

PROGRAMME: INTEGRATED TRANSPORT INFRASTRUCTURE AND SERVICES

P1: PROGRAMME OVERVIEW

Well developed and efficient integrated transport infrastructure and services is a pre-requisite for economic and social transformation. Transport plays a critical role in economic and social development by providing access to economic and social opportunities. Transport facilitates the movement of people, goods, labour, resources, products and raw materials across the region, creating market opportunities for both consumers and producers. Transport directly impacts on many sectors of the economy. It plays a catalytic role for economic growth, poverty reduction and global competitiveness in an economy.

The Third National Development Plan (NDP3) is the statutory instrument for implementing the first five years of the National Integrated Transport Master Plan (2021 – 2040) aligned to Vision 2040 through the following; Sustainable Mobility, Improving Accessibility, Providing Value and Sector Management and Reform. The Integrated Transport Infrastructure and Services programme under NDP3 is to achieve the Vision 2040, EAC Vision 2050, EAC Development Strategy, African Union (Au) Agenda 2063, and 2030 Agenda for Sustainable Development (SD). The Integrated Transport Infrastructure and Services Programme is responsive to “green” environment, clean, resilient, sustainable and inclusive transport.

Programme Goal:

Integrated Transport Infrastructure and Services Programme (ITIS) aims to have a seamless, safe, inclusive and sustainable multi-modal transport system.

By the year 2025, the ITIS programme is expected to achieve the following;

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

Programme Objectives:

The objectives of this programme are to:

- i. Optimize transport infrastructure and services investment across all modes;
- ii. Prioritize transport asset management;
- iii. Promote integrated land use and transport planning;
- iv. Reduce the cost of transport infrastructure and services;

- v. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services;
- vi. Transport interconnectivity to promote intraregional trade and reduce poverty.

Implementing Partners of the ITIS programme include;

- i) **Administrative Coordinator:** OPM
- ii) **Leader/Coordinator:** PS/MoWT
- iii) **Co-leader:** PS/MoLG
- iv) **Lead implementing partners;** MoWT, UNRA, URC, UCAA and URF
- v) **Other implementing partners;** UNACOL, UBOS, MoLHUD, KCCA, MEMD, MoTWA, MoFPED, NPA, CSOs, PPDA, MoJCA, MoLG, MoICT, UEDCL, UETCL, PAU, MoLG, Development Partners, Parliament of Uganda, Uganda Police Force (Directorate of Traffic and Road Safety), Private Sector, MoGLSD and NBRB

Medium-Term Budget Allocations

Table P1.1 Overview of Programme Expenditure (Ush Billion)

		Approved Budget	MTEF Budget Projections				
		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Recurrent	Wage	85.94	85.94	85.94	85.94	85.94	85.94
	Non-wage	643.75	618.75	618.75	618.75	618.75	618.75
Devt.	GoU	2,640.16	2,224.58	2,224.58	2,224.58	2,224.58	2,224.58
	Ext Fin.	2,504.96	3,039.53	4,947.77	5,123.04	3,365.91	2,986.59
GoU Total		3,369.85	2,929.26	2,929.26	2,929.27	2,929.27	2,929.27
Total GoU+Ext Fin (MTEF)		5,874.81	5,968.80	7,877.04	8,052.31	6,295.18	5,915.86
Grand Total		5,874.81	5,968.80	7,877.04	8,052.31	6,295.18	5,915.86

Programme Strategy and Linkage to the National Development Plan III

Sustainable transport infrastructure and services play an important role in contributing to the rate of economic growth leading to improvement of the country's standard of living. Infrastructure is key to integration in global and domestic trade and market systems. Productivity in virtually every sector of the economy is affected by the quality and performance of the country's transportation, water, power supply and other types of infrastructure. Therefore, access to and efficiency of transport infrastructure and services is critical to Uganda's competitiveness and ability to harness its regional and globalization potential.

Integrated transport infrastructure and services Programme contributes to the NDPIII goal of increased household incomes and quality of life by harnessing growth opportunities in agriculture, tourism, oil and gas and minerals. This not only facilitates national and international integration, but also supports job creation, poverty alleviation, and inclusiveness. The programme strategy in NDP III is to Consolidate & increase stock and quality of Productive Infrastructure and this is one of the key objectives.

