
Foreword

The Integrated Transport Infrastructure and Services Programme Budget Framework Paper has been based on the programme priority interventions in NDP III, BCC and the ruling Government Manifesto. During the preparation of the BFP, careful attention was made to ensure that all planned activities for FY 2022-23 and the medium term are fully in line with above planning frameworks and the approved budget strategy. The BFP also takes account of the programme activities that are being implemented via other programmes such as the works component of the vote 016 that is being delivered through the Sustainable Urbanization and Housing Programme. The process of preparation of the BFP was consultative as required by the PFMA, 2015.

Despite the shift from sector wide approach to planning and budgeting to the programme approach, resources for FY 2022-23 were allocated according to votes, therefore this BFP presents only information relating to Vote 016, Vote 113, Vote 118, Vote 609 and Vote 122. The breakdown of indicative allocations for FY 2022/23 and the medium term per vote is as given below.

Vote 016, MoWT is UGX 718.532 bn
Vote 113, UNRA is UGX 3,387.342 bn
Vote 118, URF is UGX 506.232 bn
Vote 609, LGs is 45.221 bn
Vote 122, KCCA is 198.611 bn

Overall total 4,855.937 bn

I wish to take this opportunity to thank the Government of Uganda, Development Partners and all stakeholders for the continued support to the ITIS Programme.

Bageya Waiswa
Permanent Secretary

Abbreviations and Acronyms

ACRONYM	ACRONYM NAME
AASHTO	American Association of State Highway and Transportation Officials
AFCAC	African Civil Aviation Commission
ASTM	American Society for Testing and Materials
B2P	Bridges to Prosperity
BRT	Bus Rapid Transit
BS -EN	British Standard European Norm
CARs	Community Access Roads
CMT	Contract Management Team
CPDs	Continuing Professional Developments
DBST	Double Bituminous Surface Treatment
DLP	Defects Liability Period
DUCAR	District, Urban and Community Access Roads
EACAA	East African Civil Aviation Academy
EASA	European Union Aviation Safety Agency
EIA	Environmental Impact Assessment
ESIS	Environmental and Social Impact Screening
FTI	Fisheries Training Institute
GROW	Green Right of Way
ICAO	International Civil Aviation Organization
IWT	Inland Water Transport
KIS	Kalangala Infrastructure Services
LCS	Low Cost Sealing
MCs	Municipal Councils
MES	Mechanical Engineering Services
NBRB	National Building Review Board
NITMP	National Integrated Transport Master Plan
NMT	Non-Motorized Transport
OSBP	One Stop Border Post
PAPs	Project Affected Persons
PSV	Passenger Service Vehicle
PTC	Primary Teachers College
RAP	Resettlement Action Plan
RCDS	Road Crash Database System
ROW	Right of Way
SAR	Search and Rescue
SEA	Strategic Environment Assessment

ACRONYM	ACRONYM NAME
TC	Town Council
UCDP	Uganda Computerized Driving Permits
UIPE	Uganda Institute of Professional Engineers
URC	Uganda Railways Corporation
URF	Uganda Road Fund
VOIP	Voice over IP

P1: PROGRAMME OVERVIEW**Snapshot of Medium Term Budget Allocations****Table P1.1 Overview of Programme Expenditure and Medium Term Allocations (Ush Billion)**

<i>Billion Uganda Shillings</i>		2022/23	MTEF Budget Projections			
		Proposed Budget	2023/24	2024/25	2025/26	2026/27
Recurrent	Wage	84.729	84.729	84.729	84.729	84.729
	NonWage	643.467	643.467	643.467	643.467	643.467
Dev't.	GoU	2,255.201	2,255.201	2,255.201	2,255.201	2,255.201
	ExtFin	1,872.539	3,929.666	5,493.560	7,051.143	0.000
GoU Total		2,983.397	2,983.397	2,983.397	2,983.397	2,983.397
Total GoU+Ext Fin (MTEF)		4,855.937	6,913.063	8,476.958	10,034.541	2,983.397
A.I.A		0.000	0.000	0.000	0.000	0.000
Grand Total		4,855.937	6,913.063	8,476.958	10,034.541	2,983.397

