
Sector: Works and Transport

Foreword

The Works and Transport Sector Budget Framework Paper has been guided by the BCC, PFMA, 2015, the budget strategy for FY 2020/21, recommendations from the National Budget Conference, priority interventions in the NDP II & III, Sector Plans and the NRM Manifesto 2016-2021.

The total budget for the Sector for FY 2020/21 excluding arrears is UGX 5,952.452bn, of which UGX 708.677bn (11.9%) is for recurrent expenditure and UGX 5,243.775bn (88.1%) is for development expenditure. Government of Uganda will contribute UGX 2,629.344bn (50.1%) while Development Partners will contribute UGX 2,614.431bn (49.9%).

The breakdown of the Sector budget for the FY 2020/21;

Vote 016 - MoWT is UGX 1,105.303bn (18.57%),
Vote 113 - UNRA is UGX 4,216.779bn (70.84%)
Vote 118 - URF is UGX 542.267bn (9.11%).
Vote 500 - LGs is UGX 22.903bn (0.38%)
Vote 122 - KCCA is UGX 65.200bn (1.10%)

The highlights of the Sector plans for FY 2020/21 include the following among others;

Procurement of 2No. Airbus aircraft for Uganda National Airlines Company; upgrading of Entebbe International Airport; development of Kabaale International Airport; development of Malaba-Kampala SGR, rehabilitation of Tororo-Gulu railway line and development of Bukasa Port.

Upgrading of 400km equivalent of national roads from gravel to tarmac, construction of 51 bridges and rehabilitation of 200 km equivalent of national roads, Implementation of KIIDP2 priority roads(25km) and signalization (13 junctions) will be undertaken. Rehabilitation of 600km of DUCAR, construction of selected bridges, maintenance of 106,041km of road network and maintenance of road equipment will be undertaken.

Finally, the Sector is committed to improving transport safety and plans to strengthen vehicle and driver registration, installation of Search and Rescue facilities on various water bodies.

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

Sector: Works and Transport

| Abbreviations and Acronyms | |
|-----------------------------------|--|
| CAA | Civil Aviation Authority |
| DUCAR | District, Urban and Community Access Roads |
| EACAA | East African Civil Aviation Academy |
| EATTFP | East African Trade and Transport Facilitation Project |
| GoU | Government of Uganda |
| LGs | Local Governments |
| MoWT | Ministry of Works and Transport |
| NCI | National Construction Industry |
| NDP | National Development Plan |
| NTMP | National Transport Master Plan |
| RUCs | Road User Charges |
| SGR | Standard Gauge Railway |
| UCICO | Uganda Construction Industry Commission |
| URC | Uganda Railways Corporation |
| UNRA | Uganda National Roads Authority |
| URF | Uganda Road Fund |
| RTI | Rural Transport Infrastructure |
| RAMPs | Roads Asset Management Programme |
| PPP | Public Private Partnership |
| OYRMP | One Year Road Maintenance Plan |
| PSV | Public Service Vehicle |
| OSBP | One Stop Border Post |
| BRT | Bus Rapid Transit |
| LCS | Low Cost Sealing |
| BASA | Bilateral Air Service Agreement |
| BFP | Budget Framework Paper |
| EIA | Environmental Impact Assessment |
| ICD | Inland Container Depot |
| MPS | Ministerial Policy Statement |
| MELTC | Mount Elgon Labor Based Training Centre |
| MDAs | Ministries Departments and Agencies |
| NRSC | National Road Safety Council |
| UCDP | Uganda Computerized Driving Permits |
| TSDMS | Transport Sector Development Management System |
| TRSA | Traffic and Road Safety Act |
| SWG | Sector Working Group |
| PRDP | Peace Recovery and Development Plan |
| RAP | Resettlement Action Plan |
| PMAESA | Port Management Association of Eastern and Southern Africa |

Sector: Works and Transport

| | |
|---------|---|
| USC | Uganda Shippers Council |
| IMO | International Maritime Organisation |
| LRT | Light Rail Transit |
| ICD | Inland Container Depot |
| AMTC | African Maritime Transport Charter |
| CML | Central Material Laboratory |
| JTSR | Joint Transport Sector Review |
| PAPs | Project Affected Persons |
| IATA | International Air Transport Association |
| ICAO | International Civil Aviation Organization |
| MRCC | Maritime Rescue Communication Center |
| MCN | Maritime Communication Network |
| ROW | Right of Way |
| ESIA | Environmental and Social Impact Assessment |
| LBT | Labor Base Technology |
| ERB | Engineers Registration Board |
| UIPE | Uganda Institution of Professional Engineers |
| UNABCEC | Uganda National Association of Building and Civil Engineering Contractors |
| DINU | Development Initiative for Northern Uganda |
| SDP | Sector Development Plan |

Sector: Works and Transport

S1: Sector Overview

This section provides an overview of Sector Expenditures and sets out the Sector's contribution to the NDP, its policy objectives, and key performance issues.

