

### 3. PRESENT STATUS OF STUDY AREA

#### 3.1 Natural Conditions

##### (1) Location

Acholi sub-region lies in the northern part of Uganda. The region is bordered by South Sudan in the North, Karamoja Sub-region in the East, Lango Sub-region in the South and West Nile Sub-region in the West.

##### (2) Land

The total land area of Acholi Sub-region is about 28,278 sq. km which is 11.7 % of that of Uganda<sup>1</sup>. Acholi Sub-region is categorized as a tropical dry climate similar to the southern part of Sudan. The land itself is generally well watered in rainy season and fertile. Most of the land is covered by wood and green vegetation. According to the data in 2005, woodland, bush and grass land comprise approximately 48% of total land.

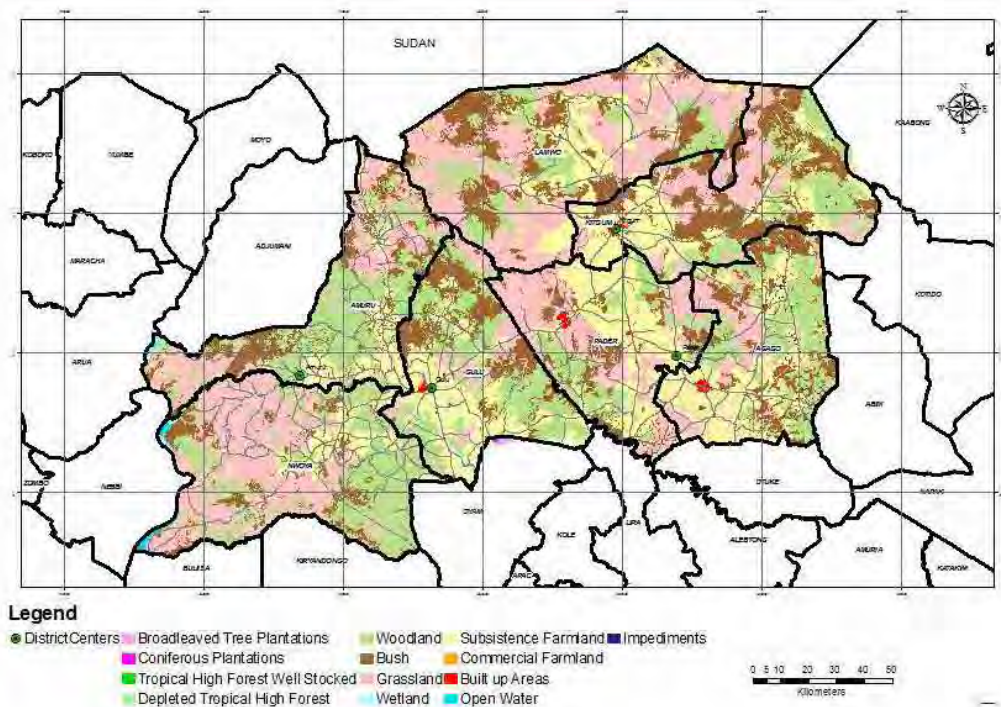
**Table 3.1-1 Land Use of Acholi Sub-region in 2005**

Land Use Type	Area (sq km)	%
Plantations	5.60	0.02%
Woodland	8,891.20	31.44%
Bush	552.60	1.95%
Grassland	4,073.50	14.41%
Wetland	71.60	0.25%
Farmland	14,557.10	51.48%
Built-up Areas	18.00	0.06%
Water Body	105.50	0.37%
Other	3.00	0.01%
Total	28,278.10	100.00%

Source: Statistical Abstract 2011, UBOS

Figure 3.1-1 illustrates the land use of Acholi Sub-region in 2005.

<sup>1</sup> Data is in 1995, is from Statistical Abstract 2011, UBOS



Source: NFA compiled by JICA Study Team

**Figure 3.1-1 Land Cover Map of Acholi Sub-region in 2005**

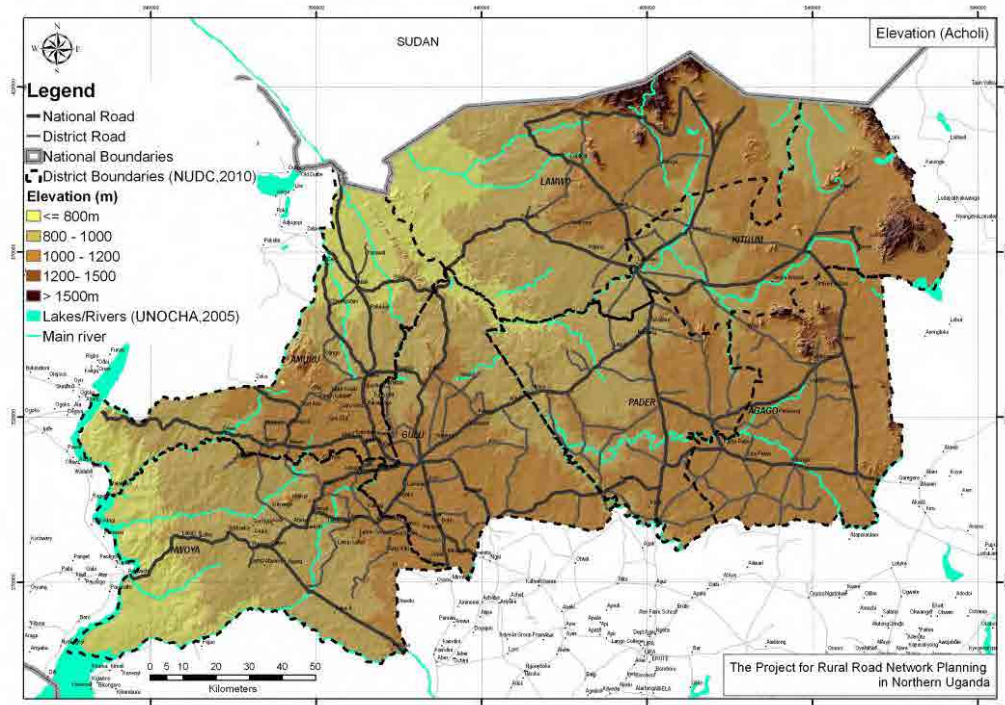
**(3) Rivers**

The Albert Nile flows along the western border of Acholi Sub-region and the Victoria Nile flows along their southern borders with Lango Sub-region. Achwa River flows through the middle of Acholi Sub-region and is a boundary between Gulu, Lamwo and Pader districts. Agago River branches off from Achwa River and runs through the middle of Pader and Agago districts. These rivers are major obstacles to movement of people and goods, especially in the rainy season.

**(4) Altitude**

The altitude ranges between 600 and 1,200 m above sea level. Nangeya Mountains are in the north-eastern area along the border with Karamoja Sub-region and they are approximately 2,200m above sea level. Agoro Mountains are located in the northern part of Lamwo District along the international border with South Sudan and they are 2,600m above sea level. The south-western area along Albert Nile is relatively low and ranges between 600 and 800 m above sea level. The rest of the area is generally flat.

Many wild animals live near the Albert Nile in the western part of Amuru and Nwoya Districts and near the Victoria Nile in the southern part of Nwoya District because of a favourable climate. The Murchison Falls National Park is located in the southern part of Nwoya district.

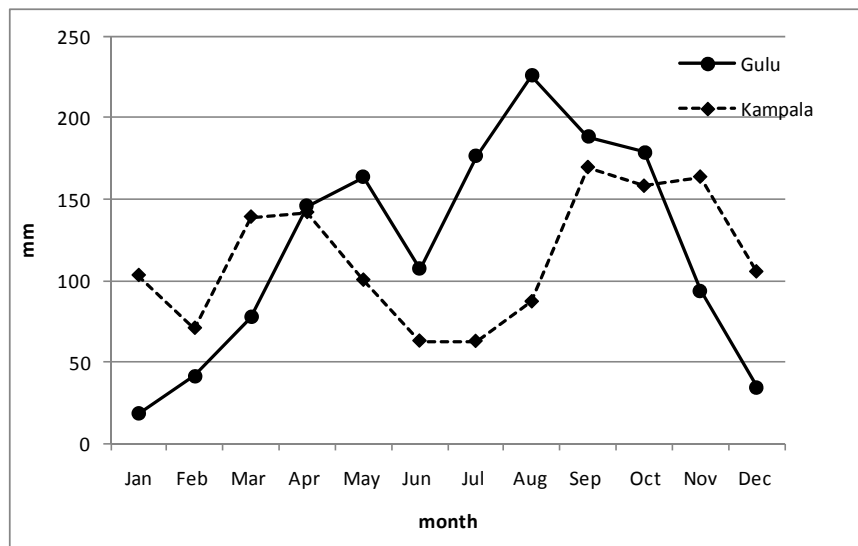


Source: NUDC 2010 and UNOCHA 2005, Compiled by JICA Study Team

**Figure 3.1-2 Topography of Acholi Sub-region**

**(5) Climate**

Acholi Sub-region enjoys dry and rainy seasons the same as the rest of Uganda. The rainy season runs from late March to the end of November and hits two peaks in a year. The average rainfall was approximately 1,450mm per annum during 2006 to 2010. Compared to the southern part of Uganda, such as Kampala, the rainy and dry seasons in Acholi Sub-region are clearly distinct in terms of rainfall.

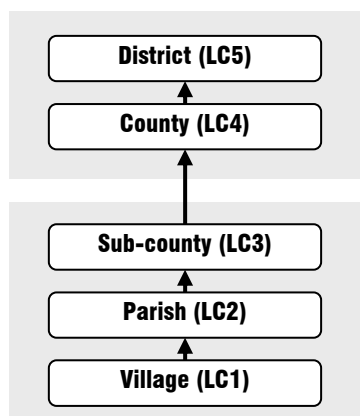


Source: Statistical Abstract 2011, UBOS

**Figure 3.1-3 Average Rainfall in Gulu and Kampala 2006 - 2010**

## 3.2 Local Government Administration

In Uganda, the local government is made up of five levels of hierarchy, i.e. from LC5 to LC1 (see Figure 3.2-1).



**Figure 3.2-1 Local Government Hierarchy**

The study area covers five out of seven districts in Acholi Sub-region namely Gulu, Kitgum, Lamwo, Pader and Agago.

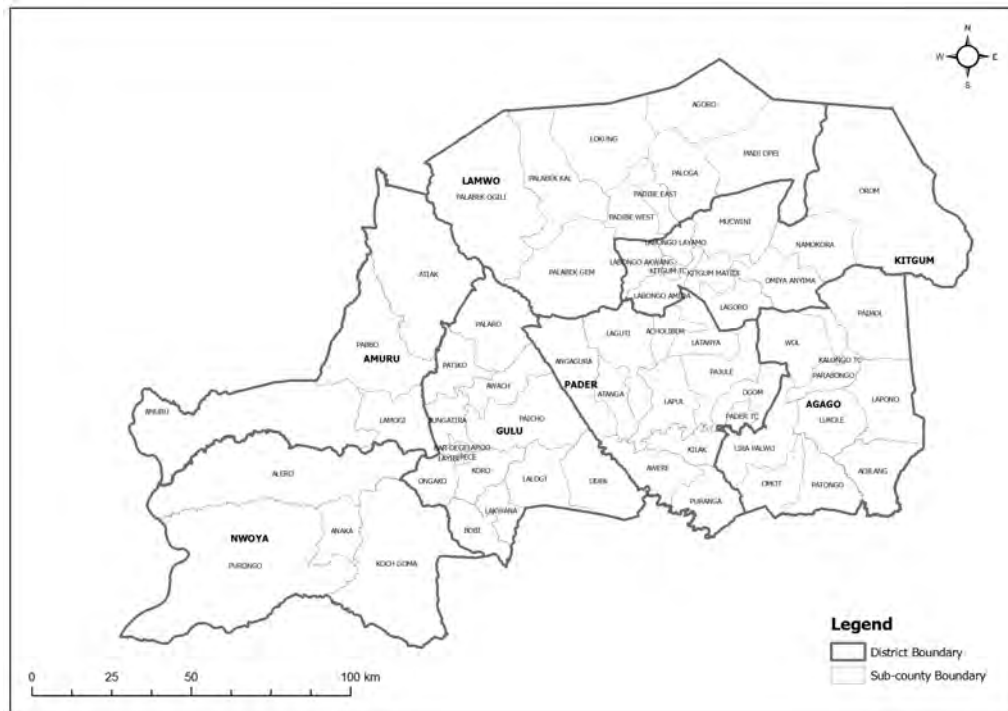
- Gulu district is composed of 16 lower local governments (12 sub-counties and 4 divisions).
- Kitgum district is composed of 10 lower local governments (9 sub-counties and 1 town council).
- Lamwo district is composed of 11 lower local governments (9 sub-counties and 2 town councils).
- Pader district is composed 12 lower local governments (11 sub-counties and 1 town council).
- Agago district is composed 16 lower local governments (13 sub-counties and 3 town councils).

**Table 3.2-1 Number of Parishes and Villages by District in Acholi Sub-region**

District	Sub-county	Parish	Village
Gulu	16	70	294
Kitgum	10	53	464
Lamwo	11	43	327
Pader	12	50	608
Agago	16	75	906
Study Area Total	65	291	2,599

Source: JICA Study Team

The District Council is the highest decision-making body with fully-fledged legislative and executive powers. The District Chairperson, who is elected through universal adult suffrage, is the political head of the District. The Chief Administrative Officer (CAO), who is appointed by the District Service Commission (DSC), is the administrative head of the District, and is the chief accounting officer for the district.



Source: UNOCHA 2010/ UBOS, 2006, compiled by JICA Study Team

**Figure 3.2-2 Administrative Boundary of Study Area**

### 3.3 Return of IDPs

Since 1986, the Lord’s Resistance Army (LRA) increased violent attacks on Uganda government forces and civilians in Acholi Sub-region. As a result, nearly 95 percent of the ethnic Acholi population in the sub-region were displaced from their original home villages.

The government lifted the restrictions on freedom of movement for IDPs of Acholi Sub-region in 2006. However, protection concerns prevailed among IDPs.

Since April 2007, peace negotiations between the Government of Uganda (GOU) and LRA significantly improved security in northern Uganda. This situation encouraged IDPs to move closer to home villages. In 2008, the return process of IDPs was accelerated by moving out from IDP camps to transit sites.

The population in the IDP camps of Acholi Sub-region used to be 1,347,396 in 2006 at its peak. While in July 2011, about 55,400 lived in the IDP camps and transit sites in Acholi Sub-region, the population in the IDP camps decreased rapidly. Approximately 96% of IDPs have already settled in original villages.

**Table 3.3-1 Population Changes in IDP Camps in Acholi Sub-region**

Month-Year	IDP Camp Population	% of 2006 IDP Camp Registered Population
Dec-05	1,110,000	-
2006	1,347,396	100%
Jun-07	916,000	68%
Aug-08	497,631	37%
Nov-08	437,000	32%
Feb-09	329,000	24%

Month-Year	IDP Camp Population	% of 2006 IDP Camp Registered Population
May-09	261,722	19%
Aug-09	184,199	14%
May-10	76,836	6%
Dec-10	58,023	4%
Jul-11	55,421	4%

Source: UNHCR, UNOCHA

There were 8 IDP camps and 282 transit sites in Acholi Sub-region, as of July 2011. By the end of 2011, all of these IDP camps were supposed to be officially closed down according to UNHCR. The local governments and major donors operating in northern Uganda recognize that the return process of IDP is completed.

**Table 3.3-2 Number of IDP Population in Acholi Sub-region**

District	2005		2011					Return Ratio
	Number of Camps	Estimated Population in Camps	Number of Camps	Estimated Population in Camps	Number of Transit Sites	Estimated Population in Transit Sites	Estimated Population in Camps and Transit Sites	
Amuru/Nwoya	34	257,000	0	-	50	11,268	11,268	95.6%
Gulu	31	204,000	1	366	13	1,963	2,329	98.9%
Kitgum/Lamwo	25	310,000	6	2,669	65	6,582	9,251	97.0%
Pader/Agago	31	339,000	1	27	154	32,546	32,573	90.4%
Acholi Sub-region	121	1,110,000	8	3,062	282	52,359	55,421	95.0%

Source: UNHCR

## 3.4 Population

### 3.4.1 Population and Population Growth

The population of Acholi Sub-region is estimated at 1,464,000 in 2010 by Uganda Bureau of Statistics (UBOS). It accounts for 4.6% of Uganda's total population. The population growth rate of Acholi Sub-region was 3.8% per annum between 2002 and 2010. Compared to the national rate, this growth rate is relatively high.

**Table 3.4-1 Population and Growth Rate of Acholi Sub-region**

District	2002	2010	Annual Growth Rate 2002-10
Gulu	298,527	374,900	2.9%
Kitgum	167,030	228,900	4.0%
Lamwo	115,345	158,100	4.0%
Pader	142,320	210,100	5.0%
Agago	184,018	271,700	5.0%
Amuru	135,723	169,200	2.8%
Nwoya	41,010	51,100	2.8%
Acholi Sub-region	1,083,973	1,464,000	3.8%
Uganda	24,227,297	31,784,600	3.5%

Source: UBOS

### 3.4.2 Urban Population

Gulu Town (Gulu Municipality) is the largest urban centre in Acholi Sub-region. The urban population of Gulu Town was 119,430 in 2002. UBOS estimated that Gulu Town had a population of 149,900 by mid-year 2010 and its annual growth rate was 2.8% from 2002 to 2010. Gulu Town provides a sizeable market for the agricultural products in Acholi Sub-region and has an important role in trading. Recently, many South Sudan shoppers and traders have come to Gulu Town from Nimle border.

Kitgum Town is the second largest urban centre in Acholi Sub-region. The urban population was 41,821 in 2009, and was estimated at 57,300 by mid-year 2010. The annual growth rate from 2002 to 2009 reached 4.0%. This town tends to expand rapidly. Kitgum also provides a large market for the agricultural products in Acholi Sub-region, in particular Lamwo and Kitgum districts and has a role in trading.

Lira Town, which is also an important town as a market for agricultural produce of Acholi Sub-region, in particular Pader and Agago districts, was estimated to have an urban population of 105,100 in mid-year 2010.

### 3.4.3 Population Density

The northern region including Acholi Sub-region had the lowest population density among the regions in Uganda. The last three decades, the northern region showed less than two-thirds of the national level.

**Table 3.4-2 Population Densities in Regions of Uganda**

Region	Population Densities (persons/km <sup>2</sup> )			
	1980	1991	2002	2008
Central Region, including Kampala	58	79	107	126
Eastern Region	82	105	157	195
Northern Region	28	37	63	78
Western Region	61	82	114	136
Uganda	52	69	101	123

Source: Uganda Bureau of Statistics Website, 2010

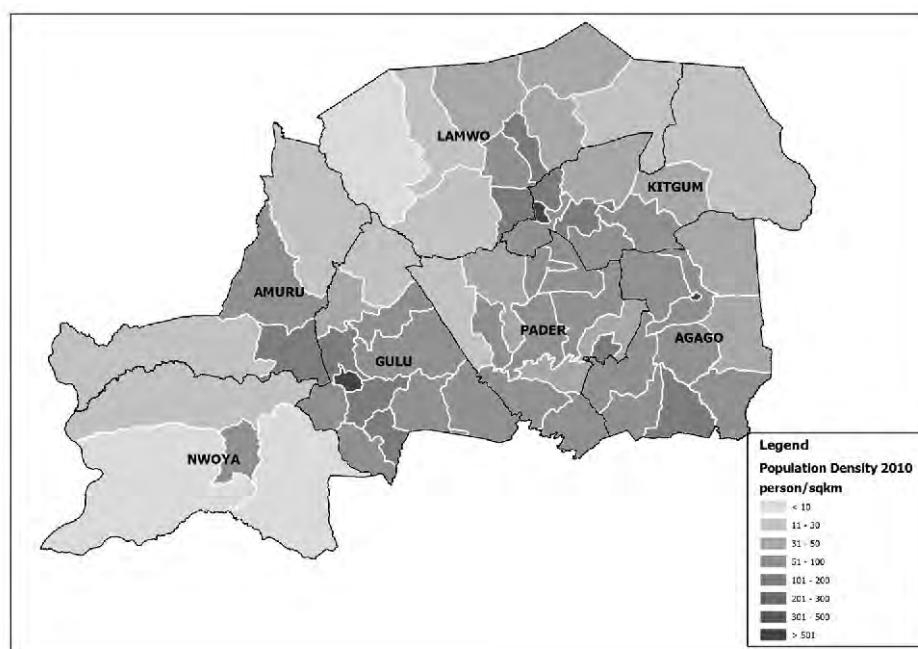
The population density of Acholi Sub-region was 38 persons/km<sup>2</sup> in 2002. In 2010, the population density was estimated to be 52 persons/km<sup>2</sup>. The highest population density is in Gulu district due to the urban population of Gulu Town.

**Table 3.4-3 Population and Population Density in Acholi Sub-region in 2002 and 2010**

District	Area (sqkm)	Population		Population Density	
		2002	2010	2002	2010
Gulu	3,449.7	298,527	374,900	87	109
Kitgum	3,957.0	167,030	228,900	42	58
Lamwo	5,591.6	115,345	158,100	21	28
Pader	3,359.9	142,320	210,100	42	63
Agago	3,494.2	184,018	271,700	53	78
Amuru	3,624.3	135,723	169,200	37	47
Nwoya	4,771.5	41,010	51,100	9	11
Acholi Sub-region	28,248.2	1,083,973	1,464,000	38	52
Uganda	241,550.7	24,227,297	31,784,600	100	132

Source: Area refers from UNOCHA, population refers from UBOS

In Acholi Sub-region, the population densities of the sub-counties vary greatly as shown in the following figure.



Source: UNOCHA 2010 and UBOS compiled by JICA Study Team

**Figure 3.4-1 Population Density by Sub-county in Acholi Sub-region in 2010**

### 3.5 Agricultural Sector

Agriculture is the backbone of the regional economy in Acholi Sub-region. The major source of household incomes is sale of crops. More than 80% of the population is estimated to engage in agriculture based upon the interviews with district offices in Acholi Sub-region.

The major crops in the study area are as shown in the following table. Maize, sorghum and millet are principal foods for the people living in the study area. Upland rice is recently in fashion to be grown as a cash crop. Cotton once came down in price however it has tended to recover recently.

