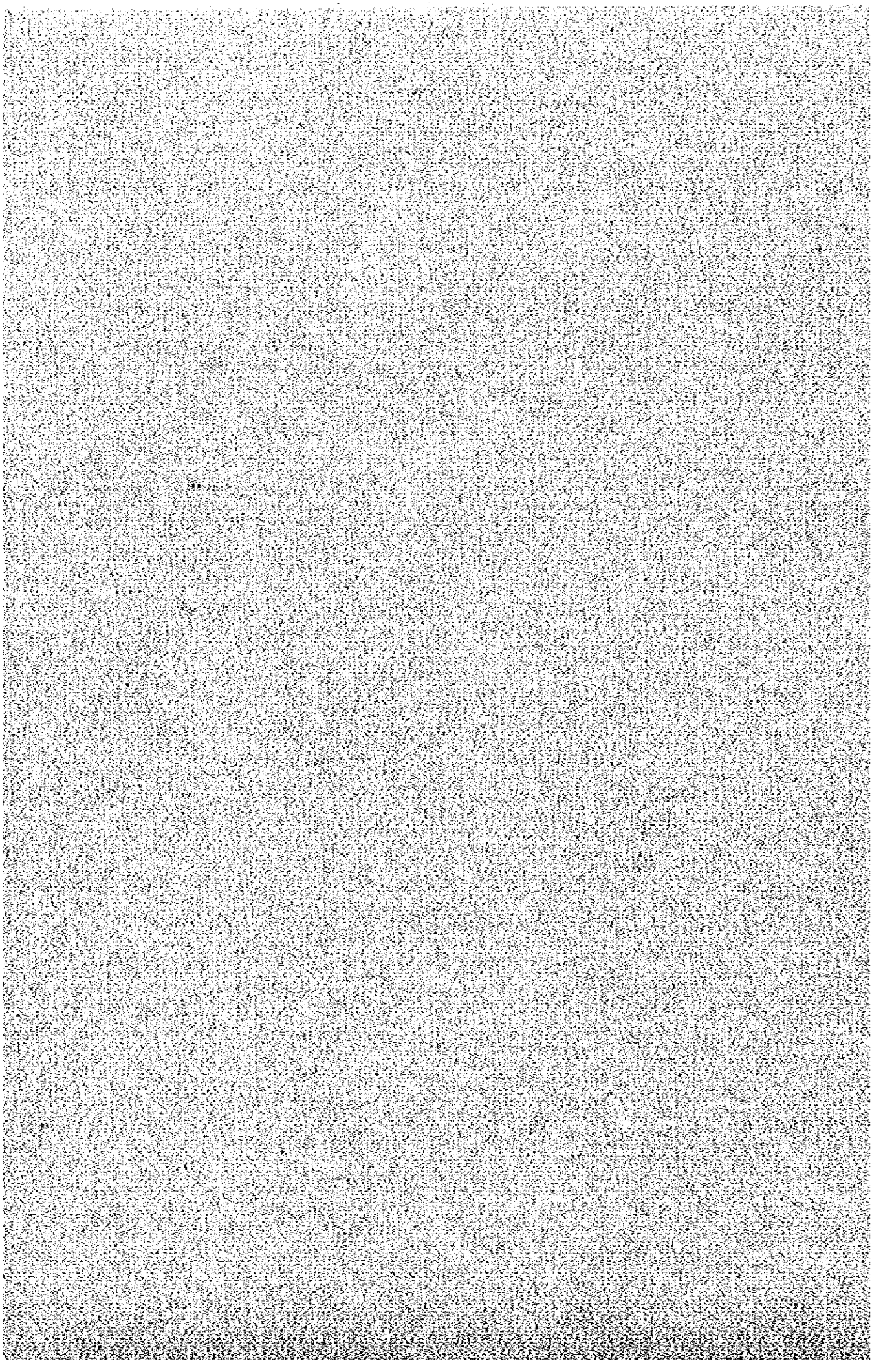
6．対象９路線のプロフィール



ﾉﾍｰﾄA　PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement of Queens way (Clock Tower)-Nateete-Busega Road
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US$ 0.098 mill Construction: US$ 3.15 mill Total US$ 3.248 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Queens way (Clock Tower)-Kibuye-Busega road. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

The Queens way (Clock Tower)-Kibuye-Nateete-Busega road 9km, section is both part of the main trunk road leading from Kampala to the south western part of the country and part of the Northern Corridor serving international traffic to and from Mombasa destined for Zaire, Burundi, Northern Tanzania and Rwanda through the Malaba and Busia Customs points.

Depending on the traffic levels and road conditions the Queens way-Kibuye-Busega road is comprised of three sections with the following characteristics:-

Road Section	ADT 1995	Road Geometry	Accidents 199	Remarks
Queens Way (2km)	-	Single C/way	-	o Road in good condition
		2 lanes effective width 7m		o Traffic congestion during peak hours. o need for capacity improvement.
Kibuye-Nateete (5km)		Single C/way 2 lanes effective width 6-7m	-	o Pavement weak o Traffic congestion o Accidents are frequent
Nateete-Busega (2km)			-	o Pavement weak o Broken edges

To promote road user safety and accommodate present and future traffic volumes the road needs to be improved.

c) Technical Description

In order to improve the capacity and safety of Queens way-Busega road the following need to be done:

Road Section	km	Work to be done
Queens way	2	- upgrade to dual carriageway; - introduce pedestrian crossing, pedestrian paths and bus laybyes; - improve on the junction capacity;
Kibuye-Nateete	5	- Strengthen the pavement; - raise the C/way in some sections to improve drainage; - introduce pedestrian crossings, foot paths and parking bays; - upgrade road to dual C/way; - introduce kerbs in town areas.
Nateete-Busega	2	- Strengthen the road pavement; - improve C/way width to 7m; - raise the road in some sections to improve drainage. - introduce kerbs in town areas; - improve on junction capacity.