(i) Snapshot of Sector Performance and Plans*

Table S1.1 Overview of Sector Expenditure (Ushs Billion)

| | 2018/19 Outturn | 2019/20 | | 2020/21 Proposed Budget | MTEF Budget Projections | | | | |
|-------------------------------------|--------------------|--------------------|---------------------|-------------------------------|-------------------------|------------------|------------------|------------------|------------------|
| | | Approved Budget | Spent by End Sep | | 2021/22 | 2022/23 | 2023/24 | 2024/25 | |
| Recurrent | | | | | | | | | |
| Wage | 83.505 | 85.938 | 20.464 | 85.938 | 85.938 | 85.938 | 85.938 | 85.938 | 85.938 |
| Non Wage | 623.947 | 537.344 | 122.252 | 622.738 | 747.286 | 896.743 | 1,076.092 | 1,291.310 | 1,291.310 |
| Devt. | | | | | | | | | |
| GoU | 2,367.161 | 2,736.244 | 1,095.224 | 2,629.344 | 2,629.344 | 2,629.344 | 2,629.344 | 2,629.344 | 2,629.344 |
| Ext. Fin. | 923.035 | 3,045.039 | 162.574 | 2,614.432 | 2,706.883 | 2,544.297 | 2,302.054 | 4,780.446 | 4,780.446 |
| GoU Total | 3,074.613 | 3,359.527 | 1,237.941 | 3,338.021 | 3,462.568 | 3,612.025 | 3,791.374 | 4,006.592 | 4,006.592 |
| Total GoU+Ext Fin (MTEF) | 3,997.648 | 6,404.566 | 1,400.515 | 5,952.452 | 6,169.452 | 6,156.322 | 6,093.428 | 8,787.038 | 8,787.038 |
| A.I.A Total | 0.050 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Grand Total | 3,997.698 | 6,404.566 | 1,400.515 | 5,952.452 | 6,169.452 | 6,156.322 | 6,093.428 | 8,787.038 | 8,787.038 |

(ii) Sector Contributions to the National Development Plan

The Sector will focus on consolidating the existing stock as well as attaining an increased stock and quality of road, air, rail and inland water transport infrastructure and services in the country through;

- i. Expansion and upgrading of Entebbe International Airport, development of Kabaale International Airport, capitalization of the National Airlines and development of regional aerodromes to accommodate future air traffic, promote tourism and reduce the cost of air transport in Uganda;
- ii. Development and maintenance of strategic roads in oil and gas, tourism, mining, industrial and agriculture producing areas;
- iii. Rehabilitation and maintenance of DUCAR to improve rural accessibility and connectivity by the communities through-out the year;
- iv. Improvement of transport infrastructure and connectivity within GKMA to reduce traffic congestion and ease movement of transit traffic through GMKA;
- v. Development of Standard Gauge Railway network and rehabilitation of the existing meter-gauge railway network to provide alternative transport services.
- vi. Development of Bukasa port, improvement of maritime transport infrastructure at Port Bell, Jinja Pier and selected landing sites so as to boost business of the Central Corridor;
- vii. Provision of Ferry services for effective and safe continuation of national road network and provision of transport services to islands and other hard to reach areas;
- viii. Development of the national construction industry in order to reduce unit costs of construction and also improve the quality and standards in the industry;
- ix. Improvement of transport safety for all modes of transport;
- x. Improvement of the capacity of the Sector to address issues of environment, climate change, gender and equity.

The intervention will improve accessibility to markets and social services, reduce transport costs, increase production and market competitiveness, improve trade, tourism and industrial growth, and job creation.

Sector: Works and Transport

(iii) Medium Term Sector Policy Objectives

- Optimize transport infrastructure and services investment across all modes.
- Prioritize transport asset Management.
- Promote integrated land use and transport planning.
- Reduce the cost of transport infrastructure and services.
- Strengthen and harmonize policy, legal, regulatory and institutional framework for infrastructure and services.