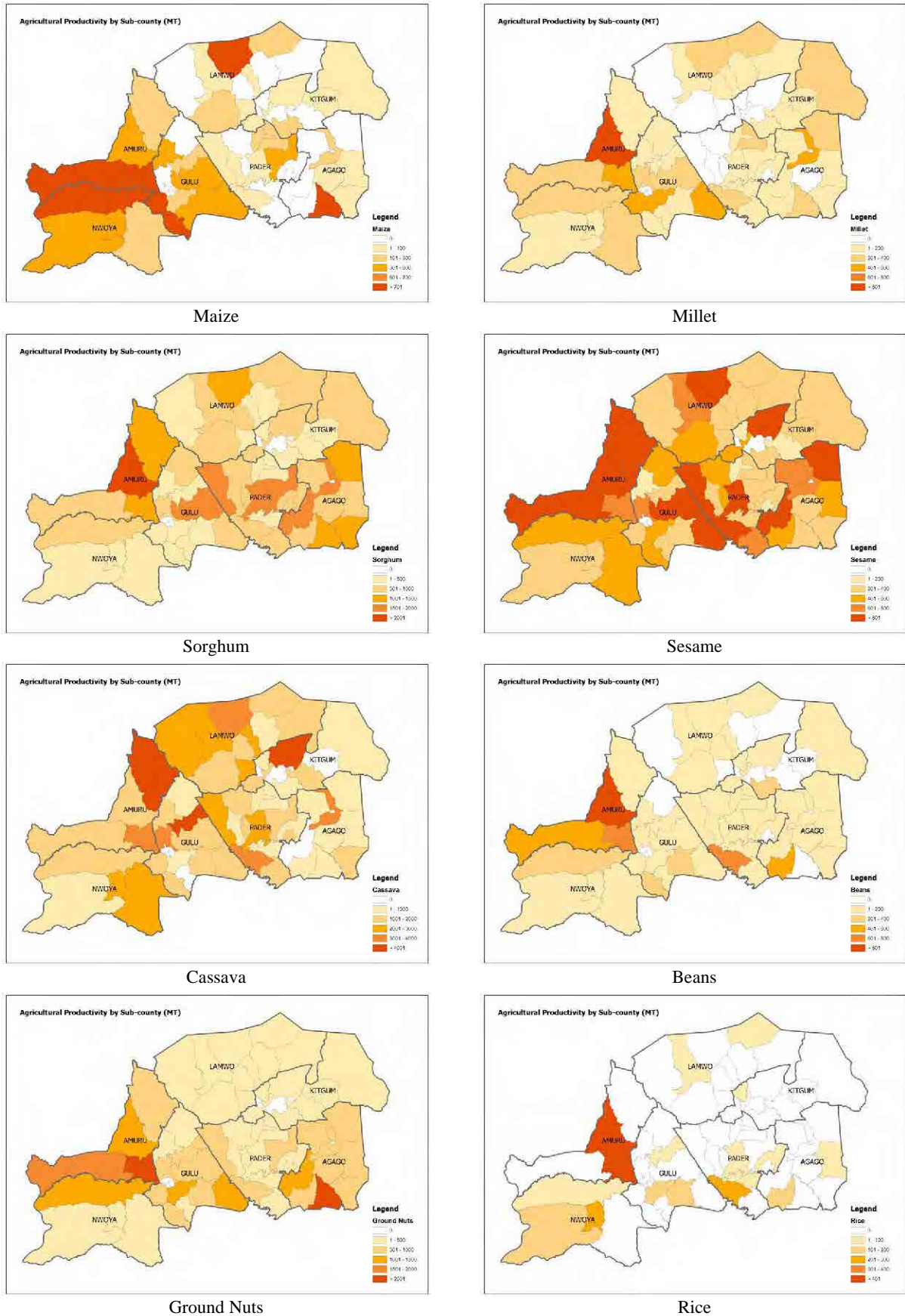
**Table 3.5-1 Major Crops in the Study Area**

Cereal	Legume	Root Crop	Oil Crop	Vegetable & Fruit	Cash Crop
<ul style="list-style-type: none"> <li>• Maize</li> <li>• Sorghum</li> <li>• Millet</li> <li>• Bulrush Millet</li> <li>• Upland Rice</li> </ul>	<ul style="list-style-type: none"> <li>• Beans</li> <li>• Pigeon Pea</li> <li>• Green Gram</li> <li>• Cow pea</li> <li>• Soya Bean</li> </ul>	<ul style="list-style-type: none"> <li>• Cassava</li> <li>• Sweet Potato</li> </ul>	<ul style="list-style-type: none"> <li>• Ground Nut</li> <li>• Sesame</li> <li>• Sunflower</li> <li>• Soya Bean</li> </ul>	<ul style="list-style-type: none"> <li>• Tomato</li> <li>• Egg Plant</li> <li>• Onion</li> <li>• Okra</li> <li>• Cabbage</li> <li>• Mango</li> <li>• Passion Fruit</li> <li>• Avocado</li> <li>• Jack Fruit</li> </ul>	<ul style="list-style-type: none"> <li>• Cotton</li> <li>• Tobacco</li> </ul>

Source: DDPs of study area compiled by JICA Study team

Estimated production of major crops by sub-county in 2008 is illustrated in Figure 3.2-1. In terms of production, the difference can be recognize among the sub-counties depending upon the crop. Amuru and Nwoya districts show high productivity in maize. While sorghum, cassava, ground nuts and sesame are grown all over Acholi Sub-region.





Source: DED-Refugee/IDP Programme (2009), Second Season 2008 Land Use and Crop Yield Assessment Report, Acholi Sub-region, compiled by JICA Study Team

**Figure 3.5-1 Estimated Production of Major Crops in Acholi Sub-region in 2008 (ton)**

Estimated production by district is shown in Table 3.5-2. Gulu district produced large amounts of maize, sesame, cassava and ground nuts. While Agago district produced large amounts of sorghum, sesame and ground nuts. Kitgum and Lamwo districts had relatively lower productivity in 2008.

**Table 3.5-2 Estimated Production of Major Crops in Acholi Sub-region in 2008 (ton)**

District	Maize	Sorghum	Millet	Beans	Sesame	Rice	Cassava	Ground Nuts
Gulu	4,536	5,901	2,682	1,337	5,437	301	18,501	7,745
Kitgum	407	4,265	566	479	3,076	27	12,736	1,565
Lamwo	1,061	6,183	1,051	255	4,253	57	14,827	2,156
Pader	1,186	10,936	890	1,726	5,526	325	15,651	5,120
Agago	1,131	11,362	1,402	1,001	5,309	165	9,062	8,307
Amuru	2,669	6,493	1,977	2,131	3,467	2,544	11,448	6,512
Nwoya	1,880	1,236	818	465	1,544	520	7,542	2,525
Acholi Sub-region	12,870	46,376	9,386	7,394	28,612	3,939	89,767	33,930

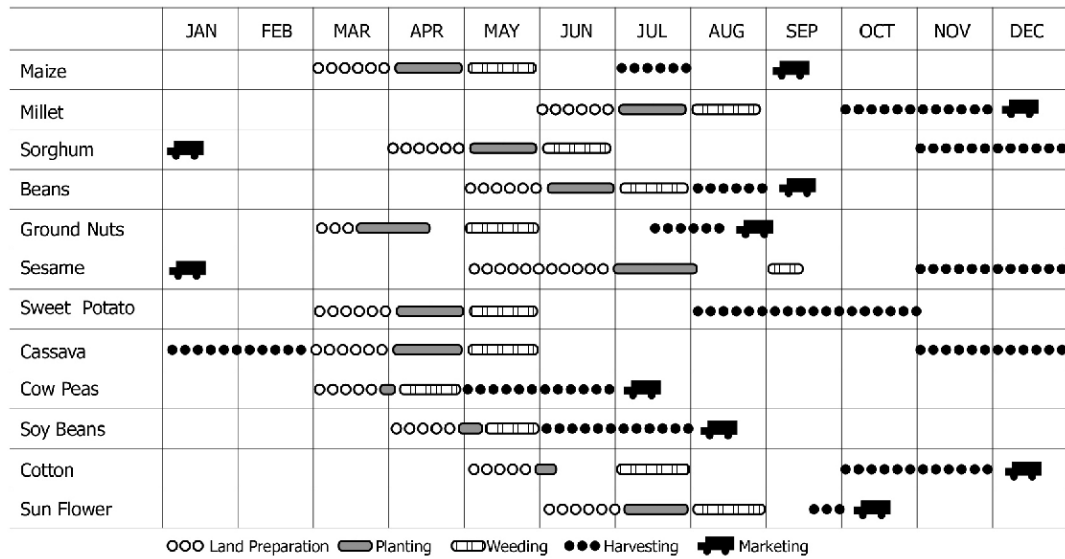
Source: DED-Refugee/IDP Programme (2009), Second Season 2008 Land Use and Crop Yield Assessment Report, Acholi Sub-region, compiled by JICA Study Team

**Table 3.5-3 Estimated Average Production of Crops per Household in Amuru and Lamwo District (Second Season 2008)**

Type of Crops	Crops	Average Amount of Crop Production per Household (kg)
Cereals	Maize	117.0
	Sorghum	198.8
	Millet	71.9
	Rice	78.8
Pulses	Beans	66.8
	Cowpeas	0.1
	P. Peas	38.0
	Soybeans	7.5
	Green Grams	0
Oil Crops	Simsim (Sesame)	128.9
	Ground Nuts	232.4
	Sunflower	2.1
Root Tubers	Sweet Potato	22.7
	Cassava	488.4
Cash Crops	Cotton	0
	Tobacco	0

Source: DED-Refugee/IDP Programme (2009), Second Season 2008 Land Use and Crop Yield Assessment Report, Acholi Sub-region

The cropping schedule of major products is illustrated in the following figure. Sweet potato and cassava can be harvested over a relatively long period and as a result, it is planted for food security as well.



Source: Production office of Pader District, compiled by JICA Study Team

**Figure 3.5-2 Cropping Schedule**

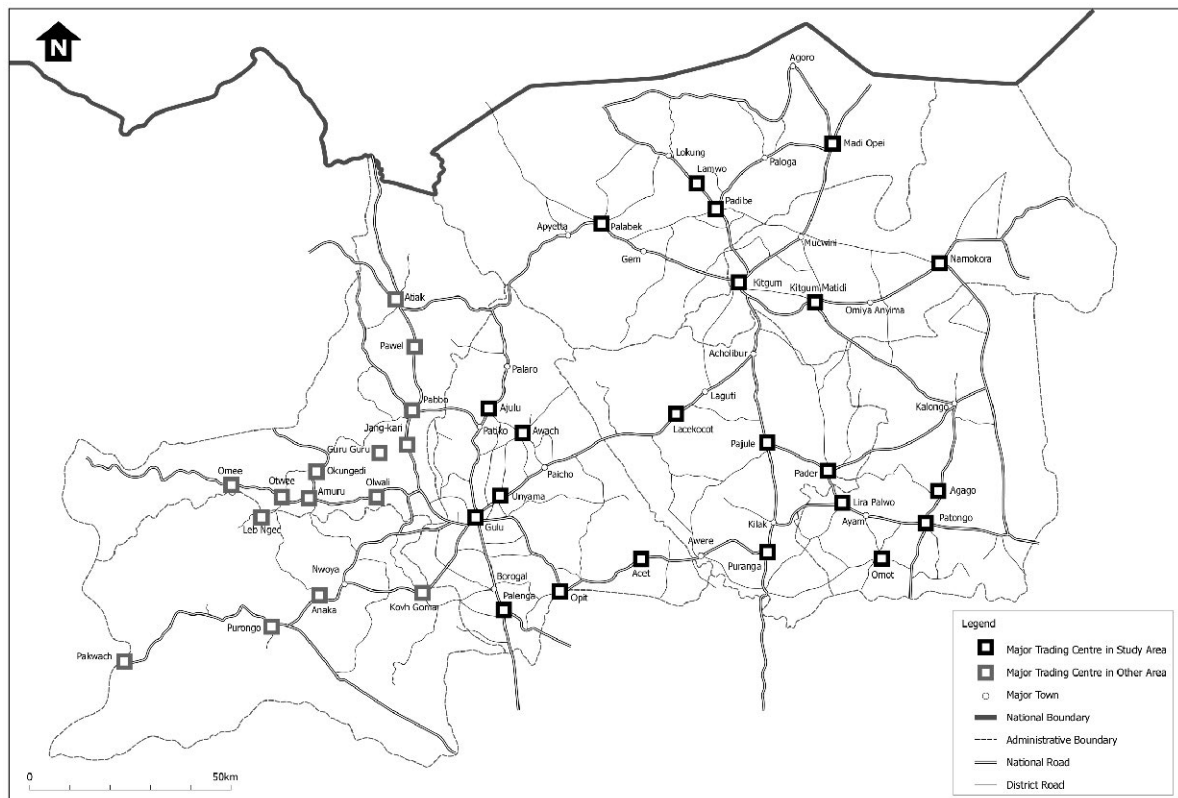
**3.6 Commercial Sector**

**3.6.1 Private Sectors**

The private sector of Acholi sub-region is still weak. There are no large-sized factories and only a few small-scale agro processing industries such as grinding mills, making yogurt and rice hullers. Only a few construction companies are there. Service industries have developed in urban areas such as Gulu and Kitgum towns. In these towns, some service industries are operating such as commercial banks, restaurants, small-sized supermarkets, retailers, hotels, hair salon shops, motorcycle taxi (boda-boda) and coach stations. A large-sized supermarket which is financed by foreign capital is scheduled to open in Gulu town. The small towns accommodate limited service sectors such as lodges, retailers and boda-boda.

Although electricity is not available in most parts of the district, a mobile telephone network covers both rural and urban areas, which makes it possible to provide easy and fairly affordable telecommunication services.

In order to trade agricultural products, there are many trading centres and the large-sized trading centres are indicated in Figure 3.6-1.



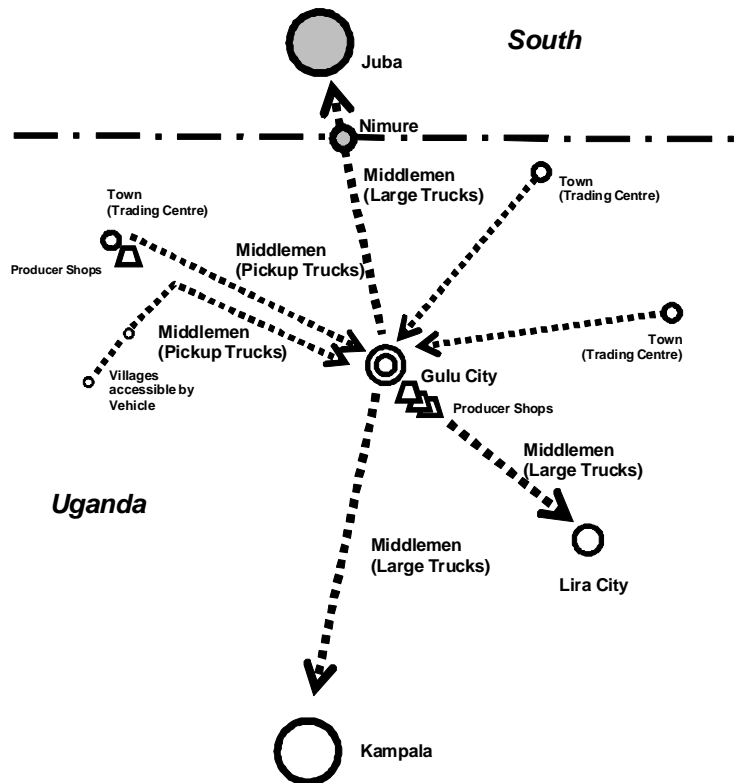
Source: JICA Study Team

**Figure 3.6-1 Locations of Major Trading Centres in Acholi Sub-region**

### 3.6.2 Middlemen Dealing in Agricultural Produce in Acholi Sub-region

Besides these various traders, middlemen are active in buying and selling agricultural produce in Amuru and Nwoya Districts, as well as in Acholi Sub-region. There are different types of middlemen dealing in agricultural produce as shown in Figure 3.6-2.

- Produce shops in trading centres, which buy agricultural produce from farmers and sell produce to middlemen from Gulu City
- Mid level middlemen who take pick-up trucks to villages, buy produce from farmers in villages and transport the produce from the villages to sell to produce shops in Gulu City
- Mid level middlemen who take pick-ups or middle-sized trucks to trading centres, buy produce from produce shops in trading centres and transport produce to sell to produce shops in Gulu City
- Produce shops in Gulu City, which buy agricultural produce from middlemen who transport produce from trading centres and villages, and sell produce to upper level middlemen from Kampala City, Lira City and South Sudan.
- Upper level middlemen who take large trucks to produce shops in Gulu City, buy produce from produce shops in Gulu city and transport produce to sell in Kampala City, Lira City and South Sudan



Source: JICA Study Team

**Figure 3.6-2 Different Types of Middlemen Active in relation to Acholi Sub-region**

### 3.6.3 Tourism Sector

The tourism sector is one of the economic sectors promising to earn foreign currency in Uganda. In 2008, Uganda received 844,000 tourists, which was an increase of 31.5% from 2007 (642,000). The tourism sector of Uganda is based on natural and cultural resources. The numbers of visitors (citizens and foreigners) to national parks were 138,000 and 127,000 in 2008 and 2007, respectively. The most preferred attractions according to tourists are gorilla trekking and game views as shown in Table 3.6-1. Other aspects enjoyed by tourists are hospitality and culture.

**Table 3.6-1 Major Tourism Attractions**

Tourism Attractions	Frequency of Positive Responses	Tourism Attractions	Frequency of Positive Responses
Gorilla Trekking	36	Nature Walks	5
Game Views	33	Adventure	2
Chimpanzees	21	Volunteer Holidays	1
Sceneries	18	Religious Places	1
Mountain Climbing	16	Launch Cruises	1
Bird viewing	15	Lake Victoria	1
Cultures	10	Forest Walks	1
Water Rafting	6		

Source: Ministry of Tourism, Trade and Industry (July 2008), Report on the Tour Operators

Murchison Falls National Park is just behind Queen Elizabeth National Park and Bwindi National Park as one of the most preferred tourist areas in Uganda. Murchison Falls National

Park is located over two districts, namely Nwoya District and Masindi District. The southern part of Nwoya District is occupied by the northern half of the national park. Kidepo Valley National Park is located in Kaabongo district in Karamoja sub-region. Kitgum and Gulu are the gateways to this national park.



Source: The Safari Co.

**Figure 3.6-3 National Parks in Uganda**

### 3.7 Social Infrastructure

#### 3.7.1 Water

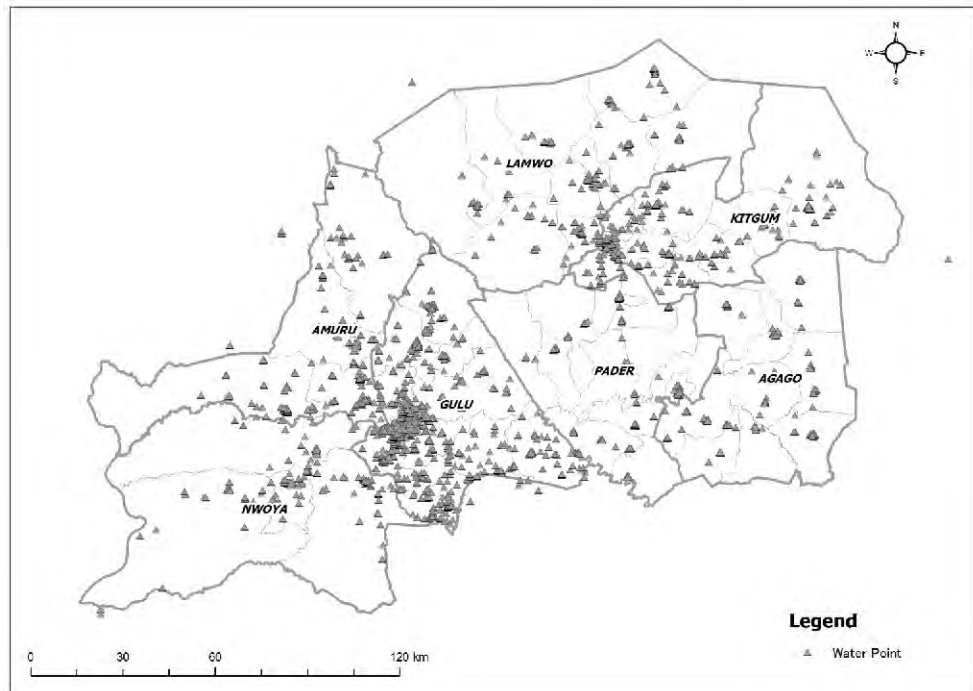
People in Acholi Sub-region basically get water from boreholes, shallow wells, springs, motorised wells (for piped water systems) and so on. The total number of water points in Acholi Sub-region was 2,766 in 2010 according to the database established by UNOCHA. There are 2,037 boreholes (74%), 244 shallow wells (9%), 225 springs (8%), 20 motorised boreholes (1%) and 240 other sources (9%). In which, functional and partially functional water points comprise only 62% of all. Some of the water points are located in schools and health centres, which could also be used by community people. These water points have been established by the government and donors.

**Table 3.7-1 Number of Water Points and Status by District in 2010**

Type of Water	District							Total
	Gulu	Kitgum	Lamwo	Pader	Agago	Amuru	Nwoya	
<b>Functional</b>	<b>683</b>	<b>415</b>	<b>256</b>	<b>5</b>	<b>7</b>	<b>200</b>	<b>146</b>	<b>1712</b>
Borehole	411	374	240	4	7	150	106	1292
Shallow well	121	4	2	0	0	11	18	156
Motorized well	14	0	0	0	0	0	0	14
Spring	137	0	0	0	0	33	20	190
Other		37	14	1		6	2	60
<b>Non Functional</b>	<b>154</b>	<b>92</b>	<b>66</b>	<b>2</b>	<b>17</b>	<b>38</b>	<b>18</b>	<b>387</b>
Borehole	49	75	58	2	17	23	15	239
Shallow well	71	5	0	0	0	10	1	87
Motorized well	6	0	0	0	0	0	0	6
Spring	28	0	0	0	0	4	1	33
Other	0	12	8	0	0	1	1	22

Type of Water	District							Total
	Gulu	Kitgum	Lamwo	Pader	Agago	Amuru	Nwoya	
<b>Unknown</b>	<b>0</b>	<b>63</b>	<b>57</b>	<b>257</b>	<b>282</b>	<b>5</b>	<b>3</b>	<b>667</b>
Borehole	0	26	53	211	212	2	2	506
Shallow well	0	0	0	0	0	1	0	1
Motorized well								
Spring	0	0	0	0	0	1	1	2
Other	0	37	4	46	70	1	0	158
<b>Total</b>	<b>837</b>	<b>570</b>	<b>379</b>	<b>264</b>	<b>306</b>	<b>243</b>	<b>167</b>	<b>2766</b>

Source: WASH Cluster/ DWO/ UNOCHA 2010



Source: WASH Cluster/ DWO/ UNOCHA 2010, compiled by JICA Study Team

**Figure 3.7-1 Location of Water Points**

According to the “Water and Environment Sector Performance Report 2010”<sup>2</sup>, Gulu enjoys the highest rate of accessibility to safe water. A total of 92% of the population of Gulu district, 86% of Kitgum and Lamwo districts, and 58% of Pader and Agago districts had access to safe water. Since the national level was 65%, Pader and Agago districts were below average.

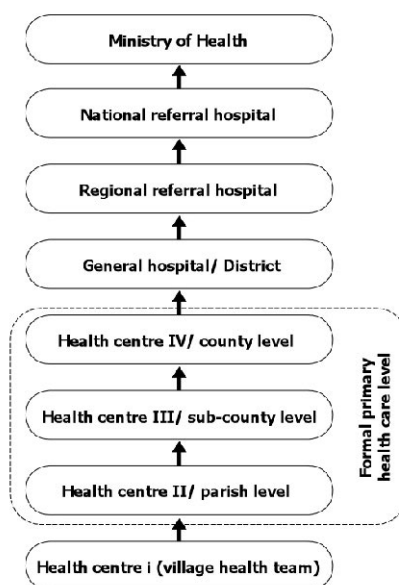
Regarding water supply, the National Water and Sewage Corporation (NWSC) is the main provider of metered water in Uganda. Gulu is one of the cities that are provided with both water supply and sewage systems by UWSC as of 2010. The coverage of water supply was 83% with a population of 124,959 meanwhile that of sewage systems was still 7% with a population of 10,539. The following towns namely Kitgum, Pader, Patongo, and Amuru were also partially provided with water supply. However the coverage rates need to improve. The rates are 54% of Kitgum, 10% of Pader, 45 % of Patongo and 19% of Amuru.

### 3.7.2 Health

The delivery of health services in Uganda is done by both the public and private sectors. Public health services in Uganda are delivered through health centre IIs (HC II), health centre

<sup>2</sup> Water and Environment Sector Performance Report 2010, Ministry of Water and Environment, October 2009

IIIs (HC III), health centre IVs (HC IV), general hospitals, regional referral hospitals (RRHs) and national referral hospitals (NRHs). The hierarchy is shown in Figure 3.7-2.



Source: WHO modified by JICA Study Team

**Figure 3.7-2 Uganda Health Structure**

Differences among Health Centres are described below:

- Health Centre IV/ County level: includes general doctors, general clinical officers, general nurses, and midwives.
- Health Centre III/ Sub-county level: includes clinical officers, general nurses, and midwives.
- Health Centre II/ Parish level: includes general nurses or midwives helped by nursing assistants who do not have formal training.

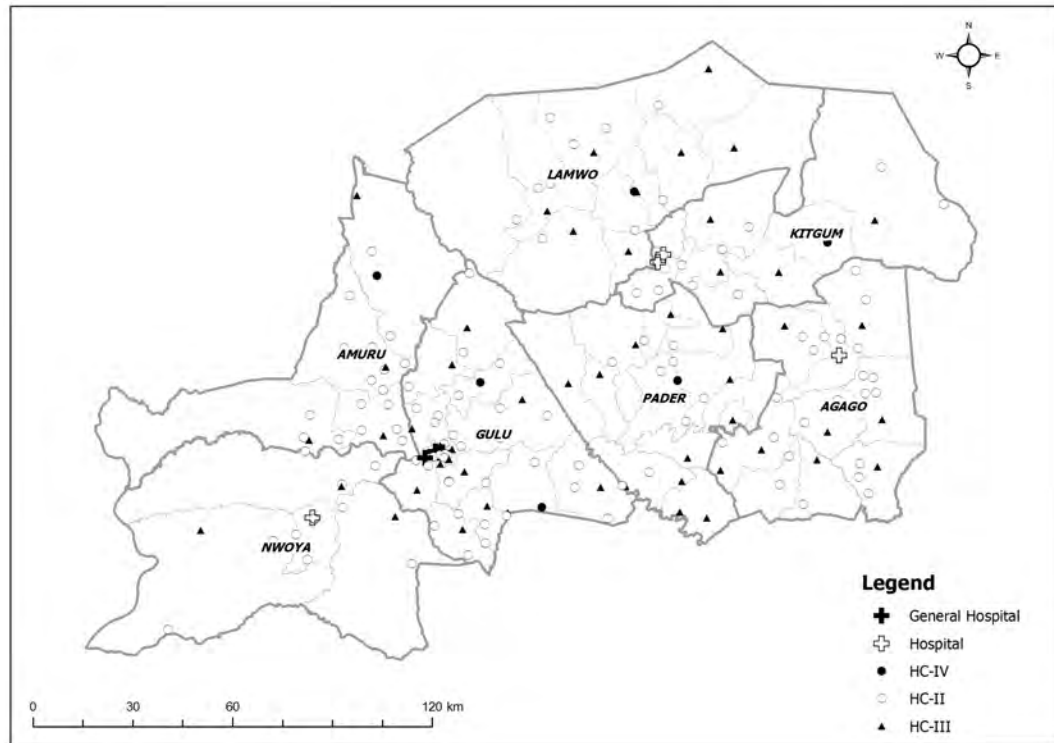
Health units in the study area include hospitals, HC IVs, HC IIIs, HC IIs and temporary health care. The number of health units by type and district are shown in the table below. As is shown, there are 150 health units; 7 hospitals, 6 HC IVs, 46 HC IIIs, and 91 HC IIs. But, in fact, several health centres are not operated currently.

