



THE REPUBLIC OF UGANDA  
MINISTRY OF WORKS AND TRANSPORT

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# ITIS STATISTICAL ABSTRACT 2023

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## **FOREWORD**

The Ministry of Works and Transport (MoWT) is dedicated to advancing a robust, safe, and well-maintained works and transport infrastructure that plays a crucial role in the socio-economic development of our country. Our mandate includes the development and implementation of policy and regulatory frameworks for the works and transport sector. Achieving these goals necessitates access to quality, accurate, comprehensive, and timely data. Such data is indispensable for defining and measuring the outcomes and outputs of the Integrated Transport and Infrastructure Services (ITIS) Program, shaping policies, facilitating planning, implementing programs, and conducting effective Monitoring and Evaluation.

In line with this, the MoWT has prioritized the production and dissemination of the Statistical Abstract. This annual publication serves as a vital tool for sharing key statistical information gathered from our operations and various agencies within the Works and Transport sector, including the Uganda National Roads Authority (UNRA), Uganda Road Fund (URF), Uganda Civil Aviation Authority (UCAA), Uganda Railways Corporation (URC), among others.

The statistics presented in this abstract are sourced from both primary and secondary data, meticulously analyzed, and simplified for easy understanding and interpretation by our stakeholders. The 2023 Statistical Abstract covers data on roads, railways, water, and air transport, presented either by Calendar Year (January to December) or Financial Year (July to June), depending on data availability.

I would like to extend my sincere gratitude to the Uganda Bureau of Statistics (UBOS) for their technical support in the production of this Annual Statistical Abstract. Additionally, I express my appreciation to all contributors involved in creating this document. I urge our staff and stakeholders to utilize these statistics for informed, evidence-based planning, policy-making, and decision-making processes.

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**Bageya Waiswa**

Permanent Secretary

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## List of Acronyms

<b>Acronym Name</b>	<b>Meaning</b>
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
NTP	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 Integrated Transport and Infrastructure Services Statistics Abstract 2023 presents a comprehensive compilation of key indicators within the Works and Transport sector. This document, meticulously consolidated by the Policy and Planning Department of the Ministry of Works and Transport, draws on data from a variety of authoritative sources including the Uganda National Roads Authority (UNRA), Kampala Capital City Authority (KCCA), Uganda Police Force (UPF), Uganda Civil Aviation Authority (UCAA), Uganda Road Fund (URF), and Uganda Railways Corporation (URC), among others.

This abstract serves multiple purposes:

1. **Performance Monitoring:** It provides essential data for tracking the performance of the Works and Transport sector, facilitating the assessment of progress towards key development goals such as the National Development Plan III (NDP III) and the Sustainable Development Goals (SDGs).
2. **Stakeholder Support:** The abstract is designed to meet the informational needs of a broad range of stakeholders including policymakers, international organizations, development partners, governmental and non-governmental organizations, national statistical and economic bodies, researchers, educators, libraries, and the general public.
3. **Data Trends:** By including historical data up to the year 2023, the abstract enables users to analyse trends over time, identify emerging challenges, and capitalize on opportunities for sector improvement.

This publication stands as a critical resource for understanding the multifaceted dimensions of the Works and Transport sector, providing a solid foundation for informed decision-making and strategic planning aimed at enhancing the sector's contribution to national and global development objectives.

## Objective and content of this abstract

The statistical abstract aims to offer a comprehensive compilation of detailed statistics pertinent to the Works and Transport Sector. This document is crafted to aid a diverse array of stakeholders, including policymakers, international organizations, development partners, government and non-governmental organizations, national statistical and policy bodies, academia, libraries, and the general public. The statistics provided will facilitate the monitoring

and evaluation of sector performance against key development frameworks, such as the NDP III and SDGs.

This abstract serves as a vital resource for understanding and enhancing the Works and Transport Sector's contribution to national and global development goals.

### **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 for national roads, District roads, urban roads, and community access roads. The total road network in Uganda is estimated at 173,656 Km as of 2023. Of this, national roads cover a distance of approximately 21,200 km, District roads cover a distance of approximately 41,194 km, urban roads 35.858 km and community access roads covering a distance of approximately 75,404 Km.

By the end of June 2023, UNRA had therefore completed the upgrading of 300.39 Km of roads with 254.5 Km being National Roads and 45.89 Km being Urban Roads.

**Chapter Two:** This comprises rail transport statistics for 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 2023 is 1,266 Kilometers. Of which, 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 2023 were 26,245, over flights were 19,488, air passengers (both domestic and international) were 1,932,094, cargo was 59,072 tonnes and volumes of mail traffic registered for Entebbe International Airport was 442 and 13 other national aerodromes registered 14,971 movements during the year.

**Chapter Four:** This provides information on water transport statistics for the year 2023. The statistics in this sub section is about the performance of Kalangala Infrastructure Services, UNRA ferries and the movements at the ferry crossing points and accidents on water transport.

## 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

## DEVELOPMENT FRAMEWORKS

### SUSTAINABLE DEVELOPMENT GOALS (SDGS)

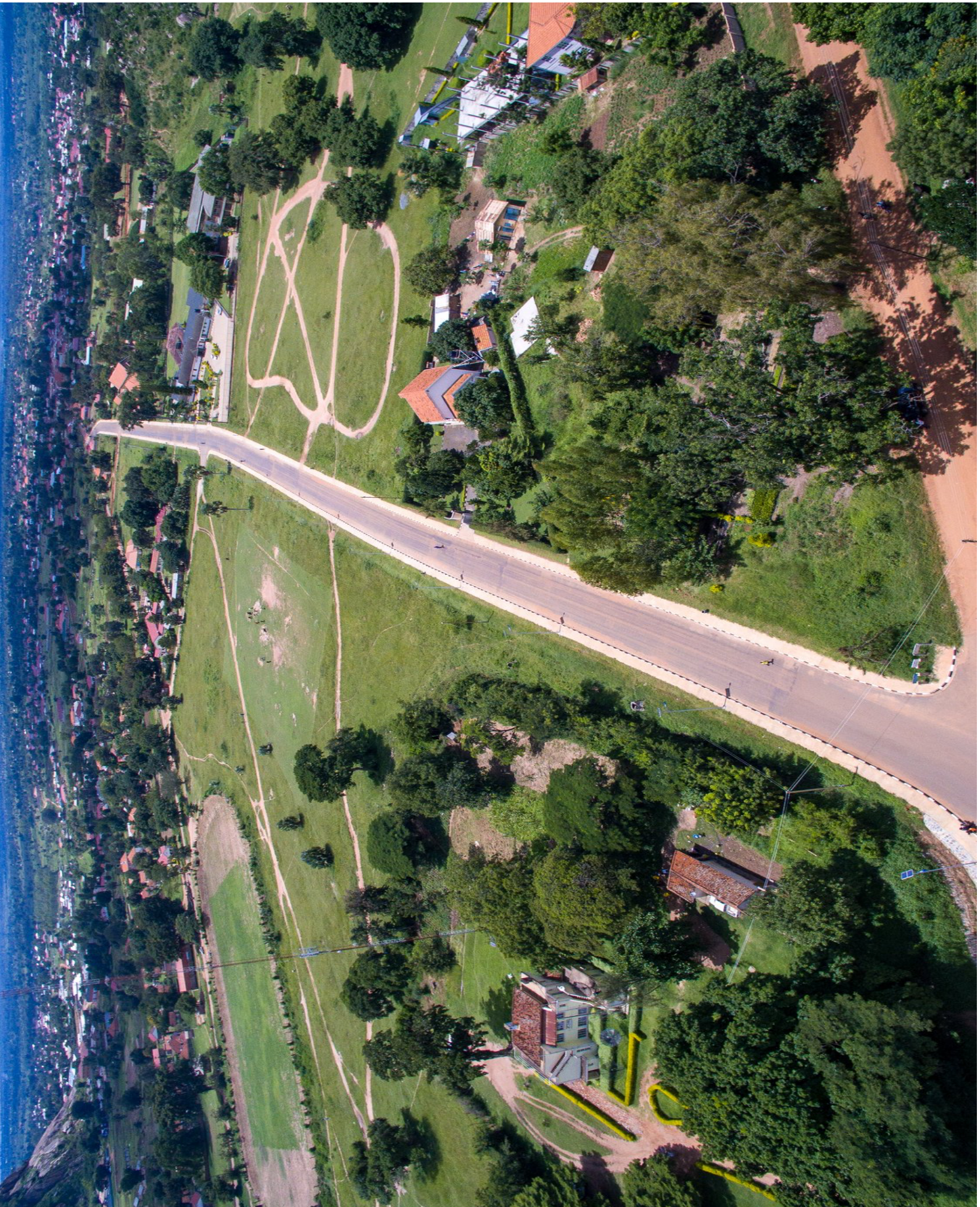
#### SDG 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

SN	Indicator	Disaggregation	Unit of Measure	Data Source	Data Series				
					2019	2020	2021	2022	2023
1.	Indicator 9.1.2: Passenger and freight volumes, by mode of transport	Air transport	Cargo (Tonnes)	ITIS Annual Programme Performance Report	64,731	59,720	64,172	61,255	59,072
			Passengers (Number)						
		Railway Transport	Cargo (Tonnes)		1,802,107	565,541	941,688	1,574,405	1,932,094
			Passengers (Number)		193,693	196,935	390,628	242,686	243,634.18
		Water Transport	Cargo (Tonnes)		619,206	180,327	799,533	155,816	216,455
			Passengers (Number)		1845.6	2110.1	2834.7	No Data	96,922
			Cargo (Tonnes)		1,155,299	3,842,092	1,623,852	3,117,791	3,518,023
			Passengers (Number)						

### NATIONAL STANDARD INDICATORS (NSI)

SN	Name of the Indicator	Data Source	Data Series					
			Baseline 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Target 2022/23
<b>Outcome   Inter mediate Outcome   PIAP Indicators</b>								
1.	Percentage of paved roads to total national road network	APPR	23.5	25.5	26.6	27.8	29.4	32
2.	Freight transportation costs (per ton per km) from coast to Kampala – USD		0.04	0.0340	0.3600	0.3600	No Data	0.668

SN	Name of the Indicator	Data Source	Data Series					
			Baseline 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Target 2022/23
3.	Percentage of district roads in Fair to good condition	APPR	67	69	69	No data	69	72.4
4.	Total Fatalities on road transport		3,869	3,880	3,269	757	4,179	700
5.	Serious injuries on road transport		No data	8,320	8,370	9,070	12,487	9000
6.	Percentage of districts in compliance to road standards		No data	70	100	100	100	100
7.	Number of acres corridors (SGR Right of way) acquired		No data	No data	No data	1,246	42.3	
8.	Number of hectares acquired (utility corridors-BRT)		No data	No data	No data	No data	359.71	
9.	Average travel time freight rail services Southern route (days)		25	15	15	17	20	
10.	Paved National Roads (km)		4,942	5,370	5,591	5,879	6,133	
11.	Paved urban roads (km)		674	726	726	1,452	1,549	



# CHAPTER 1: ROAD TRANSPORT STATISTICS

## 1.0 Introduction

Road transport is a crucial component of Uganda's transportation infrastructure and remains the major mode of transport, playing a significant role in the country's economic development and regional connectivity. As a landlocked nation in East Africa, Uganda relies heavily on its road network for the movement of goods, services, and people both domestically and regionally.



*Uganda's road network comprises of;*

- i. National roads connecting different regions within Uganda and to the neighboring countries in East Africa such as Rwanda, Burundi, Tanzania, Kenya, Democratic Republic of Congo and South Sudan.
- ii. District roads that connect various parts of the districts stretching through a number of villages connecting to National Roads.

- iii. Community Access Roads which provide access to rural communities connecting villages and remote areas to District and National roads.
- iv. Town Council Roads managed by town councils that connect different commercial and residential areas within the town centers.
- v. Municipal Councils Roads under the jurisdiction of Municipal Councils connecting smaller urban areas and towns.
- vi. City roads located within other cities (other than Kampala) to facilitate urban transport.
- vii. KCCA Roads managed located within Kampala Capital City and facilitate transport within Kampala.

The road transport statistics of Uganda offer valuable insights into the state and performance of the sector, comprising aspects such as road network length and quality, road conditions, vehicle registration and usage, traffic volumes, and road safety.

### 1.1 Uganda’s road network by category as of 2023

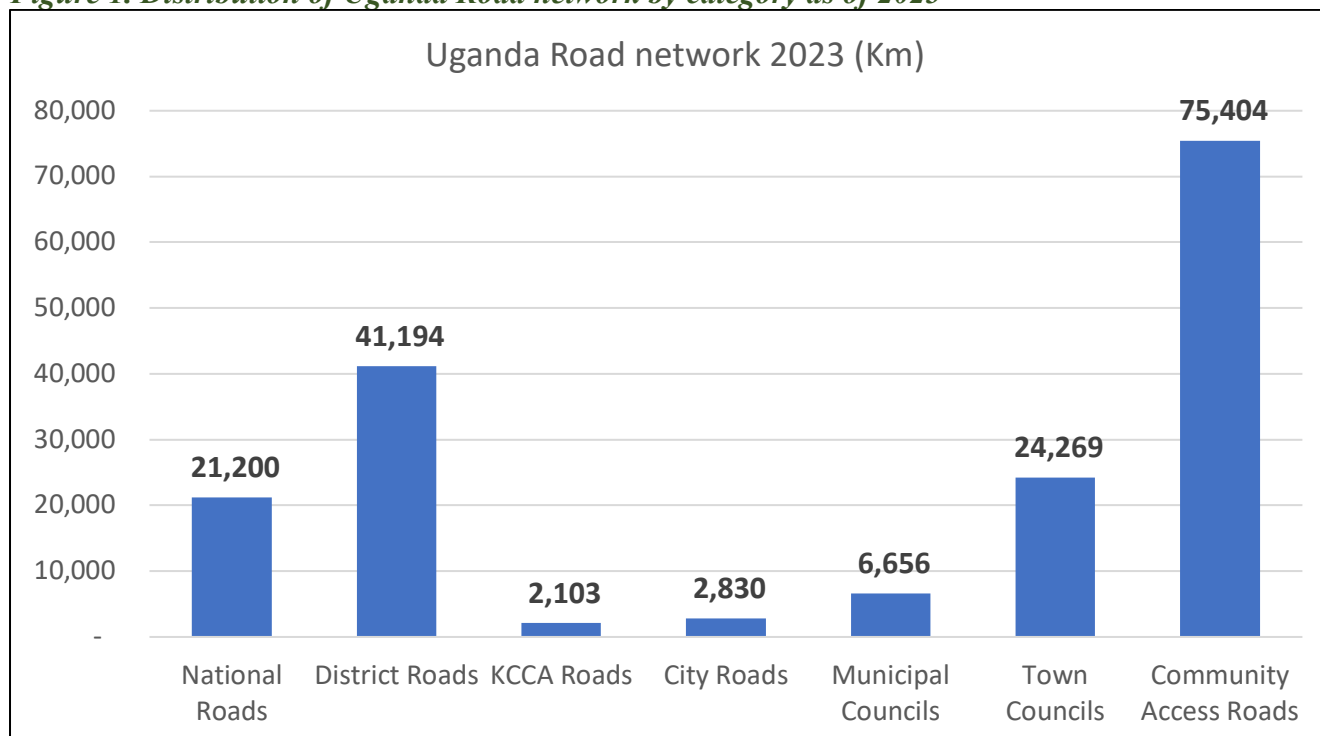
The data in Table 1 below illustrates the different levels of road infrastructure, reflecting a comprehensive approach to enhancing transportation and connectivity at national, regional, urban and local levels.

