



PROGRESS ON THE STANDARD GAUGE RAILWAY

The Standard Gauge Railway Project (SGR) project has made some very good progress and is therefore on track to commence construction this year. SGR would therefore like to update you of the following progress in our activities:

In late August 2016, we began demarcating the railway corridor in Tororo District in the land that has been fully acquired by the project. These are the areas where the affected persons were fully compensated and their vacation notice period has elapsed as a result of comprehensive sensitisation and engagement with affected persons and communities. Most of the compensated persons have vacated ahead of time and continue to vacate and enabling the project to start clearing and demarcating preparation for construction.

- The Right of Way team that have now reached Kampala have been combing the suburbs of Kinawataka, Mbuya, Bukasa and Mutungo among others sensitizing people who are in the railway corridor about the project and the compensation procedures.
- The land acquisition process began in February 2016. With support from the Chief Government Valuer's office, Surveys and Mapping as well as Land Administration, the team have been undertaking a Resettlement Action Plan (RAP) on the Eastern Route using an in-house approach. So far, the RAP (valuation and assessment) of over 200km – all the way from Malaba Town Council to Luuka district, Iganga and to Mukono - has been completed with some sections ongoing.
- Compensation is complete in Namutumba, Butaleja and about 90% of Tororo district. The final report for Iganga and Luuka have been approved by the CGV while the right of way is complete in Mayuge, Buikwe and Wakiso districts. Compensation is set to begin in Iganga.
- The project has further secured the Right Of Way from NEMA in wetlands for the use of development of the railway covering a distance of 53.1km. The Project is also in the final stages of securing another 23km in Central Government forests and forest reserves and is in final discussions with the NFA (National Forestry Authority)
- Therefore combined, a total of 76KM is in wetlands and forests which are vested in Government and therefore, the Project shall not incur any compensation costs.
- We appreciate the enormous cooperation of NEMA and the NFA.
- The SGR local content has been developed in partnership with the private sector to ensure as much local content and resources is incorporated into the project as possible, including skills.
- Most Project Affected Persons have welcomed the Standard Gauge Railway and are willing to move and pave way for the railway. Those who have received compensation are already

vacating voluntarily. This will enable SGR hand over the land to the contractor to start construction in a few months. SGR is working with LC1s in affected areas to ensure harmonious evacuation and protection of the gazette reserves, besides erecting boundary markers to protect the reserves.

- Completion of designs for the Eastern Route (Malaba-Kampala).
- The Construction contract for the Eastern Route has already been signed with the contractor - China Harbour Engineering Company (CHEC)
- The Consultancy supervision contract has already been signed with Chinese firm TSDI
- The Ministry of Finance, Planning and Economic Development is in the final stages of mobilising the necessary financing from the Peoples Republic of China Exim Bank. Various technical studies have been completed and the Project is working hand in hand with the contractor to meet all the requirements to secure financing.
- SGR-LRT: The Project is undertaking the design for the Greater Kampala Metropolitan Area Light Rail Mass Transit System (SGR-LRT) and the route will radiate from the current Kampala Railway Station to Namanve, Kajjansi, Kawempe and Busega in the first phase.
- The LRT will have its own exclusive routes, thus reducing the current travel time within the GKMA and congestion, while at the same time offering reliability, comfort and convenience.

The current Kampala Railway Station is being redesigned into a multi-modal transport hub where the main SGR International Passenger Station will be located as well as the Light Rail interchange hub. Both the main SGR and the SGR-LRT will be modern, high capacity standard gauge railway systems that are efficient, reliable, safe and affordable with a planned maximum speed of up to 120kph for passengers, 80kph for conventional freight, 100kph for containerised freight – on the main SGR line – and 80kph for the SGR-LRT.

Northern Route: Studies have been completed, but are going to be revised in line with the NCIP summit decision of incorporating DR Congo in the regional SGR project, thus necessitating the extension of the line from Packwach to Vurra in Arua.

Western & South Western Route: Studies are being revised and will be harmonised with Rwanda.

The Standard Gauge Railway project therefore remains on track and the government reiterates its commitment to fast tracking its development in line with our objective of raising the country's competitiveness, lowering the cost of doing business and thereby fostering faster socio-economic transformation of the country



Resettlement Action Plan (RAP) team members assessing affected property in Mukono District recently before compensation is done.



The Right of Way team who do the actual pegging of the railway corridor celebrate reaching 226km in early August 2016



A bulldozer clearing and demarcating the railway corridor in Malaba Town Council in late August after affected persons voluntarily vacated their property after compensation.

About the Project

In line with the Regional Standard Gauge Railway Protocol that obliges the four countries party to Northern Corridor Integration Projects (NCIP) to develop a seamless railway transport system, the Government of Uganda is undertaking its obligations to fulfil its commitments.

The SGR Project Management Unit established by Cabinet Minute 107 (CT 2015) is developing a modern and efficient railway transport system to address both the freight and passenger transportation needs of the country

Currently, road trucks carry at least 97% of Uganda's International freight, resulting in high costs of doing business and making Uganda economically uncompetitive country. By introducing reliable, safe, affordable and efficient railway transport systems, the SGR will occasion a drastic freight transportation model shift from road to rail. This modal shift will reduce the economy's cost of freight transportation from the seaport of Mombasa by 69% from the current average of US16 cents per tonne-KM to an average of US5 cents per tonne-KM. This will save the economy over USD 2 billion annually in transport costs. Importantly, it will reduce the freight transportation time over land from Mombasa to Kampala from the current average of 10-14 days to just one day.

The Project is developing two types of railway systems:

- The main SGR line – for both freight and passengers
 - The main SGR routes comprise; the Eastern route from Malaba to Kampala, The Northern route from Tororo via Gulu to Packwach -Vurra (at the DR Congo border) and a line going northwards from Gulu to Nimule (at the South Sudan border) as well as the Western & South Western Route from Kampala via Kasese to Mpondwe at the DR Congo border and from Kampala via Mbarara and Bihanga to Mirama Hills (at the Rwanda border).
- The SGR-LRT (Light Rail Mass Transit): A town service rail system for only passengers to cater for commuters within the city and the Greater Kampala Metropolitan Area (GKMA) – especially in high traffic areas.
 - The first phase of LRT routes cover 40KM route length, radiating from the current Kampala Railway Station and cover Kampala to Namanve, Kampala to Kajjansi, Kampala to Kawempe (Ttula), and Kampala to Kyengera. This will reduce the current travel time lost in travel in these high traffic areas.

The two railway systems will drastically improve the transport situation in the country, and reduce the transportation costs and transit time currently spent on the roads by over 70%.