**Table 3.7-2 Number of Health Units by District (May/June 2010)**

District	Hospital	HC IV	HC III	HC II	Total
Gulu	4	2	14	36	56
Kitgum	2	1	8	8	19
Lamwo	0	2	7	7	16
Pader	0	1	9	18	28
Agago	1	0	8	22	31
Study Area	7	6	46	91	150

Source: UNOCHA.





Source: Health Cluster/ DHO/ UNOCHA 2011 complied by JICA Study Team

**Figure 3.7-3 Location of Health Units in Acholi Sub-region in 2011**

Facility requirements for HC II include an out-patient department (OPD) building and staff house and at least 2 staff members are required for each HC II. HC III is supposed to have an OPD building, a maternity building, a maternity ward, a male ward, a female ward, and staff house with 3 minimum staff members. HC IV is expected to have the same facilities as HC III with 23 minimum staff members and an operating theatre. Hospitals should have the same type of facilities as HC IV, but all of them should be larger than those of HC III. In addition, a children's ward and specialised clinics should be available. Compared to the required facilities and existing facilities, many health units in the study area do not have complete facilities. It should be noted that each government-owned health unit has village health teams.

In terms of out-patient services, major diagnoses in financial year 2008/2009 were Malaria, Cough or cold, Diarrhoea-acute, Intestinal worms, Trauma, ENT (ear, nose, and throat) conditions, Eye conditions, and Skin diseases. In addition, antenatal/ postnatal services and child health services including immunisations are major services that are provided by the health units.

The health units also provide in-patient services. As for types of in-patient diagnoses, major morbid diseases of children under 5 were Malaria, Respiratory infection, Diarrhoea-acute, Anaemia, and Diarrhoea-persist. Those for persons 5 years and older were Malaria, Malaria in pregnancy, Trauma, Abortion, and Respiratory infection. Furthermore, major causes of mortality for children under 5 were Malaria, Anaemia, Trauma and animal/ snake bites. Those for persons 5 years and older were Malaria, AIDS, Anaemia, Road traffic accidents and trauma.

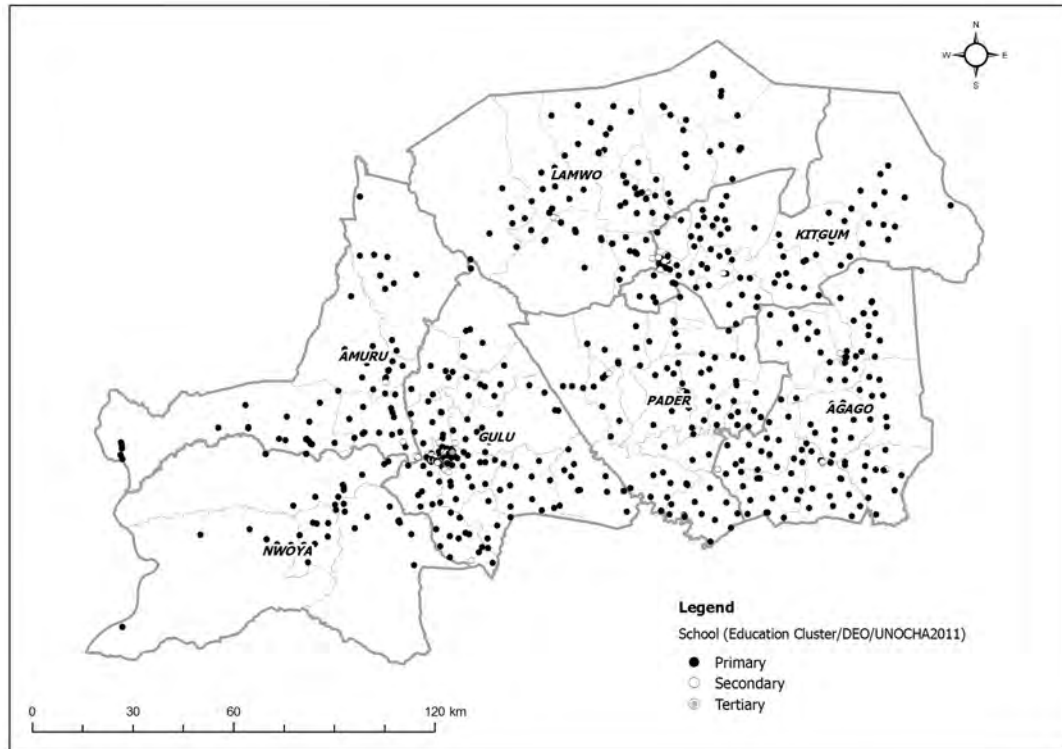
### 3.7.3 Education

In the study area, there are 646 primary schools, 76 secondary schools, 1 tertiary school and 1 university in the study area as shown in Table 3.7-3. Location of the schools is illustrated in Figure 3.7-4.

**Table 3.7-3 Number of Schools by District (June 2010)**

District	Primary	Secondary	Tertiary	University	Total
Gulu	240	36	1	1	278
Kitgum	112	13	0	0	125
Lamwo	83	8	0	0	91
Pader	96	8	0	0	104
Agago	115	11	0	0	126
Study Area	646	76	1	1	724

Source: UNOCHA.



Source: Education Cluster/ DEO/ UNOCHA 2011 compiled by JICA Study Team

**Figure 3.7-4 Locations of Educational Facilities in Acholi Sub-region in 2011**

Based on the data of the Ministry of Education and Sports<sup>3</sup>, basic educational indicators of primary school for the study area were as shown in the following table. Education accessibility level of the study area was evaluated below the national average. According to the ministry, overall rank of Gulu district among all 80 districts was 42, Kitgum and Lamwo districts were 60, and Pader and Agago districts were 71 in 2009.

**Table 3.7-4 Primary Education Accessibility Indicators in 2009**

District	Gross Enrolment Rate	Net Enrolment Rate	Gross Intake Rate	Net Intake Rate	Completion Rate
Gulu	156%	123%	153%	65%	70%
Kitgum & Lamwo	153%	123%	158%	67%	58%
Pader & Agago	145%	118%	159%	63%	43%
National	133%	108%	168%	73%	65%

Source: Uganda Education Statistical Abstract 2009, Ministry of Education and Sports

<sup>3</sup> Uganda Education Statistical Abstract 2009

There are three terms for primary and secondary schools in a calendar year. The first term begins at the beginning of February and ends at the end of April. The second term starts at the end of May and finishes in the middle of August. The third term is from the beginning of September to the end of November. Basically, school opening hours are from 08:30 to 17:00 hrs from Mondays to Fridays.

Pre-primary and primary education institutes are registered to districts. On the other hand, secondary and technical education institutes are registered to Ministry of Education and Sports (MoES). Pre-primary education is basically provided by private entities and follows curriculum and minimum standards set by MoES. Primary education provided through primary schools is universal and compulsory. Children aged 6 years old enter primary schools and study there for seven years. Under the programme of Universal Primary Education (UPE), pupils are entitled to free primary education in government-aided primary schools. The government also ensures that children who drop out of school before completing primary education attain basic education through alternative approaches. Secondary education includes four years for ordinary secondary schooling and an additional two years for advanced secondary schooling. Secondary schools will no longer be able to charge tuition fees under the Universal Secondary Education (USE) programme.

MoES sets basic requirements for establishing schools so as to ensure a proper educational environment for each school: these requirements are shown in the table below. In addition to requirements listed in the table, a school must have a School Management committee or Board of Governors. In terms of required number of teachers, there should be a qualified head-teacher and at least one qualified teacher per class and one more extra teacher than teachers per class in a school. As for primary and secondary schools, there should be at least two teachers per class, of whom one should be qualified. Unfortunately, most of the schools in the study area do not satisfy these requirements at present.

**Table 3.7-5 Basic Requirements for Schools**

Type	Minimum Land	Clean Water Source	Enrolment per Class	Minimum Facility
Nursery School	1/4 acre	Nearby or in the compound	Not more than 20	-
Primary School	5 acres	Nearby or in the compound	40 at minimum	<ul style="list-style-type: none"> <li>• Four classrooms</li> <li>• One library</li> <li>• Two staff houses near the school</li> <li>• Toilet facilities with separate facilities for teachers, girls, and boys (15 students per stance for day schools and 10 students per stance for boarding schools)</li> </ul>
Secondary School	10 acres	Nearby or in the compound	40 at minimum	<ul style="list-style-type: none"> <li>• Four classrooms</li> <li>• One library</li> <li>• One general laboratory</li> <li>• Two staff houses near the school</li> <li>• Toilet facilities with separate facilities for teachers, girls, and boys (15 students per stance for day schools and 10 students per stance for boarding schools)</li> </ul>

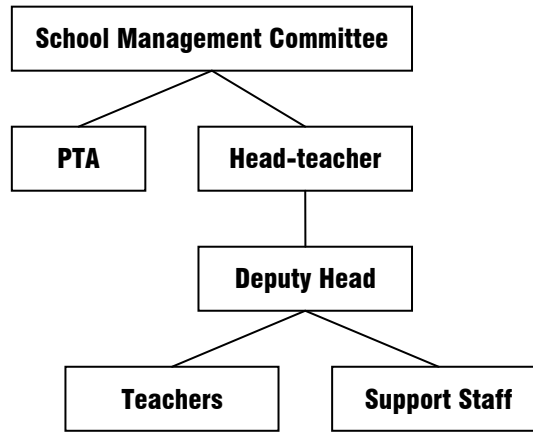
Source: Amuru District

The figure below shows a typical school management structure (primary schools). A school management committee should be established for every school. According to the Education Act 2008, a school management committee consists of 6 members including chairperson nominated by the foundation body, 1 local government representative nominated by the district councils, 1 representative of the local council executive committee, 1 elected by the sub-county, 1 representative of parents, 1 representative of school staff members, and 1 representative of old boys' or girls'; such that the total number of the committee members is

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12. In addition, a head-teacher plays the role of secretary of the committee. Schools are managed by school management committees and functions of management committees are performed by head-teachers on behalf of the management committees.

Parent-Teacher Associations (PTAs) also exist in the schools. PTAs support schools in various ways; for instance, they provide some labour to build school facilities and they discipline students.



Source: JICA Study Team

**Figure 3.7-5 School Management Structure**

## 4. REVIEW OF EXISTING DEVELOPMENT PLANS

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### 4.1 Government Development Plans and Programmes

For the development of Uganda and Northern Uganda, the following three national development plans were established and have been implemented, aiming at human development, economic growth and reduction of poverty and regional disparity. In this chapter, these four development plans were reviewed to understand future development directions of the study areas and road sub-sector.

- **Poverty Eradication Action Plan (PEAP), 2004/5-2007/8**

The PEAP 2004/5-2007/8 is the government's national framework, for all actors in the country, designed to achieve a number of key objectives in order to enable Uganda to meet its Millennium Development Goals and economic growth objectives.

- **Peace, Recovery and Development Plan for Northern Uganda (PRDP), 2007-2010**

The PRDP is the regional stabilization and reconstruction plan intended to regain peace, recovery and development in Northern Uganda, which covers three sub-regions, namely West Nile, Acholi and Karamoja Sub-regions. It was drafted for implementation in the 3-year period of 2007-2010. However, in actuality, its implementation was started in the fiscal year of 2009/10.

- **5-year National Development Plan for Uganda (NDP), 2010-2015**

The NDP of 2010-2015 intended to set Uganda on the path to becoming a middle-income economy. It replaces the PEAP and outlines the government's intention to improve road and rail networks, create employment opportunities, improve labour force distribution and use the private sector as the "engine of growth and development".

Furthermore, in this chapter, on-going assistance programmes by donors and NGOs are reviewed to understand the transition that is taking place in Northern Uganda and Acholi Sub-region from humanitarian assistance to reconstruction and development.

#### 4.1.1 Review of Government Development Plans and Programmes

##### 4.1.1.1 Poverty Eradication Action Plan (PEAP)

###### (1) 1997 PEAP

In 1997, the Government-endorsed Poverty Eradication Action Plan (PEAP) was established as a comprehensive national development planning framework of a 20-year period to reduce

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the population in poverty from 44 % in 1997 to 10 % by 2017. The long-term strategic objectives of the PEAP include 1) reduced income poverty and inequality, 2) improved human development and 3) increased GDP growth.

The 1997 PEAP had the following three pillars:

- 1) Increasing the incomes of the poor, through the provision of roads (so that farm produce can reach markets), improved land laws, support for the modernization of agriculture, improved rural market infrastructure, strengthening rural credit and financial services and telecommunications and rural electrification
- 2) Increasing the quality of life of the poor through increased provision of primary health care, water and sanitation, and primary education, as well as preserving the environment
- 3) Strengthening good governance, through improved security, decentralization, transparency, accountability, and popular participation

These three pillars should stand on a foundation of continued macroeconomic stability.

The PEAP originated from a strong domestic political impetus to consolidate the gains from early reforms launched in the 1980s and 1990s aimed at eliminating structural and financial bottlenecks and focused on the need to reduce poverty.

## **(2) 2000 PEAP**

The PEAP has been revised and implemented on a 3-year cycle, matching the medium-expenditure frameworks. The first revision was made in 2000 and the revised PEAP was accepted as the country's PRSP by the World Bank. It became the basis for Uganda to become the first country to receive the assistance of the heavily indebted poor countries initiative (HIPC Initiative).

The 2000 PEAP was better supported by a poverty assessment done in 1999 and by a monitoring and evaluation strategy established in 2000. In addition, a preliminary cost estimate was prepared for the 2000 PEAP.

- 1) Goal 1: Rapid and sustainable economic growth and structural transformation
- 2) Goal 2: Good governance and security
- 3) Goal 3: Increased ability of the poor to raise their incomes, through participation of the poor by access to services and information, promotion of employment, and provision of livelihoods for the disadvantaged
- 4) Goal 4: Enhanced quality of life of the poor, through improved service delivery of health, education and housing, and tackling cross-cutting issues

## **(3) 2004 PEAP**

PEAP was revised for the second time in 2004. At each revision the PEAP had maintained its overall focus, but the content had evolved to address issues identified in the previous cycle and emerging developments.

While the poverty ratio had fallen considerably during the 1990s, household surveys revealed that the proportion of the people below the poverty line increased from 34 % in 2000 to 38% in 2003.

The PEAP 2004 put larger emphasis on government functions and effort in economic development than previous PEAPs, as well as on security and governance.

The PEAP 2004 tried to link public expenditure to the priorities of PEAP. However, it is said that the implementation of the PEAP 2004 did not have much impact on budget allocation in accordance with PEAP priorities.

The PEAP identifies the following five "Pillars", that should be realized:

**Pillar 1: Economic Management**

- Maintenance of macroeconomic stability
- Fiscal consolidation
- Boosting private investment

**Pillar 2: Enhancing Production, Competitiveness and Incomes**

- Modernisation of agriculture
- Preservation of the natural resource base, particularly soil and forests
- Infrastructure including roads, electricity and railways; better maintenance, cost-reduction and private sector participation will be key to achieving improvements in the context of fiscal consolidation.
- Enhancing private sector skills and business development.

**Pillar 3: Security, Conflict-resolution and Disaster Management**

- Ending the rebel insurgency, by peaceful means if possible
- Ending cattle-rustling
- Dealing with internal displacement and abduction, which are major sources of distress in contemporary Uganda Governance

**Pillar 4: Good Governance**

- Human rights and democratisation
- The development of a better legal system
- Transparency, accountability and the elimination of corruption

**Pillar 5: Human Development**

- Primary and secondary education: with a clear focus on quality and the ultimate objective of learning, and with better targeting of public expenditure on secondary education for those who could not otherwise afford it.
- Improving health outcomes: this will be the joint achievement across several sectors
- Increasing people's ability to plan the size of their families
- Community empowerment including adult literacy

As part of the PEAP process, a working group was formed to focus on cross-cutting issues, in particular gender, environment and HIV/AIDS. Other cross-cutting issues include employment, population, social protection, income distribution and regional equity.

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**(4) Third Revision of PEAP, 2008**

June 2007 was the 10<sup>th</sup> year of PEAP implementation, the mid-point towards 2017. Over the decade a number of issues had been raised to challenge the PEAP that need to be addressed by evaluation - both in terms of its policy relevance and effectiveness in light of rapidly emerging development challenges and opportunities in Uganda, and in terms of the quality and utility of the measures used to assess progress. The current PEAP 2004 (2004/5-2007/8), the third revision, expired in June 2008. Although the third revision process of the PEAP was started, it was taken over by the preparation of the 5-year National Development Plan (2010-2015).

**(5) Priority Actions for Road Sub-sector**

The PEAP specifies priority actions to be undertaken by the government and private sectors for road sub-sector as follows:

**National Level**

- Continue to invest in road rehabilitation and maintenance in accordance with the RSDP
- Ensure that adequate funds are available for maintenance. The sector will have responsibility for allocating funds between rehabilitation and maintenance within its overall ceiling.
- Enforce the axle load restrictions
- Develop a price index for construction to enable the unit cost of construction to be monitored more accurately.
- Establish the National Road Authority in 2004/05 financial year.

**District Level (for district, urban and community access roads)**

- Continue to provide financial resources for ducar-roads including urban infrastructure improvement.
- Give priority to those rural roads which could unlock areas with potentially high agricultural surplus and also enable the rural populace to access basic social services as well as product and input markets.
- Strengthen local capacity for road management with a focus on labour intensive work methods to provide employment and income.
- Examine the scope for enhancing support to community roads; this may be an appropriate area for spending under the Local Government Development Programme (LGDP) and the Non-Sectoral Conditional Grant (NSCG)
- Through a White Paper specify a long-term strategy for the sub-sector and how it is to be implemented

**Private Sector Participation**

- Support pilot activities to be launched in FY 2005/06 for area wide long-term maintenance contracts on a performance basis.
- Develop a strategy to increase private sector participation in management, investment and maintenance of projects within the transport sector as well as strengthening the national construction industry.



#### 4.1.1.2 Peace, Recovery and Development Plan for Northern Uganda (PRDP), 2009-2011

##### (1) Background

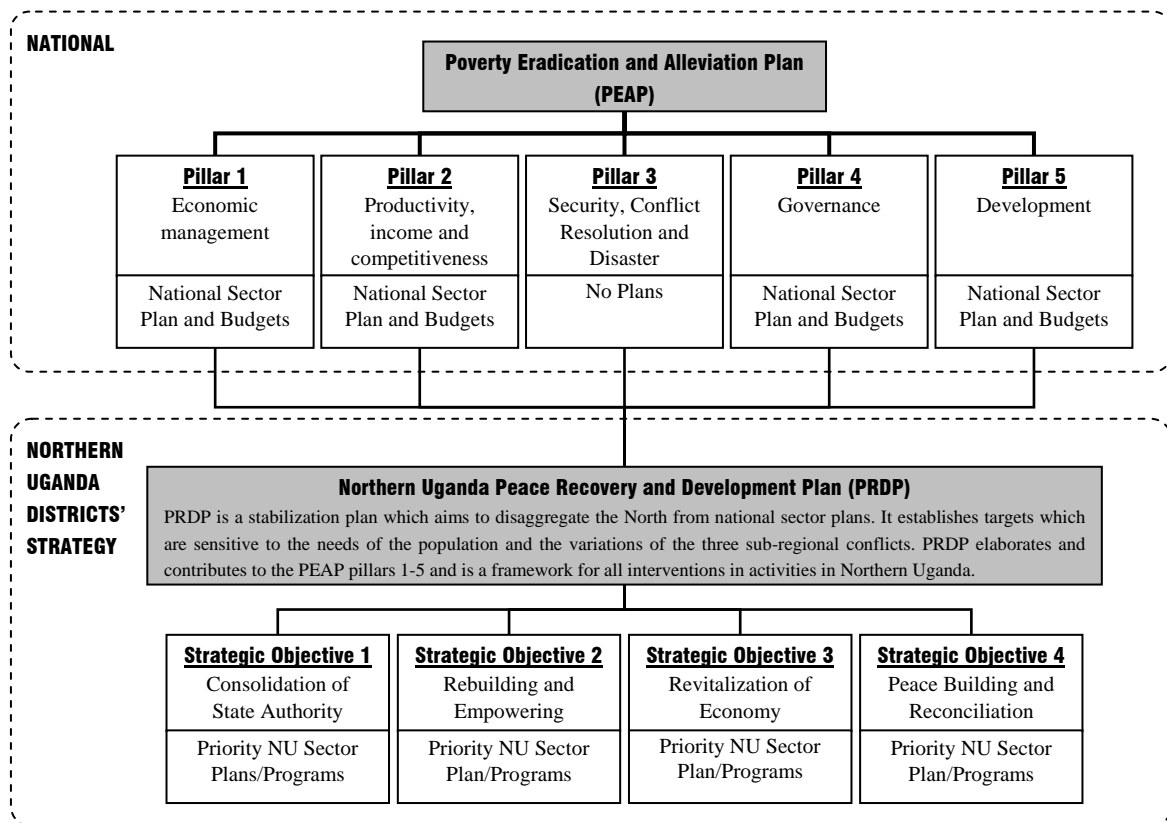
In 2006, the National Peace Recovery and Development Plan (PRDP) for Northern Uganda was drafted as a commitment by the Government of Uganda as a national program with the overarching goal to stabilise the North. In 2007, PRDP was launched as an official national program; however, the actual funding was not started until 2009.

Forty districts of Northern Uganda, covering sub-regions of West Nile, Lango, Acholi, Karamoja, Elgon and Teso, are beneficiaries of the PRDP.

##### (2) Outline

The overall goal of the PRDP is stabilization in order to regain and consolidate peace and lay the foundations for recovery and development in Northern Uganda, which has suffered from prolonged conflicts over the previous 20 years.

The targets and objectives of the PRDP are to contribute to the overall objectives of the PEAP. After implementation of the PRDP programmes the targets of the PRDP will be reviewed and set in line with national goals of the PEAP. Figure 4.1-1 shows the relationship between the PRDP and the PEAP.



Source: Peace, Recovery and Development Plan for Northern Uganda (PRDP), 2007-2010

**Figure 4.1-1 Relationship between PRDP and PEAP**

PRDP identifies the following 14 priority programmes under the four strategic objectives of 1) consolidating state authority, 2) rebuilding and empowering the communities, 3) revitalising the economy and 4) peace building and reconciliation and the overall goal of peace and recovery:

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### **Strategic Objective 1: Consolidation of State Authority**

- Facilitation of Peace Agreement initiatives
- Police Enhancement Programme
- Prison Enhancement Programme
- Judicial Services Enhancement Programme
- Local Government Enhancement Programme
- Rationalization of Auxiliary Forces Programme

### **Strategic Objective 2: Rebuilding and Empowering Communities**

- Emergency Assistance to IDPs Programme
- IDP Return/Resettlement Programme
- Community Empowerment and Recovery programmes-health, education, water, and livelihood support.

### **Strategic Objective 3: Revitalization of the Economy**

- Production and Marketing Enhancement Programme-agriculture, livestock, fisheries
- Infrastructure Rehabilitation and Urban Improvement – roads, bridges, power
- Environment, Land, Natural Resource Management-wood coverage, wetlands

### **Strategic Objective 4: Peace Building and Reconciliation**

- Public Information Education and Communication (IEC) and Counselling
- Amnesty, Demobilization and Re-integration of ex-combatants Programme (ADRP)

The estimated cost of the PRDP over a three year period is 1,091.7 billion Ushs. (606.5 million USD), 30 % of the funds will be committed by the government and the remaining 70 % from development partners.

#### **(3) Rehabilitation and Improvement of Roads**

Under Strategic Objective 3 for Revitalization of the Economy, priorities are given to roads and bridges.

The PRDP pays much attention to rehabilitation and maintenance of the districts' connectivity and community road network in Northern Uganda in order to improve population access to services and to open up communication between regions and villages.

