



The Works and Transport ministry mainly oversees roads and other transport infrastructure like railways and airports

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# Works & Transport ministry milestones

**F**or the financial year 2017/18, the approved budget for Ministry of Works and Transport was sh461.111b. Of this, sh9.182b was allocated to wages and sh60.715b to non-wage bills under the recurrent expenditure. At least sh154b went towards development expenditure by Government and sh236.564b was development undertaken through external financing.

## Expenditure

According to the sector performance report 2017/18, by the end of 2017/18 the released amount totalled sh320.883b representing 69.6% release and sh320.535b was spent. The approved budget for recurrent expenditure amounted to sh69.897b and at the end of June, sh93.064b had been released representing 133.14%. Of this total sh9.182b had been released for wages and sh83.882b for non-wage recurrent expenditure.

On the part of the development expenditure, sh154.229b was approved by the Government and sh236.564b was obtained as external funding. At the end of 2017/18 financial year, sh150.584b had been release by Government of Uganda representing 97.6% of government funding released and sh76.884b had been released by the donors representing 32.5%.

Of the money released by the Government for development expenditure, sh150.492b had been spent representing 99.9% of the release and sh76.844b on donor funding had been spent representing 100% spent of the donor funding.

## Physical performance

The ministry through department of policy and planning was able to coordinate the formulation and review of policies, laws, regulations, guidelines and standards whose status as at end of financial year A2017/18 is as indicated through policies below.

## National transport and logistics policy

The overall objective of this policy is to improve the efficiency and safety of transport in order to facilitate economic and social development, through creation and maintenance of an integrated and sustainable transport system for Uganda.

## Non-motorised transport policy

This policy is designed to raise the profile of non-motorised transport elements within planning, designing and construction of road infrastructure in Uganda. Today the policy is already piloted in Kampala Capital City Authority and regional dissemination workshops have been held in Eastern and northern region.

## National road safety policy

The objective of this is to provide a policy response on road safety in order to save lives and reduce injuries. The policy was approved in November, 2014 and being implemented already.

## Axle load control policy

The overall objective of this policy is to operate and maintain an effective axle load control management system. Policy is integrated in the national transport and logistics policy and strategy.

## National civil aviation policy

The policy aims at promoting and helping the achievement of Uganda's strategic goals through promoting and protecting the interests of providers and users of air transport services. It enhances the development of a viable aviation industry which is able

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to render safe, secure and efficient services.

## Policy guidelines on gender mainstreaming

The purpose of is to ensure that the travel and transport infrastructure and services provided by the sub-sector to respond to gender needs.

**Maritime Transport Policy** The purpose is to establish a framework that can guide the planning and development of maritime activities in a rational and sustainable manner for the social and economic development of Uganda.

## Works and Transport Sector Monitoring and Evaluation Policy, 2014

The policy provides clear framework for strengthening coverage, quality and utility of the assessment of public policies and investments in the sector aligned to the National policy on public sector monitoring and evaluation. The policy was approved in 2014 and is already being implemented.

## Traffic and Road Safety (Amendment) Bill, 2018

The objectives of this bill are mainly to; strengthen the management of road transport services and road safety in Uganda, enhance and strengthen the traffic and road safety regulatory and enforcement regimes; Improve provision and management of road transport services; Harmonise the traffic and road safety law with the International, regional and national laws and protocols.

## Inland water transport legislation

The overall objective of the proposed law is Provide a legislative framework to improve Inland Water Transport and to encourage private sector investment in order to promote Safety, security and prevention of marine pollution to save lives and reduce injuries.

## UNRA regulations, 2017

The main objective of this is to operationalise the UNRA Act of 2006 by providing a clear and transparent framework for the use of national roads, road reserves and ferry landing sites. These include: UNRA General Regulations, 2017 UNRA Vehicle Dimensions and Load Control Regulations, 2017 and UNRA Ferry Management.

## Metropolitan Area Transport Authority Bill

The report indicates that the Ministry issued Instructions to First Parliamentary Counsel (FPC) to draft the MATA Bill. Cabinet however, issued a directive stopping creation of new Authorities and Agencies until

Ministry of Public Service presents a Report on the restructuring of the Public Service.

## Capacity building

The sector performance report also indicated that a draft Memorandum of Understanding between Ministry of works and Transport and Busitema University towards the establishment of a maritime training institute in Busitema was prepared and approved.

The report also indicates that six officers were trained in Integrated Maritime Security course in Kenya and port development and competitiveness in Singapore and in master of science in Maritime affairs.

"All the 15 planned for flight operators successfully completed the training. 17 pilots completed Private Pilot's Licence course, overshooting the targeted number of 15 while 19 pilots completed Commercial Pilot's License course and 6 aircraft engineers training ongoing at East African Civil Aviation Academy at Soroti. The over performance in some aspects was due to extended training done that is early morning and late evening on working days and weekends," according to the sector performance report.

## Aircrafts procurement completed

At least 60% out of the planned 40% of the rehabilitation works of E-library building done. Although 1,088 reinforced concrete pillars (beacons) for the railway reserve boundaries were planned to be installed, only site reconnaissance survey for Phase IV boundary markers was conducted in preparation for erection of markers under the phase.