**Table 1. Road lengths of Uganda’s road-network by category, FY 2022/23**

Category of Roads	Length (KM)
National Roads	21,200
District Roads	41,194
KCCA	2,103
City Roads	2,830
Community Access Roads	75,404
Town Council Roads	24,269
Municipal Roads	6,656
Total Road Network	173,656

Source: URF DUCAR network status report 2023

**Figure 1. Distribution of Uganda Road network by category as of 2023**



Source: URF DUCAR network status report 2023

## 1.2 National Paved Road Network in Uganda

Paved roads in Uganda are defined as those with all-weather surfaces, typically featuring bituminous flexible pavements. The inventory of these paved roads is determined by calculating the number of substantially completed roads that have been upgraded to bitumen standards. 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 has been steadily increasing over the years. The proportion of paved roads rose from 23.5% in the FY 2018/19 to approximately 29.18% in the FY 2022/23 as illustrated in the table below.

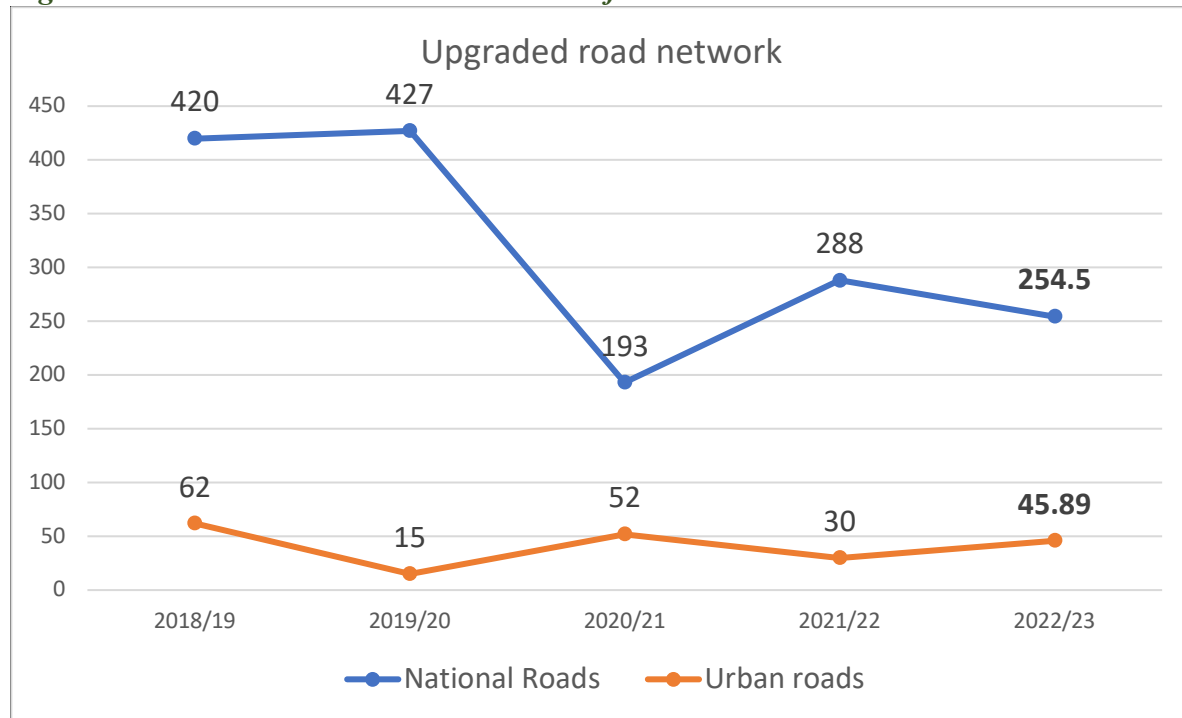
**Table 2: Paved National Road Network in Uganda**

NDP	FY	Annual Increase (Km)	Paved Stock (Km)	% Paved network	Total Road network
NDP II	2018/19	420	4,942.00	23.5	21,010
	2019/20	428	5,370.00	25.5	
NDP III	2020/21	221	5,591.00	26.6	21,200
	2021/22	287	5,878.50	27.8	
	2022/23	254.5	6133	29.18	

Source: Annual Performance Report, UNRA 2022-2023.

By the end of FY 2022/23, a total of 300.39 kilometers of roads had been upgraded, with 254.5 kilometers being national roads and 45.89 kilometers being town roads as presented in the figure 2 below;

**Figure 2. Paved national road network trend form FY 2018/19 to 2022/23**



Source: Annual Performance Report, UNRA 2022-2023.

### 1.3 Condition of Road Network in Uganda

Less than **12.7%** of the Ugandan roads are in good condition and well-maintained, indicating smooth and safe travel conditions for vehicles. The low percentage suggests that only a small fraction of the road network is in optimal condition. Roads in fair condition constitute **7%**, many of them have both minor and major defects such as potholes or cracks which require maintenance to prevent further deterioration. Majority of the roads are in poor condition constituting **79.9%** with significant issues such as large potholes, extensive cracks, or structural problems that make travelling difficult and potentially unsafe. This high percentage indicates a substantial portion of the road network is in urgent need of repair/maintenance or reconstruction. Details of the various road conditions by network category are as presented in table 3 below;

**Table 3. Road Conditions by network category in Uganda (FY 2022/23)**

Network Category	Road Condition(km)			
	Good	Fair	Poor	Total
National (UNRA)	12,508	7,844	848	21,200
	59%	37%	4%	100%
KCCA	184.9	1019.5	898.6	2,103
	9%	48%	43%	100%
Community Access Roads	3,588.45	1,159.68	70,656	75,404
	4.8%	1.5%	93.7%	100%
City Roads	529.64	200.14	2,099.83	2,830
	18.7%	7.1%	74.2%	100%
District Roads	4,008.69	1,865.43	35,320.00	41,194
	9.7%	4.5%	85.7%	100%
Municipal Roads	505.09	410.7	5,740.50	6,656
	7.6%	6.2%	86.2%	100%
Town Council Roads	673	480.56	23,115.00	24,269
	2.8%	2.0%	95.2%	100%
<b>Grand Total</b>	<b>21,998</b>	<b>12,980</b>	<b>138,678</b>	<b>173,656</b>
	<b>12.7%</b>	<b>7.0%</b>	<b>79.9%</b>	<b>100%</b>

Source: URF DUCAR network status report



## 1.4 Distribution of Roads in Fair to good condition

The National Road network stands out as the best performing category, with 96% (20,352 km) of the roads in fair to good condition, leaving only 4% in poor condition. Following this, the KCCA roads have 57% in fair to good condition, and 25% of the City roads are also in fair to good condition. This success is attributed to the Government's continued efforts to prioritize the upgrading of both National and City road networks, as well as the URF's prioritization of these areas in their road maintenance fund allocations.

The Community access roads and Town Council roads have the poorest networks, with an average of 90% in poor condition. This situation is due to limited funds allocated to handle the roads, climatic issues such as rains and floods, agricultural activities along the road reserves, economic activities such as sand mining and their continued omission from the URF road maintenance funds allocation among other challenges.

**Table 4. Road Network category in fair to good condition (FY2022/23)**

Network Category	Fair to Good Condition(km)	Fair to Good Condition (%)
National (UNRA)	20,352	96%
KCCA	1,204	57%
Community Access Roads	4,748	6.30%
City Roads	730	25.80%
District Roads	5,874	14.20%
Municipal Roads	916	13.80%
Town Council Roads	1,154	4.80%

Source: URF DUCAR network status report

### 1.4.1 Condition of national road network

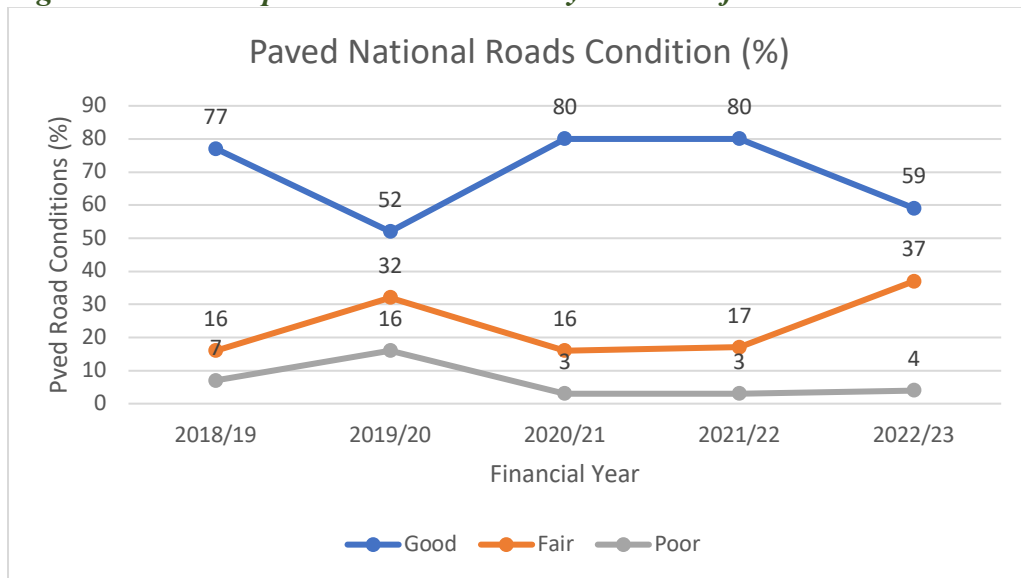
Assessing the condition of the road network is crucial as it impacts service levels in terms of riding quality (roughness index), speed (km/h), and the cost (UGX/USD) of vehicle operation and maintenance. The road network, comprising both paved and unpaved roads, was evaluated and categorized into good, fair, or poor conditions

## 1.5 Paved National Roads

The figure below shows that over the five-year period, there are efforts to maintain or improve road quality reflected in the lower percentages of roads in poor condition. However, the recent decrease in roads classified as good (80% to 59%) and the increase in those classified as fair (17% to 37%) in FY 2022/23 indicates emerging issues that need to be addressed to maintain road quality.



**Figure 3: Trend in paved National roads by condition from 2018/19 to 2022/23.**

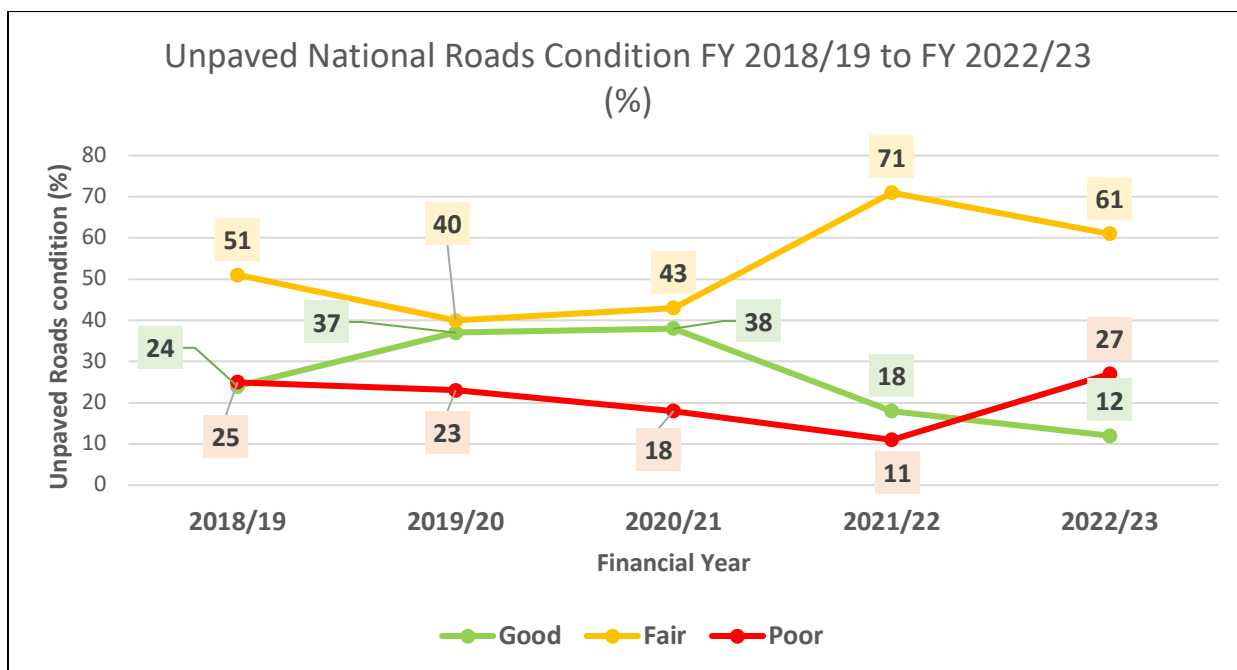


Source: Annual Performance Report, UNRA 2022-2023.

### 1.6 Unpaved National Roads

The overall quality of unpaved roads has declined in FY 2021/22 and FY 2022/23 with more unpaved roads falling into the poor category (11% to 27%) illustrated by a sharp rise in the trend in addition to a double drop for both the good and fair road conditions, 18% to 12% and 71% to 61% respectively as presented in figure 4 below.

**Figure 4: Unpaved National roads by condition from 2018/19 to 2022/23**



Source: Annual Performance Report, UNRA 2022-2023

## 1.7 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 ...)

## 1.8 Road Transport services

Road transport services play a crucial role in Uganda's transportation infrastructure, facilitating the movement of people and goods across the country. This section provides an overview of the current state, trends, and challenges of road transport services in Uganda with key statistics on vehicle registration, road safety and compliance to axle load regulations.

### 1.8.1 Vehicle Registration and Licensing

#### 1.8.1.1 Vehicle Licenses issued by Ministry of Works and Transport

Table 5 below provides an overview of various types of licenses issued over the past five financial years (FY2018/19 to 2022/23) for different categories of road transport services in Uganda. The "Trend" column graphically represents the changes in the number of licenses

issued each year. These highlights varying trends across different types of licenses, indicating dynamic changes in the demand and regulation of road transport services in Uganda.

**Table 5: Vehicles Licenses issued by Ministry of Works and Transport**

LICENSE	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	Trend
COUNTRY TAXI	485	314	215	138	84	
GOODS OPERATORS	-	152	605	665	1,140	
MOTORCYCLE PSV	10,890	9,444	7,643	9,891	1,612	
OMNIBUS (PMO)	-	1,986	1,932	2,816	3,504	
OMNIBUS (PSV)	17,320	12,333	13,608	12,027	10,364	
OWNERS TRANSPORT VEHICLE	826	163	281	520	782	
RENTAL CAR	734	149	73	100	878	
TOURIST VEHICLE	533	457	744	937	150	
TOWN TAXI	-	6	1	-	3	
DRIVING SCHOOLS	76	50	102	106	77	
INSTRUCTOR LICENSE	185	137	262	253	227	
CERTIFICATE OF FITNESS	280	219	353	373	336	

Source: Annual Programme Performance Report MoWT 2022/23

#### 1.4.1.2 Government vehicles registered (central and local governments).

A total of 16,391 new government vehicles were registered between FY 2018/19 and FY 2022/23, with motorcycles accounting for the largest portion at 10,749. The highest number of registrations occurred in FY 2022/23, surpassing all previous years. This information is detailed in Table 6 below;

**Table 6. New Government Vehicles Registered from FY 2018/19 to FY 2022/23**

TYPE OF VEHICLE	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
STATION WAGONS	8	28	21	18	898	973
PICKUPS	231	312	362	508	1368	2781
VANS	1	9	3	3	41	57
M/CYCLES	406	2,104	1,680	2,014	4545	10,749
LORRIES	2	3	22	33	23	83
TRACTORS	4	3	1	2	132	142
TRAILERS	5	3	1	-	233	233
Saloons	101	65	110	58	45	379
TIPPERS	-	-	-	22	128	150
EQUIPMENTS	410	-	8	-	434	434
AMBULANCES	2	44	29	25	135	235
MINIBUSES	8	9	9	9	22	57
BUSES	5	9	3	9	36	62
FORK LIFTS	1	2	1	2	6	12

WATER BOUSES	1	2	7	1	12	23
GABBEGE TRUCKS	5	-	-	-	17	17
LOW BEDS	-	-	-	1	3	4
<b>Total</b>	<b>1,190</b>	<b>2,593</b>	<b>2,257</b>	<b>2,705</b>	<b>8078</b>	<b>16,391</b>

*Source: Annual Programme Performance Report MoWT 2021/22*

## 1.8.2 Traffic and Road safety

Uganda's road network comprises of over 173,656km which is characterized by inadequate infrastructure, poor maintenance, and lack of safety features contributing to a high incidence of road traffic accidents and fatalities. With the increasing number of vehicles on the roads, coupled with rapid urbanization and population growth has exaggerated traffic congestion and road safety issues.