There is a need to open up roads in high return areas of IDPs. However, due to limited budgets, rehabilitation funds are available only for very few districts from the central government. In fact, only 8 districts out of 81 had rehabilitation funds allocated in the financial year 2006/07.

The lack of funding for the maintenance of district roads has resulted in further deterioration of the roads. Such small budget allocations have been exacerbated by the creation of more districts. For these reasons, PRDP allocated priority funds for rehabilitation and maintenance of district roads and community access roads.

**Table 4.1-1 Required Finances for Road Maintenance and Rehabilitation for PRDP**

Activity	Length (km)	Budget (USD)
Routine Maintenance	1,714	1,285,500
Periodic Maintenance	1,300	1,949,250
Rehabilitation Maintenance	1,349	20,227,500
Community Roads Rehabilitation	2,846	5,691,600
Total Budget		29,153,850

Source: PRDP 2007-2009

**Table 4.1-2 Budget for Road Maintenance and Rehabilitation in the PRDP**

Annual Cost (Ushs.)			Total Cost (Ushs.)	Budget (USD)
Year 1	Year 2	Year 3		
12,526,929,281	18,790,393,922	31,317,323,203	62,634,646,406	34,797,026

Source: PRDP 2007-2009

#### (4) PRDP 2

The 1<sup>st</sup> phase of PRDP (hereafter called PRDP 1) will terminate in June 2012. A successor of PRDP 1, the 2<sup>nd</sup> phase of PRDP (hereafter called PRDP 2) is supposed to kick off July in 2012. At this moment, OPM is preparing the programmes for PRDP 2 which is supposed to include psychosocial issues like trauma counselling and new diseases which are coming up as a result of the conflict.

#### 4.1.1.3 5-year National Development Plan for Uganda (NDP), 2010-2015

##### (1) Outline

The 5-year National Development Plan (NDP) for Uganda for 2010-2015 was prepared as a new national development framework replacing the PEAP. It was established and announced in April of 2010.

The Vision of Uganda is “A transformed Ugandan society from a peasant to a modern and prosperous country within 30 years”. This implies transformation of the Ugandan economy and society from a predominantly peasant low income to a middle income country within 30 years.

The National Development Plan (NDP) aims at firmly setting Uganda on the path to becoming a middle-income economy. In the first five years from 2010 to 2015, the NDP aims to increase the annual earning of all Ugandans from the 1 Million Ushs. to 1.8 Million Ushs. during the next five years.

Infrastructure and the private sector are put at the heart of the NDP to increase the country's earning capabilities between now and 2015.

##### 1) Key Binding Constraints

In the course of the NDP preparation process, the following most binding constraints were identified:

- Weak public sector management and administration
- Inadequate financing and financial services

- 
- Inadequate quantity and quality of human resources
  - Inadequate physical infrastructure
  - Gender issues, negative attitudes and mind-set and cultural inhibitions
  - Low application of science and technology
  - Inadequate supply and limited access to critical production inputs

## 2) Objectives

The theme of the NDP is “Growth, Employment and Socio-Economic Transformation for Prosperity”. To achieve this, the following eight strategic objectives were identified:

- Increasing household incomes and promoting equity
- Enhancing the availability and quality of gainful employment
- Improving stock and quality of economic infrastructure
- Increasing access to quality social services
- Promoting science, technology, innovation and ICT to enhance competitiveness
- Enhancing human capital development
- Strengthening good governance, defence and security
- Promoting sustainable population and the use of environmental and natural resources

## (2) Priority Actions for Roads

In order to improve the stock and quality of road infrastructure, the following strategies are included in the NDP:

- 1) Upgrade specific National Roads from gravel to Class I and II bitumen standard
  - Upgrade National Roads to bitumen roads from 15 % (3,050 km) to 21 % (4,105 km) by 2015
  - Reconstruct or rehabilitate sections of National Roads
  - Construction of double carriageways in specific sections of National Roads to improve their capacity
- 2) Improve the condition of the National Roads Network from the current 60 % in fair to good condition to 85 %
  - Upgrade certain District Roads to National Roads
  - Maintain National Roads in good condition
  - Enforce axle load control and install an automated system
  - Increase road safety through specific road improvements
  - Procure and operate additional road vehicle ferries
- 3) Develop and maintain selected strategic roads for tourism, minerals, oil and gas and industry
  - Construct and maintain strategic roads leading to major tourism sites, mining areas, oil and gas exploitation and production areas, urban and rural industrial areas
- 4) Upgrade, rehabilitate and maintain District, Urban and Community Access Roads
  - **District Roads:** Rehabilitate 11,067 km, including 10,095 km with low cost sealing (LCS); undertake periodic maintenance on 4,500 km each year, and place 21,513 km under routine maintenance

- **Urban Roads:** Rehabilitate and apply low-cost seals to 2,550 km; undertake periodic maintenance on 300 km each year, place 3,140 km under routine maintenance; install street lighting and construct side pavements over 486 km
- **Community Access Roads:** Improve 1,000 km each year to access level II

## 4.2 National Road Development Plans

### 4.2.1 National Transport Master Plan (NTMP) 2008-2023

Uganda has drawn up a national transport master plan that sets out a framework for development of the transport sector over the next 15 years (2008-2023). The plan includes a transport master plan for the Greater Kampala Metropolitan Area – (GKMA) stretching from the central business district of Kampala to a radius of 20 km but will be extended to nearly 40 km in the direction of the lakeside town of Entebbe.

The plan provides analysis and a 15 year sector investment plan, addresses the necessary management framework and reflects the role transport plays in facilitating economic and social development. It aims at creating effective trading links through the Northern and Central Corridors to the ports of Mombasa and Dar es Salaam and will contribute to regional cooperation in transport within the East African Community (EAC) and the Common Market for Eastern and Southern Africa (COMESA).

The plan lays emphasis on the development of the rail sub-sector in upgrading the infrastructure through a wider gauge and track realignment; reviews the private public partnerships in the light of the Rift Valley Railways (RVR) experience and definition of rail as a key provider of bulk transport.

According to the plan, development of the water transport sub-sector may require government action to revive socially essential services to remote islands and shorelines where the private sector may not necessarily fulfil the required role. The plan also proposes an air transport master plan for Uganda since it may be less feasible for Entebbe International Airport to be developed into an international hub without recommendations of a transport master plan.

For the road sub-sector, the plan includes promotion of the local consulting and contracting capacity including the performance of labour based maintenance.

**Table 4.2-1 Summary of Transport Investment Expenditure (2008-2023)**

Units: Million USD

Description	Investment Expenditure			
	2008/09-2012/13	2013/14-2017/08	2018/19-2022/23	Total
National Roads	2,023.4	1,643.1	1,515.0	5,181.5
District, Urban and Community Roads	624.7	499.7	487.5	1,612.0
Railways	51.7	390.7	18.6	461.0
Air Transport	88.2	91.7	54.6	234.5
Inland Water Transport	54.5	59.0	16.5	130.0
Greater Kampala (GKMA)	156.9	413.7	610.1	1,180.6
<b>Total</b>	<b>2,999.3</b>	<b>3,097.9</b>	<b>2,702.4</b>	<b>8,799.6</b>

Source: NTMP, 2009

## (1) Activities and Investment Plans

### 1) Roads and Road Transport

The investment plan for the road sub-sector is based on the Road Sector Development Programme (RSDP), the UNRA Strategic Plan and the District and Urban Roads Improvement Programme (DUCARIP) of 2008. NTMP shows activities which are necessary to be implemented during the 15 years as shown in the following table.

**Table 4.2-2 Activities for Roads and Road Sub-sector**

Activities 2008-13	Activities 2013-18	Activities 2018-23
<ul style="list-style-type: none"> <li>Eliminate maintenance backlog on National Roads</li> <li>Reconstruct Northern Corridor Road</li> <li>Plan and start construction of new bridge at Owen Falls</li> <li>Upgrade approx 9,000 km of District Roads to National Roads</li> <li>Upgrade approx 1,050 km of National Roads to paved</li> <li>Dual approx 70 km of existing National Roads</li> <li>Implement first 5 years of DUCARIP programme</li> </ul>	<ul style="list-style-type: none"> <li>Complete construction of Nile Bridge</li> <li>Upgrade approx 1,500 km of National Roads to paved</li> <li>Dual approx 75 km of National Roads</li> <li>Implement second 5 years of DUCARIP programme</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade approx 1,500 km of National Roads to paved</li> <li>Dual approx 125 km of National Roads</li> <li>Continue investments in District, Urban and Community Roads at same rate as in 2017/18</li> </ul>

Source: NTMP, 2009

### National Roads

National roads, which are to be upgraded to paved roads, are planned to be completed in the first five years by mid-2013. Major reconstruction works of poor sections of national roads will also continue during the first five years. The paved network, which was 3,051 km long in mid-2008, will have increased in length to over 4,100 km by 2013 and 7,100 km by the end of the investment plan.

**Table 4.2-3 National Roads Planned for Upgrading (2008-2023)**

Road Sections	Length (km)	Road Sections (Under Construction)	Length (km)
Kabale-Kisoro-Bunagana/Kyanika	98	Masaka-Bukakata	36
Gayaza-Ziobwe-Wobulenzi	67	Atiak-Moyo	93
Soroti-Dokolo-Lira	123	Kyenjojo-Hoima-Masindi-Kigumba	238
Fort Portal-Bundibugyo-Limia	103	Mpigi-Maddu-Sembabule	135
Matuga-Semuto-Kapeka	42	Tirinyi-Pallisa-Kumi/Pallisa-Mbale	69
Hoima-Kaiso-Tonya	78	Mbale-Bubulo-Lwakhakha	41
Busega-Mityana	57	Namagumba-Budadiri	30
Kampala Northern Bypass	21	Mbarara-Kikagati	35
Muyembe-Moroto	191	Rukungiri-Ishasha	50
Kapchorwa-Suam	77	Rwenkunyie-Apac-Lira-Kitgum	230
Gulu-Atiak-Bibia	94	Mukono-Kyetume-Katosi/Kisoga-Nyenga	72
Mirama Hills-Ntungamo/Kagamba-Ishaka		Kamuli-Bukungu	64
		Villa Maria-Ssembabule	48
<b>Total Length</b>	<b>1,055</b>	<b>Total Length</b>	<b>1,141</b>

Source: NTMP, 2009

The following table shows the investment plan for the national road network for the period of 2008-2023. The backlog periodic maintenance should largely be completed by 2012/13, and it is assumed that, in subsequent years, an amount of 15 million USD will suffice annually for

emergencies. Major reconstruction and upgrading of national roads that were reclassified from district roads will be intensively implemented in the first five years.

**Table 4.2-4 National Road Network Investment Plan (2008-2023)**

Units: Million USD

Description	2008/09	2009/10	2010/11	2011/12	2012/13	5-Year Totals
Backlog Periodic Maintenance and Emergencies	30.00	30.75	10.51	10.77	11.04	93.07
Reconstruction of National Roads	87.74	184.16	215.40	79.40	N/A	566.70
Upgrading of National Roads	34.20	190.60	312.80	336.75	241.80	1,116.15
Upgrading of ex-District Roads	35.00	35.00	35.00	35.00	35.00	175.00
Bridge Schemes	4.91	15.86	8.95	8.95	18.95	57.62
Ferry Investments at "Road Bridges"	0.53	5.21	3.03	3.03	3.03	14.83
<b>Totals</b>	<b>192.38</b>	<b>461.58</b>	<b>585.69</b>	<b>473.90</b>	<b>299.82</b>	<b>2,013.37</b>
Description	2013/14	2014/15	2015/16	2016/17	2017/18	5-Year Totals
Provision for Emergencies	15.00	15.00	15.00	15.00	15.00	75.00
Reconstruction of National Roads	N/A	N/A	N/A	N/A	N/A	N/A
Upgrading of National Roads	298.90	339.20	275.00	275.00	275.00	1,463.10
Bridge Schemes	30.00	30.00	10.00	10.00	10.00	90.00
Ferry Investments at "Road Bridges"	3.00	3.00	3.00	3.00	3.00	15.00
<b>Totals</b>	<b>346.90</b>	<b>387.20</b>	<b>303.00</b>	<b>303.00</b>	<b>303.00</b>	<b>1,643.10</b>
Description	2018/19	2019/20	2020/21	2021/22	2022/23	5-Year Totals
Provision for Emergencies	15.00	15.00	15.00	15.00	15.00	75.00
Reconstruction of National Roads	N/A	N/A	N/A	N/A	N/A	N/A
Upgrading of National Roads	275.00	275.00	275.00	275.00	275.00	1,375.00
Bridge Schemes	10.00	10.00	10.00	10.00	10.00	50.00
Ferry Investments at "Road Bridges"	3.00	3.00	3.00	3.00	3.00	15.00
<b>Totals</b>	<b>303.00</b>	<b>303.00</b>	<b>303.00</b>	<b>303.00</b>	<b>303.00</b>	<b>1,515.00</b>

Source: NTMP, 2009

### **District, Urban and Community Access Roads**

NTMP incorporates the District, Urban and Community Access Roads Improvement Programme (DUCARIP). The following table shows the projected outputs in the sub-sector of DUCAR by year 2018.

**Table 4.2-5 Projected Outputs over the 10 years 2008-2018**

Road Classification	Projected Outputs
District Roads	<ul style="list-style-type: none"> <li>- Raise percentage in good or fair condition from 67 % to 78 %</li> <li>- Rehabilitate 11,067 km, including 10,095 km with low-cost sealing</li> <li>- Undertake periodic maintenance on 4,500 km each year</li> <li>- Place 21,513 km under routine maintenance</li> </ul>
Urban Roads	<ul style="list-style-type: none"> <li>- Raise percentage in good or fair condition from 25 % to 70 %</li> <li>- Rehabilitate and apply low-cost sealing to 2,550 km</li> <li>- Undertake periodic maintenance on 300 km each year</li> <li>- Place 3,140 km under routine maintenance</li> <li>- Install street lighting and construct side pavements over 486 km</li> </ul>
Kampala City Roads	<ul style="list-style-type: none"> <li>- Seal 600 km of gravel roads over ten years</li> <li>- Reseal 60 km of sealed roads each year</li> <li>- Undertake periodic maintenance on 240 km each year</li> <li>- Undertake routine maintenance on sealed and gravel roads</li> </ul>
Community Access Roads	<ul style="list-style-type: none"> <li>- Raise percentage of roads achieving Access Level 2 (through dry seasons and for part of the wet seasons) from 15 % to 50 %</li> <li>- To achieve this, improve 1,000 km of roads each year to Access Level 2</li> </ul>

Source: NTMP, 2009

Projected expenditures over 15 years are given in Table 4.2-6.

**Table 4.2-6 District, Urban and Community Road Network Investment Plan (2008-2023)**

Units: Million USD

Description	2008/09	2009/10	2010/11	2011/12	2012/13	5-Year Totals
District Roads	45.5	51.3	56.9	64.1	62.8	280.6
Kampala City Council Roads	15.3	15.3	15.3	15.2	15.0	76.1
Urban Roads	8.6	12.4	16.3	19.8	19.8	76.9
Community Access Roads	4.8	4.9	4.8	4.9	4.8	24.2
Bridges and Capacity Building	1.8	1.7	1.8	1.7	1.6	8.6
UNRA equipment purchase	107.3	51.0	N/A	N/A	N/A	158.3
<b>Totals</b>	<b>183.3</b>	<b>136.6</b>	<b>95.1</b>	<b>105.7</b>	<b>104.0</b>	<b>624.7</b>
Description	2013/14	2014/15	2015/16	2016/17	2017/18	5-Year Totals
District Roads	61.5	60.4	59.3	58.3	57.4	296.9
Kampala City Council Roads	14.9	14.8	14.6	14.4	14.4	73.1
Urban Roads	19.8	19.6	19.6	19.6	19.4	98.0
Community Access Roads	4.9	4.8	4.9	4.8	4.9	24.3
Bridges and Capacity Building	1.6	1.5	1.4	1.5	1.4	7.4
UNRA equipment purchase	N/A	N/A	N/A	N/A	N/A	N/A
<b>Totals</b>	<b>102.7</b>	<b>101.1</b>	<b>99.8</b>	<b>98.6</b>	<b>97.5</b>	<b>499.7</b>
Description	2018/19	2019/20	2020/21	2021/22	2022/23	5-Year Totals
District Roads	57.3	57.4	57.3	57.4	57.3	286.7
Kampala City Council Roads	14.4	14.4	14.4	14.4	14.4	72.1
Urban Roads	19.4	19.4	19.4	19.4	19.4	97.2
Community Access Roads	4.8	4.9	4.8	4.9	4.8	24.2
Bridges and Capacity Building	1.5	1.4	1.5	1.4	1.5	7.3
UNRA equipment purchase	N/A	N/A	N/A	N/A	N/A	N/A
<b>Totals</b>	<b>97.5</b>	<b>97.5</b>	<b>97.5</b>	<b>97.5</b>	<b>97.5</b>	<b>487.5</b>

Source: NTMP, 2009

## 2) Rail Transport

In the past, Uganda had a rail network of 1,266 km, extending with branches from the Kenyan border at Malaba to Kasese in the west and to Pakwach in the north. However, the services to Pakwach and to Kasese are currently not running, and the “Busoga Loop” north and east of Jinja was also not operational.

The present operational network is of some 330 km only covering the following sections, which are operated under the Rift Valley Railways (RVR) Concession:

- Malaba – Jinja – Kampala
- Jinja – Jinja Pier
- Kampala – Port Bell
- Kampala – Nalukolongo
- Tororo – Mbale

NTMP proposes future railway investments for the next 15-year period, as shown in Table 4.2-7. It is assumed that private investors will cover 80 % of the necessary costs and the government will share 20 % of them. Although the investment amount is estimated for reconstruction for the standard gauge (1.435 m), which is a common long-term goal in the East Africa Community (EAC) countries, the adoption of standard gauge for all these lines has not been decided yet.

Reconstruction of the Kampala-Kasese line, with high potential flows of cement and other commodities, is considered as the first priority, to be followed by the Tororo-Pakwach line reconstruction.



**Table 4.2-7 Activities for Rail Transport Sub-sector**

Activities 2008-13	Activities 2013-18	Activities 2018-23
<ul style="list-style-type: none"> <li>Plan for and arrange partnerships and finance for expected rehabilitation and new line works</li> </ul>	<ul style="list-style-type: none"> <li>Rehabilitate Kasese and Pakwach line</li> <li>Start construction of Gulu-Sudan line</li> </ul>	<ul style="list-style-type: none"> <li>Complete Gulu-Sudan line</li> <li>Plan additional investments depending on perceived markets, international agreements etc (lines to Kisangani, Kigali, conversion to standard gauge etc)</li> </ul>

Source: NTMP, 2009

**Table 4.2-8 Rail Transport Investment Plan (2008-2023)**

Line	Length of Route (km)	Investment Cost (Million USD)	GoU Share of Investment (Million USD)	Priority
Kampala – Kasese Line	345	700	140 (20 %)	1
Tororo – Pakwach Line	505	800	160 (20 %)	2
Malaba – Kampala Line	250	500	56 (20 %)	3
Gulu – Nimule Line	140	280	100 (20 %)	4
<b>Total</b>	<b>1,240</b>	<b>2,280</b>	<b>456 (20 %)</b>	

Source: NTMP, 2009

### 3) Air Transport

The NTMP, which is based on the 20-year Investment Development Programme for Entebbe, and an assessment of the need for the up-country network, consists of the following five components of the air transport sub-sector:

- Entebbe International Airport: Implementation of the Investment Development Programme
- Other Entry-Exit Airports: Improvement or installation of runways, aprons, navigational aids and radios, terminal buildings and other development infrastructure
- Other Civil Aviation Authority (CAA) Airports: Refurbishment of facilities and deferred maintenance
- Non-CAA Airports: Refurbishment of facilities and deferred maintenance – note that Fort Portal is not included as it is privately owned
- New up-country airports: Construction of simple runway and terminal facilities (Yumbe, Rukungiri, Ntungamo/Rwentobo, Pader, Apac, Nakasongola, Kiboga, Sembable and Rakai)

The following tables show necessary activities and projected investments for the Air Transport Sub-sector over the next 15 years.

**Table 4.2-9 Activities for Air Transport Sub-sector**

Activities 2008-13	Activities 2013-18	Activities 2018-23
<ul style="list-style-type: none"> <li>Continue investments at Entebbe to meet growing demand</li> <li>Upgrade other entry-exit airports</li> <li>Construct new up-county airports to serve districts</li> </ul>	<ul style="list-style-type: none"> <li>Continue investments at Entebbe to meet growing demand</li> <li>Invest at other entry-exit airports</li> <li>Construct proposed Rwentobo regional airport</li> <li>Construct new up-country airports to serve districts</li> </ul>	<ul style="list-style-type: none"> <li>Continue investments at Entebbe to meet growing demand</li> <li>Invest at other entry-exit airports</li> <li>Construct new up-country airports to serve districts</li> </ul>

Source: NTMP, 2009

**Table 4.2-10 Air Transport Investment Plan (2008-2023)**

Units: Million USD

Description	Investment Expenditure			
	2008/09-2012/13	2013/14-2017/08	2018/19-2022/23	Total
Entebbe International	37.20	30.20	25.60	93.00
Other Entry-Exit Airports	42.00	23.50	23.50	89.00
Other CAA Airports	3.50	2.00	1.50	7.00
Non-CAA Airports	1.50	1.00	1.00	3.50
New Up-Country Airports	4.00	35.00	3.00	42.00
<b>Total</b>	<b>88.20</b>	<b>91.70</b>	<b>54.60</b>	<b>234.50</b>

Source: NTMP

## 4) Inland Water Transport

About 17 % of Uganda's surface area is covered by water or swamp, and there has been a long history of water transport on the lakes (especially Lakes Victoria, Kyoga and Albert) and on rivers (principally on the Nile). There are two major inland water transports, namely Wagon Ferry Services and Road Bridges.

Since 2005, Wagon Ferry Services have been operated only by the Tanzanian wagon ferry "Umoja", which provides limited service between Port Bell and Mwanza. The Ugandan wagon ferries were included in the railway concession from November 2006.

Vehicle ferries are operated as "Road Bridges" at the following seven crossings on the River Nile and Lakes Victoria and Albert:

- Bukakata-Luuku: Lake Victoria
- Nakiwogo-Kyanvubu: Lake Victoria
- Kiyindi-Buvuma: Lake Victoria
- Masindi Port-Kungu: Victoria Nile
- Paraa Ferry: Victoria Nile
- Wanseko-Panyimur: Lake Albert
- Laropi-Umi: Albert Nile

In the 15-year investment programme for the sector, it is planned that seriously dilapidated port facilities and landing sites will be rehabilitated so as to ensure that small craft can have safe and easy passage to beaches or small jetties where passengers can easily board or land, and where there will also be adequate land side access. Larger investments will be made at some ports with higher potential traffic levels such as Port Bell, Jinja or Butiaba.

The following table shows necessary activities and the estimated expenditure for re-development of Inland Water Transport.