Programme Strategy and linkage to the National Development Plan

The strategy adopted by the programme for delivering results for FY 2022/23 and the medium term is derived from the budget strategy for the country which seeks to minimize the impacts of COVID-19 on the economy and to speed up economic recovery through making impactful investments. Accordingly, in the short to medium term the programme will focus on completing ongoing works under Air transport i.e. completion of Kabaale Airport and Rehabilitation of Entebbe International Airport (phase I), progressing works for rehabilitations currently ongoing in railways subsector (MGR) and securing and protecting the right of way for SGR. Under roads, we shall fast-track the completion of critical roads for oil, tourism and regional connectivity while maintenance and rehabilitation works shall also continue for DUCAR, KCCA, municipal and national roads.

P2: Highlights Of Programme Projected Performance**Table P2.1 Programme Outcomes Indicators**

Programme Outcome	Increased access to regional and international markets					
Programme Objectives contributed to by the Intermediate Outcome						
Increase transport interconnectivity to promote inter and intra-regional trade and reduce poverty						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Ratio of Exports to GDP (%)	2018	12.7%	17.08%	18.54%	20.00%	22%
Value of exports to the region (Thousand USD) - Congo	2018	474,126	495,000	500,000	510,000	520,000
Value of exports to the region (Thousand USD) - Kenya	2018	730,103	825,100	835,100	840,000	845,100
Value of exports to the region (Thousand USD) - Rwanda	2018	261,102	280,000	285,000	290,000	300,000
Value of exports to the region (Thousand USD) - South Sudan	2018	55,402	380,000	385,000	390,000	395,000
Value of exports to the region (Thousand USD) - Tanzania	2018	93,204	171,000	180,000	200,000	220,000

Programme Outcome	Improved accessibility to goods and services					
Programme Objectives contributed to by the Intermediate Outcome						
Optimize transport infrastructure and services investment across all modes						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Construction of domestic (Ro’Pax) passenger ferries	2018	10	13	14	15	16
Freight Cargo -Central Corridor for Import	2018	4,141.5	5384	5,798.10	6,212.25	6,400
Freight Cargo -Central Corridor for Export	2018	9,168.0	11918	12,835.20	13,752.00	14,600
Freight Cargo Northern Corridor - Export	2018	10,243.61	13,316.69	14,341.05	15,365.42	16,300
Freight Cargo Northern Corridor for Import	2018	25,360.47	32,968.61	35,504.66	38,040.71	41,000
Freight transportation costs (per ton per km) - From coast (MW) to Kampala (PB) on water -US	2018	0.06	0.048	0.044	0.04	0.034
Freight transportation costs (per ton per km) - From coast to Kampala (on Rail) (in USD)	2018	0.05	0.038	0.034	0.03	0.026
Freight transportation costs (per ton per km) - From coast to Kampala (on Road) - USD	2018	0.77	0.668	0.634	0.60	0.54
Freight transportation costs (per ton per km) - Inland (on Rail): USD	2018	0.04	0.034	0.032	0.03	0.027
Freight transportation costs (per ton per km) - Inland (on Road): Murrum (UGX)	2018	1,130	1,114	1,109	1,000	920
Freight transportation costs (per ton per km) - Inland (on Road): tarmac	2018	802	620.8	560.4	500	450
Freight transportation costs (per ton per km) - Inland (on water): UGX	2018	500	380	340	300	270
Number of Roll-on Roll-off vessels (international)	2018	2	1	1	1	1
Paved National Roads (km)	2018	4,971	6609	7,055	7,500	7,600
Paved urban roads (km)	2018	1,253	1548	1,648	1,748	1,848
Permanent way /railway road (Km)	2018	262	382	422	462	482
Reduce average travel time (min/km) for district Roads	2018	4.0	2.0	1.5	1.2	1.0
Reduce average travel time (min/km) for freight rail services (Days) - Mombasa -Kampala	2018	19	13	13	10	8
Reduce average travel time (min/km) for Freight rail services (Days) - Southern route	2018	20	17	15	15	13
Reduce average travel time (min/km) for Inland water transport (MW to PB in Hrs)	2018	18	14.4	13.2	12	10.8
Reduce average travel time (min/km) for national roads	2018	1.13	1.0	1.0	1.0	1.0
Reduce average travel time (min/km) for passenger rail services	2018	0.75	0.60	0.55	0.5	0.45
Reduce average travel time (min/km) within GKMA	2018	4.14	3.74	3.62	3.5	3.4
Reduce average travel time (min/km) within other Cities	2018	N/A	2.2	2.1	2.0	1.9

