



# **PLANNING OF NATIONAL TRANSPORT INFRASTRUCTURE IN THE OIC MEMBER STATES**

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# INTRODUCTION

**Ministry of Works and Transport (MoWT)** is the Lead Institution for the Works and Transport Sector in Uganda.

## Ministry's Mandate

- Plan, develop and maintain an economic, efficient and effective transport infrastructure;
- Plan, develop and maintain economic, efficient and effective transport services by road, air, rail and water;
- Manage Public works including government structures; and
- Promote good standards in the construction industry.



## INTRODUCTION CONTINUED....

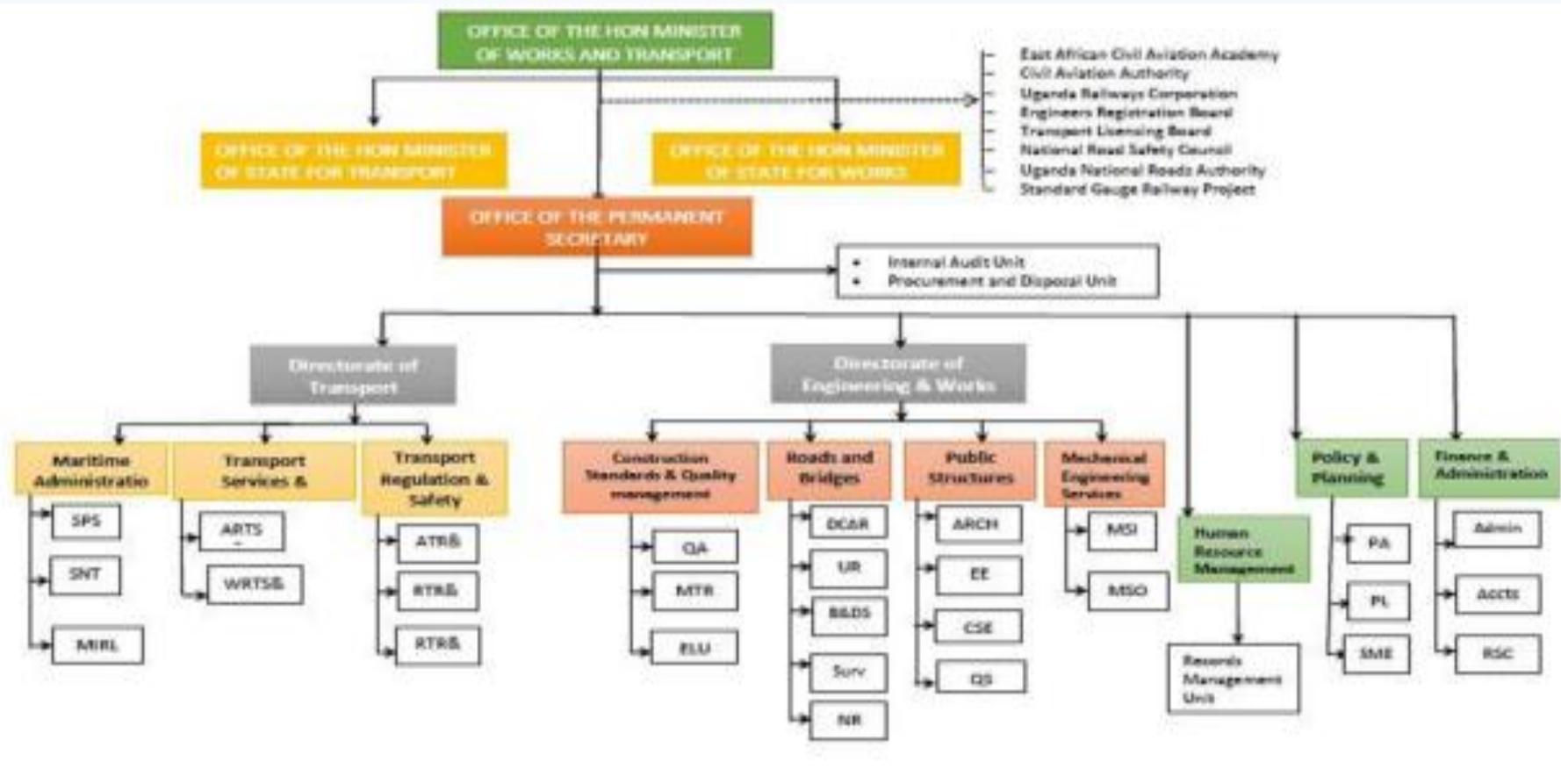
Uganda's Transport Infrastructure is composed of **MoWT, UNRA, URF, CAA, URC, LGs** and **KCCA**.