In order to facilitate the improvements a preliminary study is required to identify the economically and technically

viable improvement needs over a 15 year period. This will be followed by the detailed engineering design of the proposed measures, preparation of tender documents and construction.

d) Cost Estimates

Study and Detailed design

	Local	Foreign	Total US$m
	0.015 m.	0.083	0.098

Construction

	0.472	2.68	3.15
Total	0.487	2.763	3.25

e) Plan of operation

Government seeks to execute this project in accordance with the 10-Year road Sector Programme. The works will involve carrying out preliminary engineering and techno-economic studies, detailed engineering design followed by construction.

ルート B PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement Katwe and Lubiri ring road to Masaka Road
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US$ 0.055 mill Construction: US$ 1.75 mill Total US$ 1.805 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of Katwe road and Lubiri ring road. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Katwe road, about 2 kim long is an alternative route to Queens way road. it starts at clock tower round about, goes through Katwe town and joins Masaka road at Kibuye round about. This road is also considered to be part of both the Northern corridor serving international traffic and the Trans African Highway.

Mengo Hill road, about 3 km long, branches off Katwe road (see map) to join Lubiri ring road and finally Masaka road at a point 500 m after Kibuye round about. It is an alternative route for traffic from Kampala destined for Masaka road.

According to a survey carried out in house the two roads were found to have the following characteristics:-

Road Section	ADT 1995	Road Geometry	Accidents 199	Remarks
Katwe road (2km) to poor drainage.	-	Dual c/way		Pavement failure mainly due
hours.				Traffic congestion during peak
Mengo Hill/ Lubiri ring road (3km)	-	Single c/way 2 lanes effective width 5.6m		Pavement failure narrow width.

c) Technical Description

In order to increase capacity and safety of both Katwe road and Mengo hill/Lubiri ring road the following improvement measures are proposed:

Road	Proposed improvement measure
Katwe road	- strengthen the pavement - improve drainage by introducing larger culverts - improve junctions and round abouts. - provide pedestrian crossings and laybyes.

Road Section	km	Work to be done
Queens way	2	- upgrade to dual carriageway; - introduce pedestrian crossing, pedestrian paths and bus laybyes;
Mengo Hill road/ Lubiri ring road		- widen the road to 7m - reconstruct failed pavement sections - improve drainage facilities - introduce foot paths and pedestrian crossings

In order to facilitate the improvements a techno-economic study is required to determine the most viable improvement options, followed by detailed engineering design and construction.

e) Cost Estimates US$ million

i) Studies and design

Local	Foreign	Total
0.009	0.46	0.055

ii) Construction

0.262	1.488	1.75
Total 0.271	1.534	1.805

d) Plan of Operation

The project will be executed in accordance with the 10-Year Road Sector Programme. The work will involve techno-economic studies, detailed engineering design followed by construction.

ルート C PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement of Gaba Road
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US$ 0.109 mill Construction: US$ 3.50 mill Total US$ 3.609 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Kampala-Gaba road. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala-Gaba road, 10 km long is one of the roads under the Kampala Urban Stretches of Trunk Roads projects and is located in Kampala district. It starts at the City centre (Clock Tower) and follows a southerly direction, through the towns and built up areas of Kabalagala, Kansanga and ends at Gaba on the shores of Lake Victoria (See Map). It traverses one of the most densely populated areas of Kampala, and has one of the highest traffic flows.

The Kampala-Gaba road is broken up into two sections depending on the level of traffic. The two sections have got the following characteristics:

Road Section	ADT 1995	Road Geometry	Accidents 199	Remarks
Kampala-Kabalagala	12890	Single C/way 2 lanes effective 6m	-	Existing road in fair condition. road too narrow alot of traffic congestion especially during peak hours. Poor junctions
Kabalagala-Kansanga	8170	Single C/way 2 lanes effective width 6m		Existing road in poor condition with a few potholes. Traffic congestion due to inadequate width and poor junctions. Low lying swamp need to be raised up.

Due to inadequate parking facilities and laybyes along the whole road there is a lot of congestion most of the time especially in the town areas of Kabalagala and Gaba. There therefore need to improve the traffic flow capacity. There is strengthening the road.

c) Technical Description

In order to improve the capacity and safety of Kampala-Gaba road the following need to be done:

Road Section	km	Required Improvement Measures
Kampala-Kabalagala	2.5	o Upgrading the road to a dual C/way and strengthening. o Provide pedestrian crossing facilities, bus laybyes and parking spaces. o Provide road furniture, lighting etc. o Improve on the capacity of junctions and improve on drainage.
Kabalagala-Gaba	7.5	o Strengthening and upgrading the road to dual C/way only up to Kansanga. Thereafter widening road to 7.0m is required. o Raise the level of the road in the swamp to facilitate drainage.