The expected outcomes of the programme include; improved accessibility to goods and services, reduced cost of transport infrastructure, improved national transport planning, longer service life if transport investments, improved safety of transport services, improved coordination, implementation and delivery of transport infrastructure and services; and increased access to regional and international markets.

Table P1.2 PROGRAMME OUTCOMES AND OUTCOME INDICATORS

Programme Outcome 1: Improved accessibility to goods and services
Programme Objectives contributed to by the Programme Outcome
1. Optimize transport infrastructure and services investment across all modes

Programme Outcome Indicators		Performance Targets						
		Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Reduce average travel time (min/km)								
Within GKMA		2018	4.14	3.86	3.74	3.62	3.5	3.4
Within other Cities		2020	2.4	2.3	2.2	2.1	2.0	2.0
National roads		2018	1.13	1.0	1.0	1.5	1.0	1.0
District Roads		2018	4.0	2.4	2.0	1.5	1.2	1.2
Inland water transport (Mwanza to Port Bell in Hrs/km)		2018	18Hrs	15.6Hrs	14.4Hrs	13.2Hrs	12 Hrs	11.5 Hrs
Passenger rail services		2018	0.75	0.65	0.60	0.55	0.5	0.5
Freight rail services (Days)	Mombasa -Kampala	2018	19	15	13	13	10	10
	Southern route	2018	20	19	17	15	15	13
Freight transportation costs (per ton per km)								
Inland (on Road): Murrum (UGX)		2018	1,130	1,120	1,114	1,109	1,000	900
Inland (on Road): tarmac		2018	802	681.2	620.8	560.4	500	500
Inland (on Rail): USD		2018	0.04	0.036	0.034	0.032	0.03	0.03
Inland (on water): UGX		2018	500	420	380	340	300	300
From coast to Kampala (on Road) - USD		2018	0.77	0.702	0.668	0.634	0.60	0.60
From coast to Kampala (on Rail) (in USD):		2018	0.05	0.042	0.038	0.034	0.03	0.03
From coast (MW) to Kampala (PB) on water -USD		2018	0.06	0.052	0.048	0.044	0.04	0.04
Increase Stock of transport infrastructure								
Paved National Roads (km)		2018	4,971	6,500	7,000	7,500	8,000	8,000
Paved urban roads (km)		2018	1,253	1,448	1,548	1,648	1,748	1,748
Paved District roads (km)		2019	35,566	36,000	36,400	36,800	37,500	38,000
Permanent way /railway road (Km)		2018	262	342	382	422	462	462
Programme Outcome 2: Reduced cost of transport infrastructure								

Programme Objectives contributed to by the Programme Outcome Reduce the cost of transport Infrastructure and Services							
Programme Outcome Indicators	Performance Targets						
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Unit cost of building transport infrastructure, per Km							
Upgrading roads to paved standard (Mn/per Km)	2018	3.1	2.86	2.74	2.62	2.5	2.3
Rehabilitation of paved roads (Mn/per Km)	2018	1.8	1.78	1.77	1.76	1.75	1.73
Reconstruction of paved roads (Mn/per Km)	2018	2.1	2.0	1.98	1.93	1.9	1.85
Average cost for construction of unpaved/ gravel road (in million)	2018	40	36	34	32	30	28
Rehabilitation of metre gauge rail infrastructure (Bn/ Km)	2018	5	4.8	4.7	4.6	4.5	4.5
Development of Aids to Navigation	2018	0	2	3	4	5	5
Development of search and rescue facilities (USD) (take it to stock)	2018	200,000	192,000	188,000	184,000	180,000	180,000
Programme Outcome 3: Improved National transport planning							
Programme Objectives contributed to by the Programme Outcome Promote integrated land use and transport planning							
Programme Outcome Indicators	Performance Targets						
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
% Actual progress vs. planned implementation of the NDP III		N/A	40%	60%	80%	100%	100%