### Ministries' Strategic Objectives

- Develop adequate, reliable and efficient multimodal transport network in the Country;
- Improve the human resource and institutional capacity of the Sector to efficiently execute the planned interventions;
- Improve the National Construction Industry; and
- Increase the safety of transport services and infrastructure.



# MOWT ORGANISATIONAL STRUCTURE





## KEY FUNCTIONS OF MoWT

- Initiate, formulate and develop National Policies, Plans and Programmes for safe and efficient Public Transport Infrastructure and Services.
- Monitor and Evaluate the Implementation of National Policies, Plans and Programmes for safe and efficient Public works, Transport Infrastructure and Services.
- Initiate and review Laws and Regulations on Works and Transport Infrastructure and Services.
- Set standards for the construction industry, transport infrastructure and services.



## KEY FUNCTIONS OF MoWT CONTINUED.....

- Enforce compliance to national policies, laws, regulations and guidelines on works, transport infrastructure and services.
- Monitoring and Evaluation of the performance of Transport Sector Agencies.
- Inspect and license Public Transport Vehicles (PSVs).
- Provide technical assistance and support in the acquisition and maintenance of Government Vehicles and Equipment.
- Provide technical support for construction and maintenance works undertaken by other MDAs



## KEY FUNCTIONS OF MoWT CONTINUED.....

- Implement works projects of national importance.
- Initiate and formulate plans and policies for management of public buildings.
- Set and monitor national standards on public buildings.
- Carry out materials testing services and research for construction industry.
- Coordinate emergency response activities in the Works and Transport Sector.



# TRANSPORT SECTOR POLICIES, LAWS, REGULATIONS, GUIDELINES AND STANDARDS

New Policies have been formulated and existing policies reviewed which include;

- National Transport and Logistics Policy and Strategy (NTLPS) – *Under review*
- Axle Load Control Policy – *Under review but incorporated in the NTLPS*
- National Civil Aviation Policy - *Under review*
- Maritime Transport Policy, 2018 - *Under review*
- National Railway Policy – *Policy being developed.*



## TRANSPORT SECTOR POLICIES, LAWS, REGULATIONS, GUIDELINES AND STANDARDS CONTINUED.....

- The Roads Bill, 2018 – *Gazetted*
- Engineers' Registration (Amendment) Act 1969, Cap.271 – *Under preparation*
- Traffic and Road Safety (Amendment) Bill, 2018 – *Pending Cabinet approval*
- Ratification of the UN conventions on Road Safety - *Pending Cabinet approval*
- The UNRA Regulations, 2017 - *Effective*
- Expressway Regulations - *Under preparation*