- o Provide Pedestrian crossing facilities.
- o Provide Bus laybyes.
- o Improve on junctions.

d) Cost Estimates

Study and Design

	Local	Foreign	Total
	0.016	0.093	0.109
Construction	0.525	2.975	3.50
Total	0.541	3.068	3.609

e) Plan of operation

This road project being part of the Kampala Urban Stretches of trunk road project will be implemented in accordance with the 10-Year Road Sector Development Programme. The works will involve carrying out preliminary and techno-economic studies, followed by detailed engineering design, and construction.

ルート D PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement of Port Bell road
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US $ 0.055 mill Construction: US $ 1.75 mill Total US $ 1.805 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement

PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement of Port Bell road
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US $ 0.055 mill Construction: US $ 1.75 mill Total US $ 1.805 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of Port Bell road. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala-Port Bell road 5 km, is one of the roads under the Kampala-Urban stretches of Trunk roads project and is located in Kampala district. The road branches off Kampala-Jinja road at Lugogo and follows a southerly direction through the towns and built up areas of bugolobi and Kitintale and ends at Port Bell, Uganda's main Port and railway wagon terminal on Lake Victoria. Various factories i.e Tumppeco, Uganda Distilleries Ltd, Uganda Brweries Ltd are located along the route including a major hospital and Uganda's main prison.

Kampala-Port Bell road has got the following characteristics:-

Road Section	ADT 1995	Road Geometry	Accidents 199	Remarks
Kampala-Port Bell	9346	Single C/way 2 lanes effective width 6m.	-	Existing road in fair condition but section (3km) need strengthening. Traffic congestion due to high traffic. Poor junction Pedestrian crossing are lacking

The road has become inadequate for the existing level of traffic and as a result there is a lot of congestion especially during the peak hours. Due to lack of proper crossing points there are frequent accidents all along the road. There is need to strengthen the road, improve the traffic flow capacity and safety measures.

c) Project Description

To improve the traffic flow capacity and safety on the Kampala-Port Bell road the following measures are proposed:

Road Section	km	Work to be done
Kampala-(Lugogo)-Kitintale	3 km	road need to be improved to a dual c/way and strengthened.
		introduction of pedestrian crossing points
		provision of bus lay byes and parking facilities.
		kerbing in the town areas
		improvement of all the junctions
		improvement of drainage.
Kitintale-Port Bell		strengthening and widening the road to 7m.
		introduction of pedestrian crossing facilities.
		provision of bus lay byes.
		improvement of drainage.
		kerbing in town areas.
		improvement of junctions.

To facilitate the improvements a techno-economic study is required to identify the most economically and technically viable improvement measures. This will be followed with detailed engineering design of such measures and construction.

e) Cost Estimates US$ Million)

i) Studies and design

	Local	Foreign	Total
	0.008	0.008	0.055

ii) Construction

	0.27	1.535	1.805
Total	0.27	1.535	1.805

f) Plan of Operation

Government seeks to execute this project in accoardance with the 10-Year Road Sector Development Programme. The works will involve carrying out preliminary engineering and techno-economic studies, detailed engineering design followed by construction.

ﾌﾟﾛﾌｨｰﾙ　PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement of Kampala (Bakuli)-Wakaliga-Nateete road.
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US $ 0.055 mill Construction: US $ 1.75 mill Total US $ 1.805 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Kampala (Bakuli)-Wakaliga-Nateete. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala (Bakuli)-Nateete road 5 km, is one of the roads under the roads proposed for capacity improvement under the Kampala-Urban Sections of Trunk roads projects. The road is located in Kampala district. As can be seen on the map attached, Bakuli-Wakaliga-Nateete is an alternative route for traffic from Kampala destined for Masaka road. The road starts at Bakuli and goes through the sub urban areas of Namirembe, Rubaga, and Wakaliga before joining Masaka road at Nateete.

The existing condition and features of the road are as follows:

Road Section	ADT 1996	Road Geometry	Accidents 199	Remarks
Bakuli-Nateete (5.0 km)	12,220	2 lane Single C/Way width 5-6m.	-	road too narrow for existing traffic congestion. no proper pedestrian crossing facilities. no bus lay byes or parking bays for taxis.

drainage is bad

road edges are broken and the pavement is weak in several sections.

junctions need improvement.

With an ADT of 12,220 the road is long over due for upgrading to a dual carriageway. Road safety facilities should be introduced and the road is in eed of strengthening in several sections.

c) Project Description

To improve the traffic flow capacity and safety of Bakuli-Wakaliga-Nateete road the following measures are proposed:

Road Section	km	Work to be done
Bakuli-Wakaliga-Nateete	3 km	upgrade the road to dual c/way or widen the road appropriately to reduce congestion.
		Strengthenwhole section of road
		foot paths and pedestrian crossing facilities to be introduced.
		improve on junctions
		public utilities need realighning
		improve on drainage
		level of road in Wakaliga valley need to be raised.

To facilitate the above improvements a preliminary study is required to identify the most viable improvement measures to be followed by detailed engineering design of the measures and construction.

e) Cost Estimates US$ Million)

i) Study and design

	Local	Foreign	Total
	0.008	0.047	0.055

ii) Construction

	0.262	1.488	1.75
Total	0.27	1.535	1.805

f) Plan of Operation

Government proposes to execute this project as part of the Kampala-Urban Stretches of Trunk roads project and in accordance with the 10-Year Road Sector Development Programme.