The statistics under this subsection gives detailed analysis of traffic and road safety trend in Uganda through tracking road traffic crashes that are recorded by category (minor, serious and fatal accidents).

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 from the accident.

### 1.8.3 Nature of Road Traffic Crashes

The table below provides data on the nature of road traffic crashes in Uganda for the past 5 years 2019-2023, including the percentage change in the number of crashes for 2022 & 2023.



**Table 7. Road Traffic crashes by nature CY2022-2023**

Nature of crashes	Fatal	Serious	Minor	Total
2019	3,407	5,992	3,459	12,858
2020	3,269	5,803	3,177	12,249
2021	3,757	9,070	4,616	17,443
2022	3,901	10,776	5,717	20,394
2023	4,179	12,487	6,942	23,608
<b>% change (2022-2023)</b>	7.10%	15.80%	21.40%	16%

Source: Annual Crime Report 2023 (UPF)

This data highlights a worrying trend in road safety in Uganda, general increase of 16%, with all categories of crashes showing significant increases, particularly serious and minor crashes.

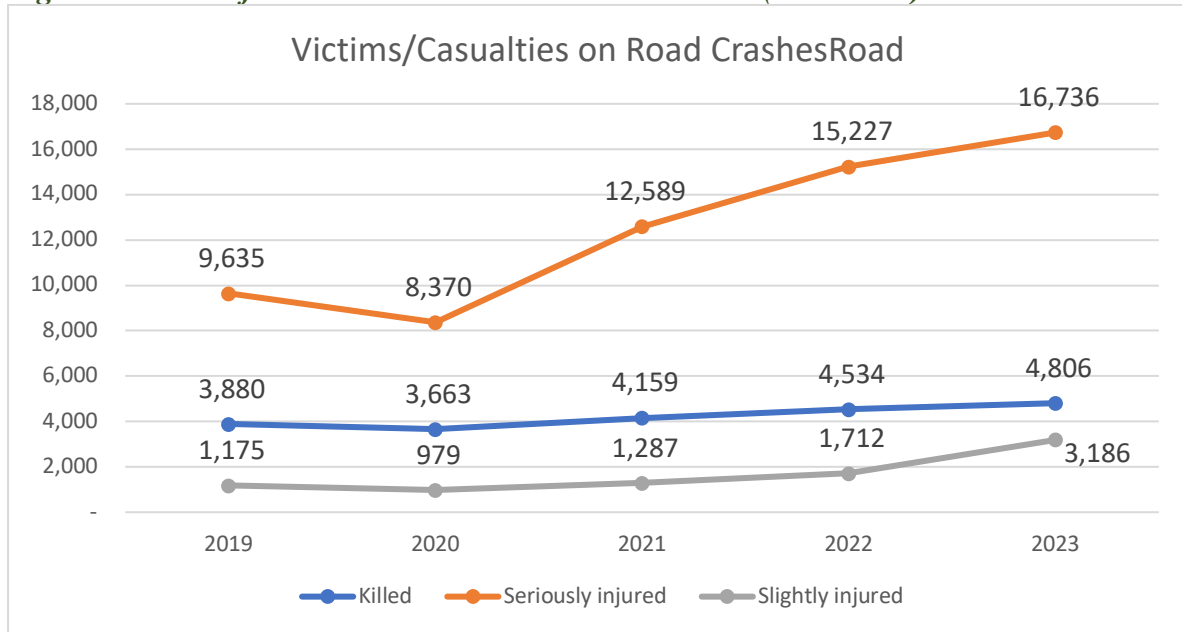
This suggests a growing need for effective measures to improve road safety and reduce the incidence of road accidents.



### 1.8.3.1 Victims/Casualties of Road crashes

The data indicates a troubling upward trend in road traffic casualties in Uganda, with increases observed in all categories (killed, seriously injured, and slightly injured) over the five-year period from 2019 to 2023. The year 2020 saw a slight dip in casualties, potentially attributable to reduced mobility and lockdown measures due to the COVID-19 pandemic. However, the subsequent years showed a marked rise, highlighting the urgent need for improved road safety measures and interventions to address this growing public health concern.

**Figure 5. Trend of victims involved in road accidents CY (2019-2023)**

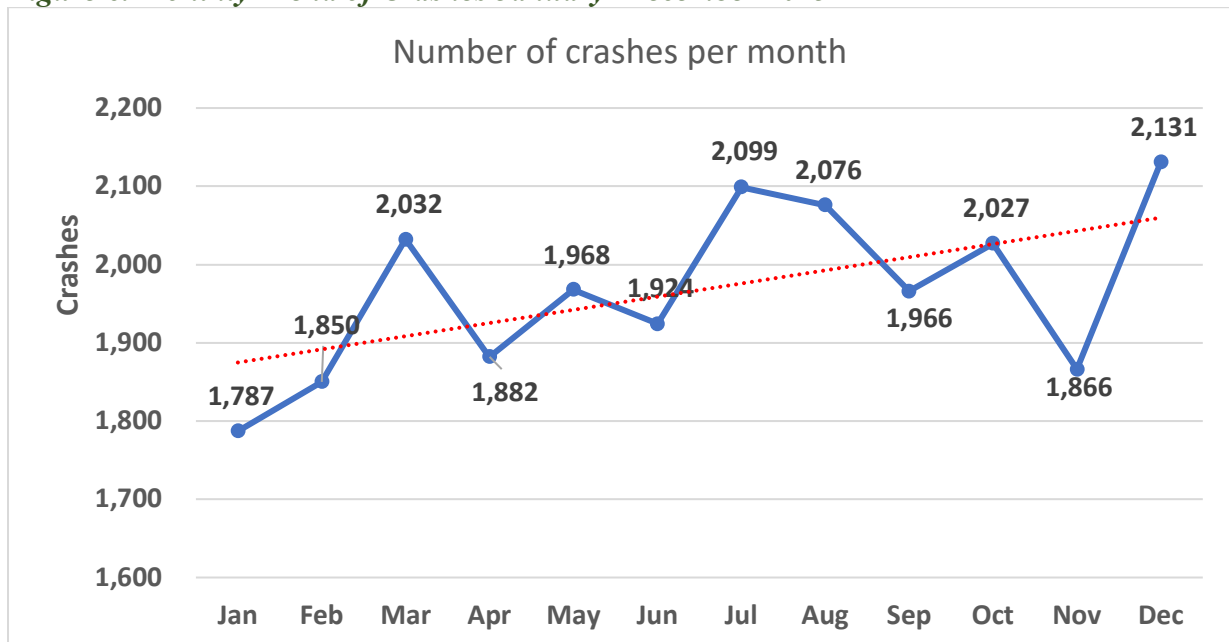


Source: Annual Crime Report 2023 (UPF)

### 1.8.3.2 Monthly Trend of Crashes and Fatalities

The monthly trend of road traffic crashes shows the highest number in December (2,131) and the lowest in January (1,787), with notable peaks in March, July, and August.

**Figure 6. Monthly Trend of Crashes January- December 2023**



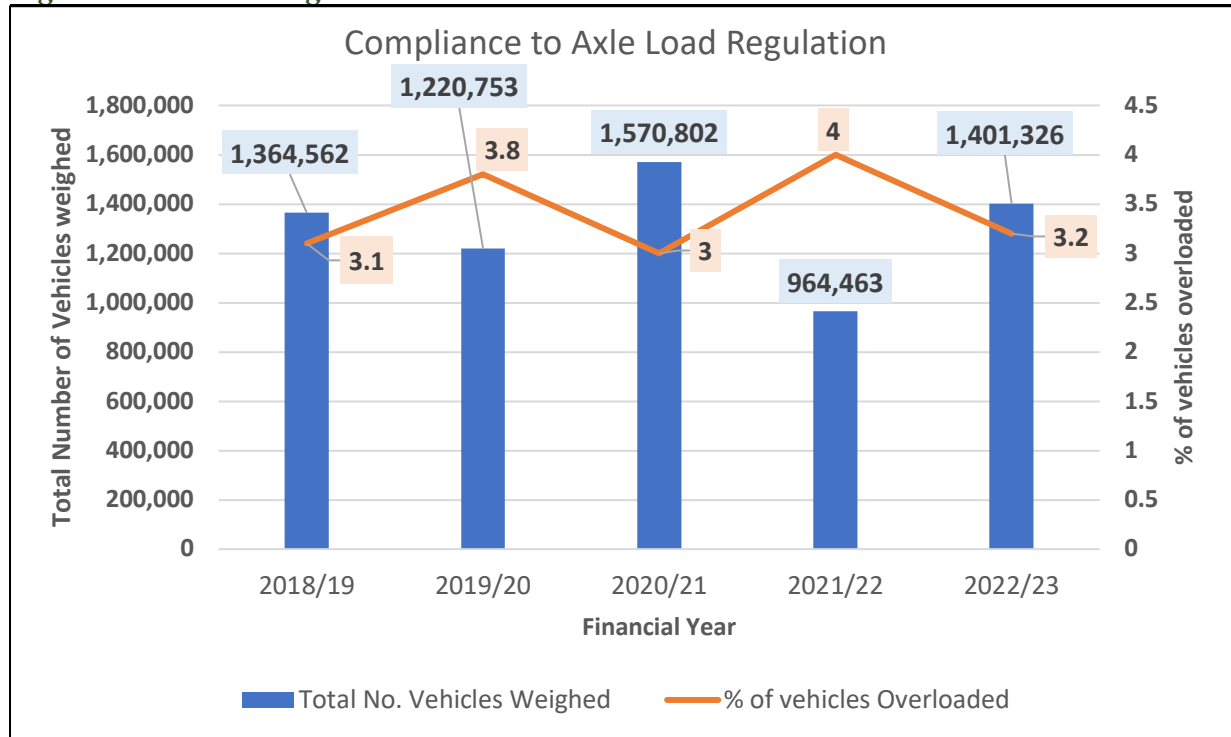
Source: Annual Crime Report 2023 (UPF)



#### **1.8.4 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 7: Vehicles weighed on axle load and those overloaded**



Sources: Annual Performance Report, UNRA (2022-2023)

The figure above indicates efforts in monitoring axle loads, with varying results in terms of overloaded vehicles. The highest percentage of overloaded vehicles in 2021/22 may suggest increased enforcement or reporting, while the subsequent decrease in 2022/23 could reflect improved compliance or changes in vehicle weight regulations.

Overall, the axle load control efforts for 2022/23 reflect a strong commitment to regulating vehicle weights, with the majority of vehicles adhering to the set limits, though there remains room for improvement in reducing the incidence of overloading.

The large number of vehicles weighed (1,401,326) in FY2022/23 demonstrates an extensive effort in monitoring and enforcing axle load limits, which is crucial for maintaining road safety and infrastructure integrity. On the other hand with a 96.8% compliance rate, the data indicates a high level of compliance with axle load regulations. However, the presence of overloaded vehicles still poses risks and suggests that continued enforcement and education efforts are necessary to further increase the compliance rate.

## CHAPTER 2: RAIL TRANSPORT STATISTICS

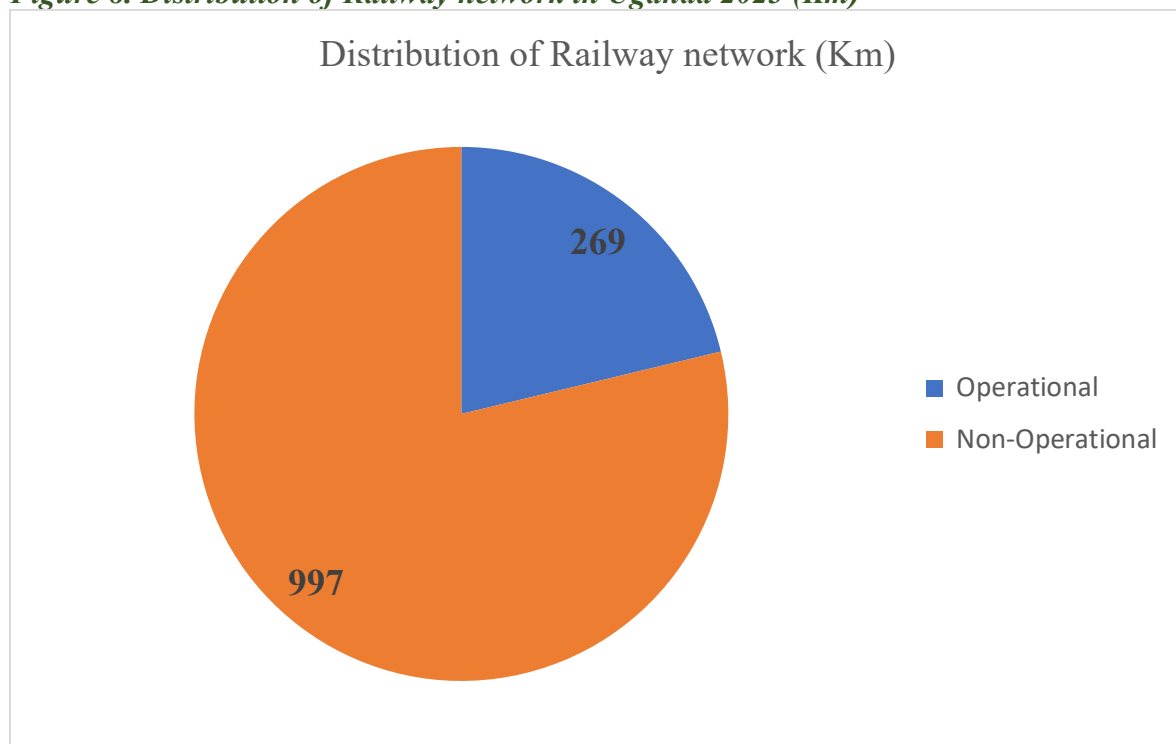
Railway transport plays a significant role in moving goods and passengers in some parts of Uganda. Although the rail network contends with various challenges, such as aging infrastructure and limited investment, it continues to be a crucial element of the country's economic framework. This chapter presents key statistics that highlight the total railway network, key indicators, railway wagon transit, turnaround times and railway safety.



