara	309
416	Sheema	303

Annex 19: List of the Ministry Statistics Committee Members

SN.	Name	Designation	Title on the Committee	Telephone Number	E-mail Address
1.	Ndikuryaho Richard	Commissioner Policy and Planning	Chairperson	0772496595	ndikusenior@yahoo.co.uk
2.	Nanyanzi Hajarah	AC/Statistics MoWT	Secretary	0787039295	nanhjr@gmail.com
3.	Eng Twinamatsiko Emmanuel	AC/DUR/MoWT	Member	0772650111	twine2009@yahoo.com
4.	Juliet Faith Aporomon	Sen.Stat	Member	0777535076	aporo_ju@yahoo.com
5.	Myers Murumu	SMEO/MoWT	Member	0775956247	myersgreen@gmail.com
6.	Anthony Kwesiga	Sen.Stat	Member	0788101917	tonioseng@gmail.com
7.	James Katunguka	MoWT	Member	0772617140	katungukaj@gmail.com
8.	Enos Baluku	PT/MoWT	Member	0786377542	enosbaluku@gmail.com
9.	Maedero Emma Buxton	Statistician	Member	0753419223	maederobuxtonemma@gmail.com
10.	Evans Bazimbye	NBRB	Member	0772846644	evans.bazimbye@nbrb.go.ug
11.	Olipan Jonathan	SSPO/CAA	Member	078222702	jolipan@caa.co.ug
12.	Nakiwu Rehema	STAT/URC	Member	0778346332	nakiwurehema@gmail.com
13.	Ssebagala Alex	STAT/KCCA	Member	0772543234	assebagala@kcca.go.ug
14.	Ssemugenyi Ernest	Planner/UNRA	Member	0775069919	Ernest.ssemugenyi@unra.go.ug