ﾌﾟﾛﾌｨｰﾙ PROJECT PROFILE

Sector	:	Transport & Communications	
Sub Sector	:	Road Infrastructure	
Project Code	:	TR-NP	
Project Title	:	Improvement of Bakuli-Nakulabye-Kasubi-Nansana.	
Project Location	:	Kampala District	
Implementing Agency	:	Ministry of Works, Transport and Communications	
Estimated Project Cost	:	Study:	US $ 0.109 mill
		Construction:	US $ 3.50 mill
		Total	US $ 3.609 mill
Funds Secured	:	Nil	
Funding Gap	:	Total project amount	

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Bakuli-Nakulabye-Nansana. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala (Bakuli)-Nakulabye-Kasubi-Nansana road, 10 km is one of the roads proposed for capacity improvement under the Kampala-Urban stretches of Trunk roads project. The road is a section of the main road from Kampala to Busunju and Hoima. it starts at Bakuli, and follows a north westerly direction through Nakulabye and Kasubi town and ends at Nansana 10 km north of Kampala city. The existing traffic levels and road conditions are as shown below:

Road Section	ADT 1996	Road Geometry	Accidents 199	Remarks
Bakuli-Kasubi (3 km)	14,453	2 lane Single C/way of average width 6-7 m	-	Existing road in fair but too narrow to cater for such a high ADT. Traffic congestions are frequesnt.

			junctions cannot cope with the existing traffic. Drainage need improvement. pedestrian crossing facilities are lacking as well as parking bays for taxis hence a major cause of accidents.
Kasubi-Nansana (7 km)	2283	2 lane single Carriageway of average width 5.6 m	existing road narrow with broken edges and a few pot holes. drainage is lacking no proper facilities for pedestrian crossing.

With an ADT of 14,453 the first section the existing road is no longer adequate for smooth traffic flow hence the need to improve capacity. The absence of proper pedestrian crossing points has caused alot of accidents. Proper road safety features need to be introduced on the road.

c) Project Description

From the level of traffic and condition of the existing road the following improvement measures are proposed for Bakuli-Nakulabye-Kasubi-Nansana road:

Road Section	Proposed Improvement Measure
Bakuli-Kasubi (3 km)	road need to be upgraded to a dual carriageway. pedestraian crossing, parking lanes for taxis and foot paths need to be introduced. drainage need to be improved kerbing to be done in town areas
Kasubi-Nansana (7 km)	road should be widened to 7m and strengthened road level should be raised in the swampy areas.

introduce pedestrian crossing facilities

improve on junctions and drainage.

To facilitate implementation of the proposed measure a preliminary study need to be carriewd out to determine the most viable improvement options. This to be followed by detailed engineering design of the measures and then construction.

e) Cost Estimates US$ Million)

i) Study and design

	Local	Foreign	Total
	0.016	0.093	0.109

ii) Construction

	0.525	2.975	3.50
Total	0.541	3.068	3.609

f) Plan of Operation

This project is proposed to be part of the Kampala-Urban stretches of Trunk Roads project which has been programmed under the 10-Year Road Sector Programme. The work will involve carrying out preliminary engineering and techno-economic studies, detailed engineering design and construction.

PROJECT PROFILE

Sector	:	Transport & Communications	
Sub Sector	:	Road Infrastructure	
Project Code	:	TR-NP	
Project Title	:	Improvement of Kampala (Lugogo)-Bweyogerere road	
Project Location	:	Kampala District	
Implementing Agency	:	Ministry of Works, Transport and Communications	
Estimated Project Cost	:	Study:	US $ 0.066 mill
		Construction:	US $ 2.10 mill
		Total	US $ 2.166 mill
Funds Secured	:	Nil	
Funding Gap	:	Total project amount	

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Kampala (Lugogo)-Bweyogerere. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala (Lugogo)-Bweyogerere road 6 km, is located in Kampala district. Its part of the main road leading from Kampala to eastern Uganda and to Kenya. It is therefore part of both the Northern Corridor route and the Trans African Highway. The road section starts at Lugogo, passes through the towns and built up areas of Nakawa, Banda and Kireka and ends at Bweyogerere 6 km east of Kampala.

Summarised herebelow are the existing characteristics of the road.

Road Section	ADT 1996	Road Geometry	Accidents 199	Remarks
Kampala-Banda 2.5km	12,950	3 lane Single C/way of average width 10m hance frequent traffic congestions.	-	Existing road in condition but not wide enough

		No pedestrian crossing facilities and footpaths. No bus laybyes and parking facilities ie vehicles park on road. Junctions need improvement.
Banda-Bweyogerere 7770 3.5 km	2 lane single Carriageway average width 7m.	Existing road good condition. No pedestrian crossing facilities. No proper parking for taxis and buses. Rumble strips in all town areas. Junctions need improvement.

With an ADT of over 12,000 the traffic flow capacity of Kampala-Banda section need to be improved. Proper pedestrian crossing facilities should be introduced so that rumble strips are removed. Improvement of junctions and parking facilities is also necessary.

c) Project Description

The following capacity improvement measures are proposed for Lugogo-Bweyogerere road.