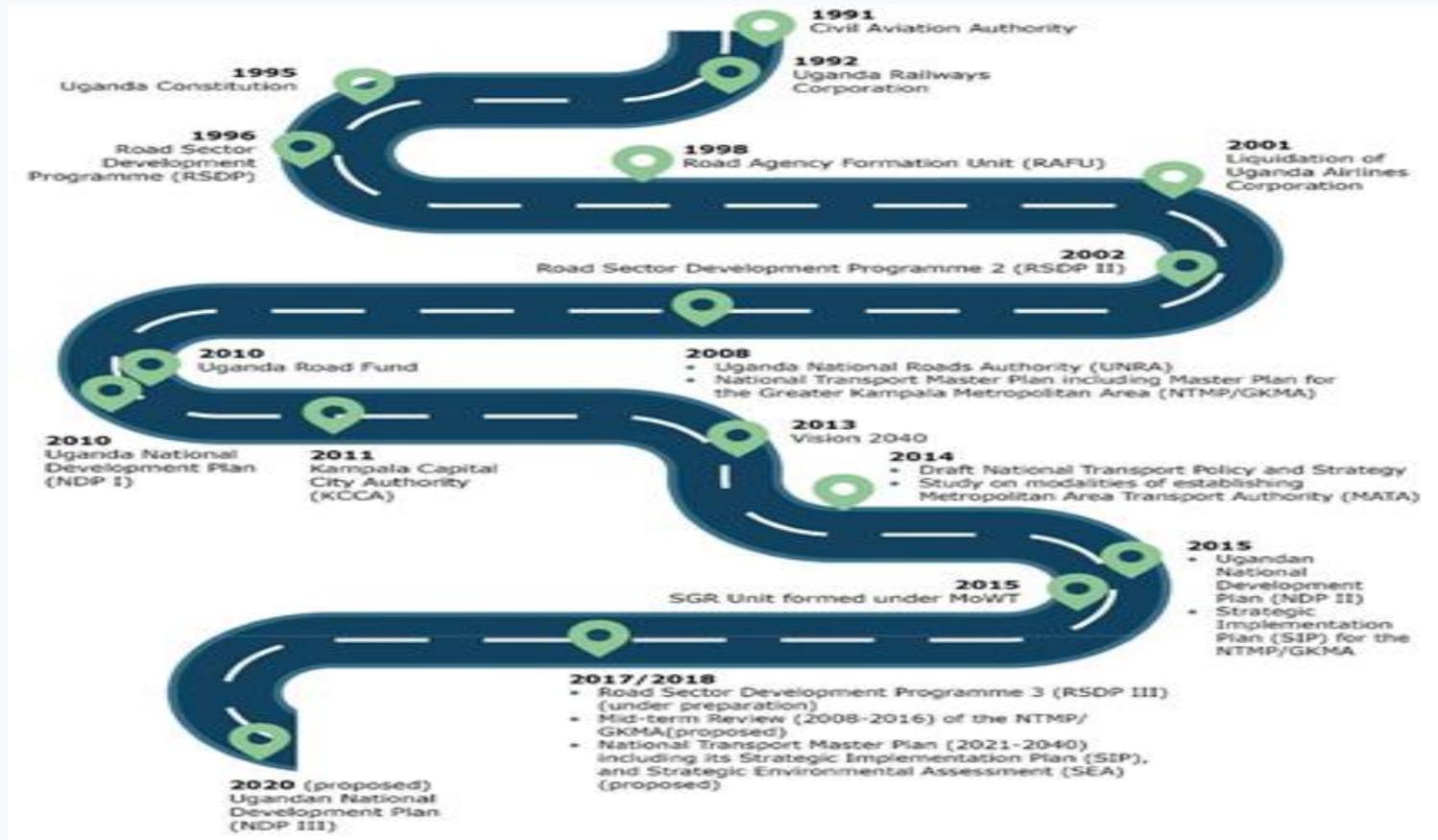


## TRANSPORT SECTOR POLICIES, LAWS, REGULATIONS, GUIDELINES AND STANDARDS CONTINUED.....

- Civil Aviation (amendment) Bill, 2017 – *Before parliament.*
- Ratification of Bilateral Air Service Agreements (BASAs) – *Approved by Cabinet*
- Ratification/Acceding to International Maritime Organization conventions - *Approved by Cabinet*
- Civil Aviation Appeals Tribunal Regulations – *Under preparation*
- Inland Water Transport Legislation – *Bill under review by the First Parliamentary Counsel*