### 2.1 Total railway network

This section presents both the operational (in use) and non-operational (not in use) railway network. Uganda utilizes a Meter-Gauge Railway, a narrow-gauge system with a track gauge of 1,000 mm (1 meter). The entire Meter-Gauge Railway network spans 1,266 kilometers, of which only 269 kilometers (21.2%) are operational, while the remaining 997 kilometers (78.8%) are non-operational, as illustrated in the Figure 8 below;

**Figure 8. Distribution of Railway network in Uganda 2023 (Km)**



Source: URC Annual Performance Report (2022-2023)

### 2.3 Key indicators of railway

The key indicators of railway transport provide vital insights into the performance and efficiency of a Uganda’s railway system. These metrics help in understanding the volume of freight transported, the productivity of locomotives, and the operational readiness of the railway infrastructure. Table 8 below shows performance of the key indicators during FY 2022/23;

**Table 8: Key indicators of railway transport, FY 2022/23**

Indicator	FY2022/23
Net ton-km 'Mn	67.46
Freight that crosses the three borders by railway (Mega Tonnes)	263,422.55
Freight transported on ferries rail registered at port bell	67,099.36
Freight transported on ferries rail registered at Jinja pier	7,690.29
Locomotive productivity(km/loco/day)	10.06
Locomotive Availability (%)	43.97
Locomotive productivity (km/loco/day)	46.93
Wagon availability (%)	38.62

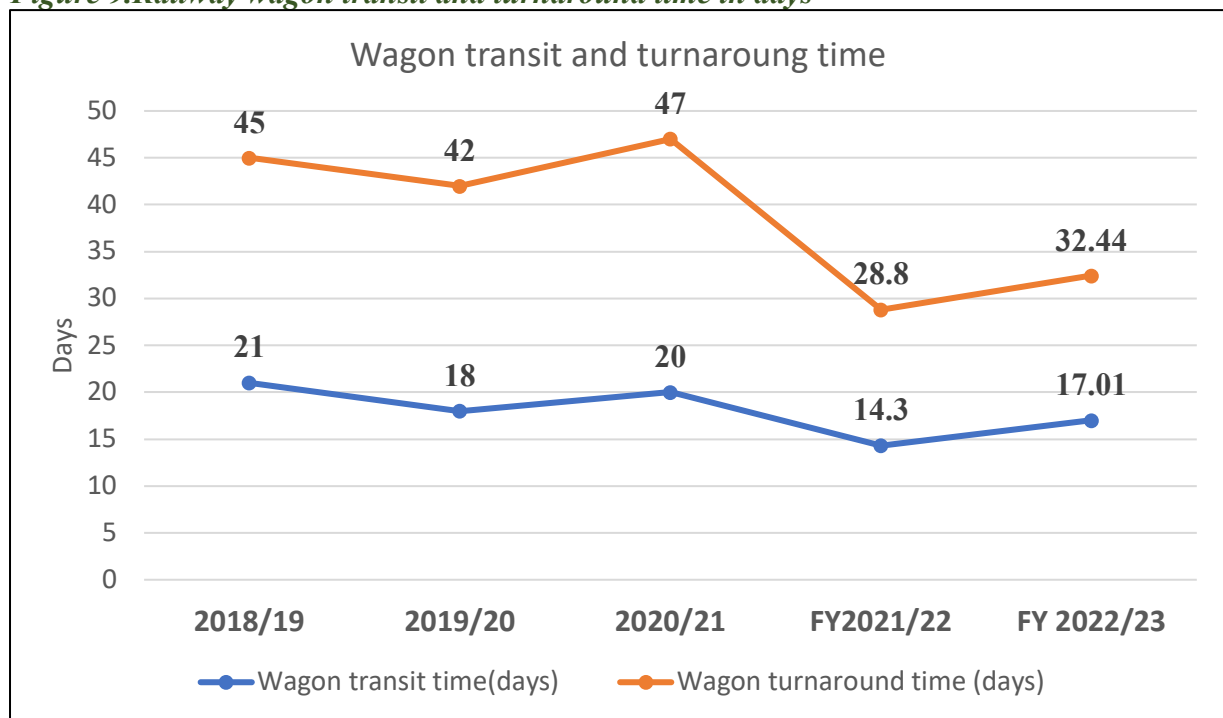
Source: URC Annual Performance Report (2022-2023)

This data highlights both the operational performance and the challenges faced by Uganda's railway transport system. The relatively low percentages in locomotive and wagon availability, 38.62% which is more than a third of the wagons are operational and available for use suggesting that there is significant room for improvement in maintenance and operations of these wagons. The productivity metrics indicate the distances covered by locomotives daily, providing insight into the utilization of the rail transport assets.

### 2.3.1 Railway wagon transit and turnaround time in days

These indicators provide insight into the operational performance and efficiency of wagon usage from Financial Years 2018/19 to 2022/23. Overall, the trend in wagon transit and turnaround time shows a decline in efficiency for FY 2022/23, while the trend demonstrates fluctuations possibly due to operational adjustments and improvements over the years. This has been presented in figure 9 below;

**Figure 9. Railway wagon transit and turnaround time in days**



Source: URC Annual Performance Report (2022-2023)



## 2.4 Railway Safety

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

Table 9 below shows that during FY 2022/23 recorded the highest number of accidents; minor accident (26), two (2) fatalities while only one serious accident was recorded.

**Table 9: Railway Accidents over the years**

Category	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Fatal	0	0	1	2	2
Serious	0	0	0	1	1
Minor	22	19	48	30	26
<b>Total</b>	<b>22</b>	<b>19</b>	<b>49</b>	<b>33</b>	<b>29</b>

Source: URC Annual Performance Report (2022-2023)

Fatal accidents lead to loss of lives, 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.

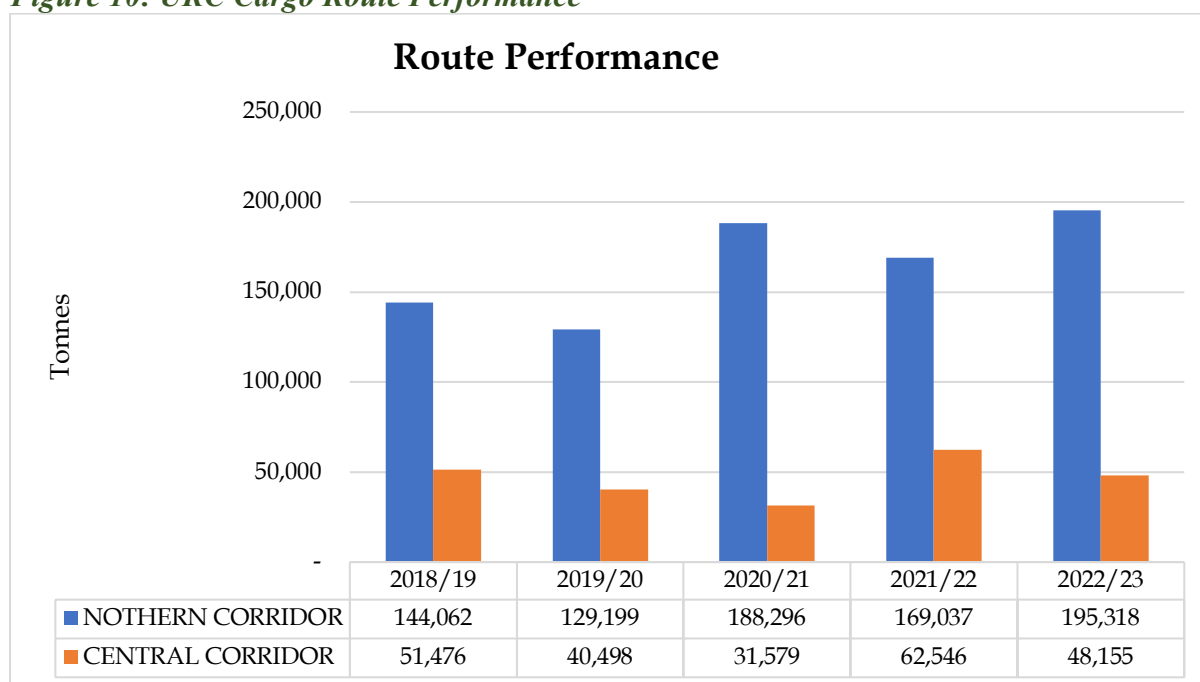
## 2.5 Services Offered by URC

The Uganda Railway Cooperation (URC) provides a range of services related to railway transportation and logistics which include freight services and passenger services which have been covered in this section.

### 2.5.1 Freight Services

URC’s core service is freight through The Northern Corridor i.e., Mombasa to Kampala via Malaba and Kisumu to Jinja/Port Bell via Lake Victoria remains the busiest and most dominant route, transporting significantly higher freight volumes compared to the Central Corridor i.e. Dar es Salaam to Port Bell via Mwanza (Lake Victoria). Freight volumes on the Northern Corridor have increased from 144,062 tonnes in FY 2018/19 to 195,318 tonnes in FY 2022/23, marking the highest tonnage recorded. Similarly, freight volumes on the Central Corridor rose from 51,476 tonnes in FY 2018/19 to 62,546 tonnes in FY 2021/22, but then declined to 48,155 tonnes in FY 2022/23, as illustrated in Figure 10 below:

**Figure 10: URC Cargo Route Performance**



Source: URC Annual Performance Report (FY 2022-2023)

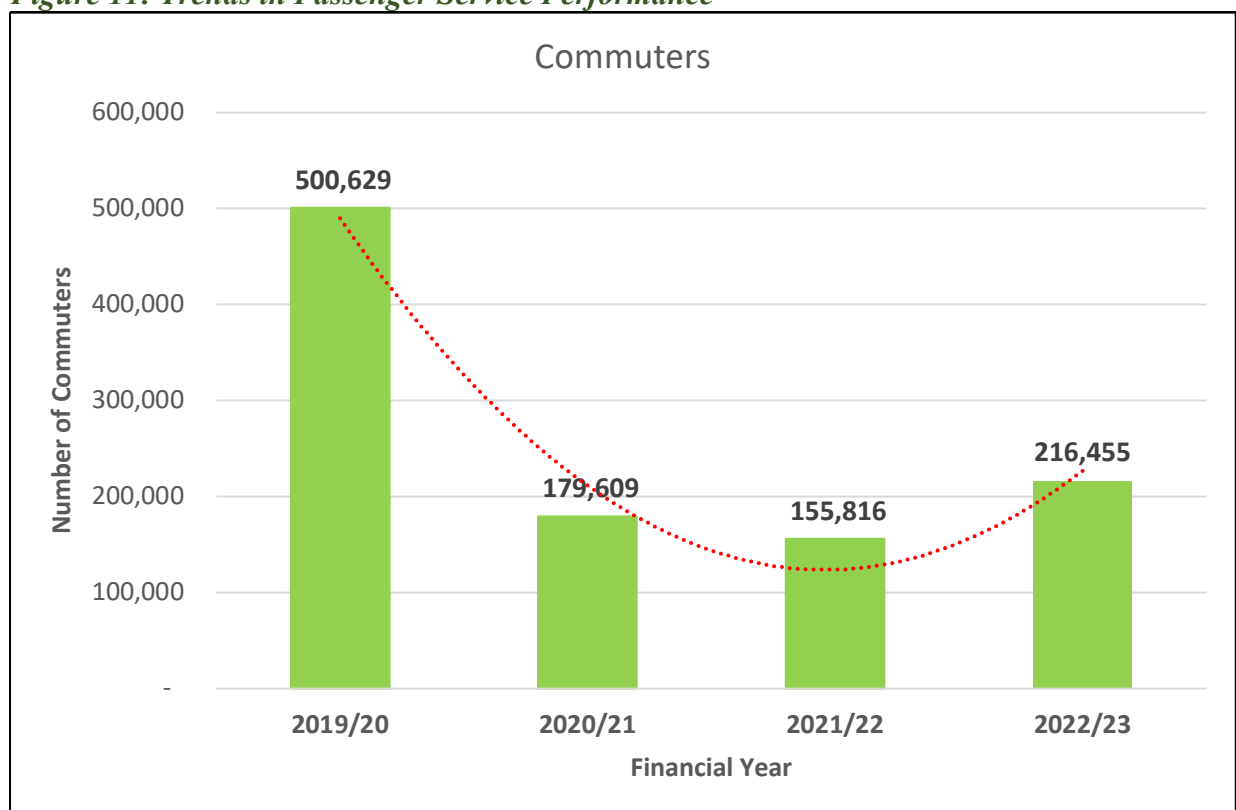
### 2.5.1 Passenger Services

URC introduced passenger services on the Port Bell and Namanve routes, which have been widely embraced by Ugandans over the years. The 45-minute journey includes stops at Nakawa, Spedag, Kireka, and Namboole, and terminates at Namanve, with an average daily ridership of 4,000 passengers. Consequently, URC plans to expand the service from the current

12 km to 67 km within the Greater Kampala Metropolitan Area, extending from Kampala to Mukono and Kyengeru.

Figure 11 below shows commuter numbers, highlighting a significant drop in FY 2020/21 (179,609 commuters) and FY 2021/22 (155,816 commuters). This decline was due to the rehabilitation of the MGR and COVID-19 restrictions (SOPs) that forced the service to operate at half capacity and reduce shifts from 4 to 2. However, there has been an improvement in commuter numbers in FY 2022/23, indicating a positive trend towards recovery, with potential for further improvement.

**Figure 11: Trends in Passenger Service Performance**



Source: URC Annual Performance Report (2022-2023)



## CHAPTER 3: AIR TRANSPORT STATISTICS

### 3.0 INTRODUCTION

Air transport in Uganda is a vital component of the country's transportation infrastructure, playing a primary role in connecting Uganda to the rest of the world. Entebbe International Airport is the major international gateway and has seen considerable improvements in infrastructure and services to handle increasing passenger and cargo traffic. The country is served by several international airlines, facilitating tourism, business travel, and trade. Additionally, the national carrier, Uganda Airlines, has been expanding its fleet and routes since its revival in 2019, aiming to boost connectivity within Africa and beyond. Domestic air travel is also developing, with several smaller aerodromes and airstrips supporting regional connectivity and aiding in the efficient movement of people and goods across the country. Overall, the air transport sector in Uganda is growing, supported by government initiatives and investments aimed at enhancing the capacity and quality of air travel services.

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 2019 to 2023.

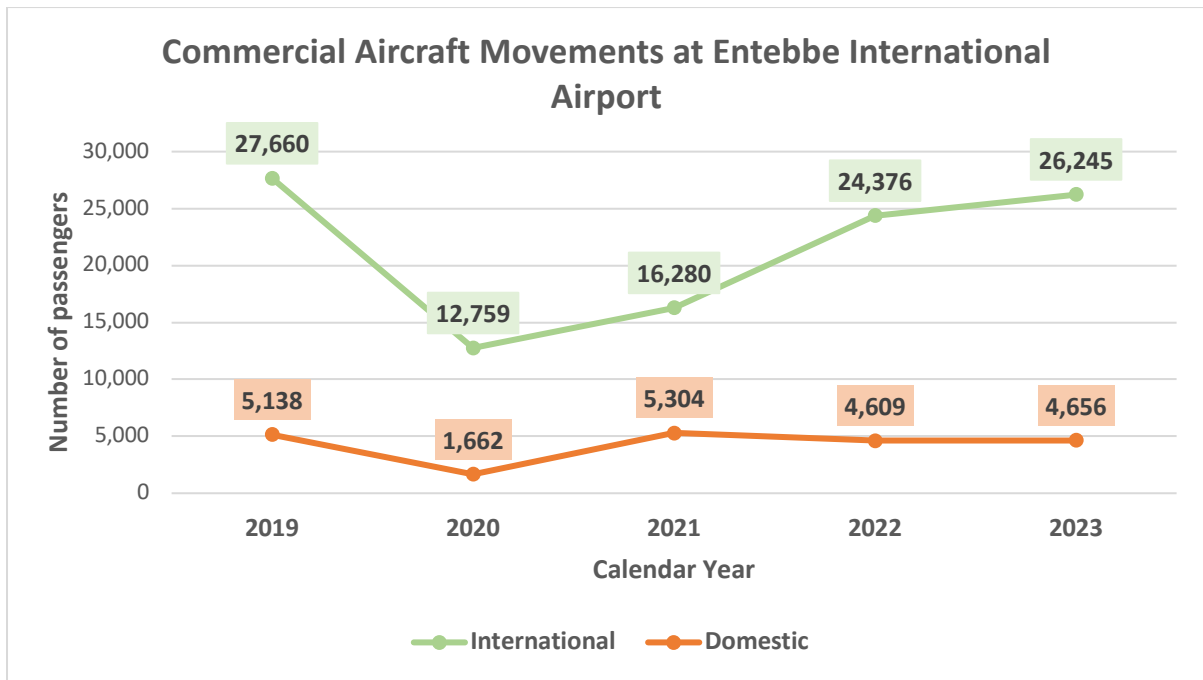
### 3.1 Air Traffic through Entebbe International Airport

Analyzing the data on commercial aircraft movements provides valuable insights into trends, recovery and declining patterns.

#### 3.1.1 Commercial Aircraft Movements

These aircraft movements contribute to airport revenues through the use of available infrastructure. Figure 13 below presents data on the number of commercial aircraft movements, categorized into international and domestic flights based on their origin and destination, over the five-year period from 2019 to 2023. International movements increased from 24,376 in 2022 to 26,245 in 2023, reflecting the global economic recovery after COVID-19. In contrast, domestic movements showed no significant change, as illustrated below.