Road Section	Proposed Improvement Measure
Kampala(Lugogo)-Banda	Upgrade the road to dual c/way. Introduce proper pedestrian crossings. Provide bus laybyes and parking spaces for taxis. Improve junction capacity.
Banda-Bweyogerere	Provide proper pedestrian crossing in the town

and builtup areas.

Provide bus laybyes and parking for taxis.

Improve junction capacity.

A preliminary engineering and economic study is necessary to determine the most viasble improvement options. This will be followed by detailed engineering design and construction.

e) Cost Estimates US$ Million)

i) Study and design

Local	Foreign	Total
0.010	0.056	0.066

ii) Construction

0.315	1.785	2.10
Total 0.325	1.841	2.166

f) Plan of Operation

This road project is part of the Kampala Urban Stretches of Trunk roads project which has been programmed under the 10-Year Road Sector Programme. The work will involve carrying out preliminary engineering and techno-economic studies, detailed engineering design and construction.

ルート II

PROJECT PROFILE

Sector	:	Transport & Communications
Sub Sector	:	Road Infrastructure
Project Code	:	TR-NP
Project Title	:	Improvement of Kampala-Kawempe Road
Project Location	:	Kampala District
Implementing Agency	:	Ministry of Works, Transport and Communications
Estimated Project Cost	:	Study: US$ 0.088 mill Construction: US$ 2.8 mill Total US$ 2.888 mill
Funds Secured	:	Nil
Funding Gap	:	Total project amount

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Kampala-Kawempe road. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala-Kawempe road, 8km, is located in Kampala district. It is part of the main trunk road from Kampala to northern Uganda and to Sudan. It is one of the roads proposed for capacity improvement under the Kampala Urban Stretches of Trunk roads Project.

The road starts at Wandegeya and follows a northerly direction, through the town of Bwaise and ends at Kawempe 8 km North of Kampala.

The existing condition and characteristics of the road are summarised below:

Road Section	ADT 1995	Road Geometry	Accidents 199	Remarks
Kampala-Bwaise 2 km	13,334	2 lane single Carriageway average width 7m	-	Existing road too narrow for the traffic flow. No proper pedestrian crossings. No proper parking spaces and bus laybyes. Drainage need improvement.
Bwaise-Kawempe 6km	7081	2 lane single Carriageway average width 6-7m.		Existing road in fair condition but need widening. No pedestrian crossings. No parking bays for taxis. Drainage need improvement.

With ADT's of 13,334 and 7081 respectively the two road sections Kampala-Bwaise and Bwaise-Kawempe need to be improved to properly cater for the traffic flow levels. Road Safety measures also need to be introduced.

c) Technical Description

To improve traffic flow capacity and road safety of Kampala-Kawempe road the following measures are proposed:

Road Section	Proposed Improvement Measure
Kampala-Bwaise	Upgrade to dual carriageway.
	Introduce pedestrian crossing facilities.
	Provide parking bays for taxis.
	Improve on junctions and drainage.
	Kerbing in towns.

Bwaise-Kawempe	Widen road to 7m
	Introduce footpaths and pedestrian crossings.
	Provide parking bays.
	Improve on drainage.

To facilitate the above improvements a preliminary study need to be carried out to identify the most viable options for the improvement measures, followed by detailed engineering design and construction.

d) Cost Estimates

Study and Detailed design

	Local	Foreign	Total US$m
	0.014 m.	0.074	0.088

Construction

	0.42	2.38	2.8
Total	0.434	2.454	2.888

e) Plan of operation

Government proposes to execute this project as part of the Kampala-Urban Stretches of Trunk road project and in accordance with the 10-Year Road Sector Development Programme. Works will involve techno-economic studies followed by detailed engineering design and construction.

ﾙｰﾄ I

PROJECT PROFILE

Sector	:	Transport & Communications	
Sub Sector	:	Road Infrastructure	
Project Code	:	TR-NP	
Project Title	:	Improvement of Kampala-Mpererwe road	
Project Location	:	Kampala District	
Implementing Agency	:	Ministry of Works, Transport and Communications	
Estimated Project Cost	:	Study:	US $ 0.066 mill
		Construction:	US $ 2.1 mill
		Total	US $ 2.166 mill
Funds Secured	:	Nil	
Funding Gap	:	Total project amount	

PROJECT SYNOPSIS

a) Project Objectives

The project aims at the strengthening of the pavement and improvement of the traffic capacity and road user safety of the Kampala-Mpererwe roads. This would be done by carrying out the Techno-economic studies of such improvements and strengthening measures and subsequent construction.

b) Background and Justification

Kampala-Mpererwe road 6 km, is one of the roads proposed for capacity improvement under the Kampala-Urban stretches of Trunk roads project. The road is located in Kampala district is a part of the main road from kampala city to Gayaza and beyond. The road branches off Kampala-Gulu road at a junction near Bwaise and traverses a densely populated area of Kalerwe up to Mpererwe 6 km from Kampala.

The existing conditions and features of the road are as follows:-

Road Section	ADT 1996	Road Geometry	Accidents 199	Remarks
Kampala-Mpererwe (5 km)	3099	2 lane Single C/way of width 6-7 m	-	Existing road condition fair but road edge are broken. road width not sufficient for

the existing traffic.

no proper pedestrian crossing.

no proper parking bays for taxis.