Programme Outcome	Reduced cost of transport infrastructure and services					
Programme Objectives contributed to by the Intermediate Outcome						
Prioritize transport asset management						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Development of Aids to Navigation	2018	0	3	4	5	6
Development of search and rescue facilities (USD)	2018	200,000	188,000	184,000	180,000	176,000
Unit cost of building transport infrastructure - Average cost for construction of unpaved/ gravel road (in million)	2018	40	34	32	30	28
Unit cost of building transport infrastructure - Rehabilitation of metre gauge rail infrastructure (Bn/ Km)	2018	5	4.7	4.6	4.5	4.4
Unit cost of building transport infrastructure - Rehabilitation/ reconstruction of paved roads (Mn/per Km)	2018	1.8	1.77	1.76	1.75	1.74
Unit cost of building transport infrastructure, per Km - Upgrading roads to paved standard (Mn/per Km)	2018	3.1	2.74	2.62	2.5	2.38
Programme Outcome	Improved National transport planning					
Programme Objectives contributed to by the Intermediate Outcome						
Promote integrated land use and transport planning						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
% Actual progress vs. planned implementation of the Programme	2018	N/A	60%	80	100	100
Programme Outcome	Longer service life of transport investment					
Programme Objectives contributed to by the Intermediate Outcome						
Reduce the cost of transport infrastructure and services						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Average infrastructure life span (First class murram (years))	2018	2	2%	2	2	2
Average infrastructure life span (Tarmac roads – (years))	2018	18	20%	20	20	20
Programme Outcome	Improved safety of transport services					
Programme Objectives contributed to by the Intermediate Outcome						
Strengthen and harmonize policy, legal, regulatory and institutional framework for infrastructure and services						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Total Fatalities on road transport	2018	3500	2900	2,700	2,000	1,400
Fatality per 100,000 vehicles (road transport)	2018	26	23	22	21	20
Fatality per 100,000 vehicles (road transport)	2018	26	23	22	21	20
Serious Injuries on road transport	2018	10,420	4120	2,020	1,810	1,600
Total fatalities (Water transport)	2018	160	94	72	50	40
Total Fatalities on Railway Transport	2018	1	0	0	0	0

Programme Outcome	Improved coordination and implementation of infrastructure and services					
Programme Objectives contributed to by the Intermediate Outcome						
Strengthen and harmonize policy, legal, regulatory and institutional framework for infrastructure and services						
Programme Outcome Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
% of LGs in compliance to road standards	2018	70%	100%	100	100%	100%

Table P2.2: Intermediate Outcomes Indicators

Sub-Programme Name:	Transport Regulation					
Intermediate Outcome Indicators:	Improved compliance in the construction industry					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
% of LGs in compliance to road standards	2018	70%	100%	100%	100%	100%
Intermediate Outcome Indicators:	Improved safety of transport services					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Serious Injuries on road transport	2018	10420	4120	2020	1810	1600
Total Fatalities on Railway Transport	2018	1	0	0	0	0
Total Fatalities on road transport	2018	3500	2900	2700	2000	1400
Total fatalities Water transport	2018	160	94	72	50	40
Fatality per 100,000 vehicles (road transport)	2018	26	23	22	21	20
Sub-Programme Name:	Land Use and Transport Planning					
Intermediate Outcome Indicators:	Improved transport planning					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
% alignment of the National Transport Masterplan to the National Physical Development Plan	2018	1	4%	5%	7%	8%
% SEA Sector Level Framework recommendations applied in all transport plans and strategies	2018	5%	30%	40%	50%	60%
Level of implementation of the NITMP	2018	N/A	10%	15%	20%	25%
Sub-Programme Name:	Transport Infrastructure and Services Development					
Intermediate Outcome Indicators:	Increased stock of transport infrastructure					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Km of National Roads Network maintained Periodic Paved	2018	4.5	200	200	200	200
No. of domestic	2018	10	13	14	15	16
No. of kms of National Roads Network maintained Periodic un Paved	2018	15	300	300	300	300
Paved National Roads (km)	2018	4971	6609	7055	7500	7600
Paved urban roads (km)	2018	1253	1548	1648	1748	1848
Permanent way /railway road (Km)	2018	262	382	422	462	482