(iv) Sector Investment Plans

Vote 016

Land acquisition for Bukasa Port; development of Kabaale airport (Phase I: 72% cumulative works completed); Procurement of air crafts (2No); 30% of 4No. Search and Rescue centers will be constructed; Construction of the One Stop Center for Vehicle and driver testing and licensing (30% civil works completed); Rehabilitation of Tororo-Gulu railway line commenced (20% civil works completed); Construction works for Katuna OSBP (Phase 2: 50%).

Rehabilitation of 600km of DUCAR under interconnectivity programme and rehabilitation of 300km of DUCAR under Force Account in selected districts; Construction of 30km of LCS and 20.2km of Probase;

Construction of bridges on DUCAR network i.e. Aleles bridge (Pallisa); Bulandi-Gyra (Kayunga/Nakasongola), Wangobo - Nsokwe - Namunyumya swamp crossing, Ayumo Bridge (Alebtong), 2 metallic ladders and 2No. Cable foot bridges in Mt. Elgon Areas. Construction of ferry landing sites at Lwanabatya (Kalangala) and Kasenyi (Wakiso);

Upgrading/ rehabilitation of selected urban roads in Kibuku TC, Makindye-Sabagabbo MC, Kaliro TC, Lyantonde TC, Mirama TC and Iganga MC.

Vote 113

Construction of 400km equivalent of national roads; Rehabilitation of 200 km equivalent of national roads; Construction of 51 Bridges; Acquisition of 1,001.3 Hectares of land for the ROW; Procurement and rehabilitation of ferries and construction the landing sites.

Construction of Bumbobi – Lwakhakha (44.5 km), Pallisa-Kamonkoli (44Km), Tirinyi –Pallisa-Kumi (67Km), Kitala-Gerenge (10KM), Kigumba Bulima (69Km), Rehabilitation of Nakalama – Tirinyi – Mbale road (102km), Ishaka – Katunguru (58km) completed;

Upgrading of Koboko-Yumbe (105km), Upgrading of Manibe-Yumbe (77km), Upgrading of Moroto-Lokitanyala(42km), Upgrading of Luwero-Butalangu (29km), Rehabilitation of Mityana-Mubende (100km), Rehabilitation of Masaka Town roads (7.3km) and Rehabilitation of Nebbi-Alwii (33km) commenced

Vote 118

Construction of URF office premises - 85% works completed.

Table S1.2 SECTOR OUTCOMES AND OUTCOME INDICATORS

| Sector Outcome : Improved transportation system | | | | | | | |
|---|-----------|---------------------|-----------|----------|---------|---------|---------|
| Sector Objectives contributed to by the Sector Outcome | | | | | | | |
| 1. Develop adequate, reliable and efficient multi modal transport network in the country. | | | | | | | |
| Sector Outcome Indicators | Q4 Actual | Performance Targets | | | | | |
| | 2018/19 | 2019/20 | Base year | Baseline | 2020/21 | 2021/22 | 2022/23 |
| Proportion of National road network in fair to good condition (paved) | 93% | 88% | 2016 | 78.5% | 94% | 95% | 96% |

Sector: Works and Transport

| | | | | | | | |
|---|-----|-----|------|-------|-------|-------|-------|
| Proportion of National road network in fair to good condition (unpaved) | 75% | 80% | 2016 | 71% | 76% | 77% | 78% |
| Level of Service of Road Network:(Reduction in Travel Time) | 1% | | 2015 | 1.15% | 1.13% | 1.11% | 1.00% |

Sector Outcome : Enhanced sector implementation capacity

Sector Objectives contributed to by the Sector Outcome

1. Improve the human resource and institutional capacity of the Sector to efficiently execute the planned interventions

| Sector Outcome Indicators | Q4 Actual 2018/19 | Performance Targets | | | | | |
|---|----------------------|---------------------|-----------|----------|---------|---------|---------|
| | | 2019/20 | Base year | Baseline | 2020/21 | 2021/22 | 2022/23 |
| Percentage of outcome indicators achieved against targets | 88% | 75% | 2017 | 29% | 75% | 80% | 80% |

Sector Outcome : Vibrant and operational national construction industry

Sector Objectives contributed to by the Sector Outcome

1. Improve the National Construction Industry

| Sector Outcome Indicators | Q4 Actual 2018/19 | Performance Targets | | | | | |
|---|----------------------|---------------------|-----------|----------|---------|---------|---------|
| | | 2019/20 | Base year | Baseline | 2020/21 | 2021/22 | 2022/23 |
| Proportion of value of construction works executed by local firms | 30% | 25% | 2017 | 24% | 30% | 32% | 33% |