# MULTIMODAL TRANSPORT PLANNING REFORMS since 1990



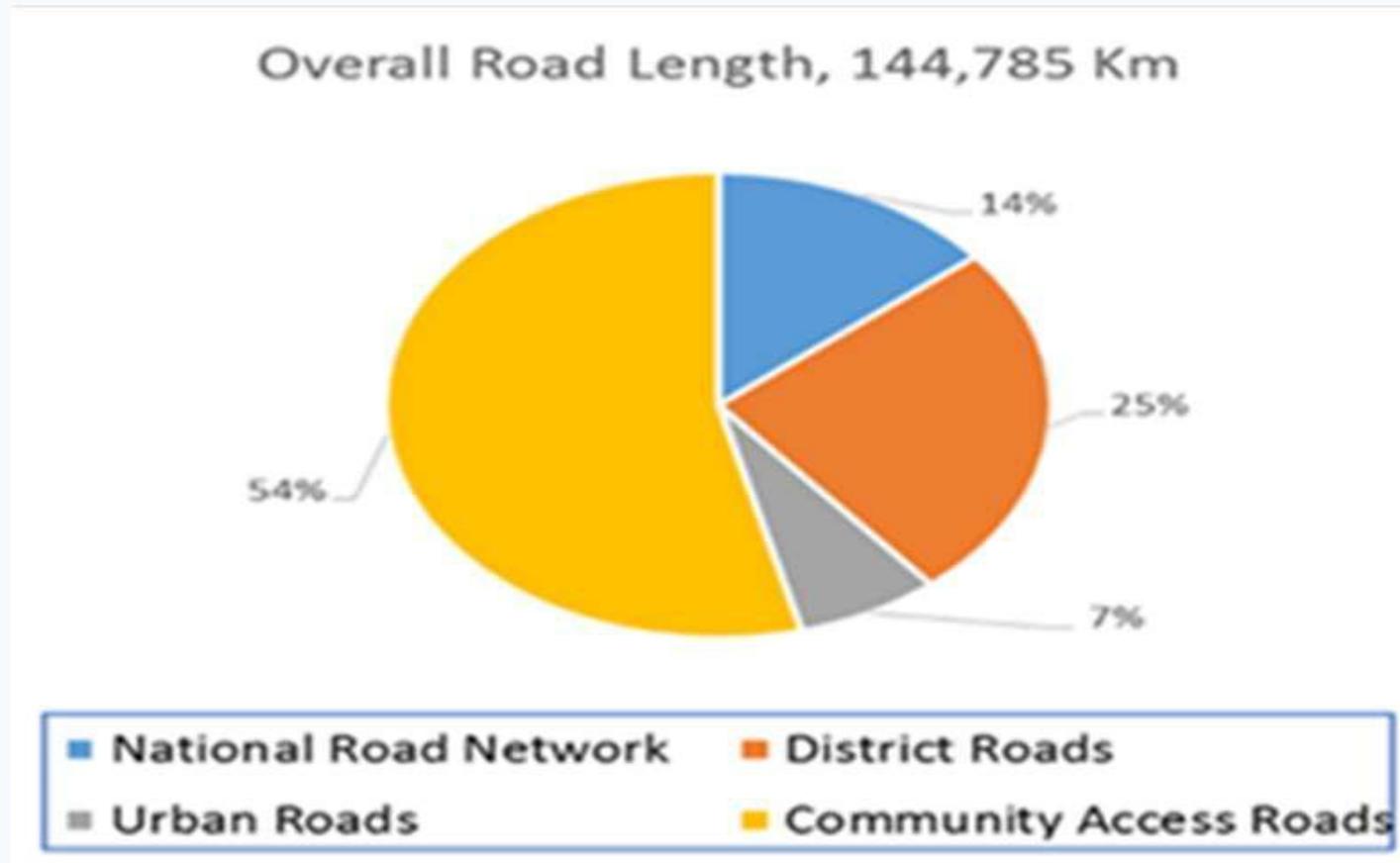


## ROADS SUB-SECTOR – Changes in Road length (2008-2016)

Road Category	Length	Length	Change	Change
	2008 (km)	2016 (km)	(km)	(%)
National	10,800	20,544	9,744	90
District	27,500	35,566	8,066	29
Urban	4,800	10,108	5,308	110
Community	35,000	78,567	43,567	125
<b>Totals</b>	<b>78,100</b>	<b>144,785</b>	<b>66,000</b>	<b>85</b>

