



UGANDA RAILWAYS CORPORATION

Uganda Railways Corporation restructures service delivery, spurs economic development

The Board of Directors, Management and Staff of Uganda Railways Corporation congratulate HE Gen. Y. K. Museveni, president of the Republic of Uganda and the people of Uganda on the occasion of the Liberation Day.

The Uganda railways transport system comprises 1,250Km of metre gauge track running from Malaba to Kampala (250Km), Kampala to Kasese (344Kms), Tororo to Pakwach (500km), Busoga loop line (144km) and spur lines to Jinja and Port Bell Ferry terminal (12Km). The system also includes ferry services on **Lake Victoria**, connecting from **Port Bell and Jinja** to rail networks in Tanzania at Mwanza and in Kenya at Kisumu.

URC, a corporate body established under the Uganda Railways Corporation Act, 1992 is mandated to construct, operate and maintain railway, marine and road service both in and outside Uganda for carriage of passenger and goods.

Its Vision is to provide a modern, safe and sustainable, efficient high capacity passenger and freight railway transport for both Uganda and the region.

THE ICD

The new Mukono railways ICD boasts of 411 slots of containers with a storage capacity of 1644 stacked 4 high. It is estimated that 36,500 containers per annum can be handled and this is much more than the capacity of the Kampala railway ICD at Kampala good shade.

Emmanuel Iyamulemye, Chief Civil Engineer at URC noted that the Mukono location was preferred because there was sufficient land. "We wanted a relatively flat and dry location with adequate space," said Iyamulemye

WHY MUKONO RAILWAY ICD WAS CHOSEN

This railway ICD was chosen with the anticipation that the cost of transportation would reduce.

The heavy trucks from Mombasa would also consequently reduce as most containerized freight would be handled at the ICD and this would reduce congestion in the City.

Currently, Iyamulemye says that the completion of the ICD master plan stands at 60%.

According to the facility's master plan, Iyamulemye says with more funds the ICD is expected to have a grain silos and fuel storage tanks.

THE STANDARD GAUGE RAILWAY

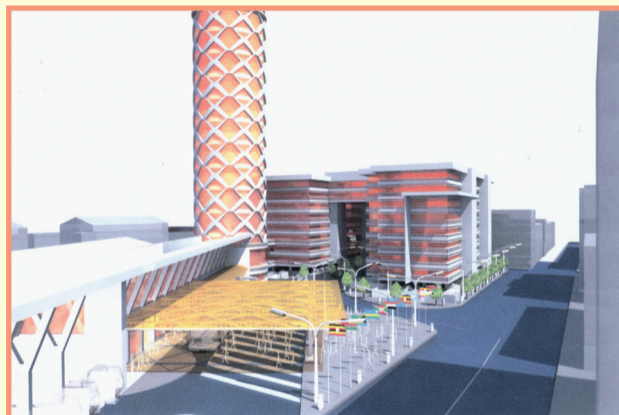
The standard gauge railway, is now emphasized to adopt the international standards of the railway infrastructure development. The construction of this standard gauge railway is expected to give Ugandans an opportunity to position themselves well in all spheres of the economy including; the agricultural, mining, processing, manufacturing sectors among others.



The Standard Gauge Railway tracks



The train at the Mukono ICD



An artistic Impression of the Proposes Standard Gauge Railway Headquarters Building

WHY THE STANDARD GAUGE RAILWAY IS EMPHASIZED?

Iyamulemye says since there is potential market within East Africa, adopting the standard gauge railway will spur economic growth as more bulk goods will freely enter and exit member states of East African Community (EAC).

Iyamulemye says building a new SGR will result into economic growth and that the existing railway system is more than 100 years and dilapidated.

This is why countries like **Uganda, Kenya, Rwanda, South Sudan and the Democratic Republic of Congo** have decided to engage in a joint project to build the standard gauge railway. The biggest impact of this standard gauge railway is that it will take care of the bulk cargo and will save our roads from premature deterioration. This will also make transportation cheaper if the bulk cargo shifts from roads to standard gauge railway.

A well-developed railway transport network is necessary for the total social and economic transformation of a country. With this mode of transport in place, goods and services will move faster, leading to efficient production and resulting in faster economic development.

The speed of the existing metre gauge railway is between 20-30Km/h while the new standard gauge railway is 100Km/h for cargo and 120Km/h for passenger.

The existing metre gauge train carries a maximum of 1000 tonnes of cargo with each wagon carrying 40 tonnes. But the new standard gauge railway will be able to carry 4000 tonnes of cargo with each wagon carrying 75 tonnes.

THE PASSENGER SERVICE.

A passenger service concession agreement was signed on the 9th November 2015, as a joint venture between the Kampala Capital City Authority, Uganda Railways Corporation and operating concessionaire Rift Valley Railways.

The partners agreed to run the pilot service that commenced on the 7th December 2015 for a period of 12 months between Kampala and Namanve stations with halts at Namboole, Kireka and Nakawa.

The agreement is operated as a Public Service obligation thus is being funded by the Government of Uganda.

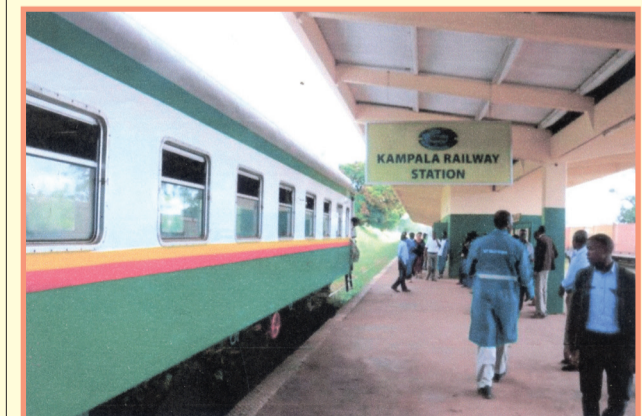
The service providers have provided five refurbished coaches with a maximum capacity of 200 passengers, and will initially run four trips as per the schedule below:

Starting February 01, 2016, the time schedule will be running as follows:

Trip	From	To	Departure	Arrival
1	Namanve	Kampala	7.00 a.m.	7.45 a.m.
2	Kampala	Namanve	5.30 p.m.	6.15 p.m.
3	Namanve	Kampala	6.40 p.m.	7.25 p.m.
4	Kampala	Namanve	7.50 p.m.	8.35 p.m.

Fares

1,500/- for a trip originating from Kampala and Namanve station.
1000/- for a trip originating from the Nakawa, Kireka and Namboole halts.



Passager Train arrives at Kampala Station