At an ADT of over 3000 the existing road is not wide enough to facilitate smooth traffic flow and therefore need improvement. parking bays, pedestrian crossings and other safety features need to be introduced especially at the market and built up areas.

c) Project description

In order to improve traffic flow and road safety on Kampala-Mpererwe road the following improvement measures are proposed:

Road	Proposed Improvement measure
Kampala-Mpererwe	Widen the road to 7m
	provide pedestrian crossings at the market and built up areas.
	Provide parking bays and laybyes for taxis and commercial vehicles.
	Improve drainage.

To identify the most viable improvement measures a preliminary study is required. This will be followed by detailed engineering design and construction.

e) Cost Estimates US$ Million)

i) Study and design

	Local	Foreign	Total
	0.010	0.056	0.066

ii) Construction

	0.315	1.785	2.1
Total	0.325	1.841	2.166

f) Plan of Operation

Kampala-Mpererwe road project is part of the Kampala Urban stretches of trunk Roads project programmed under the 10-Year Road Sector Programme. Works will involve carrying out techno-economi studies followed by detailed engineering design and construction.

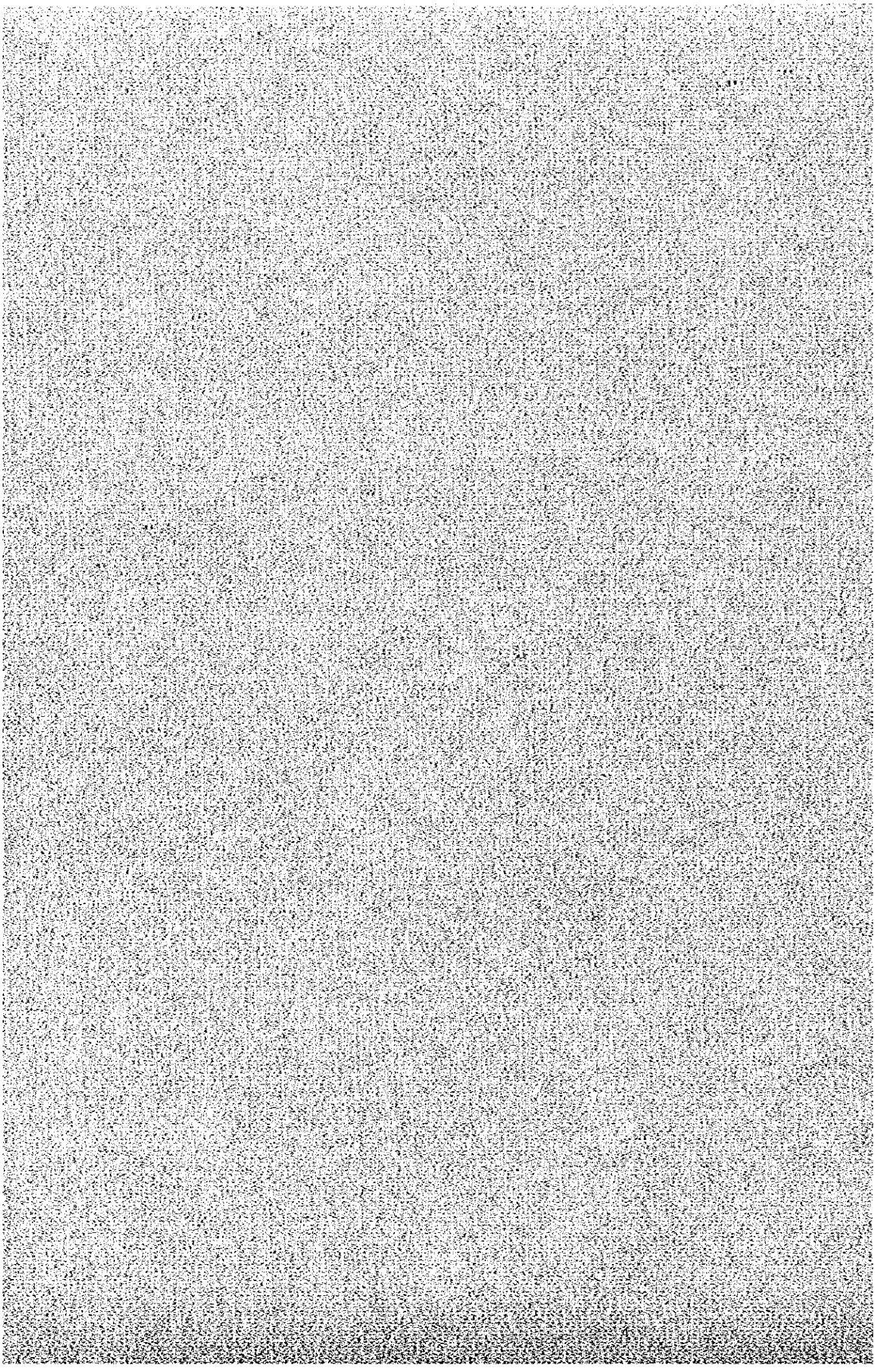
7．単価調査

現地単価調査

項目	単位	価格（USH）	価格（円）
事務所	m2	US$18	1,980
机	1基	720,000	74,717
椅子	1基	250,000	25,943
本棚	1基	180,000	18,679
デスクライト	1基	30,000	3,113
扇風機	1台	80,000	8,302
電話機	1台	70,000	7,264
ファックス	1台	2,600,000	269,811
コピー機（購入）	1台	3,500,000	363,208
コピー機（リース）	1台／月	-	-
コピー（モノクロ）	1枚	100	10
コピー（カラー）	1枚	1,500	156
パソコン（購入）	1台	4,800,000	498,113
パソコン（リース）	1台／月	-	-
フロッピィディスク	1枚	2,200	228
電話加入料	1回線	-	-
電気	1基	100	10
ガス	15kg	27,000	2,802
コピー用紙	1束	6,700	695
補助員（技師）	1人／時間	17,218	1,787
補助員（事務員）	1人／時間	9,500	986
補助員（労務）	1人／時間	5,000	519
タイピスト（英語）	1人／時間	8,500	882
製図工	1人／時間	8,500	882
運転手	1人／時間	5,000	519
セダン（購入）	1台	US$18,000	1,980,000
セダン（借上げ）	1台／日	US$0.75/km	83
4WD（購入）	1台	US$27,000	2,970,000
4WD（借上げ）	1台／日	US$1.00/km	110
ガソリン	1リッター	1,000	104

（注） 1 US$＝1,060USH（ウガンダシリング）
1 US$＝110円

8. Uganda Transport Sector Policy



Telephones: Minister:
Kampala 243054 & 232370
Office:
Kampala 234700/9 (10 Lines)
Telex: 61170.
Telegrams: "FINSEC."
In any correspondence on this subject please quote No ~~ED/6/1541/II~~

THE REPUBLIC OF UGANDA

Ministry of Finance and
Economic Planning,
P.O. Box 8147
Kampala,
Uganda.

March 3rd 1994

To Mr. Edward V.K. Jaycox
Vice President, Africa Region
World Bank
Washington D.C.

Dear Mr. Jaycox,

Re: UGANDA TRANSPORT SECTOR POLICY

1. The following describes the Government of Uganda's Strategy for the Transport Sector and is to serve as the agreed framework within which the Government and the Association intend to implement the proposed Transport Rehabilitation Project.

2. General Principles: An efficient transport sector is essential for the development of an integrated, self-sustaining economy. Considerable progress has been made in recent years in rehabilitating transport infrastructure, particularly in the road and rail sub-sectors, and Government continues to give high priority to the transport sector. However, as work on the most obvious priorities for rehabilitation (e.g. the Northern Corridor route) is almost completed, the next phase will require much more careful planning and difficult choices for public expenditure not only between investment projects, but also between maintenance and investment.