**Table 4.2-11 Activities for Inland Water Transport Sub-sector**

Activities 2008-13	Activities 2013-18	Activities 2018-23
<ul style="list-style-type: none"> <li>• Rehabilitate selected ports and landing sites</li> <li>• Rehabilitate and augment wagon ferry fleet on Lake Victoria</li> </ul>	<ul style="list-style-type: none"> <li>• Continue infrastructure improvements on lakes and rivers</li> </ul>	<ul style="list-style-type: none"> <li>• Continue with infrastructure improvements as required</li> </ul>

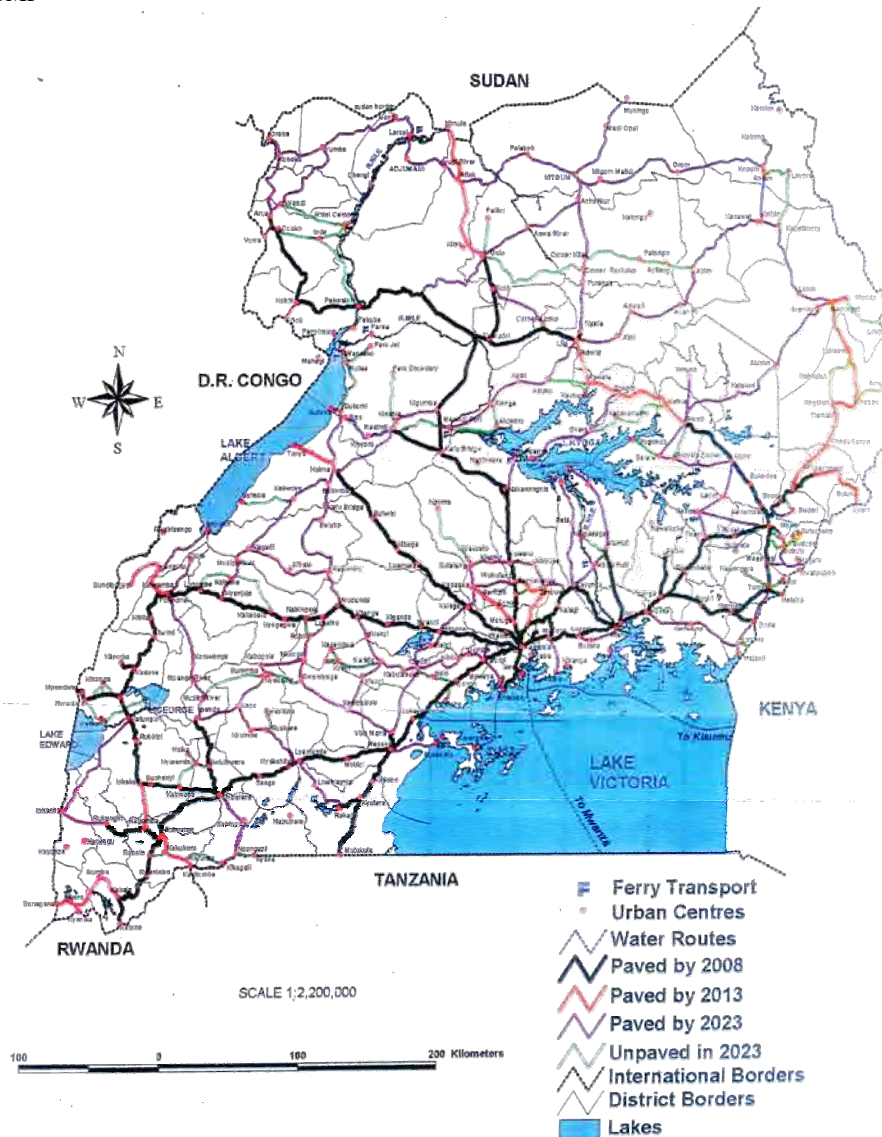
Source: NTMP, 2009

**Table 4.2-12 Inland Water Transport Investment Plan (2008-2023)**

Units: Million USD

Description	Investment Expenditure			
	2008/09-2012/13	2013/14-2017/08	2018/19-2022/23	Total
Lake Victoria	32.50	17.00	3.50	53.50
Victoria Nile	5.00	N/A	N/A	5.00
Lake Bisina	N/A	3.50	N/A	3.50
Lake Kyoga	3.50	8.50	2.50	14.50
Lake Albert	13.50	21.50	3.00	38.00
Albert Nile	N/A	7.00	N/A	7.00
Lake Edward	N/A	N/A	6.00	6.00
Lake George	N/A	N/A	1.50	1.50
Lake Bunyonyi	N/A	1.50	N/A	1.50
<b>Total</b>	<b>54.50</b>	<b>59.00</b>	<b>16.50</b>	<b>130.00</b>

Source: NTMP



Source: NTMP, 2009

**Figure 4.2-1 National Road and Inland Water Networks (2023)**

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#### **4.2.2 The Ten Year District, Urban and Community Access Roads Investment Plan (DUCARIP)**

The objective of the DUCARIP is to provide a financing framework for investments in district, urban and community access roads, based on the Strategy for Sustainable Maintenance of District, Urban and Community Roads, which was approved by the parliament in April 2005.

The final draft of DUCARIP was completed in March 2008. However, it has not approved by the government during the recent discussion and decision on adopting a force-account system and mixture of labour-based and equipment-based methods for maintenance of district roads and community access roads.

The expected contributions by the implementation of the plan are as follows:

- To contribute to economic growth and to increase household incomes;
- To improve the condition of the road network;
- To increase the sealed road network through low-cost sealing;
- To facilitate value preservation of road assets through maintenance of the existing road network;
- To create employment through the use of labour-based methods; and
- To facilitate capacity building of local governments, local consultants and contractors.

To reflect exiting conditions of community access roads, the DUCARIP considers the following different access levels for community access roads:

- Access Level I: Accessible during dry seasons and most periods of wet seasons.
- Access Level II: Accessible during dry seasons and limited periods of wet seasons.
- Access Level III: Accessible only during dry seasons.

Most of the community access roads are presently not in motorable condition and hence not even to access level III. The interventions proposed in DUCARIP for the community access roads aim at improving the community access roads to at least access level II. The predominant intervention planned under this DUCARIP is construction of culverts, French-drains, foot-bridges and foot-steps while the carriageway surface remains earth. In some isolated areas, some interventions, which are different from the above, such as ladders, sand bags, and splash pans, may be implemented.

The 10-year budget for district roads was estimated to be 953 billion Ushs. and the 10-year budget for urban roads was estimated to be 289 billion Ushs.; while for community access roads, it will be 80 billion Ushs. The projected total expenditure for Kampala City Council roads was 246 billion Ushs. Bridge works are projected to cost 20 billion Ushs. while capacity building activities will cost 6 billion Ushs. A summary of the projected expenditures is shown in Table 4.2-13.

Table 4.2-14 shows the allocation of district road budget to maintenance, rehabilitation and low-cost sealing in the proposed DUCARIP.

**Table 4.2-13 DUCARIP Expenditure (Proposed in Final Draft)**

Unit: Billions Ushs.

	2008 /09	2009 /10	2010 /11	2011 /12	2012 /13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	Total
District Roads	75.1	84.6	94.0	105.7	103.6	101.6	99.7	97.9	96.2	94.6	952.9
Urban Roads	14.3	20.5	26.8	32.6	32.7	32.7	32.3	32.3	32.4	32.1	288.7
Kampala City Roads	25.2	25.2	25.2	25	24.8	24.5	24.3	24.1	23.8	23.8	246.1
Community Access Roads	8	8	8	8	8	8	8	8	8	8	80
Bridge Works	2	2	2	2	2	2	2	2	2	2	20.1
Capacity Building	0.9	0.9	0.9	0.9	0.6	0.6	0.4	0.4	0.4	0.4	6.4
<b>Total</b>	<b>125.5</b>	<b>141.2</b>	<b>156.9</b>	<b>174.2</b>	<b>171.7</b>	<b>169.4</b>	<b>166.7</b>	<b>164.7</b>	<b>162.8</b>	<b>160.9</b>	<b>1,594.2</b>

Source: Final Draft, DUCARIP, March 2008

**Table 4.2-14 District Roads Projected Expenditure (Proposed in Final Draft of DUCARIP)**

Unit: Million Ushs.

Intervention	2008 / 09	2009 / 10	2010 / 11	2011 / 12	2012 / 13	2013 / 14	2014 / 15	2015 / 16	2016 / 17	2017 / 18	Total
Routine Maintenance	10,360	10,249	10,027	9,720	9,489	9,284	9,104	8,946	8,811	8,697	94,684
Periodic Maintenance	38,124	38,124	38,124	36,267	34,411	32,554	30,827	29,249	27,671	26,203	331,554
Rehabilitation (Labor-based)	17,002	17,002	17,002	21,804	21,804	21,804	21,804	21,804	21,804	21,804	203,633
Low-cost sealing	9,600	19,200	28,800	37,920	37,920	37,920	37,920	37,920	37,920	37,920	323,040
<b>Total</b>	<b>75,086</b>	<b>84,575</b>	<b>93,952</b>	<b>105,711</b>	<b>103,623</b>	<b>101,562</b>	<b>99,654</b>	<b>97,919</b>	<b>96,206</b>	<b>94,624</b>	<b>952,911</b>

Source: Final Draft, DUCARIP, March 2008

## 4.3 Five Year Development Plans of the Study Area

### 4.3.1 Gulu District

Gulu district is located in northern Uganda between 30-32 degrees east longitude and 02-4 degrees north latitude. It is bordered by Amuru and Nwoya district in the west and southwest respectively, Lamwo district in the north east, Pader district in the east, Lira district in the south east and Oyam district in the south. The total land area of Gulu District is 3,449.08 km<sup>2</sup> (1.44% of the Uganda land size). 96.9 km<sup>2</sup> (0.8%) is open waters. The District headquarters is 332 km by road from Kampala and through the Great North Road gives access to the Sudan and Democratic Republic of Congo.

The relief of Gulu consists of complex low landscape with relatively uniform topography marked by a few sharp contrasts like Oroko and Ajulu hills to the north, and Ayamo, Awere and Omoro hills in the east (Omoro County). Generally, the altitude ranges between 1000 and 1200 meters above sea level.

The type of climate experienced in Gulu consists of dry and wet seasons. The average total rainfall received is 1,500 mm per annum with the monthly average rainfall varying between 1.4 mm in January and 230 mm in August.

Normally the wet season extends from April to November with the highest peaks during May, August and October, while the dry season begins in November and extends up to March. The average maximum temperature is 50 degrees centigrade and the minimum is 18 degrees centigrade. Relative humidity is high during the wet season and low in the dry season.

#### 4.3.1.1 Goals and Objectives of Regional Development

Gulu District's DDP (5 Year development plan) indicates its development vision, goal mission and objectives as follows;

**Table 4.3-1 Vision, Mission, Goal and objective of Gulu District**

Vision	"A district with quality life, sustainable and holistic development" in keeping with the Mission statement
Mission	To serve the community through coordinated service delivery which focuses on national and local priorities and contributes to promotion of quality of life
Overall Goal	Stabilization in order to regain and consolidate peace and lay the foundations for recovery and development in Gulu.
Objectives	<ol style="list-style-type: none"> <li>1. To provide good governance, ensure accountable and transparent Local Government in the management of service delivery;</li> <li>2. To ensure households have stable income and sustainable food security;</li> <li>3. To provide socio-economic infrastructure for development;</li> <li>4. To provide and improve social services and their delivery;</li> <li>5. To manage natural resources sustainably for present and future generations; and</li> <li>6. To create an enabling environment for social protection and transformation for the full enjoyment of human rights.</li> </ol>

Source: Gulu District Five year development plan (FY2011/12 -2015/16)

#### 4.3.1.2 Strategy

In order to focus the strategy, each sector sets its own strategic objectives. The following table shows strategic objectives for each sector.

**Table 4.3-2 Goal and Strategic Objectives of sectors**

Sector	Goal	Strategic Objectives
Administration and management Services	Goal 1: Ensure accountable and transparent LG in the management and delivery of services	<ol style="list-style-type: none"> <li>1. To provide effective and efficient service delivery to the population</li> <li>2. To provide administrative and management support services</li> <li>3. To improve the management of staff entry, retention and exit.</li> <li>4. To ensure effective management of procurement and disposal systems</li> <li>5. To ensure effective and efficient record and information management</li> <li>6. To ensure effective management of the District public relations function</li> </ol>
Finance	Goal 2: Improve Local Revenue Collection, financial management and accountability of public funds	<ol style="list-style-type: none"> <li>7. To increase local revenue contribution to the district budget from 3% to 5% by 2016.</li> <li>8. To enhance financial management and accountability</li> <li>9. To enhance store and assets management</li> </ol>
District Council, Boards and Commissions	Goal 3: Provide policies for efficient, effective and adequate services to the people of Gulu District	<ol style="list-style-type: none"> <li>10. To ensure effective, transparent and efficient service delivery</li> </ol>

Sector	Goal	Strategic Objectives
Production and Marketing	Goal 4: Stable and sustainable household food security and income	<ul style="list-style-type: none"> <li>11. To provide agricultural advisory services to 80% of farming households by 2016</li> <li>12. To reduce incidence of major diseases, pests, and vectors on plants and livestock from 40% to 20% by 2016</li> <li>13. To promote the use of improved production and productivity technologies from 32% to 47% of farming households by 2016</li> <li>14. To enhance 80% compliance to quality and standards in production, processing and marketing</li> <li>15. To collect data, and process and disseminate agricultural information</li> </ul>
Health Services	Goal 5: Improve the health status of the community Goal 6: Combat HIV/AIDS, malaria and other diseases	<ul style="list-style-type: none"> <li>16. To reduce the maternal, neonatal, and young child morbidity and mortality by half in FY 2015/2016</li> <li>17. To increase access to and utilization of quality HIV/AIDS-TB, malaria prevention, care and treatment by two thirds by 2013 and check the indicators in the situation analysis</li> </ul>
Education and Sports	Goal 7: Improve access to basic education for all Children of school going age	<ul style="list-style-type: none"> <li>18. To increase access to basic education to all school going age children from 75% to 85% by 2016</li> <li>19. To improve the quality of teaching and learning</li> <li>20. To address cross cutting issues and concerns (HIV/AIDS, Environment, Gender, Disaster Risk reduction)</li> </ul>
Roads, Buildings and Water	Goal 8: Improve infrastructure (Roads, Buildings, water) for socio-economic development	<ul style="list-style-type: none"> <li>21. To improve and expand a sustainable and efficient road network system</li> <li>22. To ensure sustainable development of building infrastructure within the district</li> <li>23. To increase safe water supply from 64.8% to 75% by 2016</li> <li>24. To increase latrine coverage from 48% to 100% in rural areas by 2016</li> <li>25. To improve functionality of safe water facilities from 73% to 95%</li> <li>26. To conserve and protect water catchment areas for sustainable water supply</li> <li>27. To increase vegetation/plant coverage from 4.9% to 10% by 2016</li> <li>28. To promote water harvesting technology for agricultural production</li> </ul>
National Resources management	Goal 9: Sustainable management of natural resources for the present and future generations	<ul style="list-style-type: none"> <li>29. To increase vegetation/plant coverage from 4.9% to 10% by 2016</li> <li>30. To improve land management and administration in the district</li> </ul>
Community Based Services	Goal 10: Promote social protection and community transformation so that the people may have full enjoyment of their rights	<ul style="list-style-type: none"> <li>31. To improve access to FAL services in the returning communities from 40% to 65% by 2016</li> <li>32. To monitor, evaluate and provide technical back stops for department programmes and projects</li> <li>33. To reduce sexual and gender based violence and other harmful practices at community level</li> <li>34. To promote the socio-economic well-being and protection of PWDs and older persons</li> <li>35. To support and promote the protection of vulnerable children.</li> <li>36. To establish and strengthen community based systems and structures to protect the rights of children, women and other vulnerable persons.</li> <li>37. To promote, observe and enforce labour laws for fair terms and conditions of employment.</li> </ul>
Local Government Planning Service	Goal 11: Promote evidence based planning at all LG levels	<ul style="list-style-type: none"> <li>38. To promote evidence based planning, monitoring and evaluation.</li> <li>39. To collect, analyse, collate, disseminate and utilize data for decision making.</li> <li>40. To provide technical advice and support on population policy.</li> </ul>
Internal Audit and control	Goal 12: Assure value for money and internal controls	<ul style="list-style-type: none"> <li>41. To enhance effective and efficient Financial Management Systems and timely accountability of public funds</li> <li>42. To enhance management of human resources in accordance with existing policies</li> </ul>

Source: Gulu District Five year development plan (FY2011/12 -2015/16)

#### 4.3.1.3 Priority

Along with the strategic objectives mentioned above, priority projects for FY2011/12 are listed in the development plan as shown in the following table.

**Table 4.3-3 Priority Projects of FY2011/12**

Sub-County	Sector	Project Description	Budgeted Project Cost (Ushs.)	Sources of funds (Ushs.)	
				LDG	Others (LR)
Awach	Sanitation	Construction of a 3 stance VIP latrine, urinary and bath shelter at the sub-county headquarters, Padung Parish	8,000,000	7,200,000	800,000
Awach	Education	Procurement and supply of 25 three seater school desks to Bucoro P/S	3,300,000	3,000,000	300,000
Awach	Education	Procurement and supply of 25 three seater school desks to Oguru P/S	3,300,000	3,000,000	300,000
Awach	Sanitation	Construction of a 2 stance VIP latrine at the new sub-county headquarters	5,086,650	4,577,985	508,665
Awach	Administration	Procurement of 2 office executive cupboards and office desk for the sub-county offices	1,271,506	1,144,354	127,152
Awach	Community	Community Driven development	8,633,093	8,633,093	
Lalogi	Sanitation	Construction of 4 stance VIP latrine at Idure Market	11,880,000	10,800,000	1,080,000
Lalogi	Sanitation	Construction of 4 stance VIP latrine at Wii Agweng Market	11,880,000	10,800,000	1,080,000
Lalogi	Sanitation	Completion of 4 stance latrine at Loyojonga Market- FY2010/11 Project	9,169,667	8,252,700	916,967
Lalogi	Sanitation	Completion of 4 stance latrine at Lalogi Sub-county Headquarters- FY2010/11 Project	9,169,667	8,252,700	916,967
Lalogi	Sanitation	Completion of 4 stance latrine at Lalogi Market- FY2010/11 Project	9,169,667	8,252,700	916,967
Lalogi	Administration	Procurement and supply of Lawn mowing machines	2,090,000	1,900,000	190,000
Lalogi	Administration	Procurement of 4 benches with back seats	1,077,551	979,592	97,959
Lalogi	Administration	Procurement of 1 metallic cupboard	1,100,000	1,000,000	100,000
Lalogi	Administration	Procurement of 4 office chairs	1,320,000	1,200,000	120,000
Lalogi	Community	Community Driven Development	14,336,489	14,336,489	-
Bungatira	Water	Protection of water springs at Agonga (Twon Okun)	1,100,000	1,000,000	100,000
Bungatira	Water	Protection of water springs at Atiaba (Twon Okun)	1,100,000	1,000,000	100,000
Bungatira	Water	Protection of water springs at Atiaba (Wang Konya)	1,100,000	1,000,000	100,000
Bungatira	Water	Rehabilitation of 1 broken water point at Wang Kiseng?	792,224	720,204	72,020
Bungatira	Water	Rehabilitation of 1 broken water points at Wang Okuja?	792,224	720,204	72,020
Bungatira	Water	Rehabilitation of 1 broken water points at Wang Acaye?	792,224	720,204	72,020
Bungatira	Water	Rehabilitation of 1 broken water point at Wang Dora	792,224	720,204	72,020
Bungatira	Water	Drilling of shallow well at Ayac	8,057,364	7,324,876	732,488
Bungatira	Sanitation	Construction of Placenta Pit at Rwot Obilo	3,500,000	3,150,000	350,000
Bungatira	Sanitation	Construction of 2 stance VIP latrine at Paminano P/S	8,000,000	7,200,000	800,000



Sub-County	Sector	Project Description	Budgeted Project Cost (Ushs.)	Sources of funds (Ushs.)	
				LDG	Others (LR)
Bungatira	Environment	Construction of placenta pit at coopee HCII - FY2010/11	926,159	841,963	84,196
Bungatira	Environment	Construction of Incinerator at Pabwo HCII- FY2010/11	926,159	841,963	84,196
Bungatira	Sanitation	Construction of VIP latrine at Pageya P/S, Lawiyaadul P/S and Kulukeno P/S- FY2010/11	8,497,744	7,725,222	772,522
Bungatira	Community	Community Driven Development	16,683,446	16,683,446	-
Bobi	Water	Construction of deep borehole at Idopo Go-down	23,143,011	20,828,710	2,314,301
Bobi	Sanitation	Construction of a 5 stance VIP latrine at Tekulu P/S School- FY2010/11	12,500,000	11,250,000	1,250,000
Bobi	Sanitation	Construction of a 5 stance VIP latrine at St. Thomas Minakulu P/S School	12,500,000	11,250,000	1,250,000
Bobi	Administration	Procurement and installation of Administration sign post permanently fixed at the Sub-county Headquarters	800,000	720,000	80,000
Bobi	Community	Community Driven Development	12,145,874	12,145,874	
Koro	Education	Procurement and supply of 80 three seater desks to Abili P/S	9,825,578	8,932,344	893,234
Koro	Sanitation	Construction of 4 stance VIP latrines at Koro P/S	7,110,000	6,399,000	711,000
Koro	Sanitation	Completion of latrine at Angaba P/S- FY2010/11 projects	2,700,000	2,430,000	270,000
Koro	Community	Community Driven Development	8,652,909	8,652,909	
Paicho	Sanitation	Construction of 3 stance latrine at sub-county headquarters- FY2010/11	6,875,000	6,250,000	625,000
Paicho	Sanitation	construction of 4 stance latrine at Paicho market, Kal Parish	11,000,000	10,000,000	1,000,000
Paicho	Education	Procurement and supply of 18 three seater desks to Paicho P/S, Umu Parish	2,360,280	2,124,252	236,028
Paicho	Community	Community driven Development	6,189,720	6,189,720	
Palaro	Education	Procurement and supply of 36 Three-Seater Desks to Aswa Camp P/S	3,600,000	3,240,000	360,000
Palaro	Sanitation	Construction of 2 stance VIP latrines at Patiko Prison P/S	4,000,000	3,600,000	400,000
Palaro	Sanitation	Construction of 2 stance VIP latrines at Oroko HCII, Mede Parish	4,000,000	3,600,000	400,000
Palaro	Sanitation	Roofing and completion of 3 stances VIP latrines at Labworomor HCIII	1,977,525	1,977,525	-
Palaro	Community	Community Driven Development	7,150,048	7,150,048	-
Unyama	Sanitation	Construction of a Five stance VIP latrine at unyama Health Centre II, Unyama parish	9,993,500	8,994,150	999,350
Unyama	Education	Procurement and supply of 10 cupboards to 3 P/Ss in Unyama Sub-county	4,376,959	3,637,598	739,361
Unyama	Administration	Procurement and supply of 1 filling cabinet	720,630	648,567	72,063
Unyama	Community	Community Driven Development	6,189,720	6,189,720	
Odek	Education	Procurement and supply of 60 three seater desks to Dino	6,237,000	5,670,000	567,000
Odek	Education	Procurement and supply of 60 three seater desks to Lalogi Central	6,237,000	5,670,000	567,000

Sub-County	Sector	Project Description	Budgeted Project Cost (Ushs.)	Sources of funds (Ushs.)	
				LDG	Others (LR)
Odek	Sanitation	Construction of Ecosan Toilet of 2 stances with 4 chambers at sub-county headquarters	13,860,000	12,600,000	1,260,000
Odek	Environment	Procurement and distribution of tree seedlings- FY2010/11	8,620,987	8,620,987	
Odek	Environment	Construction of placenta pit at Dino HCII	4,950,000	4,500,000	450,000
Odek	Environment	Construction of placenta pit at Binya HCII	4,950,000	4,500,000	450,000
Odek	Administration	Procurement of 2 sofa sets for office of the Sub-county Chairperson and Sub-county Chief	1,727,000	1,570,000	157,000
Odek	Community	Community Driven Development	-	18,165,699	
Onagako	Administration	Procurement of 2 executive office chairs and 1 long executive desk at sub-county headquarters	1,320,000	1,200,000	120,000
Onagako	Sanitation	Construction of 5 stance VIP latrine at Koch Ongako P/S	13,750,000	12,500,000	1,250,000
Onagako	Water	Installation of water harvesting tank at the sub-county staff houses	9,128,123	8,298,294	829,829
Onagako	Community	Community driven development	10,456,412	10,456,412	
Patiko	Sanitation	Construction of 5 stances VIP latrines at Omoti PS	14,256,468	12,960,425	1,296,043
Patiko	Community	Community Driven development	6,943,084	6,943,084	

Source: Gulu District Five year development plan (FY2011/12 -2015/16)

### 4.3.2 Kitgum District

Kitgum district is in the northern part of Uganda. It is located between 32<sup>0</sup>, and 34<sup>0</sup> Longitude E and 02<sup>0</sup> and 04<sup>0</sup> Latitude N. It is bordered by Lamwo District in the North, The Republic of Southern Sudan in the North East, Kotido District in the East, Pader District in the South and Gulu District in the Northwest.

The vegetation in Kitgum is mainly of woody Savannah characterised by woody cover and a grass layer. The dominant grasses are Hypanthernia, Penicum, brachania and Seteria. Acacia cambrelum constitutes the dominant tree. The District is drier in the northeast and the vegetation includes shrubs.

Kitgum District has dry and rainy seasons. The district receives average annual rainfall of 1300mm. Rain starts in late March or early April and ends in November. Rainfall is bimodal with peaks in April and August. It is dry, hot and windy from December to mid March. The average monthly maximum temperature is 27<sup>0</sup> c and average monthly minimum temperature is 17<sup>0</sup> c.

#### 4.3.2.1 Goals and Objectives of Regional Development

Kitgum District's DDP (5 Year development plan) indicates its development vision, goal mission and objectives as follows;

**Table 4.3-4 Vision, Mission, Goal and objectives of Kitgum District**

Vision	A prosperous and peaceful district with good communication links
Mission	To deliver services to the people of Kitgum district focusing on National priorities and local needs for poverty reduction and improvement in the quality of life
Overall Goal	Improved service delivery for poverty reduction in Kitgum District
Objectives	<ol style="list-style-type: none"> <li>1) To increase safe water coverage from 57% to .....% by the year 2016.</li> <li>2) To increase latrine coverage from 44% to 80% by the year 2016.</li> <li>3) To increase capacity of water for production by .....cu.m by the year 2016.</li> <li>4) To reduce dependency on relief supplies by increasing Agricultural production from 35% to .....% by the year 2016</li> <li>5) To increase Agricultural production and raise Household income from 45% to 7% by the year 2016.</li> <li>6) To increase access to primary Health care services to the community within 15 km radius</li> <li>7) To reduce the dropout rate from 56% to 34% through decreasing the pupil/teacher ratio and the pupil/classroom ratio.</li> <li>8) To identify and collect sufficient revenue to ensure that service delivery standards are met</li> <li>9) To improve transport network and communication link from 20% to 80% by the year 2016</li> <li>10) To empower communities to enhance psychosocial and economic development</li> <li>11) To reduce poverty level from the present 46.2% to 30% by year 2016</li> </ol>

Source: Kitgum District Five year development plan (FY2011/12 -2015/16)

#### 4.3.2.2 Strategy

In order to focus the strategy, each sector sets its own strategic objectives. The following table shows the strategic objectives for each sector.