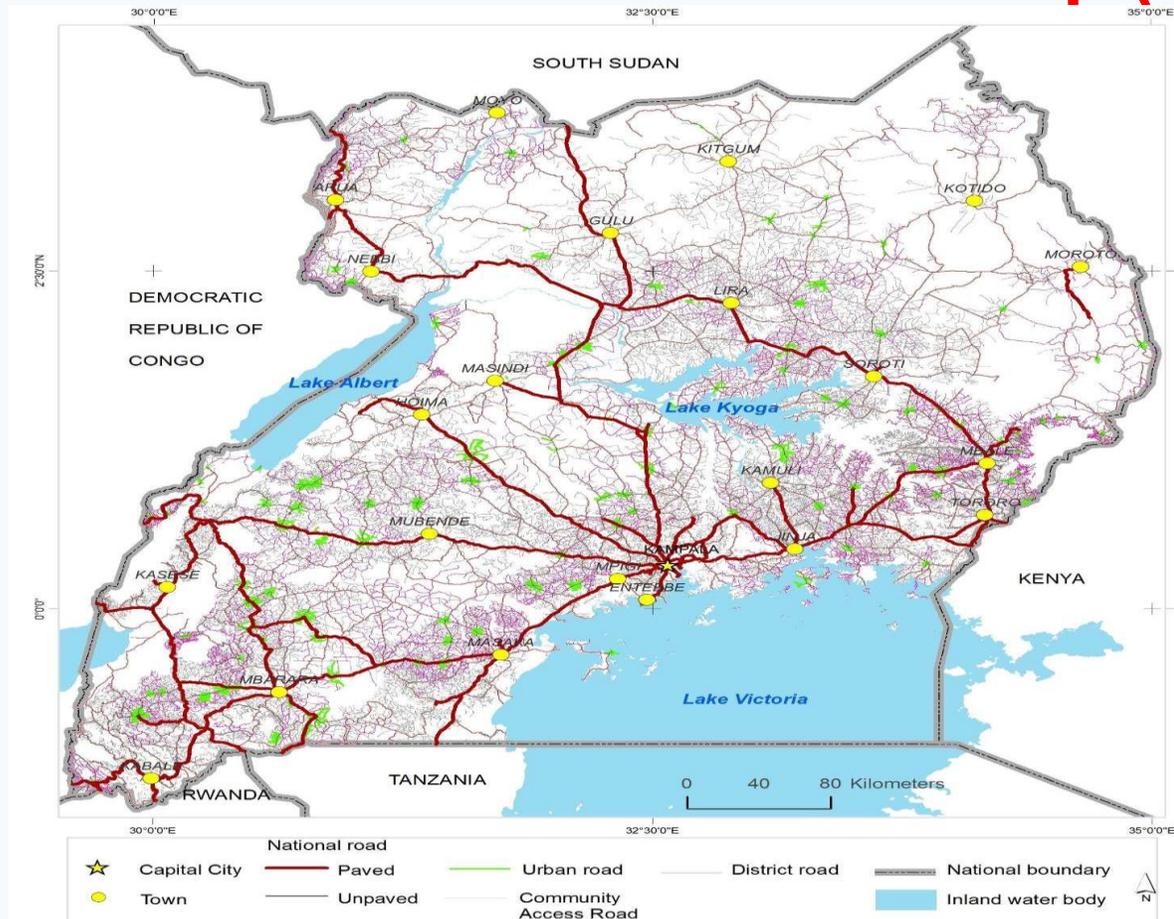


## ROADS SUB-SECTOR – Overall length illustration





# ROADS SUB-SECTOR – Road network map (2017)





## ROADS SUB-SECTOR – Key development projects

### National Roads

- Expressways projects e.g Kampala – Jinja (95km) under procurement, Kampala – Bombo (32km) under design, Entebbe expressway (37km) construction completed among others.
- Kampala Flyover Project (0.5km) in Kampala Capital City – contract signed in Sept, 2018 and works to commence in Jan, 2019.
- The construction New Nile Bridge in Jinja with 2 pylons and the 525m long bridge deck (girder) along with its supporting stay cables to be commissioned this month.
- Signalisation of the Kampala central district.



## ROADS SUB-SECTOR – Pictorials





## **ROADS SUB-SECTOR – Key development projects**

### **District, Urban and Community Access Roads (DUCAR)**

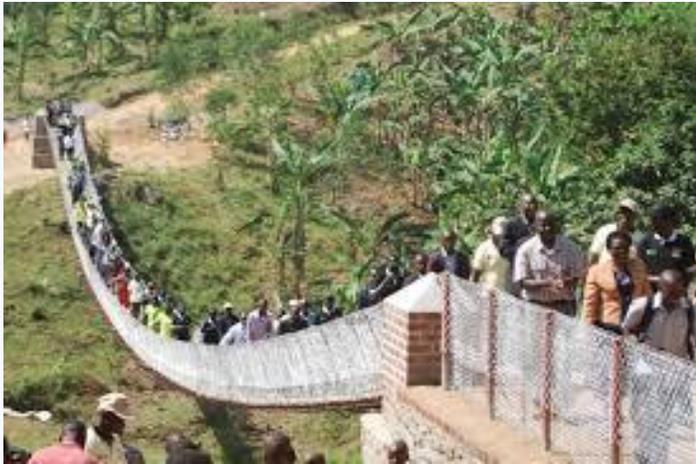
- A number of projects under the Interconnectivity and Force Account programmes to rehabilitate selected district and community access roads.
- A pilot suspended foot bridge (90m) has been constructed in Eastern Uganda and commissioned for use.