Government Policy in the next phase will be focussed on improved transport and Communications services for accelerated development and for consolidation of National Unity. To this end, the Government Will rehabilitate, construct, own and ensure proper maintenance of all transport infrastructure in general, towards economic integration of the country as a whole. The Government will not, as a rule, directly participate in the provision of transport services, except in the case of strategic activities. Its role with respect to the supply of transport services is to clearly define by law, and efficiently exercise its regulatory povers vis-a-vis public and private operators. In this context, the Government will continue the policy of de facto free access to the transport services market and of letting the market forces determine the tariffs for the trucking industry and the railways. The Government will also implement Axle Load control and coordinate this with neighboring countries, as well as safety measures for road users to reduce road accidents.

Issues and Actions

3. Transport Planning: The Government will select and prioritize transport sector investments and recurrent expenditures in a rational manner. This is particularly necessary at this stage, when many ongoing and new projects are competing for very limited resources. The Government will utilize its three year rolling Rehabilitation and Development Plan to define its priority investment requirements. Additions to this plan will be made only after thorough analysis of alternative ways of executing the project, the preferred solution's economic costs and benefits, risks and remedial action, with due consideration given to optimum use of domestic resources and labor-based techniques, safety precautions and environmental protection. With respect to main roads maintenance, the Four Year National Prioritized Main Roads Maintenance Program for FY95-Y98 will take precedence. A five year High-way Plan (FY95-FY99) covering both main roads maintenance and Investment Plan has been drawn up and will be reconciled with the RDP annually for the purpose of additions to RDP. For maintenance of feeder roads, the principles of the Strategy Paper for Rural Feeder Roads Rehabilitation and Maintenance will continue to provide the guiding principles.

4. Balanced rehabilitation-maintenance in main roads: In order to reaffirm its decision to implement a balanced program of maintenance and rehabilitation, the Government intends to implement a Three Year Transport Sector Investment and Recurrent Expenditure Plan (TSIREP) for FY94-FY97 of which the indicative figures for FY 94/95 are attached, and will roll this over annually.

5. Road Maintenance Program: With respect to the main roads, the Government recognizes that maintenance of recently rehabilitated roads has to be put on a sustainable basis and given priority over further rehabilitation and construction so that the valuable assets embodied in the rehabilitated roads do not deteriorate. Within maintenance, priority will be given to routine over periodic maintenance if scarce resources make it necessary to prioritize. To this end, the Government has adopted the Four Year National Prioritized Main Roads Maintenance Program, the annual totals of which are shown below and which will constitute the program for maintenance operations in the country. The Government recognizes that financing the maintenance of main roads is basically the Government's responsibility, and has therefore agreed to; (i) provide the following annual Government contributions during the program and; (ii) increase its contribution by similar amounts in the period beyond FY98, until Government financing reaches 100 percent.