Programme Outcome 4: Long service life of transport investment							
Programme Objectives contributed to by the Programme Outcome Prioritize Transport asset management							
Programme Outcome Indicators	Performance Targets						
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Average infrastructure life span							
Tarmac roads (years)	2018	18	20	20	20	20	20
First class murrum (years)	2018	2	2	2	2	2	2
Railway Infrastructure (Major structures)	2018	100	100	100	100	100	100
Railway Infrastructure (Other structures)	2018	50	50	50	50	50	50
Inland water Infrastructure	2018	50	50	50	50	50	50
Programme Outcome 5: 1. Improved safety of transport services 2. Improved coordination and implementation of Transport Infrastructure and Services							
Programme Objectives contributed to by the Programme Outcome Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services							
Programme Outcome Indicators	Performance Targets						
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Fatality per 100,000 persons on road transport	2018	3,500	3,100	2,900	2,700	2,600	2,500
Serious Injuries on road transport	2018	10,420	6,220	4,120	2,020	1,700	1,300
Fatality per 100,000 persons on water transport	2018	160	116	94	72	50	40
Fatality per 100,000 persons on rail transport	2018	1	0	0	0	0	0
% of LGs in compliance to road standards	2018	70	100	100	100	100	120

Programme Outcome 6:									
Increased access to regional and international markets									
Programme Objectives contributed to by the Programme Outcome									
Increase transport interconnectivity to promote inter and intra-regional trade and reduce poverty									
Programme Outcome Indicators			Performance Targets						
			Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Ratio of Exports to GDP (%) - Trade & MoFPED			2018	12.7	14.16	15.62	17.08	18.54	20
Value of exports to the region (Thousand USD)	Congo		2018	474,126	480,000	485,000	495,000	500,000	510,000
	Kenya		2018	730,103	800,000	810,000	825,100	835,000	840,000
	Rwanda		2018	261,102	261,102	277,000	280,000	285,000	290,000
	South Sudan		2018	55,402	352,100	370,000	380,000	385,000	390,000
	Tanzania		2018	93,204	132,500	152,400	171,000	180,000	200,000

P2: INTERMEDIATE OUTCOMES, OUTCOME INDICATORS AND PROPOSED BUDGET ALLOCATIONS ALIGNED TO THE NDP III

This section provides the intermediate outcomes and outcome indicators for the proposed interventions in the Budget Framework Paper for FY 2021/2022.

Table P2.1: Intermediate Outcomes and Outcome Indicators Aligned to the NDP

Vote 016: Ministry of Works and Transport							
Sub Programme: Transport Regulation							
Sub Programme Objectives:							
1. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services							
Intermediate Outcome: Reduced fatality and causality per mode of transport							
Programme Outcomes contributed to by the Intermediate Outcome							
1. Improved safety of transport services							
2. Improved coordination and implementation of infrastructure and services							
3. Improved compliance in the construction industry							
Intermediate Outcome Indicators				Performance Targets			
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Fatality per 100,000 persons on road transport	2018	3,500	3,100	2900	2700	2600	2500
Fatality per 100,000 persons on water transport	2018	160	116	94	72	50	40
Fatality per 100,000 persons on rail transport	2018	0	0	0	0	0	0
% of LGs in compliance to road standards			60%	65%	70%	75%	80%
Sub Programme: Transport Infrastructure & Services Development							
Sub Programme Objectives:							
1. Optimize transport infrastructure and services investment across all modes;							
Intermediate Outcome:							
1. Reduce average travel time;							
2. Reduce freight transportation costs;							
3. Increase stock of transport infrastructure;							
Programme Outcomes contributed to by the Intermediate Outcome							

1. Improved accessibility to goods and services; 2. Reduced cost of transport infrastructure; 3. Increase stock of transport infrastructure							
Intermediate Outcome Indicators				Performance Targets			
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Average travel time within other Cities (min/km)	2018	N/A	2.3	2.2	2.1	2.0	1.8
Average travel time on district Roads (min/km)	2018	4.0	2.4	2.0	1.5	1.2	1.0
Average travel time on inland water transport (MW to PB in Hrs.)	2018	18	15.6	14.4	13.2	12	10
Average travel time on passenger rail services	2018	0.75	0.65	0.60	0.55	0.5	0.4
Average travel time freight rail services Mombasa -K'la(days)	2018	19	15	13	13	10	10
Unit cost of building transport infrastructure - Rehabilitation of metre gauge rail infrastructure (Bn/ Km)	2018	5	4.8	4.7	4.6	4.5	4.4
Unit cost of building transport infrastructure - Establishment of search and rescue facilities (USD)	2018	200,000	192,000	188,000	184,000	180,000	174,000
Stock of transport infrastructure - Permanent way /railway road (Km)	2018	262	342	382	422	462	500
Sub Programme: Institutional Coordination							
Sub Programme Objectives:							
1. Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services;							
Intermediate Outcome: Improved coordination, implementation and delivery of infrastructure and services							
Programme Outcomes contributed to by the Intermediate Outcome							
1. Improved coordination, implementation and delivery of transport infrastructure and services							
Intermediate Outcome Indicators				Performance Targets			
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Level of achievement of program objectives			50%	60%	80%	85%	90%
%ge of actual progress vs. planned implementation of the programme	2018	0	10%	30%	50%	75%	100%
Sub Programme : Transport Asset Management							