*Figure 12: Commercial Aircraft Movements at Entebbe International Airport*

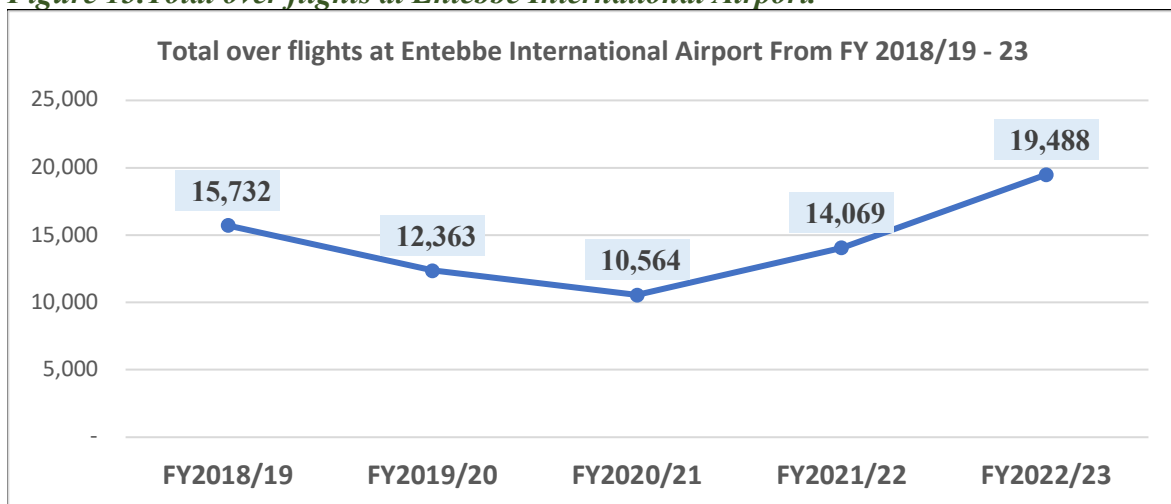


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 3.1.2 Over flights

These statistics represent aircraft movements through Uganda’s airspace (the origin and destination are outside of Uganda). The overflight data for Uganda from FY2018/19 to FY2022/23 shows a fluctuating trend. Overflights decreased from 15,732 in FY2018/19 to 10,564 in FY2020/21, likely due to the COVID-19 pandemic. However, there was a recovery in the following years, with overflights increasing to 19,488 in FY2022/23, surpassing pre-pandemic levels. This trend illustrated in figure 14 below highlights the pandemic's impact on global air travel and the subsequent recovery.

**Figure 13. Total over flights at Entebbe International Airport.**



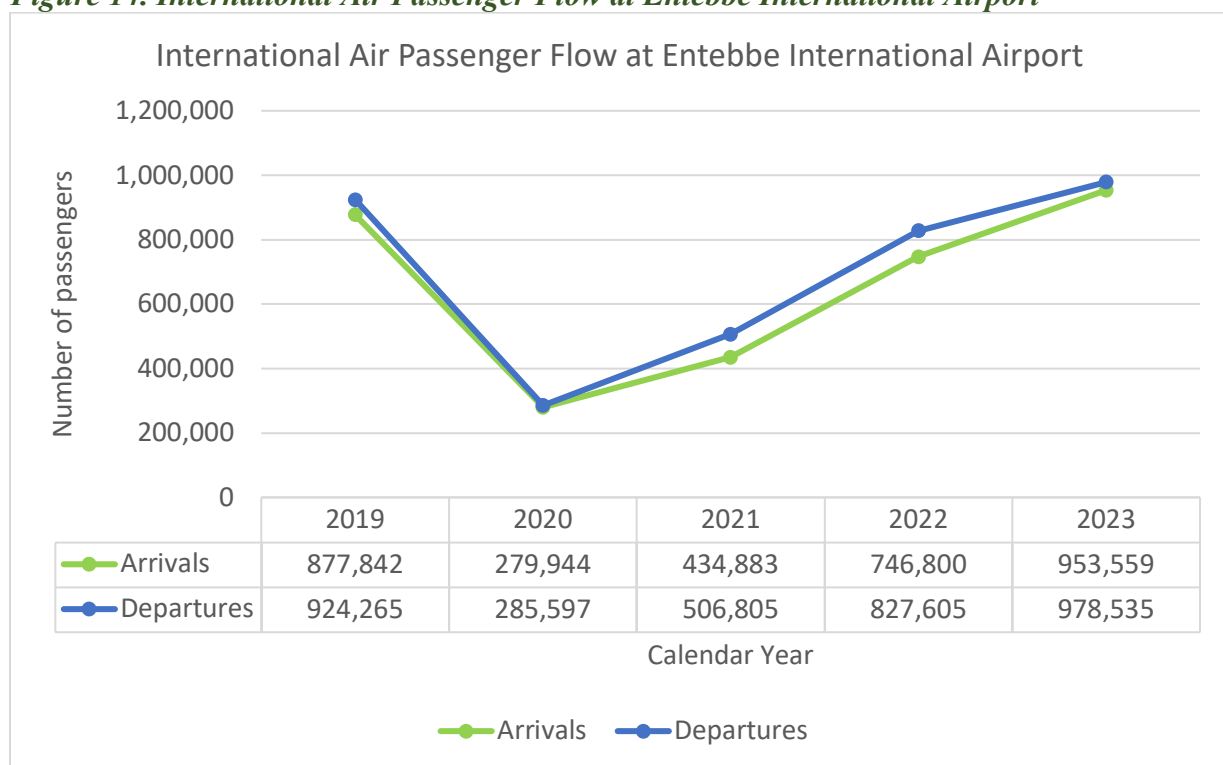
Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

An increase in overflights results in substantial revenue from charges levied on foreign airlines for the right to fly over Ugandan airspace. These fees contribute to the national budget and can be invested in infrastructure, public services, and other national priorities.

### 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 1,574,405 passengers in CY 2022 to 1,932,094 in CY 2023 (10% increase). Of the total passenger flow, the departures increased from 827,605 in CY 2022 to 978,535 in CY 2023 (8% increase) while the arrivals also increased from 746,800 in CY 2022 to 953,559 in CY 2023 (12% increase) as shown in the figure 15 below, and annex 8. The increase has been attributed to massive outflow of labor to the Middle East and increasing economic engagements between Uganda and other parts of the world.

**Figure 14. International Air Passenger Flow at Entebbe International Airport**



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

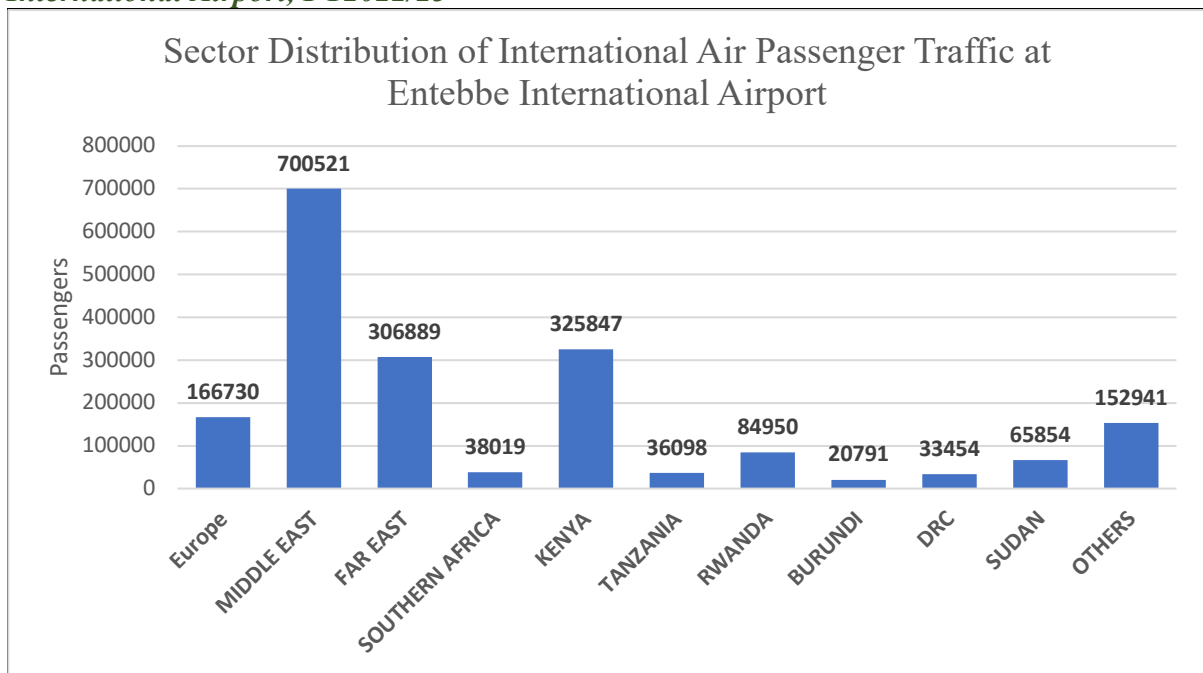
The trends in arrivals and departures are closely linked, as individuals entering the country are typically anticipated to depart later.



### **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 2019 to 2023 is presented in annex 9. For the period of CY 2023, a total of 1,932,094 international passengers were recorded, as shown in the Figure below. The Middle East registered the highest number of passengers, attributed to significant labor export. However, Kenya led in East Africa, due to robust trade, educational ties, infrastructure development, agricultural cooperation, and energy partnerships between Kenya and Uganda while Tanzania reported the lowest number of passengers, totaling 13,530.

**Figure 15. Sector Distribution of International Air Passenger Traffic at Entebbe International Airport, FY2022/23**

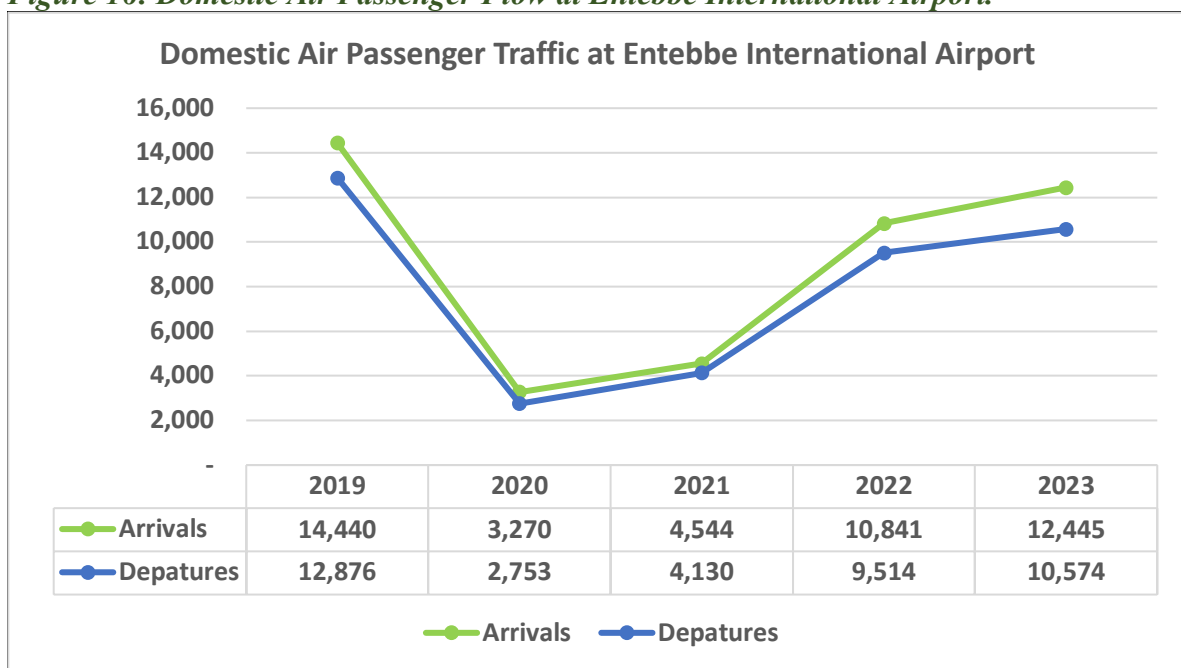


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 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 2019 to 2023 for both arrivals and departures. Domestic air passengers have been increasing over the years with 20,355 in CY 2022 to 23,019 in CY 2023 as a result of economic recovery.

**Figure 16: Domestic Air Passenger Flow at Entebbe International Airport.**

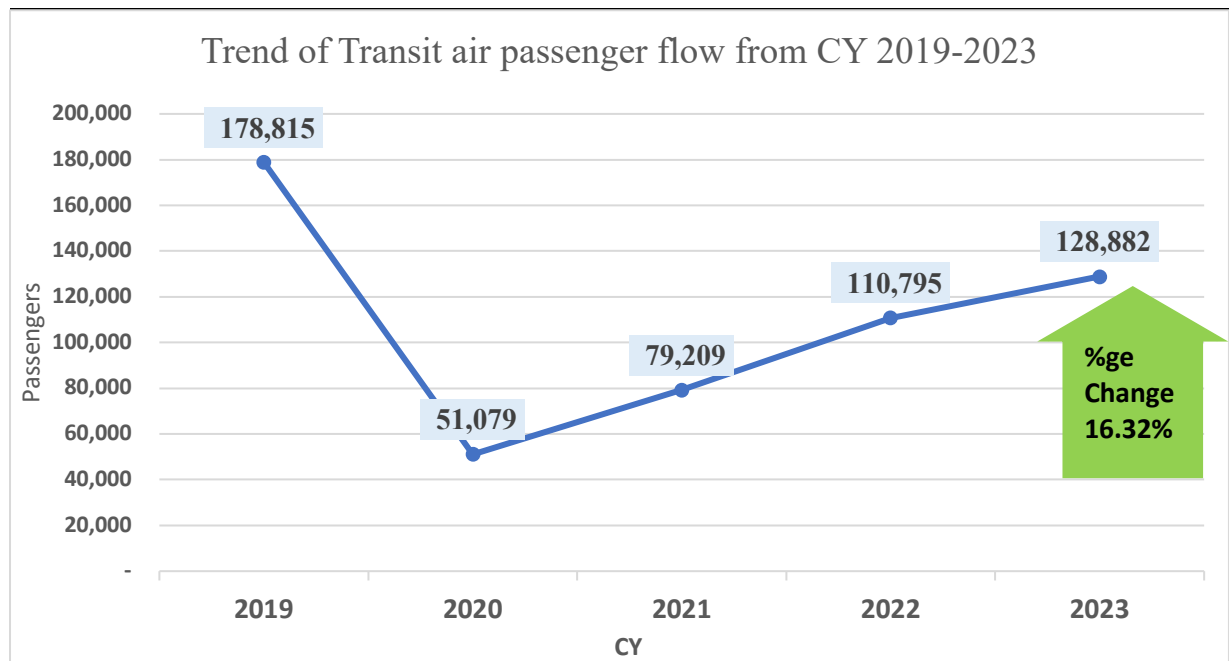


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 3.1.5 Transit Air Passenger Flow

These are passengers passing through an airport that is not their origin or destination, but rather a stop for connecting flights. The number of transit air passengers increased to 128,882 in CY 2023 from 110,795 in CY 2022, demonstrating a positive trend towards recovery. The performance over the past five calendar years is illustrated below.