Sub-Programme Name:	Transport Infrastructure and Services Development					
Intermediate Outcome Indicators:	Increased stock of transport infrastructure					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Construction of Roll-on Roll-off vessels (international)	2018	2	1	1	1	1
Intermediate Outcome Indicators:	Reduced average travel time					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Average travel time on district Roads (min/km)	2018	4.0	22.0	1.5	1.2	1.0
Average travel time on national roads (min/km)	2018	1.13	1.0	1.0	1.0	1.0
Average travel time within GKMA (min/km)	2018	4.14	3.74	3.62	3.5	3.4
Average travel time within other Cities (min/km)	2018	N/A	2.2	2.1	2.0	1.9
Intermediate Outcome Indicators:	Reduced freight transportation costs					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Average travel time freight rail services Mombasa -K'la (days)	2018	19	13	13	10	8
Average travel time freight rail services Southern route (days)	2018	20	17	15	15	13
Average travel time on inland water transport (MW to PB in Hrs.)	2018	18	14.4	13.2	12	10.8
Average travel time on passenger rail services	2018	0.75	0.60	0.55	0.50	0.45
Intermediate Outcome Indicators:	Reduced unit cost of building transport infrastructure					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
Upgrading roads to paved standard (Bn/per Km)	2018	3.1	74	2.62	2.5	2.38
Establishment of search and rescue facilities (USD)	2018	200000	188000	184000	180000	176000
Average cost for construction of unpaved/ gravel road (in mn)	2018	40	34	32	30	28
Establishment of Aids to Navigation	2018	0	3	4	5	6
Sub-Programme Name:	Transport Asset Management					
Intermediate Outcome Indicators:	Increased average infrastructure life span					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
First class murram (years)	2018	2%	2%	2%	2%	2%
Tarmac roads – (years)	2018	18%	20%	20%	20%	20%
Intermediate Outcome Indicators:	Increased district equipment in good working condition					
Indicators	Performance Targets					
	Base Year	Base Line	2022/23	2023/24	2024/25	2025/26
%ge of district equipment in good working condition	2018	90%	70%	80%	75%	75%

P3: Medium Term Budget Allocations by Sub-Programme and Vote**Table P3.1: Proposed Budget Allocations and Medium Term Projections by Sub-Programme**

<i>Billion Uganda Shillings</i>	2022/23	Medium Term Projections			
	Proposed Budget	2023/24	2024/25	2025/26	2026/27
01 Transport Regulation	11.035	16.531	29.348	29.348	29.348
02 Land Use and Transport Planning	608.694	827.276	1,266.176	2,458.532	1,008.150
03 Transport Infrastructure and Services Development	3,082.125	4,632.036	5,841.079	6,680.412	1,159.651
04 Transport Asset Management	1,154.083	1,437.219	1,340.355	866.249	786.249
Total for the Programme	4,855.937	6,913.063	8,476.958	10,034.541	2,983.397

Table P3.2: Proposed Budget Allocations and Medium Term Projections by Vote

<i>Billion Uganda Shillings</i>	2022/23	Medium Term Projections			
	Proposed Budget	2023/24	2024/25	2025/26	2026/27
016 Ministry of Works and Transport	718.532	1,770.223	2,689.595	4,406.645	532.635
113 Uganda National Roads Authority (UNRA)	3,387.342	4,387.234	4,748.070	4,581.546	1,830.613
118 Uganda Road Fund (RF)	506.232	506.232	506.232	506.232	506.232
122 Kampala Capital City Authority (KCCA)	198.611	215.657	499.344	506.401	80.200
609 Local Governments 09	45.221	33.717	33.717	33.717	33.717
Total for the Programme	4,855.937	6,913.063	8,476.958	10,034.541	2,983.397