Sub Programme Objectives:							
1. Reduce the cost of transport infrastructure and services							
Intermediate Outcome:							
1. Reduce unit cost of transport infrastructure and services							
2. Increase average infrastructure life span							
Programme Outcomes contributed to by the Intermediate Outcome							
1. Reduced cost of transport infrastructure							
2. Improved accessibility to goods and services							
3. Longer Service life of Transport Investment							
Intermediate Outcome Indicators				Performance Targets			
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Unit cost of building transport infrastructure, Upgrading roads to paved standard (Bn/per Km)	2018	3.1	2.86	2.74	2.62	2.5	2.4
Unit cost of building transport infrastructure, Rehabilitation/ reconstruction of paved roads (Bn/per Km)	2018	1.8	1.78	1.77	1.76	1.75	1.73
Unit cost of building transport infrastructure, Average cost for construction of unpaved/ gravel road (in mn)	2018	40	36	34	32	30	28
%ge of district equipment in good working condition	2018	90%	70%	65%	70%	80%	75%
Sub Programme : Land Use and Transport Planning							
Sub Programme Objectives:							
1. Promote integrated land use and transport planning;							
Intermediate Outcome:							
1. Integrated land use and transport planning							
Programme Outcomes contributed to by the Intermediate Outcome							
1. Improved transport planning							
Intermediate Outcome Indicators				Performance Targets			
	Base year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Level of implementation of the NITMP	2018	N/A	0%	5%	10%	15%	20%

Vote 113: Uganda National Roads Authority

Sub-programme: Transport Infrastructure & Services Development							
Sub-Programme Objectives							
1. Optimize transport infrastructure and services investment across all modes							
Intermediate Outcome: Increase stock of transport infrastructure							
Intermediate Outcome Indicators	Performance Targets						
	Base Year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Percentage of paved roads to total National road network	2019/20	26	28	30	33	35	38
Paved National Roads (km)	2019/20	5,398	5,798	6,398	6,898	7,398	7,898
No. of ferries	2019/20	10	11	13	15	16	18
No. of kms of National Roads Network maintained Periodic Paved	2019/20	4.5	60	60	200	200	200
No. of kms of National Roads Network maintained Periodic un Paved	2019/20	15	650	650	300	300	300

Vote 118: Uganda Road Fund							
Sub-programme: Transport Asset Management							
Sub-Programme Objectives							
1. Prioritize transport asset management;							
2. Reduce the cost of transport infrastructure and services							
Intermediate Outcome: Reduce average travel time							
Intermediate Outcome Indicators	Performance Targets						
	Base Year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Average travel time (min/km)	2020/21	1.0	1.0	1.0	1.0	1.0	1.0

Vote 122: Kampala Capital City Authority							
Sub-programme: Transport Asset Management							
Sub-Programme Objectives							

1. Increase average infrastructure life span and improve the connectivity in the City as well as security							
Intermediate Outcome:							
Intermediate Outcome Indicators	Performance Targets						
	Base Year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Upgrading roads to paved standard (Mn/per Km)	2019	7.45	3.94	4	4	4	4
Rehabilitation/ reconstruction of paved roads (Mn/per Km)	2019	5.4	5.82	6	6	6	6

Vote 500: Local Government							
Sub-programme: Transport Asset Management							
Sub-Programme Objectives							
1. Reduce the cost of transport infrastructure and services. To ensure that District and Urban council roads are rehabilitated to a fair condition and routinely maintained in order to increase agricultural production and house hold incomes in the rural areas and facilitate trade and industrial production in the urban areas							
Intermediate Outcome: Increase average infrastructure life span							
Intermediate Outcome Indicators	Performance Targets						
	Base Year	Baseline	2021/22	2022/23	2023/24	2024/25	2025/26
Travel Speed	2020	10km/h	18km/h	26km/h	32km/h	42km/h	50km/h
Percentage of District Roads in Fair to Good Condition	2020	60%	62%	64%	66%	68%	70%