### **Construction of One Stop Border Posts (OSBP)**

- Construction works for Elegu OSBP (Northern Boarder), Malaba (Eastern Boarder) and Katuna (Southwestern Boarder).
- Goli and Ntoroko OSBP (Western Boarder), evaluation of designs are still on-going.



## ROADS SUB-SECTOR – Pictorials





## **RAILWAYS SUB-SECTOR - Introduction**

The railways subsector is managed by the Uganda Railways Corporation.

The rail subsector is set to undergo upgrading from the metre gauge rail (1067mm) to the standard gauge (1,435mm).

This change will allow for higher operational speeds and harmony with regional railways.

Electric locomotives are expected to be introduced on the standard gauge.



# RAILWAYS SUB-SECTOR - Map





## RAILWAYS SUB-SECTOR – Railway length and stock

No	Section	Km	Rail Weight (lb/yd)	Status
1	Malaba – Jinja	159	75 & 80	Main line
2	Jinja Kampala	92	80	Main line
3	Jinja - Jinja Pier	4	50	Branch line
4	Kampala - Port Bell	9	80	Branch line
5	Kampala – Nalukolongo	5	80	Branch line
<b>Sub-total Core Network</b>		<b>269</b>		
6	Tororo – Soroti	161	50 & 60	Branch line
7	Soroti – Pakwach	346	40 & 45	Branch line
8	Nalukolongo – Kasese	330	50	Branch line
9	Branch to Kilembe mines	4	50	Branch line
10	Branch to Hima Cement	11		Branch line
11	Busoga loop	145		Branch line
<b>Sub-total other lines</b>		<b>997</b>		
<b>Total Network</b>		<b>1,266</b>		



## RAILWAYS SUB-SECTOR – Key development projects

- Revival of the old meter gauge railway line from Tororo through the districts of Mbale, Kumi, Soroti, Lira to the Gulu (342km) with an extension to Pakwach.
- Construction of the Standard gauge railway – completion of land acquisition is ongoing and conclusion of the funding agreement.