**Table 4.3-5 Goal and Strategic Objectives of sectors**

Sector	Sub Sector	Goal	Strategic Objectives
Administration and management Services	Management Service	To ensure efficiency in service delivery and effective coordination and implementation of national and district programmers	
	Human Resources Management		
	Information Office		
Finance		Attainment of Proficient Capacity in Financial Management	<ol style="list-style-type: none"> <li>1. Proper record keeping</li> <li>2. Facilitation of staff to carry out field visits</li> <li>3. Coordination between upper and lower local governments</li> <li>4. Use of local FM radios to create awareness of new taxes</li> </ol>
District Council, Boards and Commissions	Council	To promote democratic and accountable Local Government	<ol style="list-style-type: none"> <li>1. To conduct quarterly monitoring and evaluation</li> </ol>
	Public Accounts Committee		<ol style="list-style-type: none"> <li>1. To conduct quarterly meetings in the FY 2011/12</li> </ol>
	District Service commission		
	District Contracts Committee	Procurement of services and disposal of assets in accordance, with statutory provisions and regulatory framework	<ol style="list-style-type: none"> <li>1. Equipping the unit with adequate facilities for timely production of bid documents</li> <li>2. Building the capacity of the contracts committee, Heads of departments and the service providers on procurement</li> <li>3. Increase the level of funding to the unit.</li> <li>4. Recruitment of staff in order to have a fully-fledged procurement unit</li> <li>5. Timely preparation of Procurement Plans and award of Contracts</li> </ol>
	Land Board	To manage land in an equitable and transparent way with due regard to the other land management institutions	<ol style="list-style-type: none"> <li>1. To rebuild the institutions that have long ago broken down to help in land management</li> <li>2. To work with the cultural institutions in the management of the rural land</li> <li>3. To coordinate the activities of the Area Land Committee and the Rwodi Kweri as conflict mitigation strategies</li> <li>4. Restrict surveys to the planned areas of the Town Council and the Sub county areas</li> <li>5. Concentrate the Land Board and the Land Office in the Town Council with occasional supervision in the rural land</li> <li>6. To liaise with the development partners in effective land management for support and joint implementation</li> </ol>

Sector	Sub Sector	Goal	Strategic Objectives
Production and Marketing	Production office	Improved co-ordination in the Production and marketing Sector to enhance Service delivery to farmers	<ol style="list-style-type: none"> <li>1. Conducting of quarterly Supervisory and monitoring visits</li> <li>2. Conducting of multi-sectoral monitoring</li> <li>3. Use of monitoring indicators that have been developed</li> </ol>
	Crop/Agriculture	Improved household income and food security	<ol style="list-style-type: none"> <li>1. Enforcement of regulatory services for quality assurance</li> <li>2. Promotion of Public Private partnership</li> <li>3. Promotion of contract farming</li> <li>4. Farmers' group mobilization</li> <li>5. Routine home and field visits</li> <li>6. Farmer training</li> <li>7. Provision of advisory services</li> <li>8. Provision of early warning information on weather changes</li> <li>9. Result and method demonstrations</li> <li>10. Guiding farmers on enterprise election</li> <li>11. Participatory planning, monitoring and implementation of programs.</li> <li>12. Closer collaboration with development partners</li> </ol>
	Veterinary	To modernize animal production systems in Kitgum District for increased livestock productivity, production of livestock resources, household income, and food security	<ol style="list-style-type: none"> <li>1. Reduce the incidence of livestock diseases like <i>PPR</i>, <i>FMD</i>, <i>CCPP</i>, <i>CBPP</i>, <i>ND</i> and ticks and tick borne diseases through farmer training, rigorous surveillance, animal movement control and vaccination</li> <li>2. Promote animal production, value addition and marketing, through farmer training and formation of cooperatives</li> <li>3. Reduce the burden on women and increase crop production through the use of draught power</li> <li>4. Reduce <i>zoonotic</i> diseases through hygienic meat inspection, <i>rabies</i>, <i>brucellosis</i> and <i>tuberculosis</i> disease surveillance and public awareness</li> </ol>
	Entomology		<ol style="list-style-type: none"> <li>1. Intensive mobilization and sensitization of the local communities as well as the local, civic and political leaders regarding vectors</li> <li>2. Establishment of an efficient and effective vector control, reporting and monitoring system</li> <li>3. Strengthening of community participation in vector control and beekeeping</li> <li>4. Development of the capacity of the field staff to manage departmental activities in an efficient and effective manner</li> <li>5. Collaboration with the private sector, NGOs and other sister departments</li> <li>6. Improvement in the handling and processing of bee products</li> <li>7. Production of beekeeping equipment locally</li> </ol>
	Fisheries	To ensure sustainable fisheries resource base to increase household income and improve food and nutrition security	<ol style="list-style-type: none"> <li>1. Improve the skills of fish farmers in modern aquaculture through on-farm advice</li> <li>2. Support fish farmers by stocking their fish ponds with quality fish seedlings and providing them with fishing gear</li> <li>3. Create fisheries resource base by stocking all artificial valley dams</li> <li>4. Establish fish breeding centre to ensure constant &amp; adequate supply of cheap &amp; quality fish seedlings to farmers</li> <li>5. Improve on fishmongers skills in fish handling &amp; quality assurance of fish products</li> <li>6. Collaborate with development partners in supporting fish farmers</li> <li>7. Project proposal writing &amp; resource mobilization for fish farming projects</li> </ol>
	Commercial Services		<ol style="list-style-type: none"> <li>1. Training of Traders/farmers in Commercial skills.</li> <li>2. Conducting licensing board meetings of Town council/sub-counties.</li> <li>3. Inspection of the licenses issued.</li> <li>4. Food price dissemination over FM Radios.</li> <li>5. Verification of measuring and weighing equipment with the team from the offices of the Uganda National Bureau of standards.</li> <li>6. Spot check on trading documents at all trading centres.</li> <li>7. Conducting election of Executive Committees of the various traders associations.</li> <li>8. Promoting public private partnership</li> </ol>
	National Agricultural Advisory Services (NAADS)	<ol style="list-style-type: none"> <li>1. Commercialise agricultural production</li> <li>2. Shift from public to private delivery advisory services to farmers</li> <li>3. Value addition and mechanization.</li> </ol>	<ol style="list-style-type: none"> <li>1. Training and utilization of community based facilitators.</li> <li>2. Use of Demonstrations and model farms for training, promotion, multiplication and adoption of technologies.</li> <li>3. Technology multiplication by progressive farmers.</li> <li>4. Sourcing inputs and encouraging input dealers to set up centres in Kitgum</li> </ol>

Sector	Sub Sector	Goal	Strategic Objectives
Health Services		The broad objective is to reduce excess morbidity and disabilities among the population of Kitgum district	<ol style="list-style-type: none"> <li>1. Recruitment and retention of health workers</li> <li>2. Motivation of Medical officers should be included in PHC budget.</li> <li>3. Provision of adequate essential medicines, medical supplies and basic equipment to all health facilities</li> <li>4. Health system strengthening <ul style="list-style-type: none"> <li>o Rehabilitation and construction of staff accommodations</li> <li>o Rehabilitation, completion of OPD, and maternity units in the health facilities</li> <li>o Provision of lighting systems (solar systems) in all HCVs and HCIIIs</li> <li>o Provision of adequate sanitation facilities (drainable latrines) in health facilities</li> </ul> </li> <li>5. Surveying, fencing and getting land titles for the hospital and lower level health facility land</li> <li>6. Strengthening integrated support supervision at the HSD, Hospital and the lower level health units</li> <li>7. Orientation of VHTs on the new policy guideline</li> <li>8. Improve health communication system (rapid SMS) and transport (ambulances) in order to strengthen epidemic preparedness and response and emergency referral system</li> <li>9. Strengthen Village Health Team (VHT) capacity to enhance adequate and effective community mobilization for active participation, involvement and utilization of health services</li> <li>10. Improve health workers' capacity in planning and appropriate management of health services delivery</li> <li>11. Strengthen HMIS through training, supervision and provision of the necessary HMIS tools. And to establish HMIS data base at the HSD level and the lower level health units.</li> <li>12. Part of the PHC allocation for drugs should be allocated to the district for distribution</li> </ol>
Education and Sports		To provide quality Education and Sports in Kitgum District	<ol style="list-style-type: none"> <li>1. Advocating for uplifting of staff ceiling to absorb the additional 142 teachers to bring PTR from 63:1 to at least 59:1.</li> <li>2. Creating conducive Learning environment through Construction and renovation of permanent classrooms, latrine stances, safe water sources and teachers' houses.</li> <li>3. Continuous community sensitization on their roles, responsibilities, and importance of education</li> <li>4. Opening up and clearly demarcating school boundaries</li> <li>5. Roll out School Enrolment Campaign to all sub counties</li> <li>6. Conduct subject area refresher courses for teachers</li> <li>7. Equitable distribution of female teachers to all schools</li> <li>8. Affirmative recruitment of more female teachers</li> <li>9. Lobbying for financial support from partners to bridge the Gap.</li> <li>10. Intensifying school inspection in collaboration with the CCTs.</li> <li>11. Enforcement of the signing and monitoring of performance agreements by head teachers and their deputies</li> <li>12. Re-orienting teachers on professional codes of conduct and ethics</li> <li>13. Taking of disciplinary action on errant teachers to enforce discipline</li> <li>14. Lobbying for 1 vehicle.</li> <li>15. Creating awareness among teachers on HIV/AIDS policy at workplaces and other preventive measures</li> <li>16. Promotion of integration of environmental concerns into schools plans.</li> <li>17. Strengthening school/sub county coordination and support for all educational activities including special needs education</li> <li>18. Train and retrain the School Governing bodies on school managerial roles</li> <li>19. Train head teachers and their deputies on financial management and stock teachers in stock taking/inventories and book keeping</li> <li>20. To train and Retrain Thematic teachers</li> </ol>
Roads, Buildings and Water	Water	To sustain and Increase coverage of safe water, Increase storage capacity for water for production and Improve sanitation & hygiene	<ol style="list-style-type: none"> <li>1. Solicit support from development partners</li> <li>2. Engage competent firms to execute works</li> <li>3. Use local government staffs and structures to carry out the software activities</li> <li>4. Use district coordination mechanisms in place</li> </ol>
	Works	To develop and maintain an efficient, effective and safe district road network through enhanced community participation	<ol style="list-style-type: none"> <li>1. Promote the use of Labour Based Methods (LBM) as a means of creating employment opportunities, increasing household income and hence reducing poverty</li> </ol>
National Resources management	Environment	To enhance public awareness and promote actions for sustainable use of natural resources and efficient management of the environment to improve the quality of life in the district	<ol style="list-style-type: none"> <li>1. Regular training of Environmental and wetlands committees.</li> <li>2. Lobbying for funding.</li> <li>3. Sensitization of communities on environmental management</li> <li>4. Carrying out a forestation programme.</li> </ol>
	Forestry		

Sector	Sub Sector	Goal	Strategic Objectives
	Land	To provide effective land management for economic development and poverty eradication	<ol style="list-style-type: none"> <li>1. Build the capacity of the Land Office and its response to the community needs,</li> <li>2. Strengthen the coordination of the land management with the Area Land Committees and the Land Board on one hand and the L.C Court systems on the other, and all the other institutions in Land Management,</li> <li>3. Maintain contact with the Line Ministry to mobilize support from the Ministry in addressing local problems in the district.</li> <li>4. Improve revenue collection for the district and ensure that the value for money is addressed.</li> <li>5. Maintain proper advice and assistance to the Land Board.</li> <li>6. To liaise with the development partners in effective land management for development,</li> </ol>
Community Based Services		Improve service delivery for better living conditions of the community of Kitgum district	<ol style="list-style-type: none"> <li>1. Networking with development partners</li> <li>2. Increased community mobilization and participation in developmental programs</li> <li>3. Recruitment of staff to fill the vacant posts.</li> <li>4. Promotion of staff to fill the vacant posts and motivate them</li> <li>5. increase the level of funding</li> <li>6. capacity building of the staff</li> </ol>
Local Government Planning Service		To produce quality integrated Development Plans that reflect the priorities of the community through a participatory bottom up planning process at all levels	<ol style="list-style-type: none"> <li>1. Lobby for an increase in financial allocation to the sector</li> <li>2. Continuous mentoring/Backstopping for the sub-county Technical Planning Committee</li> <li>3. Lobbying development partners for financial and logistic assistance to support planning, data collection, storage, analysis and dissemination in the district</li> <li>4. Strengthen coordination mechanism with development partners and other stakeholders in planning, monitoring and evaluation of district programmes</li> <li>5. Strengthen Coordination between upper and lower level local governments</li> <li>6. Strengthen Management Information System (MIS)</li> </ol>
Internal Audit and control		To ensure proper utilization of council's funds, safeguard the assets and projects, and total adherence to Financial and Accounting Regulations which are in line with the Local Government Acts	<ol style="list-style-type: none"> <li>1. Regular monitoring of council projects</li> <li>2. Regular auditing of all Council units receiving funds and implementing programmes</li> <li>3. Quarterly auditing of all Council revenue collections points,</li> <li>4. Quarterly auditing of procurement procedures and payments,</li> <li>5. Quarterly auditing of manpower of the employees of the Council,</li> <li>6. Regular Auditing of all Stores of the Council,</li> <li>7. Recruit more staff</li> <li>8. Lobby Council for more funding to the sector</li> <li>9. Provision of transport means to the Sector</li> </ol>

Source: Kitgum District Five year development plan (FY2011/12 -2015/16)

#### 4.3.2.3 Priority

Along with the strategic objectives above, priority projects for FY2011/12 are listed in the development plan, which are shown in the following table.

**Table 4.3-6 Details of Priority Projects for FY2011/12 in DDP**

Sector	Sub-Sector	Project title	Locations	Budget (Ushs.)	Source of fund
Finance		Preparation Of Annual budget	DHqs	8,000,000	Unc Grant
		Preparation of revenue Enhancement plan	District Headquarters	2,000,000	Unc Grant
		Preparation of Final Accounts 2010/2011	District Headquarters	5,000,000	Unc Grant
		Procurement of Books of Accounts	District Headquarters	8,000,000	Unc Grant
		Revenue Mobilization	Sub Counties / District HQs	23,000,000	Unc Grant / LRR
		Payment of Domestic Arrears	District Headquarters	50,000,000	Unc Grant
		Multisectoral PAF Monitoring of District Projects	Sub Counties	11,158,000	PAF
Production and Marketing	Production Office	Purchase and installation of one Solar system in production block	District Headquarters	10,000,000	ALREP
	Crop Sector	Construction of Orom Irrigation Scheme	Orom Sub County	1,800,000,000	No fund yet secured (Gap)
	Commercial services				
	Veterinary				

Sector	Sub-Sector	Project title	Locations	Budget (Ushs.)	Source of fund
	Fisheries	Stocking of valley dam backwaters with fish fingerlings	Akwang	7,073,700	PMA
	Entomology	Building the capacity of the local leaders on community-based approach to tsetse and trypanosomiasis control	Kitgum-Matidi, Mucwini, Amida and Kitgum Town Council	50,000	
	Entomology	Building the capacity of the Community Volunteers on vector control techniques and reporting	Kitgum-Matidi, Mucwini, Amida and Kitgum Town Council	3,128,700	
	Entomology	Provision of protective garments and transport to facilitate tsetse control in the field.	Kitgum-Matidi, Mucwini, Amida and Kitgum Town Council	2,200,000	
	Entomology	Supporting beekeeping groups with protective garments for beekeeping, harvesting and processing kits for quality assurance	Amida and Akwang	1,695,000	
	Entomology	Application of live-bait technology in the control of tsetse-flies, ticks and other biting flies	Kitgum-Matidi, Mucwini, Amida and Kitgum Town Council	2,553,000	
	Entomology	Coordination and management of departmental activities	Dist Hqrs	130,000	
	Entomology	Establish demonstrations for bee forage, baiting and watering bees	Orom(Kitgum), Palabek-Ogili(Lamwo)	3148000	
	Entomology	Procure forage planting materials and baits	Orom(Kitgum), Palabek-Ogili(Lamwo)	3,000,000	
	Entomology	Train beekeepers at established demos sites in hands-on practices for baiting, watering, and increasing forage for bees	Orom(Kitgum), Palabek-Ogili(Lamwo)	6,968,000	
	Entomology	Procure demo kits for the centres	Orom(Kitgum), Palabek-Ogili(Lamwo)	4,200,000	
	Entomology	Collect baseline data on total yields and sales of honey and other bee products before and after installation of modern equipment at each centre	Orom(Kitgum), Palabek-Ogili(Lamwo)	4,640,000	
	Entomology	Procure packaging materials & demo kits	Orom(Kitgum), Palabek-Ogili(Lamwo)	4,040,000	
	Entomology	Train honey processors in packaging, labelling and marketing skills for bee products to complete the value chain	Orom(Kitgum), Palabek-Ogili(Lamwo)	4,210,000	
	Entomology	Train beekeepers from the beekeeping groups in Modern bee keeping (record keeping, colony multiplication, feeding & baiting, modern bee hives, hive siting, hive making)	Orom(Kitgum), Palabek-Ogili(Lamwo)	5,800,000	
	Entomology	Train bee keepers on improved harvesting techniques, pest control, regular hive inspection and quality control of the hive products	Orom(Kitgum), Palabek-Ogili(Lamwo)	5,325,000	
	Entomology	Build the capacity of bee keeper's groups in resource mobilization through microfinance, honey bulking, group dynamics, mgt skills, & develop strategy for group accountability and transparency	Orom(Kitgum), Palabek-Ogili(Lamwo)	4,452,000	
	Entomology	Beekeepers and staff under take study tour (International and regional)	Tanzania	5,000,000	
	Entomology	Conduct inter district study tour for beekeepers and technical staff to learn better skills in apiary management	Western Uganda and West Nile region	5,592,000	
	Entomology	Establish colony multiplication centres	Orom(Kitgum), Palabek-Ogili(Lamwo)	10,600,000	
	Entomology	Collect seasonal honey harvests, processing, and sales data	Orom(Kitgum), Palabek-Ogili(Lamwo)	3,050,000	

Sector	Sub-Sector	Project title	Locations	Budget (Ushs.)	Source of fund
	Entomology	Update information on beekeeping activities	Orom(Kitgum), Palabek-Ogili(Lamwo)	3,790,000	
	Entomology	Backstop bee keepers to implement the necessary apiary management practices, establishment of demos and harvesting of hive products	Orom(Kitgum), Palabek-Ogili(Lamwo)	2,600,000	
	Entomology	Supervision and monitoring at district level	Orom(Kitgum), Palabek-Ogili(Lamwo)	4,800,000	
	Entomology	Planning and review meetings at District	District Head Office	6,600,000	
	Entomology	Preparation of quarterly and annual work plans for the district	District Head Office	80,000	
	Entomology	Preparation of quarterly and annual work plans for the sub-county level groups	Orom(Kitgum), Palabek-Ogili(Lamwo)	6,245,000	
	Entomology	Operation and Maintenance of motorcycle	District Head Office	2,300,000	
	Entomology	Office operation costs met	District Head Office	3,780,055	
Health		Completion of Staff house Okidi HCIII	Okidi HCIII	25,000,000	PHC dev't
		Completion of Staff House KTC	KTC HC II	20,000,000	PHC dev't
		Renovation of OPD wards Gweng Coo	Gweng Coo HC II	20,000,000	PHC Dev't
		Construction of new staff house Gweng Coo	Gweeng Coo HCII	37,576,000	PHC Dev't
		Completion of OPD Locomo HCII	Locomo HCII	30,000,000	PHC Dev't
		New Staff House Pajimo HCIII	Pajimo HCIII	80,000,000	PRDP
		Incinerators at 4 Health Centres	Pudo HCII, Gweng Coo HCII, Pawidi HCII, Lalekan HCII,	38,982,000	PRDP
		New Maternity ward Kitgum Town Council HC II	KTC HC II	170,000,000	PRDP
		New Staff House Lalekan HCII	Lalekan HCII	60,000,000	PRDP
		New Staff House Pawidi HCII	Pawidi HCII	60,000,000	PRDP
		Construction of staff houses in orom HCIII	Orom HCIII	78,866,000	LGMSD
		Construction of staff house in obyen HCII	Obyen HCII	100,000,000	NUDELL
		Construction of staff house in Kitgum Government Hospital	Kitgum Government Hospital	100,000,000	NUDELL
Education		Construction of 32 Classrooms in 8 Primary schools.	Bishop ochola p/s, Onyaa p/s, Alero p/s, Deite hill p/s, Lakoga p/s, Lodwar p/s, Oryebo p/s and Ogul p/s	561,232,000	PRDP
		Supply of Furniture to 12 Primary schools.	85 pieces of Furniture procured for each of the following 12 Primary schools in the District; Deite hills p/s, Lakoga p/s, Lodwar p/s, Pella p/s, Aparo hilltop p/s, Ogul p/s and Oryebo p/s; Bishop ochola p/s, Onyaa p/s, Alero p/s, Pachua Dagwac ps, Aparo Hill top ps.	138,800,000	PRDP, 80500000, SFG, 34500000, LGMSD, 23800000
		Renovation of 10 Classrooms.	Kitgum Public School	235,780,000	NUDEIL



Sector	Sub-Sector	Project title	Locations	Budget (Ushs.)	Source of fund
		Construction of pupil Latrines In 19 Primary Schools.	Five-stance VIP latrines for pupils constructed in each of the following 17 primary schools in the District; Bishop Ochola p/s, Onyaa p/s, Alero p/s, Deite hills p/s, Lakoga p/s, Lodwar p/s, oryabo p/s, Ogul p/s, Oryang p/s, Aparo hilltop p/s, Ojuma p/s, Akado p/s, Alune p/s, Lagot p/s, Okol p/s, Akara p/s, and Lokira Ps.	153,691,000	SFG, 145232000 EQG, 8459000
		Supply of Science Equipment.	Namokora Voc Ss	78,997,000	PRDP
		Construction of Semi Detached Teacher Houses In 8 Primary Schools.	Semi-Detached teachers houses constructed in the following 8 primary schools in the District; Locom p/s, Lokom p/s, Lakongera p/s, Kalele p/s, Alune p/s, Alero p/s, Lakwor p/s, Lapana Ps.	400,000,000	PRDP, 350000000 LGMSD, 50000000
		Construction of nine 2-Stance VIP Latrines for Teachers	Two stance Teacher latrines constructed in the following 14 primary schools, Locom p/s, Lokom p/s, Lakongera p/s, Kalele p/s, Alune p/s, Alero p/s, LAKWOR P/S, Lapana p/s, Aputubre p/s, Locomo p/s, Pacudu p/s, Panykel p/s, Dog Dem Ps and Okidi Ps.	70,000,000	SFG
		Renovation of Office Block	District Education Office.	21,500,000	PRDP
		Provision of scholarship to 6 university students	District.	25,000,000	PRDP
		Procurement of 2 computers	Education office	3,252,000	LGMSD
Technical Services and Works	Works				
	Water	Construction of 22 New Boreholes	All at Nine Subcounties of Kitgum District	468,559,550	Conditional Grant and PRDP
		Construction of 1 Public Toilet	At Kitgum Matidi Subcounty	14,966,950	Conditional Grant
		Rehabilitation, O&M of Boreholes	At 9 Sub-counties Kitgum	24,173,194	Conditional (PAF) Grant

Source: Kitgum District Five year development plan (FY2011/12 -2015/16)

In 2011-12, the Kitgum District proposed the Priority Projects listed in the above table. The number of project is 65 and the total project cost will be approx. 5,501 million Ushs.

### 4.3.3 Pader District

Pader district lays in the south east part of the Acholi Sub-region. Support from the Development Partners and NGOs in Acholi Sub-region for recovery from the war started to pour into the District, however, such support is no longer being given and the District, therefore, needs to depart from great dependence on of foreign support.

Farming in the District is rather organized as compared to that of other districts and this is because of the technical support by the Development Partners such as USAID. Since there is fertile soil and rich water resources in the District, such advantages shall effectively be utilized for further developments.