P4: PROGRAMME PRIORITIES IN LINE WITH INTERVENTIONS FOR FY2022/23

Programme Priorities FY2022/23	NDP III Programme Intervention aligned to
48.011 hectares of land for SGR acquired in 07No. districts (Tororo - Mayuge), 80No. PAPs (5No. hectares) at Bukasa Port compensated, 3,550No. PAPs (6.36No. hectares) along Kampala - Malaba railway line compensated and 2000 PAPs (180km of ROW) along Tororo-Gulu Meter Gauge railway line compensated. Acquire 2,832 Hectares of land on 43 Road Projects	Acquire infrastructure/ utility corridors

Programme Priorities FY2022/23	NDP III Programme Intervention aligned to
<p>Commence the upgrading/construction of 1023.5 km road projects including Kabale-Lake Bunyonyi Road(15.1km) and Kisoro-Mgahinga Road(18.1km), Kisoro-Nkuringo-Rubuguri-Muko/Nteko(72 km), Kitgum-Kidepo(115 km), Critical Oil Roads Package 4-Lusalira-Nkonge-Lumegere-Sembabule Road(97Km), Critical Oil Roads Package 6A-Kabwoya-Buhuka Road(43 km), Critical Oil Roads Package 6B-Karugutu-Ntoroko Road(56.5Km), Link to Rwebisengo(8.2Km) and 3.3Km of Town Roads in Ntoroko, Koboko-Yumbe-Moyo(105 km)</p> <p>Substantially complete the upgrading of 244.5 km road projects, continue with the tree planting program dubbed Green Right of Way (GROW) along national roads, ensure that Environmental and Social Safeguards Management in the preparation and implementation of projects meets the national and DFI standards</p> <p>Commence civil works for rehabilitation of Kampala-Malaba MGR, completion of update of feasibility studies for rehabilitation of Gulu-Packwach MGR line, start of studies for Kampala-Kasese MGR and improve on progress of dredging and swamp surcharging works for Development of new Kampala Port in Bukasa and completion of feasibility studies for development and upgrade of regional Airports (Kidepo, Arua, Gulu, Kasese, Pakuba) while studies for infrastructure development at EACAA-Soroti shall also commence.</p>	<p>Construct, upgrade and climate proof strategic transport infrastructure (tourism, oil, minerals and agriculture)</p>
<p>Specialized Training of selected staff in transport planning. Acquisition of transport planning tools. Carry out specific National Road Transport Surveys. Prepare Programme Statistics plan. Develop National Integrated Transport Masterplan</p>	<p>Develop and strengthen transport planning capacity</p>
<p>Monitoring performance of the local content and preference schemes, Training of local contractors, and Construction and upgrade of Laboratory facilities.</p>	<p>Develop local construction hire pools</p>
<p>Maintain accreditation with regional and international bodies (i.e ICAO, ATO & IATA, IMO), Test and certify seafarers, Continue with Road safety campaigns and IWT safety campaigns</p>	<p>Enforce relevant transport infrastructure and services policy, legal, regulatory and institutional frameworks</p>