*Figure 17: Transit Air Passenger Flow at Entebbe International Airport*

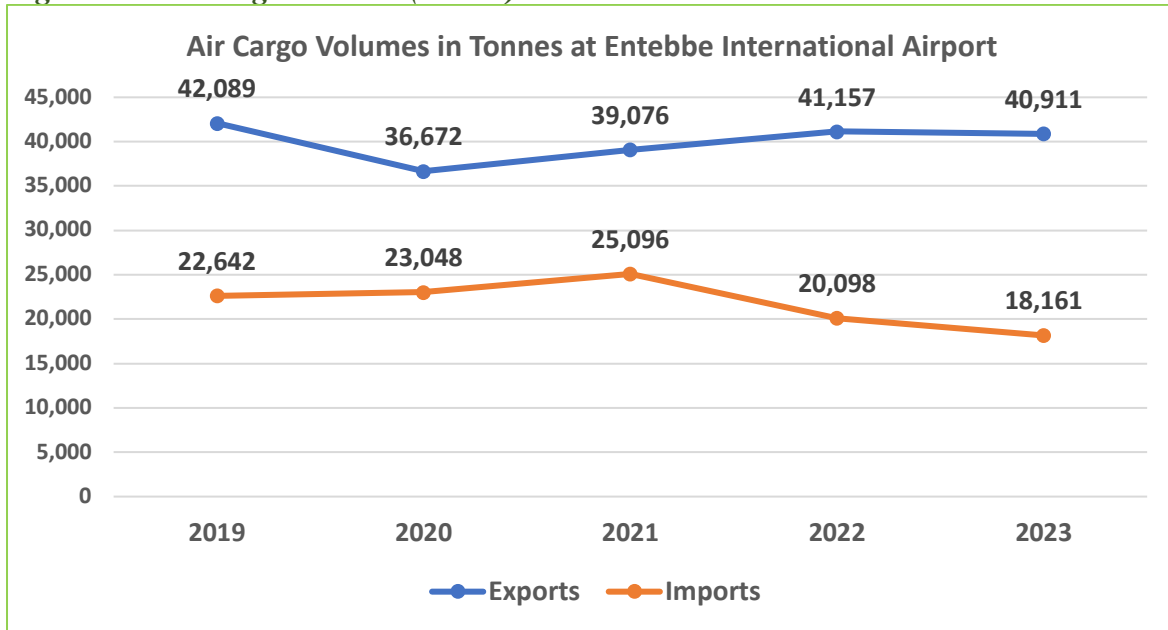


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 3.1.6 Air Cargo Traffic at Entebbe International Airport

This is cargo transported by both passenger (belly) planes and cargo (freighter) planes. International cargo is classified as either imports or exports, while domestic cargo is categorized as loaded or unloaded. Air cargo experienced a decline in the volume of exports and imports, dropping from 61,066 tonnes in 2022 to 59,072 tonnes in 2023. This decrease is attributed to high taxes on import cargo at the airport and a reduction in UN cargo (exports), as illustrated in the figure 18 below;

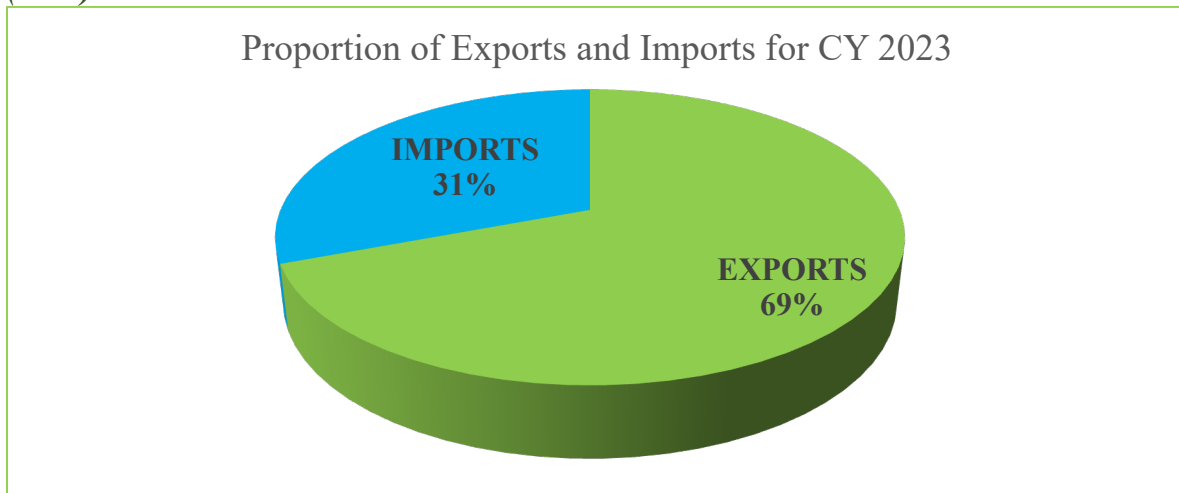
**Figure 18. Air Cargo Volumes(tonnes)**



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

Figure 19 below illustrates that the volume of exports (40,911) significantly exceeds the volume of imports (18,161), indicating a higher level of outbound cargo traffic compared to inbound.

**Figure 19. Proportion of Exports and Imports through Entebbe International Airport (2023)**



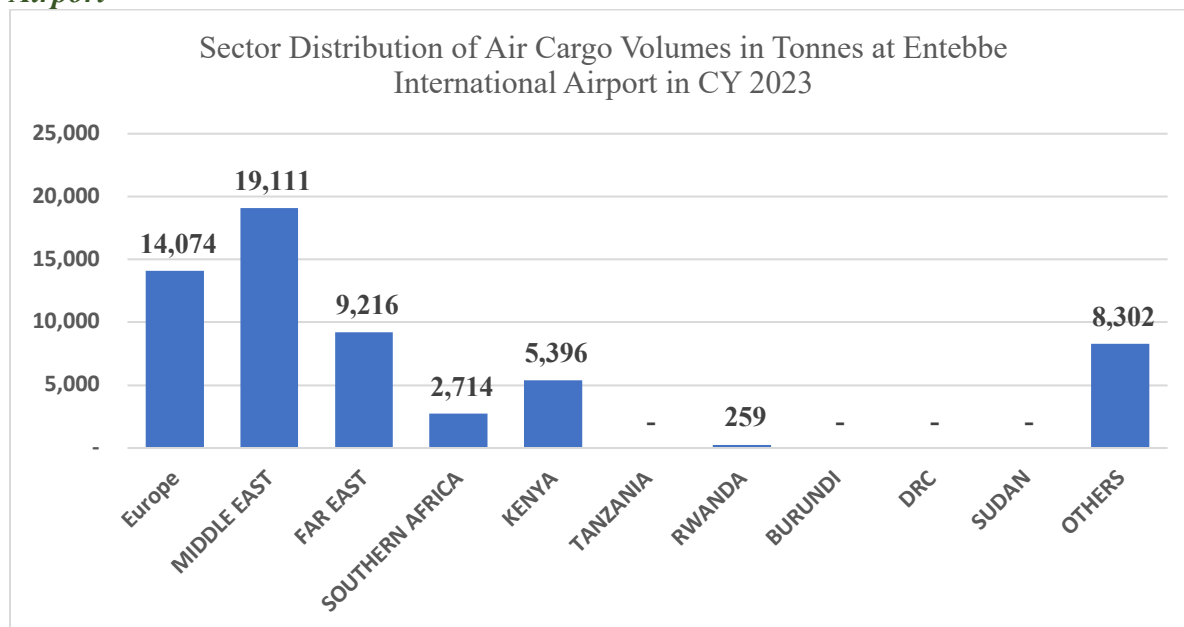
Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 3.1.6.1 Sector Distribution of Air Cargo Volumes at Entebbe International Airport

This section provides information about air cargo volumes destined for various regions including Europe, the Middle East, the Far East, Southern Africa, Kenya, Tanzania, Rwanda, Burundi, South Sudan, and other countries. In CY 2023, the total volume recorded was 59,073 tonnes, with the Middle East accounting for the highest volume at 19,111 tonnes. No cargo was

registered for Tanzania, Burundi, South Sudan, and the DRC, as these countries primarily use road transport, 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 2023

### 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 and all these are perishable and need fast transportation. The data shows a fluctuating trend in the export quantities at Entebbe International Airport over the five years. Fresh Produce remains a strong and growing export with 20,198 tonnes exported in 2023 while Fish (11,029) and Flowers (6,179) show more variability influenced by market demands and other external factors. Overall, the total export quantities suggest a recovery trend post-2020 disruptions as presented in table 10 below;

**Table 10: Exports in tonnes by type at Entebbe International Airport**

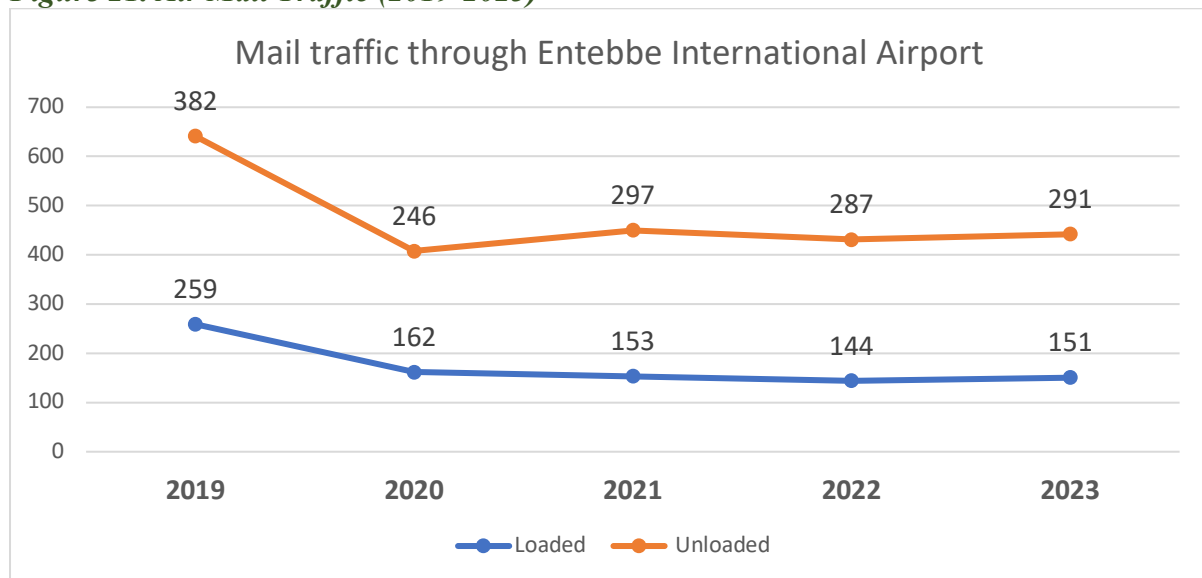
Year	Fish	Flowers	Fresh Produce	Others	Total
2019	15,037	8,346	18,069	3,415	44,867
2020	7,547	7,442	14,401	3,181	32,571
2021	5,578	10,132	14,747	9,364	39,821
2022	12,113	11,404	14,518	3,122	41,156
2023	11,029	6,179	20,198	3,505	40,911

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 3.1.7 Air Mail Traffic

Air mail traffic refers to the transportation of mail, parcels or packages via aircrafts. This is mainly transported through courier services. However, mail transported by other airline operators is also included. There was no significant change in total (loaded and unloaded) air traffic mail from 431 in CY 2022 to 442 in CY 2023 as illustrated in figure 21 below;

*Figure 21. Air Mail Traffic (2019-2023)*



Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

## 3.2 Air Traffic through Upcountry Aerodromes

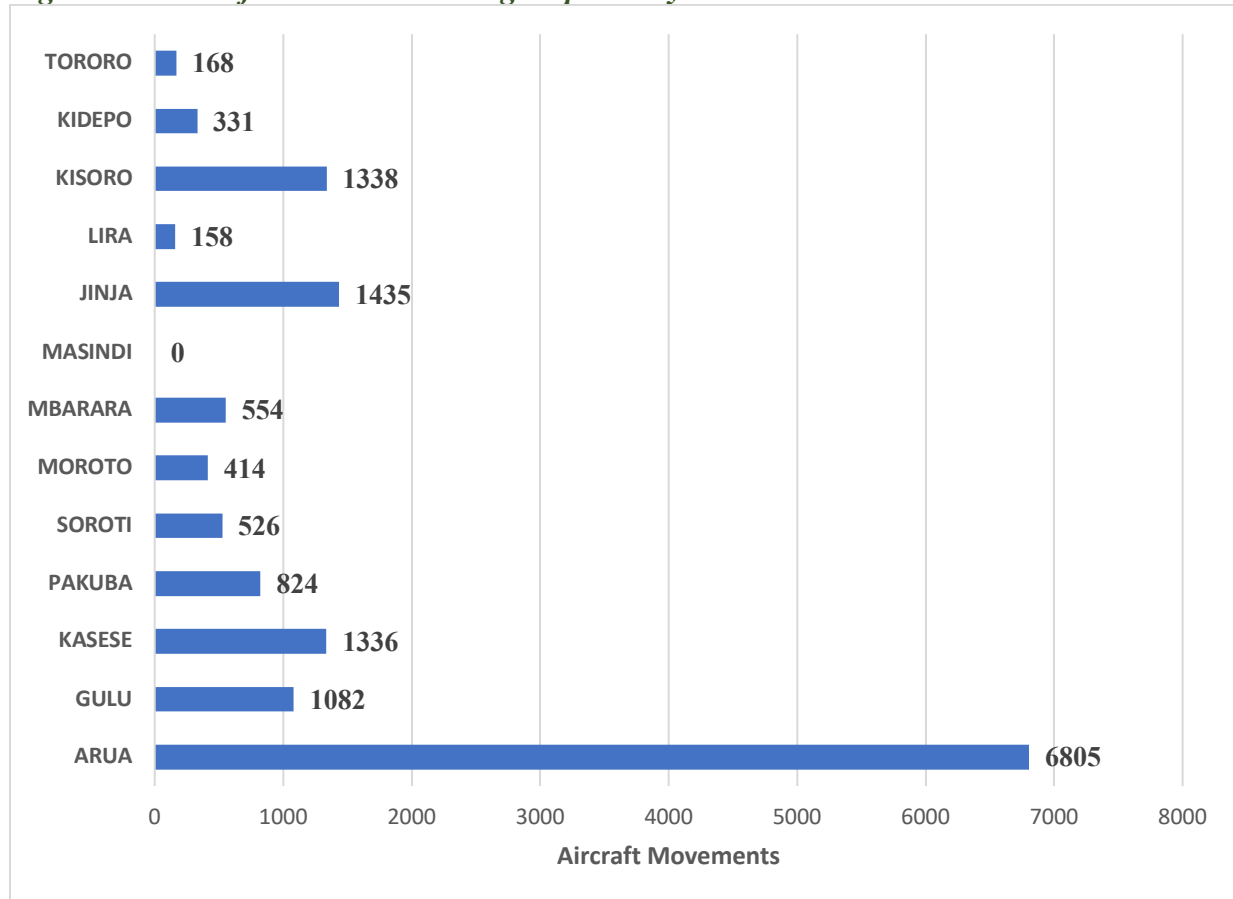
Air traffic through upcountry aerodromes is vital for improving regional connectivity, stimulating economic growth, and providing access to remote areas. Unlike major international and metropolitan airports, upcountry aerodromes cater for smaller, often rural communities, supporting a variety of activities from commercial flights to general aviation, including emergency services and agricultural aviation.

This subsection presents statistics on aircraft movements and passenger traffic at the thirteen (13) National Upcountry Aerodromes for the year 2023.

### 3.2.1 Aircraft Movements at Upcountry Aerodromes

Total Landings and take-offs at the upcountry aerodromes recorded in CY 2023 was 14,971. Arua had the highest number of landings (6,805), followed by Jinja (1,435) and Kisoro (1,338) while Lira had the least landings (158). The performance of the upcountry aerodromes is presented in figure 22 below.