Table P2.2: Medium Term Projections by Sub-Programme

<i>Billion Uganda Shillings</i>		Medium Term Projections				
Sub-Programme Service	Approved Budget 2020/21	2021/22-Proposed Budget	2022/23	2023/24	2024/25	2025/26
Vote: 016 Ministry of Works and Transport						
Transport Regulation	86.93	62.79	65.04	65.04	65.04	65.04
Land Use and Transport Planning	2.49	1.35	2.60	2.60	2.60	2.60
Transport Infrastructure and Services Development	1,252.17	475.66	2,088.96	2,621.01	2,397.90	3,205.35
Transport Asset Management	209.91	195.95	202.34	202.34	202.34	202.34
Institutional Coordination	19.66	18.53	20.06	20.06	20.06	20.06
Total for the Vote	1,571.16	754.30	2,379.00	2,911.05	2,687.94	3,495.39
Vote: 113 Uganda National Roads Authority						
Transport Infrastructure and Services Development	3,505.470	4,506.63	4,651.17	4,382.10	2,648.46	1,820.59
Total for the Vote	3,505.470	4,506.63	4,651.17	4,382.10	2,648.46	1,820.59
Vote: 118 Uganda Road Fund						
Transport Asset Management	512.18	509.92	509.92	509.92	509.92	509.92
Total for the Vote	512.18	509.92	509.92	509.92	509.92	509.92
Vote : 122 Kampala Capital City Authority						

Transport Asset Management	300.20	173.20	312.19	224.48	424.11	65.20
Total for the Vote	300.20	173.20	312.19	224.48	424.11	65.20
Vote: 500 501-850 Local Governments						
Transport Asset Management	24.77	24.77	24.77	24.77	24.77	24.77
Total for the Vote	24.77	24.77	24.77	24.77	24.77	24.77
Total for the PROGRAMME	5,874.81	5,968.80	7,877.04	8,052.31	6,295.18	5,915.86

P3: PROGRAMME INTERVENTIONS FOR 2021/22

Road Transport

In order to further remove bottlenecks like traffic congestion, swamp crossings, and provision of road user facilities (i.e. walk ways, street lights) on the National and District and community access road network and improve all weather accessibility to social services, the following interventions will be undertaken under road transport: 400Km equivalent of national roads constructed, 200Km equivalent of national roads rehabilitated, 37No. of Bridges under Construction and out of which 6 to be substantially completed, 1,897.988 hectares to be acquired for Right of Way for national roads.

500km district unsealed roads rehabilitated; 10 Km of District low cost sealed roads rehabilitated; 10 Km of Urban roads sealed; 800 km of community access roads Rehabilitated; 8 No. of bridges on DUCAR network constructed; 06 No. cable foot bridges Constructed; 35 km of low volume roads sealed; 25 km of medium volume roads sealed; steel bridges Constructed; 2 No. of bailey/compact panel bridges Procured; 70% maintenance of protocol fleet for coordination of National functions; Mandatory annual inspection of 1000 Government vehicles in all MDAs conducted;

Feasibility Study and Detailed Engineering design for the following road projects will be undertaken; Designs of Kapeeka roads (164Km): Kabimbiri-Zirobwe (21.5Km), Zirobwe-Wobulenzi (23Km), Kapeeka-Wobulenzi Road (37Km), Kakiri-Masulita-Danze-Mawale (24Km), Busunju-Mityana (29.2Km), Rehabilitation of Matuga-Semuto-Kapeeka Road (44Km); Kabwohe-Bongongi-Kitagata-Kabira-Rukungiri (66Km) and Mitooma-Rukungiri (33 Km), Kamuli-Kaliro-Pallisa (90Km), Gulu - Corner Kilak (100Km), Corner Kilak-Patongo-Abim-Kotido (110Km), Ntusi - Lyantonde - Rakai (150km), Arua-Ure (54Km) Noko-Obongi-Ajumani (78Km), Atiak Kitgum (108Km), Gulu Patiko-Palabek (60km), Rwimi – Dura – Kamwenge – Kihuura (Kyenjojo) (64km) Kanungu - Rugyeyo - Nyakishenyi - Kisizi (37Km), Lugazi – Buikwe – Kiyindi (28Km), Nkenda - Bugoye - Nyankalingijjo (10.3Km) Mubuku-Maliba-Nyakalingijjo (15.3Km), Myanzi - Bukuya – Kiboga (65Km), Fortportal - Kijura - Kyarusozzi-Katooke (83.8 km) and Capacity Improvement and Signalisation of Namungoona-Wakiso-Kakiri Road (30km)