#### 4.3.3.1 Development Goals, Objectives and Strategies

The development goals, objectives of the DDP and strategies of the District are as follows.

**Table 4.3-7 Development Goal and Objectives of the DDP and Strategies for Pader District**

Development Goal	To build a strong accountable and transparent LG (Local Government) in accordance with the Decentralization Policy
Objective of the DDP	<p>To ensure effective and efficient service delivery to the Populace in line with the National Development Objectives as enshrined in the National Development programme.</p> <p>Specific Objectives include;</p> <ul style="list-style-type: none"> <li>• To enhance good governance and improved service delivery</li> <li>• To ensure value for money</li> <li>• To mobilize and ensure prudence in the expenditure of government funds</li> <li>• To develop District and Lower Local Government plans, programmes and projects in a coordinated manner</li> <li>• To mainstream all crosscutting issues in all development programmes and budgets</li> <li>• To ensure coordination of District Councils activities</li> <li>• To ensure food security and increased household income</li> <li>• To provide quality, accessible, affordable health services</li> <li>• To ensure sustainable exploitation and conservation of natural resources</li> <li>• To ensure that all children of school going age can access quality education and complete the education cycle</li> <li>• To increase accessibility and utilization of the district road networks</li> <li>• To construct and rehabilitate district buildings in accordance with set structures</li> <li>• To ensure accessibility to safe water in accordance with national standards</li> <li>• To promote community mobilization and empowerment to increase participation in development activities</li> </ul>
Strategies	<ul style="list-style-type: none"> <li>• Recruit additional staff</li> <li>• Motivate staff by recognizing their efforts</li> <li>• Procure Office equipment and Furnish the central Registry</li> <li>• Allocate more funds to support activities of the Central Registry and Lobby with Development Partners</li> <li>• Capacity building/ Training of staff on record management procedures</li> <li>• Staff Attachment</li> <li>• Lobby for transport</li> <li>• Procure storage facilities like filing cabinets, and shelves</li> <li>• Procure materials to push the department to the next FY</li> <li>• Enforce timely Accountability to avoid Audit queries</li> <li>• Acquire Accounting package</li> <li>• Initiate other sources of Local revenue</li> <li>• Timely procurement of Books of Accounts affects timely update of financial records</li> <li>• Lobby with development partners to fill existing service delivery gaps</li> <li>• Look for a donor to pay the maintenance cost for some period of time as the District generates its Local Revenue capacity</li> <li>• Acquire transport to support field activities</li> <li>• Write proposals to donors to fill existing gaps</li> <li>• Improve funding to the department</li> <li>• Obtain adequate and efficient means of transport to the department</li> <li>• Entities audited should learn to respond to audit queries quickly</li> <li>• Audit only the risky areas to save time</li> <li>• Additional staff should be recruited to breach the gap in the department</li> <li>• Laptops should be provided to the department for timely reporting and accountability</li> <li>• There is need for better office space for the department whereby the security for documents is assured</li> <li>• There is need for proper furniture for the department</li> </ul>

Source: 5 years DDP in Pader

The 5 year-DDP has identified the development properties as follows.

- (1) Production
- (2) Water
- (3) Education
- (4) Health

Sector Priorities:

Education

- 1) Classroom construction
- 2) Teacher house construction
- 3) Supply of desks
- 4) Latrine Construction
- 5) School Inspection
- 6) Means of Transport
- 7) Special needs
- 8) Games and sports
- 9) Data collection

Health

- 1) Staff houses
- 2) Health Promotion and Education
- 3) Disease control
- 4) EPI
- 5) Reproductive Health
- 6) Hygiene and sanitation

Production

- 1) Pest and disease control
- 2) Infrastructural development
- 3) Agricultural data base development
- 4) Advisory services and technology development
- 5) Agro processing and marketing
- 6) Interventions to address climatic changes e.g. irrigation, fast growing crops, water for production

Natural Resources

- 1) Improvement of Environment
- 2) Promotion of Tourism
- 3) Titling Local Government Land
- 4) Mitigation of Land conflicts
- 5) Physical planning
- 6) Transport and Office Equipment

Administration

- 1) Staff recruitment
- 2) Monitoring and supervision
- 3) Construction of County Headquarters Offices
- 4) Construction of Sub-county Administration Office infrastructure

- 
- 5) Staff training and Development
  - 6) Computerization of the records management System
  - 7) Establishing of a Public Library and Resource centre
  - 8) Procurement of Shelves for the Registry
  - 9) Procurement of Vehicle/ motorcycle
  - 10) Establishment of inter com connection system.
  - 11) Establishment of human resource data base.

#### Finance

- 1) Enhancement of Local Revenue
- 2) Improvement of Financial Records management system
- 3) Means of transport
- 4) Establishment of an IFMS (Integrated Financial Management System)

#### Audit

- 1) means of transport
- 2) Procurement of furniture and equipment.
- 3) Construction of office block

#### Community based services

- 1) Construction of community halls.
- 2) Procurement of transport means for Sub-county based staff.
- 3) Establishment of a cultural centre in the district.
- 4) Data collection
- 5) Community mobilization and sensitization.

#### Planning unit

- 1) Data collection analysis and dissemination.
- 2) Strengthen the planning process.
- 3) Ensure sustainable population growth
- 4) Maintenance of computer lab.
- 5) Means of transport.

#### Works and Water

##### Water:

- 1) Provision of safe drinking water
- 2) Hygiene and Sanitation Promotion
- 3) O and M of facilities
- 4) Transport

##### Works:

- 1) Road Rehabilitation
- 2) Periodic road maintenance
- 3) Routine road maintenance
- 4) Transport
- 5) Expansion of road network for improvement of accessibility
- 6) Supervision of building works

### Statutory Bodies

Council and Statutory Bodies:

- 1) Enactment of Enabling Laws
- 2) Community mobilisation
- 3) Policy Discussions and approval

#### **4.3.3.2 Current Status of Ongoing Projects**

The 5-year DDP explained the current status of on-going projects as follows.

##### **(1) NUSAF 2**

###### 1) Project Description

The Second Northern Uganda Social Action Fund (NUSAF2) is a 5-year Government of Uganda Project that is being implemented as part of the Peace, Recovery and Development Plan (PRDP) for Northern Uganda. It is a successor Project to the First Northern Uganda Social Action Fund (NUSAF1) that closed on March 31, 2009.

The Project became effective on November 25, 2009 and was officially launched on February 8, 2010. The Project is financed through a Specific Investment Loan (SIL) of 100 million USD from the World Bank (IDA) and a Grant of 24 million GBP (£) from the Department for International Development (DFID) of the United Kingdom.

NUSAF2 covers 55 Districts in Acholi, Bukedi, Bunyoro, Elgon, Karamoja, Lango, Teso, and West Nile Sub-regions.

In Pader District, NUSAF 2 would target communities in 11 subcounties and one Town council. However, currently, programmes in only 8 sub counties and 1 town council are being operated.

###### 2) Implementation Progress and Funding Status

###### The funding modalities

The funds under NUSAF are spent for Operations and Implementation of Sub-projects:

- a. Training of 108 Extended Participatory Rural Appraisal (EPRA) facilitators for Pader and Agago Districts
- b. Production of forms for generation of subprojects for funding
- c. Appraisal, approval and endorsement of subprojects
- d. Mass sensitization and mobilization of communities by Head of Delegations (HoDs) and Executive
- e. Induction of Sub-county Technical Planning Committee (STPC) and Sub-county Executive Committee (SEC) members
- f. Training of Community Project Management Committee (CPMC), Community Procurement Committee (CPC) and Social Accountability Committee (SAC) members regarding approved projects
- g. Monitoring and Technical supervision of the projects

The district again received 46,361,000 Ushs. in June 2011 for training of the approved subprojects CPMC, CPC and SAC members, conducted monitoring and Technical supervision, radio programmes and processing and submission of more projects for funding.

### 3) Achievements

- 772 Sub-project Interest Forms were issued to all the lower level Local Governments in the two districts.
- 202 projects were generated by the sub-counties and forwarded for consideration by the district. Out of these, 184 projects were submitted to OPM for funding.
- The District has processed 46 projects which have already been funded by OPM worth 439,774,500 Ushs. for Pader and Agago. 33 of the projects are from Pader while 13 are from Agago.
- EPRA facilitators trained and deployed to help the communities raise projects to be funded.
- Personnel for all the 46 approved projects have been trained and are ready to receive funds for project implementation.

## (2) NAADS

### 1) Project Description

NAADS phase II is expected to take 5 years. It started in June 2010/11. Currently NAADS is operational in all Sub-Counties. The recruitment of the Sub-County NAADS coordinators in the new NAADS (NAADS II) has enabled the program to start off well with instituting the implementation structures.

### 4.3.3.3 5 Year Development Programmes

The 5 year Development Programmes have been identified by sectors in the 5-year DDP and the following table shows the programmes in relation with the infrastructure developments.

**Table 4.3-8 Development Programmes in Education Sector**

Objectives	Activities	Location	Indicative Budget (Ush)		Implementing Agency	
			Gov't	Donor	Lead	Collaborating
To reduce the Pupils /Classroom ratio.	Classroom construction	UPE Schools	5,000,000,000	2,500,000,000	Unicef	Education Dept
To motivate teachers	Construction of Teachers' Houses	Construction of Teachers' Houses	2,500,000,000	1,000,000,000		
To improve on the quality of education	School Inspection	All education Institutions	80,000,000			
To improve on the Administration of the School	Training the SMCs,PTAs and Headteachers					
To increase enrolment in Primary Schools from 62,916 to 70,000	Enrolment Campaign	All Schools				
To manage Internal and External Examinations	Conduct Examinations					
To recruit and deploy Qualified Teachers	Declaration of Vacant posts, Recruitment. Posting them.	Schools with few Teachers				
To carry out assessment of Children with Disabilities.	Moving to Schools to assess these Pupils	All Schools				
To participate at MDD national Festivals	Carrying out Festivals at Sub County, District, Regional and National Levels	All Schools				
To participate at Athletic national ompetitions	Carrying out Competitions at Sub County, District, Regional and National Levels	All Schools				
To conduct Quarterly monitoring and Supervision	Reaching out to all the Education Institutions	All Schools				

Source: 5-year DDP, Pader District

**Table 4.3-9 Development Programmes in Public Works Sector**

Objectives	Activities	Location	Indicative Budget (Ush)		Implementing Agency	
			Gov't	Donor	Lead	Collaborating
	Routine Maintenance	Pader-Latanya-Dure (184km)	34,500,000		CAO	Works Dept.
	Periodic Maintenance	Pader-Latanya-Dure (46km)				Works Dept.
	Rehabilitation	Pader-Latanya-Dure		Expected		Works Dept.
	Routine Maintenance	Atup Stream - Puranga (72km)	13,500,000			Works Dept.
	Periodic Maintenance	Atup Stream - Puranga (18km)	243,000,000			Works Dept.
	Rehabilitation	Atup Stream - Puranga		Expected		Works Dept.
	Routine Maintenance	Acholpii-Harambee (21km)	3,900,000			Works Dept.
	Periodic Maintenance	Acholpii-Harambee (5.2km)				Works Dept.
	Rehabilitation	Acholpii-Harambee		Expected		Works Dept.
	Routine Maintenance	Kineni-Otingowiye (60km)	15,000,000			Works Dept.
	Periodic Maintenance	Kineni-Otingowiye				Works Dept.
	Rehabilitation	Kineni-Otingowiye (20km)		Expected		Works Dept.
	Routine Maintenance	Puranga-Achola Stream (80km)	15,000,000			Works Dept.
	Periodic Maintenance	Puranga-Achola Stream (20km)				Works Dept.
	Rehabilitation	Puranga-Achola Stream		Expected		Works Dept.
	Routine Maintenance	Lapul-Atanga (57km)	14,250,000			Works Dept.
	Periodic Maintenance	Lapul-Atanga				Works Dept.
	Rehabilitation	Lapul-Atanga (76km)		399,000,000		Works Dept.
	Routine Maintenance	Laguti-Lanyadyang (12km)				Works Dept.
	Periodic Maintenance	Laguti-Lanyadyang (48km)	162,000,000			Works Dept.
	Rehabilitation	Laguti-Lanyadyang		Expected		Works Dept.
	Routine Maintenance	Atanga-Awere (66km)	16,500,000			Works Dept.
	Periodic Maintenance	Atanga-Awere				Works Dept.
	Rehabilitation	Atanga-Awere (22km)		Expected		Works Dept.
	Routine Maintenance	Pajule-lagwai-Kimia (106km)	19,875,000			Works Dept.
	Periodic Maintenance	Pajule-lagwai-Kimia				Works Dept.
	Rehabilitation	Pajule-lagwai-Kimia		Expected		Works Dept.
	Routine Maintenance	Lanyatido-Koyolalogi-Ocwida (110km)	20,625,000			Works Dept.
	Periodic Maintenance	Lanyatido-Koyolalogi-Ocwida (27.5km)				Works Dept.
	Rehabilitation	Lanyatido-Koyolalogi-Ocwida				Works Dept.
	Routine Maintenance	Koyolalogi-Bolo (54km)	13,500,000			Works Dept.
	Periodic Maintenance	Koyolalogi-Bolo				Works Dept.
	Rehabilitation	Koyolalogi-Bolo (18km)		Expected		Works Dept.
	Routine Maintenance	Atanga-Goma-Palabek Brd (62.6km)	19,725,000			Works Dept.
	Periodic Maintenance	Atanga-Goma-Palabek Brd				Works Dept.
	Rehabilitation	Atanga-Goma-Palabek Brd (26.3km)		Expected		Works Dept.
	Routine Maintenance	Jupa-Acholi Ranch-Palabek (69km)	20,250,000			Works Dept.
	Periodic Maintenance	Jupa-Acholi Ranch-Palabek				Works Dept.
	Rehabilitation	Jupa-Acholi Ranch-Palabek (27km)		Expected		Works Dept.
	Routine Maintenance	Pader-Auch				Works Dept.
	Periodic Maintenance	Pader-Auch				Works Dept.
	Rehabilitation	Pader-Auch		Expected		Works Dept.
	Routine Maintenance	Achilibur-Latanya				Works Dept.
	Periodic Maintenance	Achilibur-Latanya				Works Dept.
	Rehabilitation	Achilibur-Latanya		Expected		Works Dept.
	Routine Maintenance	Puranga-Awere				Works Dept.
	Periodic Maintenance	Puranga-Awere				Works Dept.
	Rehabilitation	Puranga-Awere		Expected		Works Dept.
	Routine Maintenance	Kilak-Ongany-Koyolalogi				Works Dept.
	Periodic Maintenance	Kilak-Ongany-Koyolalogi				Works Dept.
	Rehabilitation	Kilak-Ongany-Koyolalogi		Expected		Works Dept.

Source: 5-year DDP, Pader District

**Table 4.3-10 Development Programmes in Water Sector (1)**

Objectives	Activities	Location	Indicative Budget (Ush)		Implementing Agency		
			Gov't	Donor	Lead	Collaborating	
To provide Portable water to communities	Drillin of Boreholes	12 Sub-counties	2,635,000,000		Concern	Water Dept.	
	Construction of shallow wells	12 Sub-counties	150,000,000			Water Dept.	
	Construction of Protected springs	12 Sub-counties	80,000,000			Water Dept.	
	Rehabilitation of Boreholes	12 Sub-counties	262,500,000		Concern	Water Dept.	
	Training of water user committee	12 Sub-counties	32,085,000			Water Dept.	
	Establishment of water user committee	12 Sub-counties	15,525,000			Water Dept.	
	Hygiene Education in model villages	12 Sub-counties	15,150,000			Water Dept.	
	Training private sector(Hand pump mechanics, care takers) in preventive maintenance	12 Sub-counties	18,000,000				
	Post construction support to water user committee	12 Sub-counties	7,300,000			Water Dept.	
	Base line survey for sanitation ( part of soft ware)	12 Sub-counties	8,250,000			Water Dept.	
	Sanitation week promotion activities	12 Sub-counties	11,000,000			Water Dept.	
	Training private sector on hygiene and sanitation promotion	12 Sub-counties	8,988,000			Water Dept.	
	Conduct drama shows to promote hygiene and sanitation practice	12 Sub-counties				Water Dept.	
	Radio for promoting water, sanitation and good hygiene practices.	12 Sub-counties	6,150,000			Water Dept.	
	National hand wash activities	12 Sub-counties	3,525,000			Water Dept.	
	World water day celebration	12 Sub-counties	17,800,000			Water Dept.	
	Inter sub county meetings with HPM	12 Sub-counties	9,650,000			Water Dept.	
	Quarterly meetings with sub county extension staffs	12 Sub-counties	19,900,000			Water Dept.	
	Sanitation (Hard ware)	Commissioning of new water sources	12 Sub-counties	13,350,000			Water Dept.
		Private sector promotion (Targeting contractors)	12 Sub-counties	9,200,000			Water Dept.
Community mobilization		12 Sub-counties	11,227,000			Water Dept.	
Construction of public VIP latrines in RGCs (5 stances each )		2 Sub-counties	88,730,000			Water Dept.	
Construction of Ecosan toilets						Water Dept.	
Construct drainable VIP latrines (5 stances)		1 Sub-counties	106,860,000			Water Dept.	
Water supply facilities (Hard ware)		Small spring protection					Water Dept.
		Medium spring protection	Selected Sub-counties	80,000,000			Water Dept.
		Extra large spring protection					Water Dept.
		Shallow well construction-hand dug					Water Dept.
	Shallow well construction - hand augured					Water Dept.	
	Shallow well construction - motorized	Selected Sub-counties	150,000,000			Water Dept.	
	Deep bore hole drilling 9 Hand pump)	11 Sub-counties	2,867,500,000			Water Dept.	
	Deep borehole drilling					Water Dept.	
	Design of pipe water system (GFS Boreholes surface )					Water Dept.	
	Design of pipe water system ( GFS Boreholes surface )					Water Dept.	
Construction of pipe water supply system (Gravity flow scheme )					Water Dept.		
Construction of pipe water supply system (Bore hole pumped)					Water Dept.		
Construction of piped water supply system (Surface water pumped)					Water Dept.		
Promoting domestic water harvesting					Water Dept.		
Construction of valley tanks					Water Dept.		
Construction of Dams					Water Dept.		

Source: 5-year DDP, Pader District



**Table 4.3-11 Development Programmes in Water Sector (2)**

Objectives	Activities	Location	Indicative Budget (Ush)		Implementing Agency	
			Gov't	Donor	Lead	Collaborating
Rehabilitation of water facilities	Borehole rehabilitation	Selected Sub-counties	280,000,000			Water Dept.
	Shallow well rehabilitation					Water Dept.
	Rehabilitation of Motorized water schemes					Water Dept.
	Construction of District water store	District Hq	80,000,000			Water Dept.
	Rehabilitation of water plumbing works in District HQs offices					Water Dept.
Borehole rehabilitation	Water quality testing (New source )					Water Dept.
Shallow well rehabilitation	Water quality testing	Selected Sub-counties	37,140,000			Water Dept.
Rehabilitation of Motorized water schemes	Construction supervision visits	12 Sub counties	21,000,000			Water Dept.
Water Quality surveillance	Water quality testing (New source )					Water Dept.
	Water quality testing	Selected Sub-counties	37,140,000			Water Dept.
Supervision and monitoring	Construction supervision visits	12 Sub counties	21,000,000			Water Dept.
	Inspection of water points after construction	12 Sub counties	10,500,000			Water Dept.
	Monitoring by other stake holders (CAO, CFO, Planner , Audit and DE)	12 Sub Counties	17,235,000			Water Dept.
	Regular data collection and analysis	12 Sub counties	4,308,000			Water Dept.
	Specific surveys of spring shallow wells and RWHTs	12 Sub counties	4,750,000			Water Dept.
	Environmental mitigation (Assessment)	12 Sub counties	4,300,000			Water Dept.
	Gender and HIV/AIDS awareness creation	12 Sub counties	3,876,000			Water Dept.

Source: 5-year DDP, Pader District

**Table 4.3-12 Development Programmes in Health Sector**

Objectives	Activities	Location	Indicative Budget (Ush)		Implementing Agency	
			Gov't	Donor	Lead	Collaborating
Strengthen disease surveillance	Active case search and case investigation	District-wide	800,000	4,000,000		
	Collection of weekly surveillance data	District	240,000	12,000,000		
	Quarterly IDSR Review meetings	District	144,000	576,000		
<b>HIV and AIDS CONTROL CONTROL PROGRAMME</b>						
To accelerate prevention of sexual transmission of HIV	Conducting safe medical circumcision	In the community	1,000,000			
	Training health workers to do SMC		0	10,000,000		
To reduce mother to child transmission	Training more health workers on PMTCT	In the community		11,808,000		
	Scale up PMTCT to all the 17 HC11 and new HC111	In the community				
	Community dialogue with men to appreciate PMTCT	In the community	3,000,000	5,000,000		
	Supervision, monitoring and mentoring staff on PMTCT	In the community	1,500,000	5,500,000		
	Collection and transportation to the nearest PCR centers	In the community	750,000	2,000,000		
To promote HIV counseling and testing and mutual disclosure of test results	Routine counseling and testing in all the health facilities	In the community	1,000,000			
	Conduct outreaches for HCT	In the community	2,000,000	12,000,000		
	Conduct home-based counseling	In the community	1,500,000	4,500,000		
Increase access to quality prevention and treatment of OIs and non-ART to all PHAs seeking services	Training mores staff on the management of Ois	District		11,808,000		
	Conducting on job training and mentoring on the management of OIS	In the community	1,500,000	6,000,000		
Increase access to quality prevention and treatment of OIs and non-ART to all PHAs seeking services	Training mores staff on the management of Ois	District		11,808,000		
	Conducting on job training and mentoring on the management of OIS	In the community	1,500,000	6,000,000		
Increase equitable access to ART to at least 90% of those requiring treatment	Work with MOH accredit more sites to provide ARTs	District		3,500,000		
	Train more staff on IMAI and IMPAC	District		11,808,000		

Source: 5-year DDP, Pader District

**Table 4.3-13 Development Programmes in Production Sector**

Objectives	Activities	Location	Indicative Budget (Ush)		Implementing Agency	
			Gov't	Donor	Lead	Collaborating
	Construction of agric Infrastructure; Produce Stores	Atanga, Puranga, Laguti, Acholibur		175,000,000		ALREP-KALIP
	Construction of Markets	Pader, Lapul, Atanga, Acholibur, Awere		240,000,000		ALREP-KALIP
	Construction of crushes	Lapul, Pajule		20,000,000		
	Rehabilitation of valley dams	Awere		35,000,000		ALREP-KALIP
	Establishment of tree nurseries	Atanga, Pader T. c		39,735,400		ALREP-KALIP
	Rehabilitation of cattle dip	Pader		20,000,000		ALREP-KALIP
	Planning & budgeting	District Hq		9,120,400		ALREP-KALIP
	Supplies of furniture & equipment	District Hq & 8 sub counties		73,760,000		ALREP-KALIP
	Supply of oils, fuels & gas	District hqrs		4,725,000		ALREP-KALIP
	Stationeries	District Hq		602,700		ALREP-KALIP
	Allowances	District Hq		1,512,000		ALREP-KALIP
	Airtime	District Hq		1,440,000		ALREP-KALIP
	Staff training	District Hq		1,500,000		ALREP-KALIP
	Agric data collection, compilation, analysis & dissemination	District Hq & sub counties		8,315,907		ALREP-KALIP
	Coordination & meetings	District Hq		2,400,000		ALREP-KALIP
	Technical & Logistical support to sub counties	Sub counties		283,361,040		ALREP-KALIP
	De silting valley dam	Awere, Pader				PDLG
	Construction of cattle market	Puranga				PDLG
	Procurement of honey harvesting gears/equipment	District Hq				PDLG
	Eradication of congress weed	Pader T.C, Pajule, Awere, Pader, Puranga	20,000,000			PDLG
	Revival of animal traction	District Hq	2,000,000			PDLG
	Repair & operation of weather station	District Hq	2,000,000			PDLG
	Inspection, certification & quality assurance	District & sub counties	6,000,000			PDLG
	Enforcement of laws & regulations	Stock routes and markets	1,600,000			PDLG
	Tick control in cattle	4 sub counties	10,000,000		10,000,000	PDLG
	Control of tse tse flies	Puranga, Awere, Pader, Atanga, Angagura	12,000,000		12,000,000	PDLG
	Farmers' training	District hqrs & sub cties	10,000,000		12,000,000	PDLG
	World Food day celebrations		4,500,000		5,000,000	PDLG
	Monitoring & Evaluation	All sub counties	8,000,000		8,000,000	PDLG
	Stocking fish ponds	Atanga, Lapul, Awere .	4,000,000		6,000,000	PDLG
	Technical back up to fish farmers	Markets	1,200,000		1,200,000	PDLG
	Control of animal diseases	All sub counties	15,000,000		15,000,000	PDLG

Source: 5-year DDP, Pader District

#### 4.3.4 Lamwo District

Lamwo District is located in the extreme Northern part of Uganda. It is bordered by the Republic of South Sudan in the North, Kitgum District in the East and South East, Gulu District in the south west, Amuru in the west, and Pader District in the South. Lamwo District has a total land area of 5,486 sq km, 90 percent of the District is arable and 10 percent of the land area is covered by inselburgs (isolated rocky hills) and small rivers.

