

THE 12th JOINT TRANSPORT SECTOR REVIEW
Theme: Road safety; a Critical Element for an Efficient Road Network.



Inland Water Transport

Inland water transport is an important but under looked mode of transport in Uganda, particularly the so-called “informal sector” of small motorised and non-motorised boats.

About 18% of Uganda’s total surface area is covered by water. Most of the main water bodies are navigable and are used by motorised and non-motorised water vessels. In addition, rail wagon ferries at Jinja and **Port Bell in Lake Victoria** connect with rail networks in **Mwanza (Tanzania)** and **Kisumu (Kenya)**. The MV Kaawa has been rehabilitated and was re-commissioned in August 2012. The vessel is currently operated by Rift Valley Railways as part of the concession agreement with Government.

Conventional water transport passenger services are provided on Lake Victoria by one Government owned vessel, MV Kalangala and four other passenger service vessels

operated by the private sector namely: MV Pearl, KIS, MV Amani, MV Ssesse and MV Amani. However, numerous small craft operating on inland waterways in Uganda whose safety standards continue to be a source of concern to both Government and the travelling public. The Ministry is in the process of developing standards for these vessels to ensure water transport safety.

The country’s inland waterways notably Lake Victoria, can offer alternative competitive transport of passengers and freight between Uganda and neighbouring countries. Current capacity problems and problems of service level and security are being addressed by Government through improvements in the infrastructure, policy and regulatory framework.

The Cabinet has approved the Inland Water Transport (IWT) drafting principles.



Namasale Ferry connects Nakasongola and Amolatar Districts.

Railways Transport



Artistic impression of SGR at Kenya-Uganda border.

In 2015/16, the volume of freight carried by rail measured was 165.7 million tonne-km, a decreased by 3.2% from a total of 171.1 million tonne-km in 2014/15. Similarly, locomotive availability on the railway fall from 48% in 2014/2015 to 45% kilometres per day in 2015/16. There was no significant change in Wagon transit time between FY2014/15 and FY2015/16 remaining between 11 and 13 days and total turn-round time reduced from 28 to 22 days.

Standard Gauge Railway Project
The development of the main SGR in Uganda will entail construction of approx. 1,724 Km of new Standard Gauge Railway lines, bridges (including two large ones across the River Nile at Jinja and Pakwach), viaducts, culverts, tunnels and other civil engineering structures.

SGR-LRT
GKMA LRT when fully implemented will cover approximately 240Km with the immediate phase covering 40km. As part of the GKMA LRT phase 1, the existing Kampala Railway Station will be developed into a multi-modal transport hub to enhance interconnectivity of the different transport modes within the city.

The Main SGR and GKMA LRT network will be built to the wider international “standard” railway track gauge of 1.435m. The Main SGR and SGR-LRT track will be built using large (at least 50 kg/m) continuously-welded steel rails and the sleepers will be pre-stressed monoblock concrete sleepers laid at a density of 1,667/km.

The Main SGR speeds will be 80 kph for conventional freight, 100 kph for containerised freight and 120 kph for passengers. The SGR-LRT will be designed for a maximum speed of 80kph.

To ensure the safety of both trains and road users, the Main SGR network and GKMA LRT will not have level crossings except at minor roads with very low traffic. The Main SGR network will permit the operation of double-stack container wagons and double-decker passenger coaches.

The rolling stock to be used for the SGR and

Proposed Main SGR Lines

ID	Route (Line)	Length (km)	Remark
1	Kampala-Malaba	273	Connects to Kenya (includes major sidings in Namanve and Tororo)
2a	Tororo-Gulu-Nimule	465	Connects to Northern Uganda & South Sudan through Mbale, Kumi, Soroti, Lira, Gulu and Atiak
2b	Gulu-Pakwach	117	Connects to West Nile
2c	Pakwach-Vurra	180	Connects to DR Congo
3	Kampala-KaseseMpondwe	381	Includes 11km Hima Branch. Connects to DR Congo
4a	Bihanga-Mirama Hills	168	Connects to Rwanda
4b	Mirama Hills-Muko	112	Connects to iron deposits in Mukono
5	Expected major sidings	28	
Total		1,724	Approximate, changes as detailed designs are finalised

Proposed GKMA LRT Lines

ID	Route (Line)	Length (km)	Remark
1	Kampala-Namanve	12	via Nakawa, Banda, Kireka and Bweyogerere along the Existing Jinja road
2	Kampala-Kajjansi	14	via Kibuye, Najjanankumbi, Zana, Seguku, Lubowa and Lweza along the Existing Entebbe road
3	Kampala-Kyengera	9	via Katwe, Kibuye, Ndeeba, Nalukolongo and Natete along the Metre Gauge railway corridor
4	Kampala-Kawempe (Ttula)	10	Nakivubo, Kiseka, Bat Valley, Wandegaya, Mulago, Kubiri and Kalerwe
Total		45	Approximate, changes as detailed designs are finalised

GKMA LRT will have the latest technology.

The Main SGR network will be designed and constructed for electric traction using the 25 KV AC overhead system and GKMA LRT will be designed for the 750V DC overhead system.

The planning cost estimate for the construction for the entire SGR network 1,724Km is USD 12.8 billion (subject to changes due to studies, designs and negotiations with contractors).

Phase one (Kampala-Malaba) 273Km construction cost estimate is approximately USD 2.3 billion of which an EPC/Turnkey contract has been signed. The first phase of the LRT will be developed at estimated cost of approximately USD 700 million. Note that these costs may change when the designs per section have been finalised. The construction cost per KM for the various lines varies depending on topography, hydrology, geology and other ground conditions.