Sector Outcome : Improved safety of transport services

Sector Objectives contributed to by the Sector Outcome

1. Increase safety of transport services

| Sector Outcome Indicators | Q4 Actual 2018/19 | Performance Targets | | | | | |
|--|----------------------|---------------------|-----------|----------|---------|---------|---------|
| | | 2019/20 | Base year | Baseline | 2020/21 | 2021/22 | 2022/23 |
| Fatalities per 100,000 persons by road transport | 8 | 7 | 2017 | 8 | 6 | 6 | 5 |

S2: PROGRAMME OUTCOMES, OUTCOME INDICATORS AND PROPOSED BUDGET ALLOCATIONS ALIGNED TO THE NDP

Table S2.1: Programme Outcomes and Outcome Indicators Aligned to the NDP

| | |
|---|-------------------------|
| Vote 016 :Ministry of Works and Transport | |
| Programme : | 01 Transport Regulation |

Sector: Works and Transport

| | |
|------------------------------|---|
| Programme Objective : | To formulate and review policies, laws, regulations and standards so as to improve safety in Water, Rail, Air and Road modes of transport; |
| | To regulate and conduct advocacy campaigns to improve safety in road, rail and inland water transport modes; |
| | To monitor and evaluate the effectiveness of policies, laws, regulations, standards and advocacy safety campaigns in road and rail transport; |
| | To formulate and review policies, laws, regulations and standards so as to improve safety in inland water transport |
| Responsible Officer: | Director of Transport |
| Programme Outcome: | Relevant policy and regulatory framework for safety of transport services |

Sector Outcomes contributed to by the Programme Outcome

1. Improved safety of transport services

| Programme Performance Indicators | Performance Targets | | | | |
|---|---------------------|-------------------|----------------|----------------|----------------|
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • % of Driving Schools meeting the required standards | 55% | 27.5% | 60% | 75% | 80% |

| | |
|------------------------------|--|
| Programme : | 02 Transport Services and Infrastructure |
| Programme Objective : | To plan, develop and maintain economic, efficient and effective transport services and infrastructure; |
| Responsible Officer: | Director of Transport |
| Programme Outcome: | Increased efficiency and effectiveness of transport services |

Sector Outcomes contributed to by the Programme Outcome

1. Improved transportation system

| Programme Performance Indicators | Performance Targets | | | | |
|----------------------------------|---------------------|-------------------|----------------|----------------|----------------|
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • Proportion of functional rail | 26% | 21% | 28% | 32% | 33% |

| | |
|------------------------------|--|
| Programme : | 03 Construction Standards and Quality Assurance |
| Programme Objective : | To develop laws, standards and guidelines that ensure effective, safe, efficient and adequate delivery of services in the construction industry; |
| | To review policy guidelines on construction and maintenance of roads and bridges; |
| | To monitor compliance in the construction industry; |
| | To provide technical support services to other Government Departments and Agencies in building works |
| Responsible Officer: | Director of Engineering and Works/Engineer in Chief |

Sector: Works and Transport

| | | | | | |
|---|---|--------------------------|-----------------------|-----------------------|-----------------------|
| Programme Outcome: Strengthened national Construction Industry | | | | | |
| <i>Sector Outcomes contributed to by the Programme Outcome</i> | | | | | |
| 1. Vibrant and operational national construction industry | | | | | |
| Programme Performance Indicators | Performance Targets | | | | |
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • Proportion of construction works (value) executed by local firms | | | 35% | 40% | 40% |
| Programme : | 04 District, Urban and Community Access Roads | | | | |
| Programme Objective : | To review policy guidelines on construction and maintenance of roads and bridges; | | | | |
| | To provide technical support for construction and maintenance works undertaken by other MDAs; | | | | |
| | To implement works projects of National importance | | | | |
| Responsible Officer: | Director of Engineering and Works/Engineer in Chief | | | | |
| Programme Outcome: | Improved District, urban and community access Roads | | | | |
| <i>Sector Outcomes contributed to by the Programme Outcome</i> | | | | | |
| 1. Improved transportation system | | | | | |
| Programme Performance Indicators | Performance Targets | | | | |
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • Percentage of District roads in fair to good condition | 68% | 65% | 73% | 80% | 85% |
| Programme : | 05 Mechanical Engineering Services | | | | |
| Programme Objective : | To develop policies, laws, standards and guidelines for models/makes of vehicles for government and public usage; | | | | |
| | To provide technical advice to government and public on mechanical engineering equipment. | | | | |
| Responsible Officer: | Director of Engineering and Works/Engineer in Chief | | | | |
| Programme Outcome: | Functional government vehicles, road equipment, and ferry services | | | | |
| <i>Sector Outcomes contributed to by the Programme Outcome</i> | | | | | |
| 1. Improved transportation system | | | | | |
| Programme Performance Indicators | Performance Targets | | | | |
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • % of district equipment in good working condition. | 90% | 95% | 90% | 95% | 95% |
| Programme : | 49 Policy, Planning and Support Services | | | | |