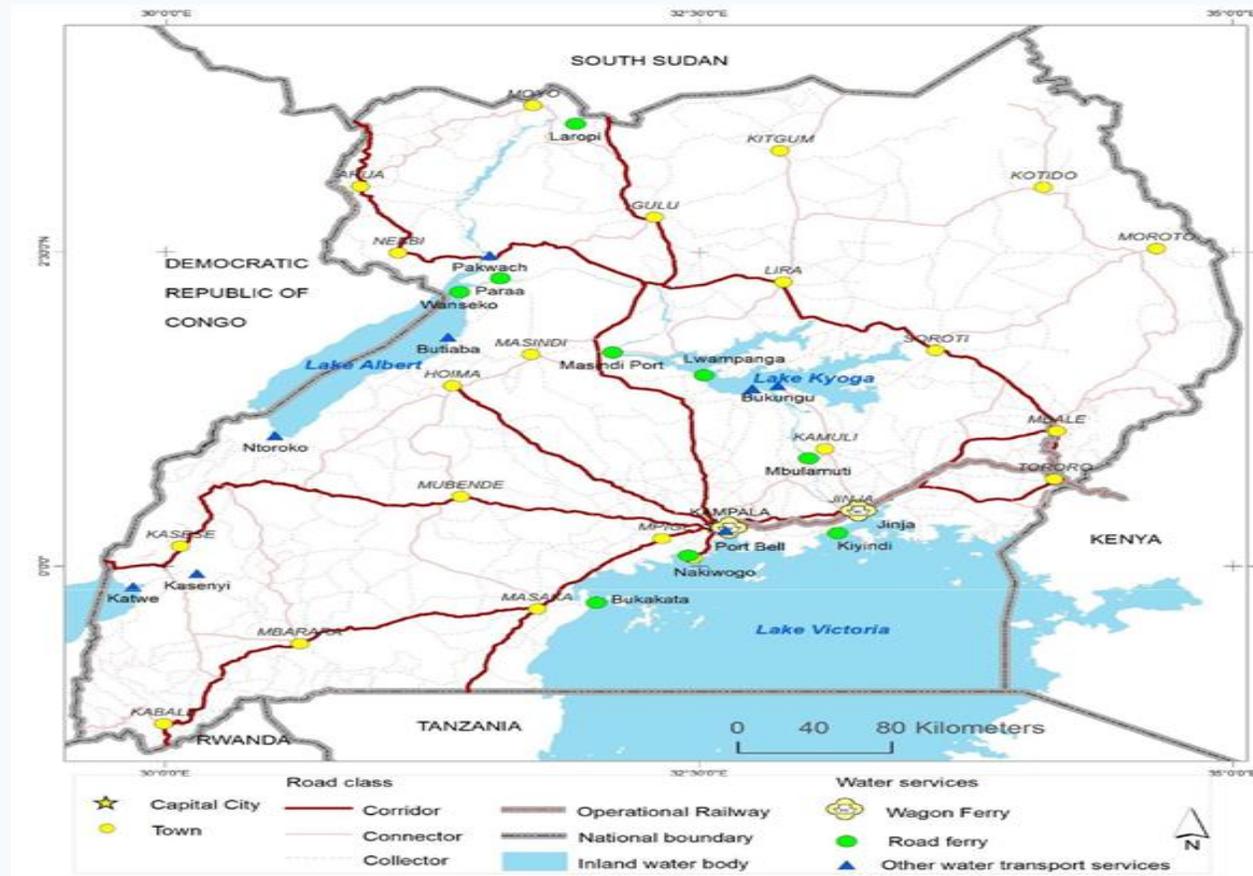


## **WATER TRANSPORT SUB-SECTOR – Introduction**

- Water bodies account for 30% of Uganda’s area coverage such as lakes, rivers and swamps with depths ranging from 4 to 80metres.
- Inland water transport has three main components; rail wagon ferry service between ports along Lake Victoria (Uganda, Kenya, and Tanzania); short distance road vehicle ferries across rivers and lakes, acting as road bridges (7no.); other lake and river services, operated by the private sector.
- Inland waterways are mainly managed by both URC and UNRA.



# WATER TRANSPORT SUB-SECTOR – Map showing Inland Waterways Services





## **WATER TRANSPORT SUB-SECTOR – Development projects**

- Development of Bukasa Port – Designs are being finalised
- Remodelling Port Bell and Jinja Piers.
- Establishment of the Maritime Training Institute is underway to be sitted in Busitema University.
- Construction of Search and Rescue (SAR) centres and Maritime Rescue Coordination Centre (MRCC) on Lakes of Victoria, Albert and Kyoga.