**Figure 22. Aircraft Movements through Upcountry Aerodromes 2023**

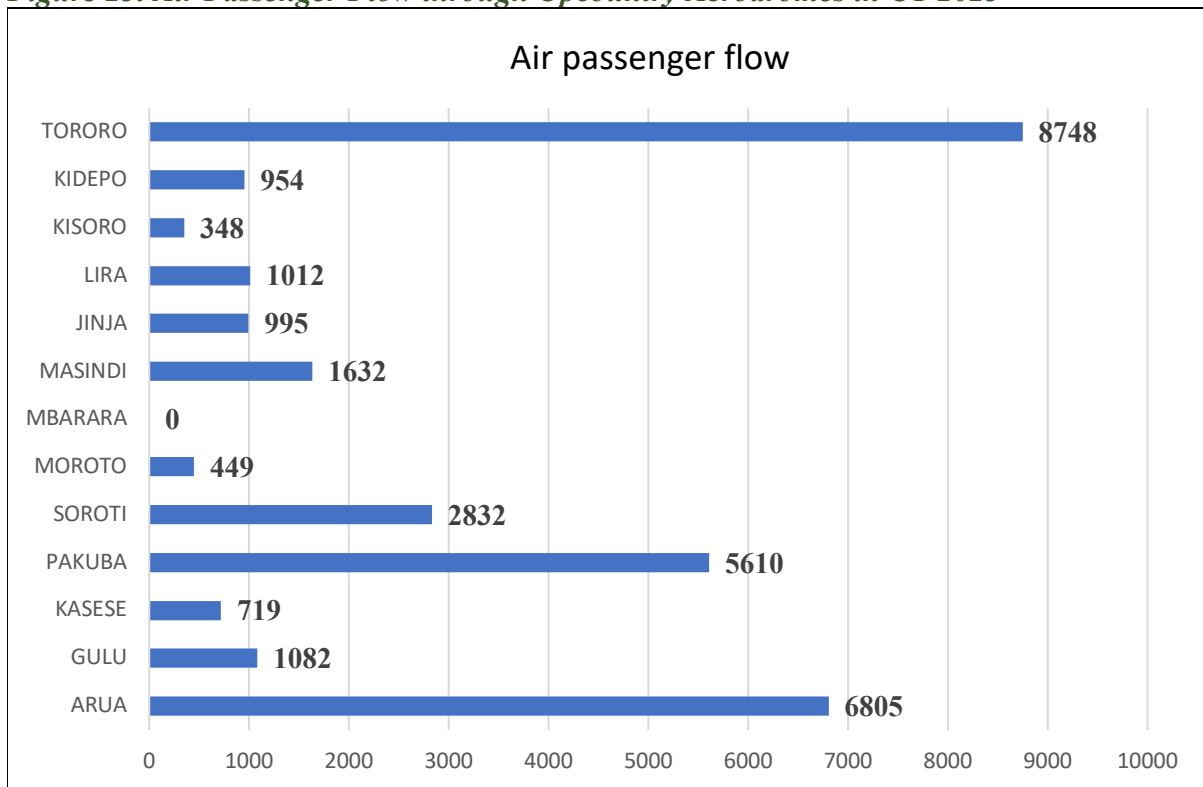


Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### 3.2.2 Air Passenger Flow through Upcountry Aerodromes

These are both arrivals and departures at the respective Upcountry Aerodromes. The total number of air passengers recorded in the CY 2023 was 31,186. Air Kisoro, Arua and Kasese had the highest number of passengers than all the other aerodromes with 8748, 6805, and 5610 passengers respectively while Tororo registered the least number of passengers (147) as presented in figure 23 below. Kisoro and Arua consistently had the highest volume of aircraft movements and passenger traffic among upcountry aerodromes. This trend was mainly due to thriving tourism activities in western Uganda and trade relations at the Uganda-Democratic Republic of Congo border, respectively.

**Figure 23. Air Passenger Flow through Upcountry Aerodromes in CY 2023**



*Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023*

Kisoro and Arua consistently had the highest volume of aircraft movements and passenger traffic among upcountry aerodromes. This trend was mainly due to thriving tourism activities in western Uganda and trade relations at the Uganda-Democratic Republic of Congo border, respectively.



*Entebbe International Airport*

## CHAPTER 4: WATER TRANSPORT STATISTICS

The data presented in this subsection pertains to the operational performance of Kalangala Infrastructure Services (KIS), water transport safety, ferry services, and traffic. The management of Uganda's water transport sector involves KIS overseeing two active ferries, while UNRA, under the MoWT supervises ten active ferries

### 4.0. The size of major water bodies

Lakes in Uganda take up an area of almost 75,770 km<sup>2</sup> of the country surface area that is Lake Victoria, Albert, Kyoga, Bisina and Edward. Lake Victoria by far has the largest volumes of transport for freight and personnel, other lakes such as Lake Albert, Lake Kyoga and Lake Bisina also contributes to the overall marine transport infrastructure of Uganda.

Lake Kyoga being located between the Eastern, Central and Northern Uganda has several landing sites. However, there are only 2 ferries serving to meet the overwhelming demand of passenger transportation and these are; Zengebe in Nakasongola District and Namasale in Amolatar District. At Lake Bisina, there is a UNRA passenger ferry service connecting Agule landing site in Kumi to Okokorio in Katakwi district.

*Table 11. Length of major water bodies*

Lake	Shoreline length (Km)	Area (Km <sup>2</sup> )
Victoria	4,828	68,800
Albert	355	2,675
Kyoga	200	1,720
Edward	234	2,325
George	63.2	250
Bisina	-	308
<b>Total</b>	<b>5,680.2</b>	<b>75,770</b>

*Source: Major lakes of Uganda and their associated characteristics (Research gate)*

### 4.1. Kalangala Infrastructure Services (KIS).

The Government of Uganda partnered with KIS to develop, expand, and maintain essential infrastructure on Bugala Island in Kalangala District on Lake Victoria. KIS completed the construction of ports at Bukakata (Mainland) and Bugoma (Bugala Island) and initiated marine transportation services with the launch of MV Pearl and MV Ssese. These ferries have since been providing reliable roll-on/roll-off service for passengers and vehicles, ensuring safe crossings between Bukakata and Bugala Island.

#### 4.1.1 KIS Ferry Operations from 2019-2023

##### 4.1.1.2 Annual Ferry Crossings Summary for CY 2019-2023

The trend indicates the ferry activities on Lake Victoria due to increased development and maintenance of infrastructure by KIS. In CY 2023, KIS recorded the highest number of crossings, with 5,446, compared to 5,419 in 2022. This performance was recorded after a significant drop in 2020 due to COVID-19. Over the past five years, KIS has seen a consistent increase in the number of crossings, as shown in table 11 and figure 24 below:

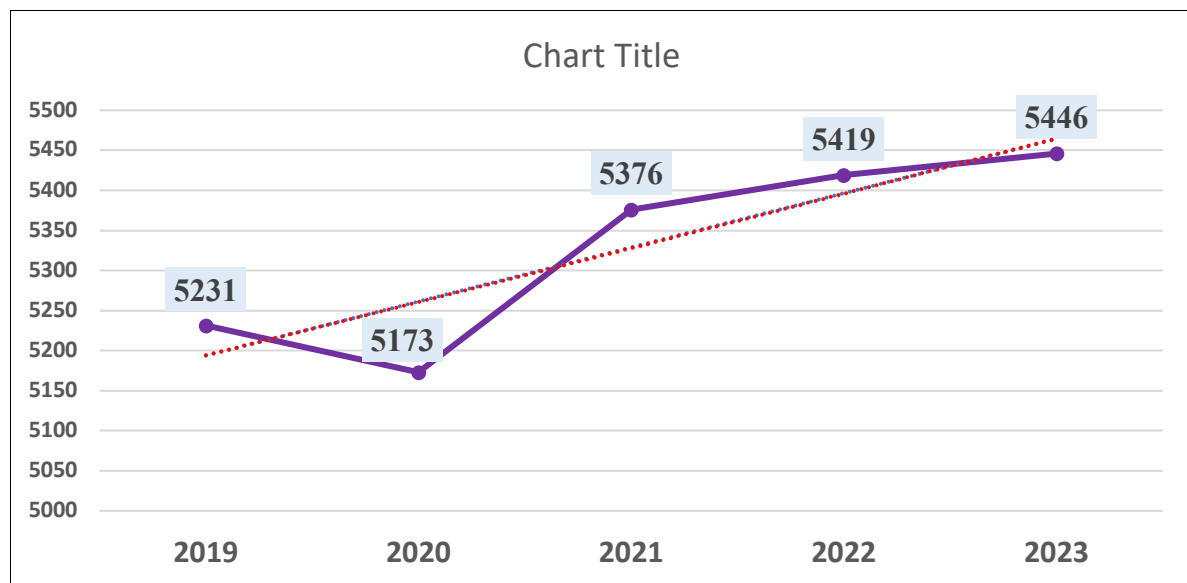
**Table 12. Summary of ferry crossings and traffic for CY 2023**

Year	Passengers	Pick-ups	Trucks	Cars	Buses	Motor Bike	Total Traffic
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
2023	770,925	9,462	18,496	41,539	8,706	77,588	926,716

Source: KIS Quarterly independent operations, monitoring and audit reports 2022-2023.

According to table 12 above there were more passengers and motor vehicles transported in CY 2023 (926,716) compared to 887,763 recorded in the CY 2022.

**Figure 24. Annual Ferry Crossings from CY 2019-2023**



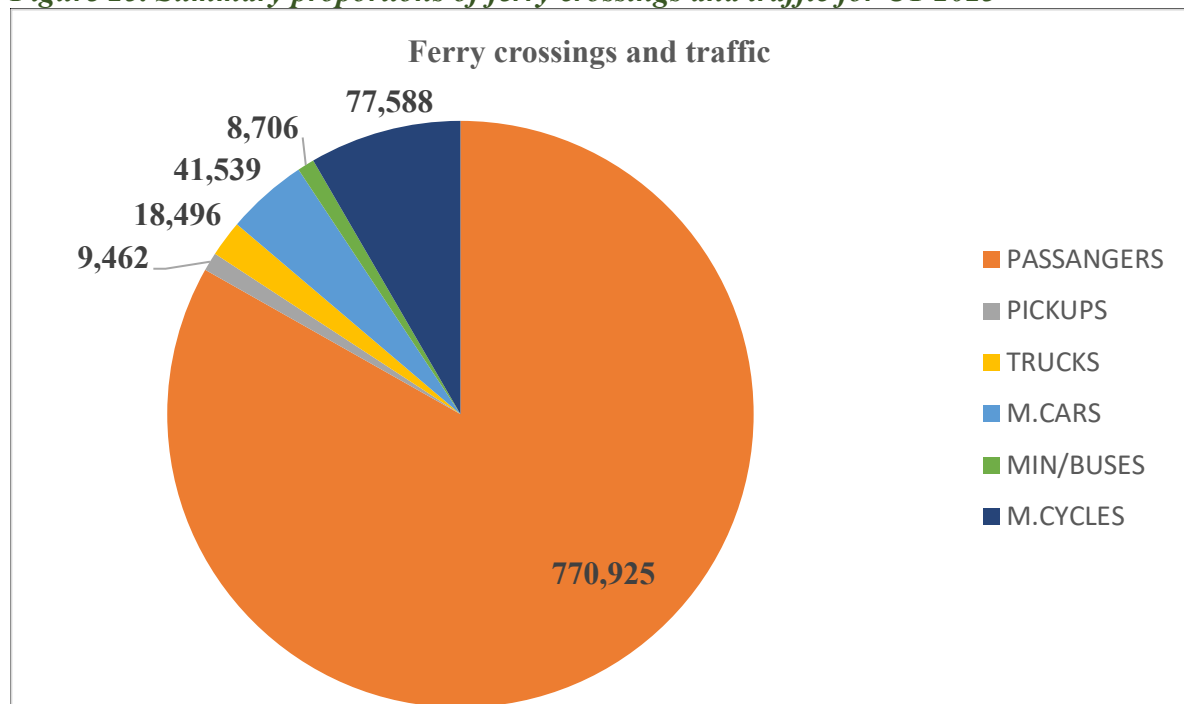
Source: KIS Quarterly independent operations, monitoring and audit reports 2022-2023.

### 4.1.1.3 KIS performance in CY 2023

In the calendar year 2023, MV Pearl and MV Ssese made an average of 7 and 8 crossings per day, respectively, contributing to the consistent performance throughout the year

Passenger ferry traffic constitutes the largest share of annual ferry operations under KIS, registering 770,925 passengers in CY 2023, this was followed by motor cycles 77,588, min cars 41,539 while mini buses were 8,706. The total performance of ferry traffic for CY 2023 is presented in figure 25 below and annex 16.

*Figure 25. Summary proportions of ferry crossings and traffic for CY 2023*



*Source: KIS Quarterly independent operations, monitoring and audit reports 2022-2023.*



## 4.2 Uganda National Roads Authority Ferry Services

Uganda operates multiple ferry services connecting various districts and national roads at key locations, with each ferry making between 1 to 12 voyages and carrying an average of 400 to 2,880 passengers per day.

Table 13 provides detailed information about various ferry services in Uganda, including the districts they connect, the number of voyages per day, the duration of each voyage, and the average number of passengers carried daily.

MV Masindi and Laropi ferry take the shortest crossing time of 10 minutes, followed by MV Obongi and Nakiwogo ferries which take 15 minutes and 20 minutes respectively. The longest time taken for a voyage is by MV Sigulu 180 minutes, followed by MV Albert Nile 1-60 minutes and MV Kyoga 60 minutes as well.

**Table 13: Information about ferries**

Name of ferry or ship	Districts Linked	Time taken for a voyage	Number of voyages per day	Average 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 Obongi	Moyo-Adjumani	15	12	2,880
MV Albert Nile 1	Buliisa and Packwach	60	2	1,000
MV BBB	Bubembe-Bunyama	-	1	400
MV Palm	Kiyindi-Buvuma	180	3	1,200

Source: Annual Performance Report, UNRA 2022-2023.

### 4.2.1 Number of passengers carried.

This section provides data on the number of ferry passengers at various ferry points. There has been a notable increase in the number of passengers across these points. For example, Nakiwogo ferry passengers rose from 527,164 in FY 2021/22 to 632,618 in FY 2022/23. Similarly, Bisina, Kyoga-2, Buvuma, Obongi, and Albert Nile 1 saw increases to 307,210, 208,005, 318,437, 236,192, and 299,829 passengers, respectively, in FY 2022/23 compared to FY 2021/22, as shown in Table 15 below.

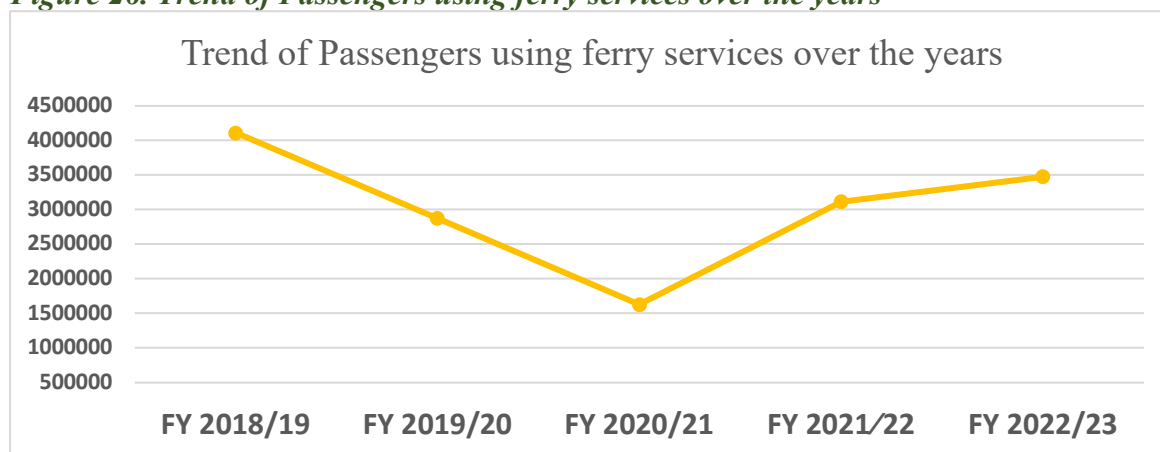
**Table 14. Number of passengers Carried**

Name of ferry or ship	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Bisina	334,578	226,615	160,463	281,529	307,210
Nakiwogo	499,926	335,160	193,685	527,164	632,618
Masindi	214,694	246,921	31,813	428,547	325,213
Laropi	856,875	396,749	700,681	905,088	896,679
Kyoga-1	161,549	248,966	65,383	114,184	91,043
Kyoga-2	191,421	-	167,666	183,489	208,005
Buvuma	Not Operational	Not Operational	153,421	273,432	318,437
Sigulu	Not Operational	N/A	66,883	231,142	156,950
Mbulamuti	792,976	437,383	83,857	0	-
Obongi	629,409	597,061	Not Operational	0	236,192
Kiyindi	194,871	144,259	6295	-	-
Albert Nile 1	237,073	241,926	Not Operational	173,216	299,829
MV Palm	-	-	-	-	4,612
BBB	-	-	-	-	2,637
<b>TOTAL</b>	<b>4,113,372</b>	<b>2,875,040</b>	<b>1,630,147</b>	<b>3,117,791</b>	<b>3,479,425</b>

Source: Annual Performance Report, UNRA 2022-2023.