Sector: Works and Transport

| | |
|------------------------------|---|
| Programme Objective : | To provide support services and tools as well as coordinate Policy formulation and Strategic Planning; |
| | To promote proper human resource management and capacity building programmes; |
| | To coordinate sector budgets, plans and policies; |
| | To monitor and evaluate implementation of the ministry policies, plans and projects; |
| | To provide technical support to various departments during planning, projects and policy formulation process; |
| Responsible Officer: | Under secretary F&A and Commissioner Policy and Planning |
| Programme Outcome: | Improved coordination of sector priorities, policies, strategies, institutions and budgets |

Sector Outcomes contributed to by the Programme Outcome

1. Enhanced sector implementation capacity

| Programme Performance Indicators | Performance Targets | | | | |
|---|---------------------|-------------------|----------------|----------------|----------------|
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • Level of compliance of the Ministerial Policy Statement (MPS) to Gender and Equity budgeting. | 75% | 71.3% | 80% | 80% | 85% |

Vote 113 :Uganda National Roads Authority

| | |
|------------------------------|---|
| Programme : | 51 National Roads Maintenance & Construction |
| Programme Objective : | To optimize the quality, timeliness and cost effectiveness of national road works To guarantee all year round safe and efficient movement of people and goods throughout the country |
| Responsible Officer: | Allen. C. Kagina |
| Programme Outcome: | A developed and well maintained national roads network that is responsive to the economic development needs of Uganda, is safe for all road users and is environmentally sustainable |

Sector Outcomes contributed to by the Programme Outcome

1. Improved transportation system

| Programme Performance Indicators | Performance Targets | | | | |
|--|--|--|---|--|--|
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • Percentage of national roads network in fair to good condition | 85% of paved and 75% of unpaved national roads are in a Fair to Good condition | 93% of paved national roads in Fair to Good condition and 75% of unpaved national roads in Fair to Good condition. | 94% of paved and 76% of unpaved national roads in fair to Good condition. | 95% of paved and 77% of unpaved national roads in Fair to Good condition | 96% of paved and 78% of unpaved national roads in Fair to Good condition |

Sector: Works and Transport

Vote 118 :Road Fund

| | |
|------------------------------|--|
| Programme : | 52 National and District Road Maintenance |
| Programme Objective : | Finance Routine and Periodic Maintenance of Public Roads in Uganda |
| Responsible Officer: | Dr. Eng. Andrew Grace Naimanye |
| Programme Outcome: | Enhanced efficiency in transportation and travel time |

Sector Outcomes contributed to by the Programme Outcome

1. Improved transportation system

| Programme Performance Indicators | Performance Targets | | | | |
|--|---|---|---|---|---|
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • Percentage of public roads network in fair to good condition | 77% of public roads network in fair to good condition | 70% of public roads network in fair to good condition | 78% of public roads in fair to good condition | 80% of public roads in fair to good condition | 80% of public roads in fair to good condition |

Vote 122 :Kampala Capital City Authority

| | |
|------------------------------|---|
| Programme : | 06 Urban Road Network Development |
| Programme Objective : | To improve mobility in the City. |
| Responsible Officer: | Director Engineering and Technical Services |
| Programme Outcome: | Construction of the City roads net work, drainage system and lights is aimed at improving the connectivity in the City as well as security |

