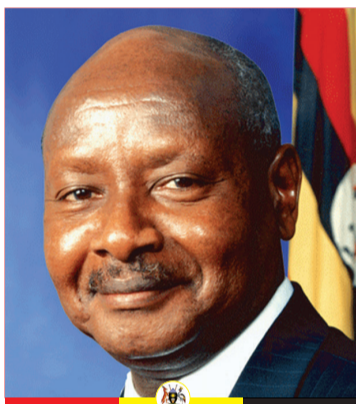




Ministry of Works & Transport

THE 12th JOINT TRANSPORT SECTOR REVIEW

Theme: Road safety; a Critical Element for an Efficient Road Network.



H.E. Yoweri Kaguta Museveni,
President of the Republic of Uganda



Hon. Eng. Monica Azuba Ntege,
Minister of Works and Transport



Hon. Aggrey Bagiire,
Minister of State for Transport



Alex B. Okello,
Permanent Secretary

Overview

The theme of the 12th Joint Transport Sector Review workshop is **“Road Safety; a critical element for an efficient road network”**. The review workshop is running from **September 1st -2nd, 2016**. Below is part of the statement that was given at the opening of the workshop by the Minister of Works and Transport, **Hon. Eng. Monica Azuba Ntege**.

The Minister of Works and Transport is carrying out an operation along the Kampala-Masaka Road against unsafe driving. This operation is on-going and will be extended to other road sections funds allowing. The Ministry is also to launch a media campaign on road safety to positively influence drivers towards safe driving.

In addition, efforts to start mandatory motor vehicle inspection are underway; the main objective of the inspection is to assist government eliminate vehicles in dangerous mechanical condition from our roads. To date construction of all-purpose vehicle inspection stations is in progress at **Kawanda on Bbombo Road, Namulanda on Entebbe Road, Nabbingo on Masaka Road and Namanve on Jinja road**. Identification of suitable sites in Gulu, Mbale and Mbarara as regional centres has also started. Mandatory motor vehicle inspection is expected to start towards the end of this year.

The Uganda National Roads Authority (UNRA) is now up and running; the commission of inquiry was completed and a report was handed over to H.E. the President for further management. Recruitment of staff was undertaken and a good number of staff especially for the key posts was recruited. The staff structure needs to be filled up to enable UNRA effectively manage national roads development, rehabilitation and maintenance programmes.

Some road projects were completed in the year under review, details will be given to you during the presentation of the Annual Sector Performance Report for FY 2015/16. Between FY 2015/16 – 2019/20, UNRA plans to upgrade to paved bituminous standard, over

1,200Kms; thus achievement of the NDPII target of 6,000Kms of strategic paved road coverage by 2020 will be achieved. However, we must ensure that our road network is well maintained and protected from overloaded vehicles. This entails efficient and stringent operations at weighbridges; the onus is on UNRA to implement a strict regime to control overloading.

A number of infrastructure development projects in roads were pledged during political campaigns early this year; a paper on the same will be presented to you tomorrow for your attention and eventual programming. UNRA implements multi-year road development projects and their commencement is phased basing on available financial resources in the budget. As we complete the on-going projects, resources are freed-up in the budget and new projects are commenced in the subsequent years. This results in optimisation of resources to avoid stretching the budget thinly which has often affected performance. The new projects will be planned for in a phased approach.

Balancing budget allocation between road development and road maintenance is still a challenge to the Sector. Budget allocation to road maintenance as per the FY 2016/17 budget estimates stands at 25.5% below the targeted 30%. The Sector communicated to H.E. the President about this problem and action is awaited. The alternate solution is to create a second generation Road Fund so that the agency can directly determine and collect all streams of road user charges as stipulated in the Uganda Road Fund Act hence substantially increasing the road maintenance budget.

Road maintenance equipment; the heavy duty road equipment from Japan will be in the

Country in the first half of 2017, Government has paid the counterpart funding and insurance fees to operationalize the loan. The equipment will go a long way to support force account operations both at the Central and Local Government levels.

As a Sector, we need address the issue of traffic congestion within the Greater Kampala Metropolitan Area (GKMA). Efforts to provide mass transit public transport systems through Bus Rapid Transit and Light Rail Train should be supported and their implementation accelerated. KCCA has developed a strategy to decongest Kampala through junction improvement, influencing road user behaviour and introduction of traffic demand management measures to facilitate better planning. There is need to integrated transport and land use planning under the Greater Kampala Metropolitan Area and updating/developing policies and legislation necessary to support traffic decongestion initiatives.

Cabinet approved the principles for establishment of the Metropolitan Area Transport Authority (MATA). MATA will be an autonomous Authority with the sole responsibility of organizing, coordinating and managing public transport within the GKMA and improve coordination amongst all the stakeholders in public transport. The next steps should be fast tracked to establish the agency.

As we are all aware, Government is undertaking the development of the Standard Gauge Railway (SGR) line. The objective of the Main SGR project is to develop a modern, high-capacity railway network that is efficient, reliable, safe and affordable for the transportation of cargo. This will lead to a reduction in the cost of doing business and