	FY95	FY96	FY97	FY98	Total Four Years
		(In US$ Million Equivalent)			
Total Cost	24.9	33.4	41.8	42.0	142.1
Government Share	13.5	17.0	20.0	24.0	74.5

Government has obtained indications of donor support to finance the remainder of the costs during FY95-FY98. In order to achieve the ultimate target of 100% Government financing of road maintenance, the rate of enlargement of the road network for which MoWTC is responsible will be controlled. Further donor support is being sought by Government to finance the capacity building component of a comprehensive road maintenance programme.

6. Feeder Roads Rehabilitation: With respect to the rehabilitation of feeder roads countrywide, the Government is pursuing in the first instance an improvement to all weather accessibility of the rural areas rather than provision of feeder roads surface with a high degree of smoothness. Priority will be given to those roads which could first unlock areas with potentially high agricultural surplus. Social considerations such as improved access to schools and health centers would be supplementary considerations. The responsibility for rehabilitation of feeder roads would be gradually transferred from the Ministry of Local Government to the districts as their capacity to manage this task improves. This transfer will be accelerated as much as possible in light of the Decentralization Policy introduced in 1992. In contrast, the responsibility for maintaining feeder roads is already vested in the respective districts, but the Government will match the District contributions for local costs of routine manual maintenance.

7. Interim and Final Financing Mechanisms for all Road Maintenance: The Government will continue for time being to release budgeted main roads maintenance funds through normal budget procedure while exploring the possibility of the URA paying budgeted amounts direct to a Road Preservation Account in the MOWTC without passing through the Consolidated Fund. Should such arrangements fail to solve the problem of erratic releases of budgeted funds by the end of 1995/96, the Government of Uganda will take steps to establish a Road Fund. The Government will continue to apply the present funding procedures for the rural feeder roads and urban roads for the next four years.

8. Institutional Arrangements: The Government will -, in the framework of the ongoing civil service reform - make provisions for adequate staffing, training, remuneration and supervision of staff responsible for road maintenance activities throughout Government. It will introduce changes, if found necessary, in MOWTC's mandate for main roads maintenance on the basis of the forthcoing recommendations of the Highway Fund/Highway Authority Study by Mid Term Review. It will also actively pursue ways of

involving all major stakeholders in roads, including the private sector, in decisions concerning the introduction and supervision of new financial and institutional arrangements.

9. Local Construction Industry: Government recognises the shortage of technical and management skills in the local construction industry both in the public and private sectors. A tailor-made four-year road industry training programme has been developed to address the training needs of the sector. The Government will actively promote the development of a viable local contracting industry, in particular through training and employment of contractors for feeder roads rehabilitation and maintenance work, employment of contractors for routine mechanical maintenance of main roads and introduction of equipment leasing or rental arrangements.

Targets for the share of contractor executed works, as contrasted to force account works, are:

FY96	50%	of annual maintenance budget.
FY97	65%	" " "
FY98	75%	" " "

Labor based, light equipment supported techniques will be used wherever they prove to be more cost effective.

10. Commercial Orientation and Improved Financial Autonomy for URC: Considerable progress has been made in recent years in rehabilitating Uganda Railways Corporation's system. However, recent developments in other areas of Government policy will constrain the future size and pattern of URC operations. Firstly, the extensive rehabilitation of the trunk road network has significantly reduced road transport costs. Secondly, Government's policy of liberalizing the marketing and export of agricultural commodities is likely to lead to a reduction in the role of large parastatals and to smaller consignments. It will become increasingly important, therefore, for URC to effectively compete with other transport modes if it is to be a viable commercial organization. Particularly with the introduction of the Port Bell terminal, one can clearly distinguish between URC's operations of profitable external ferry services on Lake Victoria and its loss-making domestic rail services. As marine traffic increases URC must improve the utilization of its three wagon ferries before investing in additional capacity. The Government considers URC a strategic transport agency which should remain in the public sector but operate as a commercially oriented, increasingly financially autonomous entity. The Government has recently signed a Performance Agreement with URC, which will become effective on 1 July 1994. It covers URC's capital structure, equal tax treatment with competing transport modes, tariff setting, debt collection, marketing strategy, and the Government's obligation to compensate URC for non-remunerative services that it requires URC to provide.

11. Air Transportation: The rehabilitation of Uganda Airlines Corporation is under way, beginning with the restructuring of top management. It is imperative that henceforth UAC be run on a profitable basis without recourse to Government subsidies. One of the new management's first tasks will be to assess thoroughly the airline's route structure and fleet composition and to examine all options for ensuring profitable operations. Partial privatization of the airline should also be considered.

12. It has already been noted that since the airline suspended international services in 1990, international services can be provided to Uganda with or without UAC. Additional airlines are expected to fly here once air safety and other facilities at Entebbe Airport have been brought up to international standards. UAC will require a massive investment in new aircraft if it is to resume long haul international operations. Pooling arrangements, such as those recently signed by Uganda, Tanzania and Zambia for an "African Joint Air Services", will help to promote regional integration and will offer better prospects of profitable operations.

13. Government's medium term priority in air transport should be the rehabilitation of facilities at Entebbe Airport so as to encourage airlines, whether foreign or domestic, to operate into Uganda, as well as the rehabilitation of other airports and aerodromes throughout the country.

The Government's Transport Sector Policy will adjust continuously to changing circumstances in the country and in Eastern Africa.

Sincerely yours,

J.S Mayanja-Nkangi
MINISTER OF FINANCE AND ECONOMIC PLANNING