Under maintenance of National Roads: Routine Manual Maintenance of 4,838km of paved roads and 14,904km of unpaved roads; Routine Mechanised Maintenance of 1,000km of paved roads and 5,010km of unpaved roads; Routine Maintenance (Framework) of 1,500km of paved road and 9,000km of unpaved roads; Periodic Maintenance of 35km of paved roads; 800km of gravelling & drainage improvement of unpaved roads and improving of bottlenecks (low-lying areas) on 10km of unpaved roads; Alternative/ Low Cost Technology on 40km of unpaved roads; 12 ferries operated and maintained; Axle load control enforced on 11 fixed and 6 mobile weighbridges; Street lighting maintained on 60km of selected roads; Marking of 590km of paved roads; Routine Maintenance of 672 bridges and 12 Drifts; Road signage installed on 2,000km of various roads; Improvement of road humps at 491 locations on national roads.

Under maintenance of KCCA Roads: Routine mechanized maintenance of 335km paved and 913km unpaved roads; Periodic Maintenance: 4.87km paved and 32km unpaved roads; Road marking, kerb painting & furniture; Road safety & traffic management works; Maintenance of street lighting and traffic junctions; Traffic studies; Purchase of new light equipment; and Equipment maintenance.

Under maintenance of District Roads (District, Town Councils and Sub Counties): Routine manual maintenance unpaved 21,834km; Routine mechanized maintenance unpaved 12,770km; Periodic maintenance 1,891km; Installation of 4,105no. culverts and 14no. bridges

Under maintenance of Municipal Roads: Routine manual maintenance 1,450km of roads; Routine mechanized maintenance of 1,202km of roads and 147km periodic maintenance; Installation of 492no. culverts and 10no. bridges

Under maintenance of Cities Roads: Routine manual maintenance 312km of roads; Routine mechanized maintenance of 254km of roads and 45km periodic maintenance.

9.757 Km of city roads constructed including Namasole rd, Ntinda 11 rd, ssezibwa rd, mackinon rd, Clinic road rd, kabakas's lake rd , Katonga rd , Kagera rd , bishops close rd , muganza Awongera rd , Nyanzi rd and Dwaliro road, Procurement of 500 Engraved Composite Perforated and Non-Perforated Manhole Covers for Carriageways and Walkways in Kampala City, Replacement of small circular culverts with Box culverts in selected flood black spots within the city at Soya Bunga, cape road, Katanga pedestrian path road, Lana road, Luzira 2, Kabuuma along Mayanja.

6.4km of district and MCs roads upgraded from gravel to bituminous standard in Wakiso, Makindye Ssabagabo and Kira; Wakiso DLG is also procuring a motor grader. 80km of district roads rehabilitated in Bushenyi, Wakiso, Kibaale, Ntungamo, Butaleja, Kibuku, Kagadi, Kakumiro, Namisindwa, Ntungamo Municipal Council and Bushenyi Ishaka Municipal Council; and 20km of roads sealed using LCS in Apac, Gulu, Kaberamaido, Katakwi, Kitgum, Kumi, Lira, Pader, Soroti, Amolatar, Amuria, Amuru, Oyam, Dokolo, Bukedea, Lamwo, Otuke, Alebtong, Serere, Kapelebyong, Kalaki, Ngora, Nwoya, Kole, Kwanja, Omoro and Agago.

