THE 12th JOINT TRANSPORT SECTOR REVIEW

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

Road Transport

The road network is the backbone of the transport system in Uganda. The country's road network is categorised into; national, district, urban and community access roads. The national roads network totals to 20,544Km comprising paved and unpaved roads. As of June 2016, the paved network was 4,157Kms (20 %) and the unpaved 16,388Km (80%). National roads are managed by the Uganda National Roads Authority (UNRA). The Authority also operates 10 ferries located at strategic points that link national roads across major water bodies.

There are 519 bridges and hundreds of culvert crossings, drifts, vented fords and other drainage structures on the road network.

District roads total around 35,566 Km and are a mandated responsibility of District Local Governments while Urban roads, which total approximately 12,000Km are all those roads within the boundaries of Urban Councils (excluding links maintained by UNRA) that are a mandated responsibility of Urban Local Governments.

Community access roads, which is estimated at 80,000Km are a responsibility of Local Council (sub-county) Governments.

Even though road transport accounts for over 90% of passenger and cargo traffic, there is still no reliable data on the actual number of vehicles on the country's roads. It is, however, estimated that the total number of vehicles in the country including motorcycles lies between 700,000 and 1,200,0001. The average annual growth rate in vehicle registration for all vehicles since FY 2002/3 has been 15%. The fastest growth rate has been in the motorcycles category.

Road rehabilitation works in Mbarara Town.

It is important that the network is maintained in a condition that allows for effective, efficient, and sustainable movement of goods and passengers, ensures preservation of past road investments, and conserves the ecology and environment for future generations. Given the size of the road sub-sector, it is also important that the cost of transport by road remains competitive.

During the FY 2015/16, a total of 178.1 km roads were added to the stock of paved roads network including KCCA roads. The cumulative achievement of the six years of NDPI and NDPII was 1036.1 Km out of the target of 1,100km. This represents 94% performance. The proportion of national paved roads in fair to good condition increased from 74 per cent in 2011 to 78.5 per cent in 2015/16. The share of unpaved national road network in fair to good condition improved from 64 per cent in 2011 to 71 per cent in the same period. The sector was also able to complete the construction of 5 new bridges out of the bridges planned for the FY 2015/16.

Members of Parliament during the Joint Monitoring exercise of Infrastructure projects in Mbarara on August 25th, 2016.

Overloading on the national road network continues, thereby resulting in deterioration of the network and the need for additional finance to rehabilitate damaged roads.

During the FY 2016, a total of 654,369 vehicles were weighed out of the annual target of 220,000 representing 327% annual achievement. Those overloaded were 2.1 % against the annual target of 40%. Unit costs of various types of road works are now being monitored. The unit cost of road maintenance in FY 2015/16 compared to FY 2014/15 remained almost the same. This was as a result of falling prices of diesel and bitumen since January 2015.

Local Governments have not been able to successfully carry-out road maintenance activities by the force account. This is mainly due to incomplete sets of road equipment units for Force Account at the LGs, ineffectiveness of the equipment supplied to LGs and non-applicability of equipment sharing as provided for in the guidelines of the Force Account manual. To overcome these challenges, Cabinet and Parliament approved a loan of US$ 131.75M from Japan Bank for International Cooperation (JBIC) to purchase additional road equipment from Japan.

Summary of Expenditures against Available Funds, FY 2015/16

Agency	Annual Budget FY2015/16	Funds rolled over from FY2014/15	Releases FY2015/16	Total Funds available FY2015/16	Actual Expenditure FY2015/16	Unspent balances FY2015/16	% of available funds absorbed FY2015/16
	(UGX bn)	(UGX bn)	(UGX bn)	(UGX bn)	(UGX bn)	(UGX bn)	
	(a)	(b)	(c)	(d) = (b+c)	(e)	(f) = (d-e)	(g) = (e/d)
					At End of Q3 FY 2015/16		
UNRA	270.438	4.251	241.098	245.349	185.522	59.827	75.6%
DUCAR	119.483	3.756	92.073	95.829	51.201	45.354	53.4%
Subtotal 1	389.921	8.007	333.171	341.178	236.723	105.181	69.4%
					At End of Q4 FY 2015/16		
KCCA	19.525	11.207	14.739	25.946	31.305	-5.36	120.7%
URF Secretariat	8.484	-	8.329	8.329	8.326	0.0034	100.0%
Subtotal 2	28.009	11.207	23.068	34.275	39.631	-5.356	115.6%
Total	**417.93**	**19.214**	**356.239**	**375.453**	**276.354**	**99.825**	**73.6%**

Source: **URF Final Accounts & Quarterly Progress Reports from the DAs**

At the end of Q3 FY 2015/16; UNRA had not yet absorbed 24.4% of the funds that was available to it while DUCAR agencies had not yet absorbed 46.6% of the funds available to them. When measured at end of Q4 FY 2015/16; KCCA had over absorbed by 20.7% of the funds that was available to it (a debt of UGX 5.36bn at close of FY 2015/16). The URF Secretariat had absorbed virtually all the funds that were available to it by the end of FY 2015/16.

Cross Cutting Issues

The overall percentage of EIAs submitted by the sector to NEMA that were accepted was 100% in 2014/15 and 2015/16.All the MDAs in the sector now have a gender focal person except URF.

Concluding Remarks

Overall, performance of the Transport Sector, during FY 2015/16, was generally positive except for railway transport sector where there was a shortfall. However, even where positive changes were recorded, these were lower than targets set in the National Development Plan (NDPII) for the Transport Sector. More needs to be done to achieve these targets and, by implication, to attain the Uganda Vision 2040.