Sector Outcomes contributed to by the Programme Outcome

1. Improved transportation system

| Programme Performance Indicators | Performance Targets | | | | |
|--|---------------------|-------------------|----------------|----------------|----------------|
| | 2019/20 Plan | 2019/20 Q1 Actual | 2020/21 Target | 2021/22 Target | 2022/23 Target |
| • % of unpaved roads in fair to good condition | 67% | 23% | 68% | 69% | 72% |
| • % of street lights that are functional | 55% | 19% | 56% | 57% | 61% |
| • Proportion of drainage network maintained | 47% | 16% | 51% | 53% | 56% |
| • % of paved roads in fair to good condition | 85% | 25% | 65% | 68% | 72% |

Table S2.2: Past Expenditure Outturns and Medium Term Projections by Programme

| Billion Uganda shillings Programme Service | 2018/19 | 2019/20 | | 2020/21 | Medium Term Projections | | | |
|---|---------|-----------------|--------------------|-----------------|-------------------------|-----------|-----------|-----------|
| | Outturn | Approved Budget | Releases by end Q1 | Proposed Budget | 2021/22 | 2022/23 | 2023/24 | 2024/25 |
| Vote : 016 Ministry of Works and Transport | | | | | | | | |
| 01 Transport Regulation | 7.940 | 56.512 | 0.948 | 62.203 | 49.051 | 47.400 | 50.500 | 55.500 |
| 02 Transport Services and Infrastructure | 778.575 | 1,253.193 | 527.883 | 817.872 | 623.847 | 1,272.277 | 1,948.336 | 5,380.041 |

Sector: Works and Transport

| | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 03 Construction Standards and Quality Assurance | 23.764 | 27.755 | 3.582 | 27.755 | 29.755 | 32.600 | 36.600 | 41.600 |
| 04 District, Urban and Community Access Roads | 113.447 | 175.640 | 23.143 | 117.870 | 117.870 | 117.870 | 117.870 | 117.870 |
| 05 Mechanical Engineering Services | 57.955 | 117.207 | 12.165 | 58.307 | 60.300 | 63.000 | 67.000 | 72.000 |
| 49 Policy, Planning and Support Services | 26.572 | 25.558 | 3.432 | 21.296 | 24.739 | 28.507 | 33.196 | 38.142 |
| Total for the Vote | 1,008.253 | 1,655.864 | 571.152 | 1,105.303 | 905.562 | 1,561.655 | 2,253.502 | 5,705.153 |
| Vote : 113 Uganda National Roads Authority | | | | | | | | |
| 51 National Roads Maintenance & Construction | 2,279.930 | 3,999.069 | 679.499 | 4,216.779 | 4,528.878 | 3,734.085 | 2,828.659 | 1,889.798 |
| Total for the Vote | 2,279.930 | 3,999.069 | 679.499 | 4,216.779 | 4,528.878 | 3,734.085 | 2,828.659 | 1,889.798 |
| Vote : 118 Road Fund | | | | | | | | |
| 52 National and District Road Maintenance | 540.946 | 448.833 | 105.392 | 542.267 | 646.909 | 772.479 | 923.164 | 1,103.985 |
| Total for the Vote | 540.946 | 448.833 | 105.392 | 542.267 | 646.909 | 772.479 | 923.164 | 1,103.985 |
| Vote : 122 Kampala Capital City Authority | | | | | | | | |
| 06 Urban Road Network Development | 145.077 | 277.897 | 36.838 | 65.200 | 65.200 | 65.200 | 65.200 | 65.200 |
| Total for the Vote | 145.077 | 277.897 | 36.838 | 65.200 | 65.200 | 65.200 | 65.200 | 65.200 |
| Vote : 500 501-850 Local Governments | | | | | | | | |
| 81 District, Urban and Community Access Roads | 23.440 | 22.903 | 7.634 | 22.903 | 22.903 | 22.903 | 22.903 | 22.903 |
| Total for the Vote | 23.440 | 22.903 | 7.634 | 22.903 | 22.903 | 22.903 | 22.903 | 22.903 |
| Total for the Sector | 3,997.648 | 6,404.566 | 1,400.515 | 5,952.452 | 6,169.452 | 6,156.322 | 6,093.428 | 8,787.038 |

S3: Sector Challenges in addressing Gender and equity issues for FY 2020/21

- a) Limited capacity of contractors and consultants to implement and supervise activities related social and environmental safe guards.
- b) Inadequate capacity to implement and monitor gender and equity related activities as well as monitor for compliance.
- c) Limited numbers of women professionals in the sector and failure by the Sector to attract and retain them due to low salaries.
- d) Negative attitude of stakeholders including Women on the nature of work in the sector. Many stakeholders continue to assume that construction activities are labour intensive and therefore unfit for women.