Railway Transport

In order to provide for the needs of all railway stakeholders like passengers (i.e. women, children, elderly & PWDs) and freight cargo handlers, 28km of Kampala-Malaba MGR line Rehabilitated /Constructed; 100km of Rehabilitation of Tororo - Gulu MGR Line; 4 No. Railway platforms upgraded; 1 No. Passenger train stations constructed; 2 No. Existing train coaches rehabilitated; 50No. Railway wagons/coaches procured; 2 No. Locomotives rehabilitated; 19 No. Railway coaches Procured and used; One Stop Border Posts Constructed; 1856.18 hectares SGR Right of way acquired;

Air transport

Civil Aviation Tribunal established; 20% of Entebbe Int. Airport Rehabilitated and expanded; Pilot public transport service on water ways between Kampala- Entebbe – Jinja introduced; 23% of physical works for the Development of Kabaale International Airport completed

Water Transport

In order to improve safety of the water transport users and to improve connectivity of the hard to reach areas on the islands, the programme intends to undertake the following: rehabilitation of Laropi, Obongi & Kyoga ferries, Procurement of Hydromaster propulsion equipment, Construction of the Bukungu - Kagwara - Kaberamaido (BKK) ferries and landing sites, Construction of Wanseko Ferry landing sites, Construction of Sigulu Ferry landing sites, Construction of Wanseko Ferry landing site, Construction of landing sites for Kyoga Ferry, Albert Nile, Kiyindi, Obongi and Bisina (Offices, Passenger Shades, Toilets, Housing & Landings)

75% of physical works for the Construction of Bukasa Port completed; 9 No. Search and Rescue (SAR) centers Constructed and equipped; pre-feasibility and feasibility studies for Hydrographic survey and produce navigation charts conducted; 5 No. Aids to Navigation (AToNs) Installed and maintained; 7 No. Search and Rescue (SAR) boats acquired; 2 No. Existing Ports. (Port bell and Jinja) rehabilitated; 265Km of railway network Rehabilitated and maintained; 5200 No. of ferry trips made; 95% availability of MV Kalangala; 1 No. Digital ticketing and payment system installed on MV Kalangala

Transport Safety

In order to improve safety of all road and water transport users i.e. reduction in the road/water transport accidents & road fatalities, the following interventions will be made. 250,00 No. Commercial vehicle licenses issued; 5,000 No. Inland Water Transport licenses issued; 75No. Licensing of driving schools; 305000No. Driving permits issued; 15% of management and administration of motor vehicle registration streamlined; 40% of the regulatory systems integrated and maintained; 90% E-payment portal developed; 4 No. Detailed Road Crash accidents investigations Investigated; 40% Compliance to the High way Code enforced; 8 No. Road Safety Audits undertaken and 40% of Establishment of an Aircraft Accident and Incident Investigation Unit in the Ministry.

50 No. Seafarers tested and certified; 6 No. Road safety campaigns carried out; 100 Km of road inspected/assessed; 50 No. Inland Water Transport vessels Inspected; 60% of civil works undertaken on the One Stop Centre Building for Driver Licensing, Motor Vehicle registration; 5% of civil works for Regional Driver testing centers and an automated driver training and testing system undertaken; 30% of Regional Driver testing training and testing system developed; 40% of Road Crash Data system developed; 35% of the inland water transport vessels' and seafarers' register/licensing system developed; 10 No. Annual classification surveys on water bodies conducted; framework for the transport ticketing system developed

Cross Cutting issues

3200 PAPs for the Tororo-Gulu MGR line compensated; 70no. MELTC staff, model road workers and communities Sensitized on Stigma and discrimination/Aspects of positive living; Environmental and social Impact screening (ESIS) and EIA carried out, tree planting on the Highways to ensure general environmental conservation, protect the road reserves, beautify the roads and provide a great drive experience undertaken,

HIV/AIDS sensitization and counselling programs targeting the youth, females and males will continue to be incorporated in the project implementation activities with funding provided for in the contract sum, and Gender continues to be mainstreamed in all the 3 major phases of road development namely feasibility and detailed design, construction and road maintenance.

Programme Challenges in addressing gender and equity issues for FY 2021/22

- i. Lack of recognition of different travel patterns between sexes, age groups
- ii. Women, PWDs and illiterate persons experience challenges in accessing and effectively using information either due to language, reading, visual and hearing barriers.
- iii. Inadequate knowledge or understanding of the gender and equity dimensions of transport planning.
- iv. Inequitable access to and utilization of transport services by women, PWDs, and the elderly.
- v. The focus of transport planning is on roads rather than on the network of footpaths and footbridges that many rural women and men rely on.
- vi. Limited employment opportunities for women and PWDs in DUCAR improvement
- vii. High risk of sexual violence towards women, girls and boys as well as HIV infection in the communities where major constructions are taking place