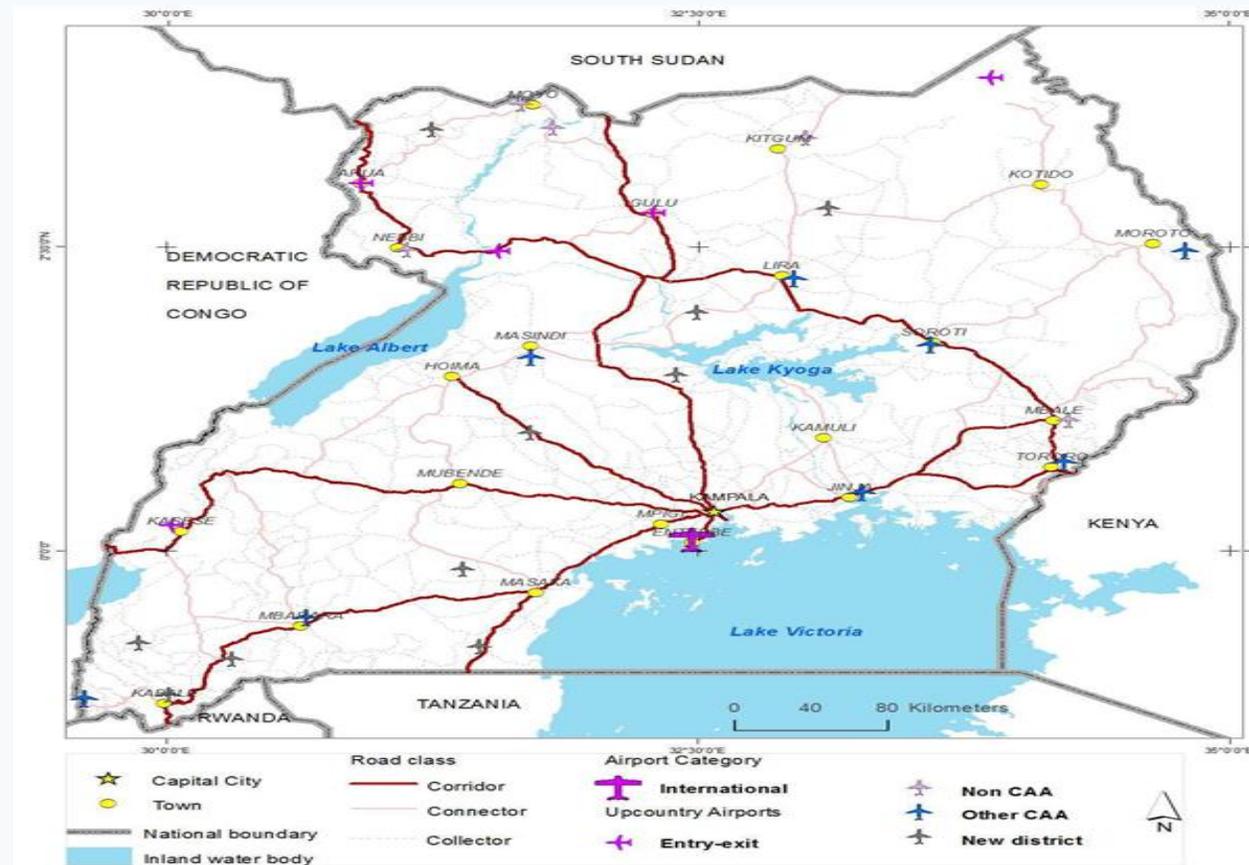


## AIR TRANSPORT SUB-SECTOR – Introduction

- The Civil Aviation Authority (CAA) manages the air subsector.
- Uganda has 30 upcountry aerodromes including airports, though the country has got 60 licenced officially with 19 of them having regular but unscheduled services.
- The main international airport is at Entebbe, 40km south of the Capital Kampala.
- It has two runways of 1300m and another of 3600m. Up to 17 international airlines operate to and from Entebbe.
- Uganda has a National carrier, Uganda Airlines, which is set to be revived by April 2019.
- International traffic dominates flights at Entebbe, up to 97% for passengers and 99% for cargo. International passenger numbers per annum increased during the last 8 years from 781,428 to 1,303,484 in 2016.



# AIR TRANSPORT SUB-SECTOR – Map indicating main Aerodromes in Uganda





## **AIR TRANSPORT SUB-SECTOR – Development projects**

- Revival of the National Airline – The Ministry commenced procurement of four (4) Air craft (CRJ900 from Bombardier) for the National Airline.
- Construction of Hoima International Airport in Hoima
- Expansion of Entebbe International Airport.
- East Africa Civil Aviation Academy – This trains flight operators, pilots and aircraft engineers in the East African Region.



## **PIPELINE TRANSPORT SUB-SECTOR – Brief**

- Uganda has pipelines emerging as one of the major modes of transport with the discovery of commercially viable reserves of oil and gas in the Albertine region.
- The subsector is in the process of constructing a 1,435km transmission pipeline from Hoima in Uganda to the port of Tanga in Tanzania.
- A National Oil and Gas Policy (NOGP) with ten major objectives was prepared by the Ministry of Energy and Mineral Development (MEMD) to guide the subsector.
- A National Petroleum Authority, National Oil Company, and National Pipeline Company have been established. These institutions are coordinating the ten-point objectives of the NOGP.



## KEY CHALLENGES OF THE TRANSPORT SECTOR

- Inadequate budget for development projects, DUCAR maintenance and rehabilitation leading to continuous accumulation of backlog, road safety activities, quality assurance and research activities
- Land acquisition challenges due to encroachers e.g. in Namanve Forest Reserve has affected project implementation (SGR, Bukasa Port) and on road reserves.



**THANK YOU!!**