Programme Priorities FY2022/23	NDP III Programme Intervention aligned to
<p>Substantial completion of two Buyende-Kagwara-Kaberaido (BKK) ferries, commence the development/ construction of five (5) new Ferries that include Ferry for Koome Islands, Ferry for Kalangala Islands, Ferry for Bussi Islands, and Two (2) ferries for Lake Bunyonyi in Kabale, Rehabilitation of three (3) ferries that include Kyoga 1 Ferry, Laropi Ferry, and Obongi Ferry</p> <p>Continue to operate the eleven (11) ferries namely Nakiwogo, Kiyindi, Bisina, Masindi, Kyoga-I, Kyoga-II, Albert Nile-1, Laropi, Obongi, Amuru, and Sigulu. UNRA will ensure that the level of compliance to published ferries schedules is at least 90%.</p> <p>Commence civil works for the construction of the new Kamengo and Kamdini Weigh Stations, including HSWIM lanes.</p> <p>UNRA Ferry services provide improved access to critical social services such as markets, hospitals and schools by the communities especially the elderly, pregnant women, children and PWDs. They also serve to link Remote Island areas such as Sigulu and Lolwe to the main land, towns and cities and provide a major link between rural/ Island communities and social services providers on the main land. They therefore serve to promote equity in access to services to Island communities.</p> <p>By constructing Ferries and their Landing sites, Government of Uganda, through UNRA seeks to promote equity in development and access to critical social services such as markets, schools and hospitals by the people living on Islands and the refugees in West Nile sub region</p> <p>Construction of the One Stop Centre Building for Driver Licensing and Motor Vehicle registration, Acquire SAR boats, Construct and equip Search and Rescue (SAR) centers across regional lakes, Install and maintain Aids to Navigation (AToNs)</p>	<p>Increase capacity of existing transport infrastructure and services</p>
<p>Commence the rehabilitation of 312 km of road projects including Olwiyo-Pakwach(62.5 km), Busunju-Kiboga-Hoima(141 km), Mbarara-Bwizibwera-Ibanda(65 Km), Karuma-Olwiyo (43.5 km)</p> <p>The rehabilitation road projects will include construction of cycling lanes and road accesses to the main road for communities (especially cyclists, children, pregnant women, the elderly and PWDs), rumble strips and humps to control over speed (especially in urban areas, towns, around schools, markets and hospitals), zebra crossings around schools, hospitals, markets and in town centres, road signs to guide and warn road users, and streetlights for some urban centres. These road features will lead to increased convenience and reduced security and safety risks for the communities especially the elderly, PWD, women and girls. The rehabilitation projects will also provide employment to the local communities including women and the youth and improve access to critical social services such as markets, hospitals and schools by the communities</p> <p>Rehabilitation under DUCAR, maintenance of MGR railway track, Sealing of urban roads, Construction of bridges on national road network and Rehabilitation for KCCA roads</p>	<p>Rehabilitate and maintain transport infrastructure</p>
<p>Develop and update policies, Preparation of program plans, Develop and update programme regulations and laws, Develop and update Standards and guidelines</p>	<p>Review, update and develop transport infrastructure and services policies, regulations and standards and laws</p>

Programme Priorities FY2022/23	NDP III Programme Intervention aligned to
Finalization of SEA for the National Integrated Transport Masterplan	Strengthen existing mechanisms to deal with negative social and environmental effects
Setting up and operationalization of local materials depots, completion of construction and upgrade of Laboratory facilities.	Strengthen local construction capacity (industries, construction companies, access to finance, human resource etc.)
Rehabilitation or procurement of railway RoRo marine vessel ferries, Rehabilitation of ports, landing sites and jetties and improvement of ferry services (Kalangala Infrastructure Services, Development of Kalangala Ferries and equipment, development of Koome Ferry and equipment, development of Bussi Ferry and equipment, Rehabilitation of Kyoga 1 Ferry, Rehabilitation of Laropi Ferry and Rehabilitation of Obongi Ferry etc)	Upgrade transport infrastructure around L. Kyoga, Albert, Victoria and River Nile to facilitate connections

P5: GENDER AND EQUITY ISSUES AND INTERVENTIONS FOR FY2022/23

During implementation of programme activities, issues of gender and equity shall be fully addressed. Specifically, the issues of weak health and safety of employees at workplaces. The programme shall address these issues through establishing an OHS coordination committee and creating capacity in OHS through training whereas the issue of non-compliance of stakeholders to the HIV& AIDS guidelines by stakeholders will be resolved by developing an HIV & AIDS work place policy for the entire programme among others. With regard to environment, effort shall be made to ensure that the Strategic Environment Assessment (SEA) for the National Integrated Transport Masterplan is completed and its recommendations implemented through programme plans and projects. Performance of reservations schemes for local contractors in transport projects shall be followed up to ensure equity between local and foreign contractor. Continuous follow up of implementation of SEA shall be done and Environment and Social Impact Assessments shall always be undertaken for the projects. Lastly, the revised gender policy statement guidelines shall be shared with programme stakeholders for implementation.