In FY 2022/23, two ferries were commissioned: MV Palm and BBB. The Mbulamuti ferry remained inactive following the completion of the Isimba bridge construction, while MV Obongi resumed operations after a halt due to submerged ferry landing sites. Additionally, the Laropi Ferry had the highest overall passenger numbers, primarily because there are no alternative crossing options available.

**Figure 26. Trend of Passengers using ferry services over the years**



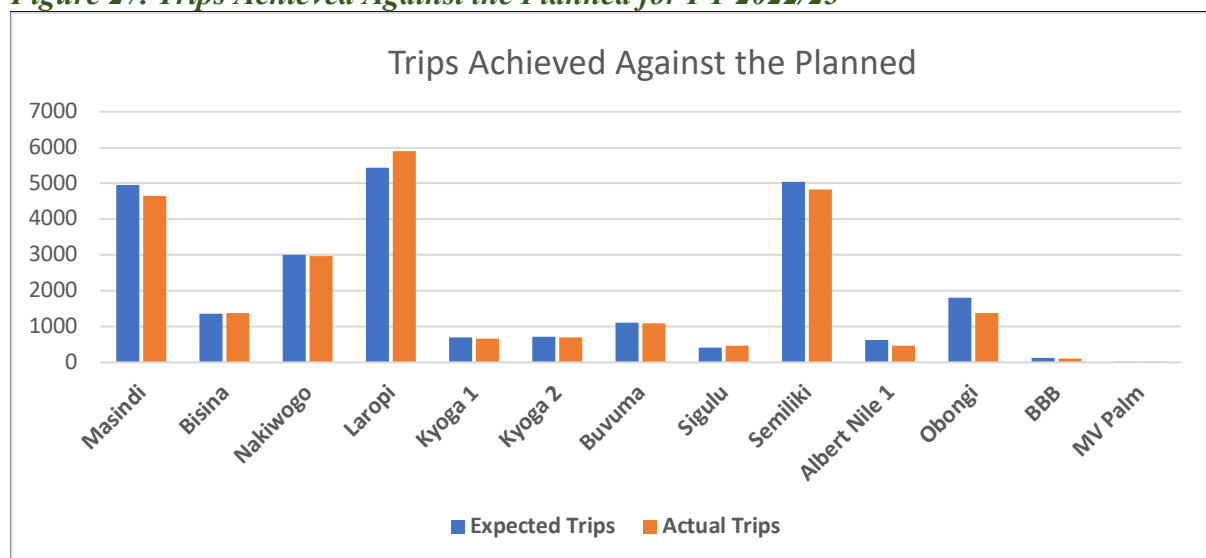
Source: Annual Performance Report, UNRA 2022-2023.

Figure 26 illustrates a rising trend in the number of passengers using ferry services before and after the 2020 COVID-19 pandemic. During this period, there was temporary suspension of ferries such as Kiyindi and closure of Mbulamuti. This increase is attributed to the commissioning of new ferries and the resumption of previously halted ferry services.

#### 4.2.2 Actual ferry Trips Against the Planned for FY 2022/23

During the FY 2022/23, UNRA had planned to make 25,319 trips through the different ferry crossing points. However, at the end of the FY 2021/22, the ferry services managed to make 24,580 trips, which was slightly below the target. The highest number of trips was recorded by Laropi ferry 5,440, followed by Semiliki- 5,045, Masindi- 4,955, Nakiwogo- 3,008, Obongi- 1,810 while MV Palm registered the lowest number- 11. The performance in terms of the planned trips against actual trips for the FY 2022/23 as presented in figure 27.

**Figure 27. Trips Achieved Against the Planned for FY 2022/23**



Source: Annual Performance Report, UNRA 2022-2023



### 4.3 Accidents on water bodies



Table 15 shows the number of accidents recorded from 2019 to 2023 on the major water bodies. These are attributed to varying factors impacting the number and severity of incidents such as operational changes or external factors with a significant increase in the number of fatalities from 224 in 2022 to 243 in 2023.

**Table 15: Recorded Accidents on major water bodies**

YEARS	PASSENGERS INVOLVED	PASSENGERS RESCUED	FATALITIES
2019	1503	1214	289
2020	0	0	0
2021	456	246	210
2022	291	67	224
2023	566	323	243

Source: Annual Crime Report 2023 (UPF)

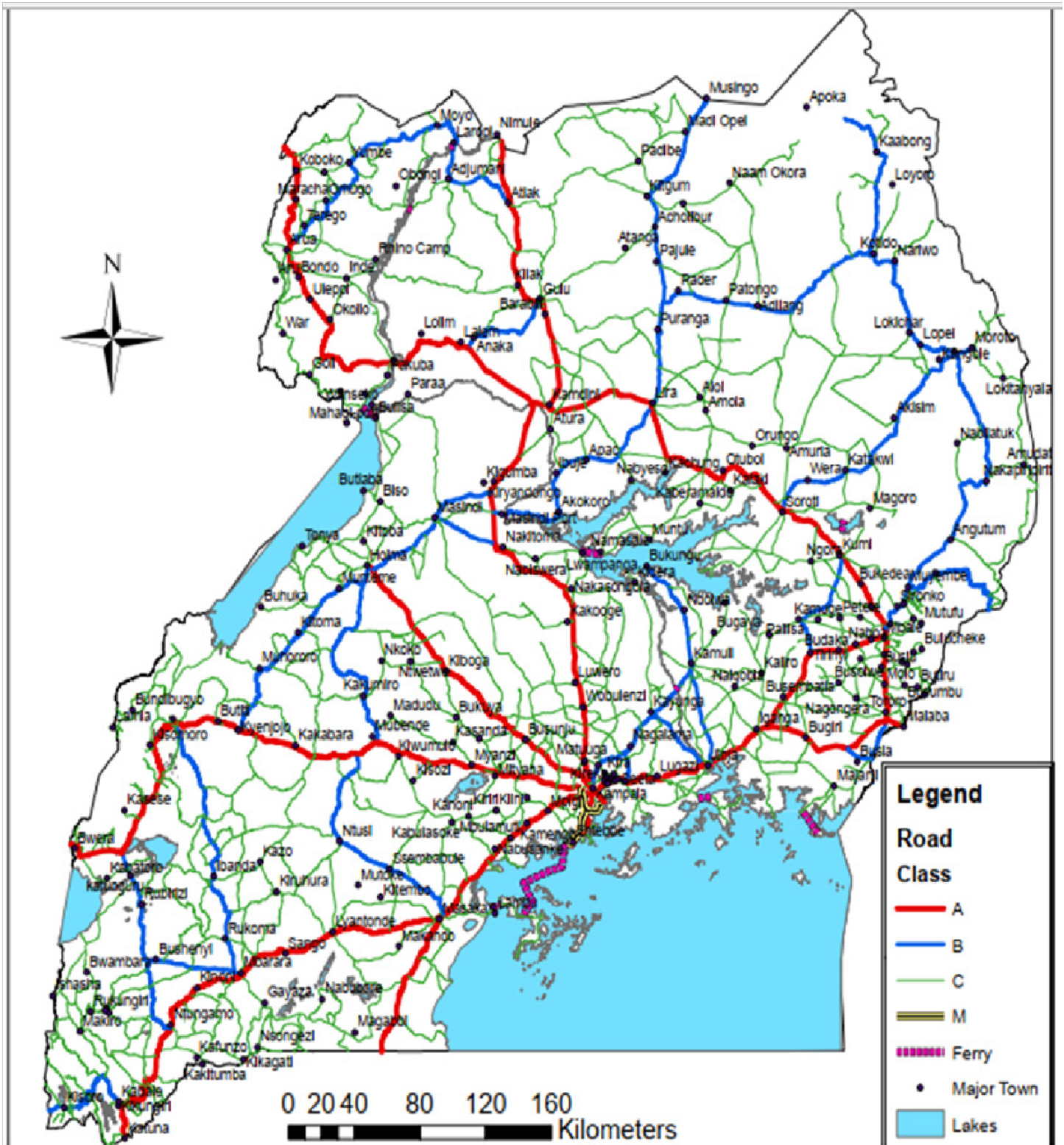
## ANNEXES

### Annex 1: Condition of the National Road Network

	Paved Roads Condition (km)				Paved Roads Condition (%)		
	Good	Fair	Poor	Total	Good	Fair	Poor
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
2022/23	3,488	2,141	204	5,833	59.8	36.7	3.5
	Unpaved Road Condition (km)				Unpaved road condition (%)		
	Good	Fair	Poor	Total	Good	Fair	Poor
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
2022/23	1,410	7,169	3,173	11,752	12	61	27

*Source. Annual Performance Report, UNRA 2022-2023.*

## Annex 2: Map of the National Road Network and Classification



### Annex 3: Over flights at Entebbe International Airport

Month	2019	2020	2021	2022	2023
January	1,317	1,233	958	1,159	1,495
February	1,192	1,196	916	1,017	1,310
March	1,338	870	1,011	1,140	1,440
April	1,346	218	1,041	1,120	2,356
May	1,313	305	1,065	1,256	2,970
June	1,281	392	1,006	1,346	1,632
July	1,425	456	1,136	1,436	2,302
August	1,448	607	1,119	1,392	1,950
September	1,365	700	1,115	1,356	2,004
October	1,329	842	1,218	1,317	2,000
November	1,218	905	1,184	1,323	1,841
December	1,364	1,057	1,259	1,461	2,140
<b>Total</b>	<b>15,936</b>	<b>8,781</b>	<b>13,028</b>	<b>15,323</b>	<b>23,440</b>

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023.

### Annex 4: Sector Distribution of International Air Passenger Traffic at Entebbe International Airport

Country	2019	2020	2021	2022	2023
Roe	253,152	74,039	82269	155,608	166,730
Middle East	426,732	119,559	296700	599,605	700,521
Far East	325,338	108,249	163,963	239,501	306,889
Southern Africa	46,886	8,270	9,947	32,800	38,019
Kenya	406,060	106,950	120483	260,567	325,847
Tanzania	35,971	13,742	22,731	13,530	36,098
Rwanda	98,479	27,798	24,951	60,536	84,950
Burundi	2,507	2,658	11,067	19,943	20,791
DRC	12,514	3,077	17,204	70,126	33,454
Sudan	63,354	29,302	53,016	24,682	65,854
Others	131,114	71,897	139,357	97,507	152,941
<b>Total</b>	<b>1,802,107</b>	<b>565,541</b>	<b>941,688</b>	<b>1,574,405</b>	<b>1,934,117</b>

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### Annex 5: Transit Air Passenger Flow at Entebbe International Airport

Month	2019	2020	2021	2022	2023
January	14,129	15,597	4,279	6,741	10,705
February	11,814	13,946	3,448	5,540	9,632
March	14,656	8,283	4,329	6,700	7,241
April	13,102	116	4,269	6,780	8,571
May	13,706	-	5,756	8,594	10,956
June	15,735	44	6,136	9,438	10,364
July	17,061	159	8,597	11,447	13,470
August	17,903	622	10,608	14,145	12,042
September	15,538	644	8,571	11,653	11,400
October	13,951	3,305	8,116	10,631	9,549
November	15,076	3,319	7,926	9,727	13,674
December	16,144	5,044	7,174	9,399	11,278
<b>Total</b>	<b>178,815</b>	<b>51,079</b>	<b>79,209</b>	<b>110,795</b>	<b>128,882</b>

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

### Annex 6: Sector Distribution of Air Cargo Volumes in Tonnes at Entebbe International Airport

Country	2019	2020	2021	2022	2023
Europe	19,997	14,605	19,973	8,539	14,074
Middle East	18,349	13,509	15,076	20,152	19,111
Far East	3,537	8,305	8,307	10,697	9,216
Southern Africa	2,233	2,411	3,056	6,681	2,714
Kenya	4,404	5,983	6,377	5,995	5,396
Tanzania	13	-	-	-	-
Rwanda	5,286	1,494	769	141	259
Burundi	16	-	-	-	-
S. Sudan	505	328	77	-	-
DRC	1	-	2	-	-
Others	10,391	13,085	11,034	9,050	8,302
<b>Total</b>	<b>64,731</b>	<b>59,720</b>	<b>64,670</b>	<b>61,255</b>	<b>59,073</b>

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

## Annex 7: 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
<b>Total</b>	<b>31,649</b>	<b>29,867</b>	<b>8,026</b>	<b>14,013</b>	<b>28,838</b>

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

## Annex 8: Aircraft Movements through Upcountry Aerodromes

Airport	2019	2020	2021	2022	2023
Arua	1,994	631	1,439	2,009	6,805
Gulu	313	82	147	446	1,082
Kasese	1,412	274	645	1,396	1,336
Pakuba	356	122	140	694	824
Soroti	200	108	394	650	526
Moroto	491	450	452	1,226	414
Mbarara	122	76	216	442	554
Jinja	625	683	1,524	1,528	1,435
Lira	100	42	60	94	158
Kisoro	1,192	218	714	1,584	1338
Kidepo	390	116	224	368	331
Tororo	74	28	40	104	168
<b>Total</b>	<b>7,269</b>	<b>2,830</b>	<b>5,995</b>	<b>10,541</b>	<b>16,994</b>

Source: UCAA- Traffic Statistics at Entebbe Airport from 1991 to 2023

## Annex 9: Trips Achieved Against the Planned Over the Years

Name of ferry	FY2018/19		FY2019/20		FY2020/21		FY2021/22		FY2022/23	
	Planned	Achieved	Planned	Achieved	Planned	Achieved	Planned	Achieved	Planned	Achieved
Bisina	1,460	1,502	1,460	774	1,104	825	1,356	1,319	1356	1375
Nakiwogo	3,285	2,931	3,285	948	1,574	1,412	2,864	2,545	3008	2964
Masindi	4,380	4,169	4,380	n/a	1,092	1,035	4,380	4,745	4955	4646
Laropi	4,380	4,558	4,380	4,091	4,432	4,756	4,380	5,423	5440	5896
Kyoga-1	724	695	724	805	370	308	686	473	699	660
Kyoga-2	724	637	724	n/a	775	732	717	707	707	691
Buvuma	n/a	n/a	n/a	704	874	846	1,042	1,022	1110	1096
Sigulu	n/a	n/a	365	68	543	526	635	578	417	463
Mbulamuti	7,240	6,405	7,240	1,938	2,150	1,051	NO	NO	NO	NO
Obongi	4,380	3,666	4,380	1,611	NO	NO	-	-	1810	1375
Kiyindi	1,095	913	1,095	NO	NO	NO	NO	NO	NO	NO
Albert Nile 1	724	86	724	664	NO	NO	337	323	632	464
BBB	-	-	-	-	-	-	-	-	129	111
MV Palm	-	-	-	-	-	-	-	-	11	11
<b>Total</b>	<b>28,392</b>	<b>25,562</b>	<b>28,757</b>	<b>11,603</b>	<b>12,914</b>	<b>11,491</b>	<b>16,397</b>	<b>17,135</b>	<b>25,319</b>	<b>24,580</b>

Source: Annual Performance Report, UNRA 2022-2023.

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 10: 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

<b>Postal Code</b>	<b>District Name</b>	<b>Distance to Kampala city (in kms)</b>
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

<b>Postal Code</b>	<b>District Name</b>	<b>Distance to Kampala City (in kms)</b>
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

<b>Postal Code</b>	<b>District Name</b>	<b>Distance to Kampala City (in kms)</b>
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
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