Like many districts in Uganda, the major economic activities of Lamwo District are subsistence small scale agriculture which includes crop production, animal husbandry and produce buying. Scanty fishing is also carried out. The people grow a variety of food and cash crops. Over 90% of the farmers are engaged in crop production as their major activity and a small percentage in livestock keeping and fishing.

##### 4.3.4.1 Goals and Objectives of Regional Development in Lamwo Districts

###### (1) Vision, Mission, Goal and Objectives

Lamwo's Five Year Development Plan (FYDP) identifies its development vision, mission, goals and objectives as follows:

**Table 4.3-14 Vision, Mission, Goals and Objectives of Lamwo District**

Vision	A sustainably developed, prosperous and peaceful district
Mission	To effectively and equitably deliver coordinated quality services to the community of Lamwo focusing on the national priority areas
Overall Goals	<ol style="list-style-type: none"><li>1. Household income generation and promotion of equity</li><li>2. Improving the stock and quality of economic infrastructures</li><li>3. Increasing access to quality social services</li><li>4. Enhancing capacity building of staff and promotion of education to the population</li><li>5. Promotion of good governance</li></ol>
Objectives	<ol style="list-style-type: none"><li>1. To enhance sustainable production and productivity</li><li>2. To provide quality education and sports</li><li>3. To provide quality health care services</li><li>4. To generate and mobilize sufficient revenue in the district</li><li>5. To increase and improve infrastructure in the district</li><li>6. To sustainably utilize natural resources</li><li>7. To promote good governance, transparency and accountability</li><li>8. To provide and promote social protection, justice and welfare to the community</li><li>9. To provide and improve safe water and sanitation coverage to the community</li></ol>

Source: LAMWO DISTRICT LOCAL GOVERNMENT FIVE- YEAR DEVELOPMENT PLAN, FY 2011/12 – 2015/16

## **(2) Strategy and Priority**

### **1) Strategy**

In order to achieve the objective and the vision eventually, the district has set strategies as shown below:

- Involvement of beneficiaries in the planning process, implementation, monitoring, evaluation and maintenance of projects
- Involvement of private sectors to complement the government effort
- Contracting out district works, provision of services, and supplies to local, national and international firms
- Used of NGOs, CBOs and community as basic service providers
- Used of integrated approached in monitoring and evaluation of district projects/programmes
- Lobby development partners to support the district development programmes
- Intensification of provision of extension advisory services
- Conducting of user friendly demonstrations in farmers' fields
- Closer collaboration with development partners
- Use local government staffs and structures to carry out the software activities
- Use district coordination mechanisms that are in place

In addition, in order to firm up the strategy, each sector sets its own strategic objectives. The following table shows strategic objectives for each sector.

**Table 4.3-15 Strategic Objectives**

Sector	Strategic Objectives
Administration	<ul style="list-style-type: none"> <li>To practice a high degree of professionalism based on merit, code of conduct and ethics of public service</li> </ul>
Human Resources	<ul style="list-style-type: none"> <li>To plan and budget for recruitment, retention and existence of human resources Personnel of Lamwo.</li> <li>To practice high degree of professionalism based on merit, code of conduct and ethics of public service.</li> <li>To supervise the updating, safe custody and management of human Resources Records in Lamwo.</li> <li>To organize and coordinate with the technical departments on matters related to them regarding the Human Resource policy.</li> <li>Counselling staff and offering arbitration in Labour or employment related issues</li> </ul>
Council	<ul style="list-style-type: none"> <li>To formulate policies and monitor government programs</li> </ul>
Procurement	<ul style="list-style-type: none"> <li>To consolidate procurement plans and advertise for bids</li> <li>To prepare bidding and contract documents</li> <li>To organize meetings for contracts committee and evaluation committee</li> <li>To pre-qualify firms and award contracts</li> </ul>

Source: LAMWO DISTRICT LOCAL GOVERNMENT FIVE- YEAR DEVELOPMENT PLAN, FY 2011/12 – 2015/16

The 5 year-DDP has identified the development priorities as follows.

1. Education
2. Water
3. Health
4. Roads
5. Production

2) Priority Projects

Along with the strategic objectives above, priority projects for FY 2011/12 – 2015/16 are listed in the development plan, which are shown in the following table in relation with the infrastructure developments:

**Table 4.3-16 Priority Projects for FY 2009/2010 in DDP**

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
Health	Health Management Information System (HMIS)	Training newly recruited health workers on HMIS/IDSR	Health facilities	7,500,000
		Production and distribution of HMIS tools	District	10,000,000
	Health promotion and Education	Holding dialogue at the community level to discuss Health activities to enhance community participation in Health activities.	Village level	12,000,000
		Conducting Radio programs to advocate and sensitize the community on integrated health programs	District	15,000,000
	Vector Control and NTDS	Providing prompt and effective treatment of fever/ simple illnesses among children >5yrs of age	Community level	18,000,000
		Provision of MDT to control vector borne diseases.	Community level	30,000,000
	IDSR/Disease Control/EPR	Conducting performance review meetings with VHTs (CBDS) to strengthen early warning signs of epidemic diseases	Sub-county level	42,000,000
		Seed funds for timely response and control of any disease outbreak	District	10,000,000
	Infrastructure Development	Construction of 2 in one staff house at Madi-Opei HCIV	Madi-Opei HCIV	55,000,000
		Construction of district health office block		

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
		Procurement of 2 vehicles for the health department (1 land cruiser hard top 5 door and a double cabin pick up)	District	220,000,000
		Construction of district medical store	District	200,000,000
		Construction of HCII at Apyeta, Cubu, Liri, Larobi, Ywaya, Lelapwot and Orii	7 Parishes	385,000,000
		Requisition of land titles for the 21 Health facilities	District	50,000,000
		Fencing of the health facility land	Pangira and Okol HCIII	40,000,000
		Renovation of the Doctors house	Padibe HCIV	5,000,000
	Sanitation and Hygiene	Community mobilization for promotion of household latrine coverage	Villages	15,000,000
	HIV/AIDS	Mainstreaming HIV/AIDS response at place of work	District/sty	10,000,000
	Support to special events	Support to Child Health Days	District/s/cty	2,000,000
	Administration and support services	Purchase of Power machine for clearing health facility compound	Health facility	1,000,000
		Procurement of 2 desk top computers and printers	District	6,000,000
		Procurement of 5 filing cabinets	District	750,000
	Environmental Health	Home improvement campaign	Community	18,000,000
		School Health	Schools	21,000,000
		Water quality surveillance (safe water chain promotion)	Water sources and Households	15,000,000
	Total			988,250,000
	Engineering		Olebi – Lela Pwot	Upgrading CAR to Feeder Roads 20.0km
Atwol – Lamwo town council			New road construction, 26kms	520,000,000
Corner Kalatus – Lamwo town council			New road construction, 15kms	300,000,000
Pager Bridge construction			New Bridge, 2 span bridge	180,000,000
Aringa bridge - Potika			Upgrading of security road to district road, 12kms	180,000,000
Construction of district administration building including council hall.			New construction.	1,600,000,000
Total				3,140,000,000
Water and Sanitation		Construction of new boreholes. (170)	Villages	3,570,000,000
		Construction of office block and small water testing laboratory (1)	District H/Q	100,000,000
		Construction of office store (1)	District headquarters	50,000,000
		Promotion of hygiene and sanitation around water points.(327)	Villages	654,000,000
		Construction of public toilets. (8)	Growth centres	108,000,000
		Mobilization for critical requirements. (327)	Villages	327,000,000
		Water quality monitoring and surveillance (468)	Villages	94,000,000
		Major rehabilitation of motorized schemes (7)	Sub-counties	490,000,000
		Rehabilitation of boreholes (86)	Villages	516,000,000
		Rehabilitation of valley dams for water for production. (9)	Sub-counties	4,500,000,000
		Construction of new piped water systems (2)	TC & Growth centres	1,200,000,000
		Training of WUG (All water points)	Villages	200,000,000
Production and Marketing	Crop	Promotion of grafted mangoes (Agro forestry)	All Sub-counties	80,000,000
		Promotion of grafted/budded citrus (Agro forestry)	All Sub-counties	80,000,000
		Multiplication of improved cassava Varieties	All Sub-counties	60,000,000
		Construction of water reservoirs/valley dams	Potika and Paloga	350,000,000
		Support to small scale irrigation (treadle pumps)	Potika, Paloga, Lokung, Palabek Kal Sub-counties	25,000,000
		Input distribution (seeds and tools) assorted	All Sub-counties	5,500,000
		Support to value addition on rice, simsim maize, cassava (Agro processing)	All Sub-counties	90,000,000

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
		Procurement of motor cycles	District	10,000,000
		Procurement of agricultural film van	District	90,000,000
		Support to tractor hire service	All Sub-counties	43,000,000
		Installation of solar system in production office	District	30,000,000
		Procurement of a double cabin pick up	District	100,000,000
		Construction and equipping of weather station	District	30,000,000
		Construction of Plant clinic laboratory and equipping	District	200,000,000
		Construction of market stall and store quality assurance	Padibe East, Madi Opei, Palabek Kal, Palabek Ogili Sub-counties	200,000,000
		Support agriculture statistics and information/establishment of database	District	15,000,000
		Market-linkage and information dissemination	All Sub-counties	45,000,000
		Farmer training	All Sub-counties	10,000,000
		Food Security situation assessment	All Sub-counties	10,000,000
		Establishing demonstrations on Post harvest handling with solar dryer technologies.	All Sub-counties	180,000,000
	Veterinary	Construction of office block	District	90,000,000
		Purchase of Veterinary Tools and Equipment	District	35,000,000
		Purchase of Double cabin pick up	District	80,000,000
		Construction of Abattoir and slaughter slabs	4 Urban Centres	150,000,000
		Vaccination of cattle against CBPP	9 Sub-county	8,700,000
		Vaccination of Pets against Rabies	6,000 Pets	6,500,000
		Training of farmers on Animal Traction	9 Trainings	15,200,000
		Inspection of livestock markets	Ngom-Oromo and Madi-Opei	3,200,000
		Infrastructural development of Animal Check Points	Ngom-Oromo, Aweno- Olwi & madi-Opei	150,000,000
		Vaccination of poultry against NCD	9 Sub-county	2,300,000
		Construction of livestock markets	Ngom-Oromo and Madi-Opei	100,000,000
		Training farmers on common disease (TBDS, Tryps etc) control.	9 Trainings	14,100,000
	Construction Of Cattle crush	9 sub-counties, 3Town Boards 1 Town Council	130,000,000	
	Entomology	Procurement of motorcycle	District	10,000,000
	Commercial services	Construction of produce stores in the parishes	Sub-counties	360,000,000
		Construction of markets stalls	Sub-counties	8,000,000
		Procurement of motorcycles	District	10,000,000
		Farmer training	Sub-counties	15,000,000
		Business census	District	4,000,000
		Mapping of priority needs	Sub-counties	10,000,000
Market information dissemination		All Sub-counties	20,000,000	
Mobilization of farmers to form SACCOS	All Sub-counties	9,000,000		
Production	Construction and equipping of production office block at LD Headquarters	District	500,000,000	
Total			2,976,300,000	
Community Based Services	Construction of 4 community centres at Ogili, Gem, Paloga, Padibe East,			
	Rehabilitate 3 CD centres and equip ( furnish) (at Palabek Kal, Padibe West and Madi Opei)		105,000,000	
	Construction of rehabilitation centre in Lamwo at Lamwo district headquarters		120,000,000	
	Construction of Cultural centre in Lamwo district Headquarters		90,000,000	
	Construction of Youth Training centre in Lamwo hill		90,000,000	
	Payment of incentives to FAL instructors		15,000,000	

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
		Hold community dialogues with the 60 traditional chiefs , elders and religious leaders in 19 sub counties on peace building, reconciliation and harmony in society during the resettlement program		5,200,000
	Gender	Sensitization of the community on the benefits of GBV free environment in 19 Sub counties		5000,000
		Rolling out the policies ( Gender Policy National Cultural policy, IDP, policy, Children’s act, and the Disability Act		25,000,000
		Building the capacity of 150 community leaders in conflict management, peace building and revival of traditional reconciliation		25,000,000
		Empower the EVI to gain the capacity to resettle and engage in productive work		
	Youth, and women's councils	Skill training for special interest Groups (Youth, Women and Disability councils) to initiate IGA and economic empowerment		10,000,000
	Peace Building	Spearhead and Strengthen the peace building programmes (Lamwo District reconciliation and Peace Team )		25,000,000
	Total			320,200,000
Education and Sports	Universal Primary Education	Construction of teachers’ houses	Primary schools	1,500,000,000
		Classroom construction	Primary schools	800,000,000
		Procurement of desks	Primary schools	750,000,000
		Promotion of scouts and guides in schools	Primary schools	20,000,000
		Promotion of Girls’ Education Movement (GEM) in schools	Primary schools	18,000,000
		Training of teachers in IT	District headquarters	15,000,000
		Promotion of safe school initiatives	Primary schools	20,000,000
		Training of SMC on their roles	Sub county	20,000,000
	Secondary Education	Construction of teachers’ houses	Secondary schools	800,000,000
		Construction of classrooms	Secondary schools	800,000,000
		Training of Boards of Governors (BoG) on their roles and responsibilities	Secondary schools	15,000,000
		Construction of laboratories	Secondary schools	800,000,000
		Construction of library	Secondary schools	400,000,000
	Pre-primary Education	Fencing of schools	Secondary schools	100,000,000
		Construction of ECD centres	ECD centres	400,000,000
		Training ECD centre management committees on roles and responsibilities	Sub county	20,000,000
		Training ECD caregivers on Learning frameworks	Sub county	18,000,000
	Sports	Community sensitization on ECD policies and frameworks	Sub county	15,000,000
		Participation in primary athletics championship	Sub County and District	18,000,000
		Promotion of MDD in schools	School, Sub county and District	20,000,000
	Special Education	Participation in post primary athletics championship	National	15,000,000
		Creation of a data based on Special Needs Education (SNE)	District	15,000,000
	BTVET	Community on promotion, mobilization and sensitization on importance of BTVET	Sub county	15,000,000
	Inspection	Training subject teachers on topic specific skills in imparting knowledge	Sub county	20,000,000
	Education Office	Dissemination of Education Act 2008 and policies in education.	Sub county	15,000,000
		Procurement of one vehicle for Education and Sports department	District	100,000,000
		Construction and furnishing of an office block for Education and Sports department	District	200,000,000
	Total			6,929,000,000

Source: LAMWO DISTRICT LOCAL GOVERNMENT FIVE- YEAR DEVELOPMENT PLAN, FY 2011/12 – 2015/16



**Table 4.3-17 Priority Projects for Sub-counties of FY 2009/2010 in DDP**

Sector	Sub-sector	Activities	Location	Budget (Ushs.)	
Padibe East	Water and Sanitation	Drilling of boreholes at Kolokolo and Ogako Lacan P/S	Primary school	42,000,000	
Paloga	Water	Drilling of boreholes, 6 Boreholes	6 villages	120,000,000	
	Education	Construction of teachers houses, 3 blocks of 4 rooms	3 schools	120,000,000	
	Health	Provision of solar panels, 1 complete system	Paloga HCIII	20,000,000	
		Construction of HCIIIs, 3 HCIIIs	In the 3 parishes	180,000,000	
		Construction staff houses, 1 block of 4 rooms	Paloga HCIII	55,000,000	
	Roads	Rehabilitation, 10kms	Lotogo- Olima Hill	20,000,000	
		Bridge Construction, 1 Bridge	Orii- Karuma	300,000,000	
	Production	Construction of Produce Stores, 3 Stores	In 3 Parishes	95,000,000	
		Opening of new markets, construct stalls & shades, 180 stalls 14 shades	In 3 parishes & Paloga T/C	10,000,000	
Community	Construction of community hall, 1 block of 2 rooms	Sub County HQs	60,000,000		
Lamwo Town Council	Administration	Purchase of motorcycle, 24	Town Council Headquarters		
		Purchase of Double Cabin Pick Up, 1	T.C. Headquarters	76,000	
		Construction of Market, 1 Market Constructed	H/Q	30,000,000	
	Education	Construction of primary school, 1	H/Q	200,000,000	
		Supply of office furniture, Assorted	H/Q	5,000,000	
	Health	Construction of HCIII, 1 Block	H/Q	150,000,000	
		Procurement of motorcycles, 2 Motorcycles	H/Q	16,000,000	
	Roads	Opening of roads, 10 km	H/Q	30,000,000	
Palabek gem	Education	Construction of teachers houses	Anaka primary school, Gem Primary school Gem mede primary school,	350,000,000	
		Fencing of primary schools	Layamo primary school Likiliki Primary school and Labworoyeng primary school	105,000,000	
		procurement of 3 seater desks	Layamo Agwata primary school, Beyogoya primary school and Mbuya parent school	750,000,000	
	Water	Drilling of boreholes	Gem mede primary school, Labworoyeng primary school, Beyogo primary school, Anaka primary school, Layamo Agwata primary school, Likiliki primary school and Gem primary school	119,000,000	
		Health	Construction of health centre II	Cubu parish, Patanga Parish, Gem Parish, Gem Health Centre II	150,000,000
			Installation of solar electrical system		700,000
			construction of incinerator	Gem Health Centre III	350,000
	Construction of delivery room		Anaka Health Centre II	450,000	
		construction of staff houses	Gem Health Centre III and Anaka Health Centre II	100,000,000	
	Road and community Based services	Opening of community access roads	Kamama – Awach Mugono – Apweta Mugono – Atanga Obokelot – Lamwo	184,000,000	

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
	Production	Construction of a community hall	sub county head quarters	60,000,000
		Construction of produce stores	Anaka parish, Gem Parish and Cubu parish	150,000,000
		Construction of valley dams	Mede central in Gem parish, Abera in cubu parish and patanga parish	300,000,000
	Education	Construction of teachers houses	Anaka primary school, Gem Primary school Gem mede primary school	350,000,000
		Fencing of primary schools	Layamo primary school Likiliki Primary school and Labworyeng primary school	105,000,000
		procurement of 3 seater desks	Layamo Agwata primary school, Beyogoya primary school and Mbuya parent school	750,000,000
Lokung	Roads	Road opening from dibolyec to Aweno Olwi, Olebi to Pangira, Potwac to Lalak, Lelapwot to Lelabul, Logwac to Dibolyec, Dibolyec to Potika	60 km	400,000,000
		Maintenace of community roads from Pobel to Pakalabule and Pobel to pokalabule	15 km	7,000,000
	Water	Borehole drilling at Ghana, Licwa, Okora West, Ododo, Awach, Potwach, Yoke, Lo-oli, Lomodo West, Logwak East	10	210,000,000
		Construction of Valley dam at Ngom oromo	1	50,000,000
		Repair of Lagiro valley dam	1	20,000,000
	Education	Procurement of furniture at Lalak P/s	160	20,000,000
		Construction of staff houses at Dcula and Ngom Oromo P/S	2	110,000,000
		Construction of class rooms at Okora, Akeli kongo, Aguu,	12	210,000,000
		Construction of nursery schools at Olebi and Pangira	2	100,000,000
	Health	Construction of general ward at Lokung HCIII	1	100,000,000
		Fencing of Pangira HC II	1	15,000,000
		Construction of maternity ward at Dibolyec H/CII	1	75,000,000
		Construction of staff houses at Lokung H/C III, Dibolyec and Pangira H/C II	3	126,000,000
Production	Construction of market stall at Aweno Olwi	1	20,000,000	
Environment	Tree planting at Pobel , Olebi, Potwach parishes	7 acres	10,000,000	
Administration	Procurement of computers , office furniture and equipment	assorted	5,000,000	
Padibe West	Education	Construction of Classrooms at Opoki Primary School	Parishes	56,000,000
		Construction of classrooms at Lacara primary School	Parishes	56,000,000
		Construction of class rooms at Lagwel, Ywaya P/S	Parishes	560,000
	Health	Construction of HC II at Lagwei and Abakadyak parishes	Parishes	100,000
	Roads	Opening Community roads from Padibe West-Akwang, Laguri-Abakadyak, Laguri – Lamwo, Atwol – Lamwo , Laguri – Atwol, Opoki Lamwo, Lacara – Opoki,Madi-Kiloc-Lacara,Lakidi tar-Akwang, Kamama Central – Okwici P/S	Parishes	630,000,000
	Production	Construction of cattle crush	Parishes	20,000,000
Procurement of ground nut Sheller		Parishes	600,000	

Sector	Sub-sector	Activities	Location	Budget (Ushs.)	
		Construction of produce store	Parishes	80,000,000	
		Construction of fish pond	Parishes	1,000,000	
		Procurement of rice Huller	Parishes	50,000	
	Community Based services	Construction of a Community Hall	Parishes	64,000,000	
	Water and Sanitation	Deep Borehole drilling	Parishes	210,000	
Palabek Ogili	Production & Marketing	Construction of main market Procurement and installation of :- - Cassava chipping machine - Honey Extractor		80,000,000	
		Development of market linkages and information system		50,000,000	
		Stocking of hall Dam with 100,000 fingerling of clarias, gariepinus (Cat fish) and 200,000 fingerlings		50,000,000	
	Environment	Procurement of tree and fruit seedlings for farmers group. Introducing tree planting in Lagwa, Apyeta		40,000,000	
	Education	Construction of 4 blocks of 4 classrooms each and Teachers Houses Akwaro alip Centre		80,000,000	
		Construction of 4 blocks of 2 classrooms each, 6 teachers houses and purchase of tools and equipment for a vocational Institute		120,000,000	
		Construction of one vocational school at Sub-County headquarters		200,000,000	
		Construction of 1 Secondary School in Ogili Sub-County		400,000,000	
	Water and sanitation	Drilling of Bore Holes – Apyeta West, South, East and latebe, Padwat East, Central, N,E, West, South, Got Jok Padwat P/S		2,420,000,000	
	Roads	Construction of HC II and Staff House Completion of HC III in Lugwar		50,000,000	
		Opening of community roads – Apyeta-Lugwar, lagot-Opuk, Anaka Padwat Agee Bidinn-Owiny Kibul		70,000,000	
		Construction of Bridges and culverts on Lugwar-Paracelle, padwat Agee, Apyeta-Lubwo and lagor-Opuk-apyeta		80,000,000	
		Community Based Services	Construction of a community Centre at Sub-County headquarters Capacity Building and facilitation of FAL Instructors		60,000,000 1,000,000
	Madi Opei	Water	Construction of Dams	Larom-Obudi Adadang-Kiwiri Kudeda-Doggwenyo	
			Rehabilitation of Dams	Pigtar Gem Village Ajane-orogo Okura Pobutu Wigweng-Lobiri	
Education		Construction of low cost teachers house of 6 blocks each	Lotalim, M/Opei, wanglango, kwoncok, Kiombe, and lawiye Oduny Primary Schools		
		Provision of classroom desk (200 desks)	Wanglango & Kiombe P/Schools		
		Construction of 1 block of 2 classrooms	St. Mary's Opei		
Production and marketing		Construction of a market and Installation of shades and stalls	Kakira (Okol parish)		
		Procurement of Oxen and Oxplough for each farmers group in a parish	Okol, kal, Pobura & Lawiye oduny Parish		
		Procurement of citrus Oranges for 6 groups of farmers per parish	“		
		Provision of Advisory services to farmers on post harvest handling and farming as a business	Okol, Kal & Lawiye oduny Parishes		

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
		Construction of a dip for live stock	Kal-Lawiye oduny parish	
	Roads	Opening of 10 km community Access Road from Lotuko to Oboko, 5km Orogo to Luda 3 km	Lawiye Oduny and Pobura parish	
	Environment	Provide tree seedlings to house holds	All villages in the 4 parishes of Madi-Opei	
Agoro	Administration	Supply and installation of solar lights	S/Cty Hqr	20,000,000
	Health	Renovation of maternity ward	Agoro HC III	50,000,000
		Construction of staff houses accommodating 4 staff, bathing shelter and latrine	Potika, pawach and Agoro HC III	156,000,000
		Construction and furnishing of maternity ward	Pawach	
		Construction of HC II	Rudi, Lopulingi, Ngacino	250,000,000
	Roads	Construction of Aringa Bridge (Palacam-Logopii P/S	Sub-County	550,000
		Construction of a bridge on Okura stream linking Lopulingi parish to Agoro HC III & other social centres	Sub-County	200,000,000
		Rehabilitation of Palacam-Lotuturu-Lomwaka (15KM)	Sub-County	500,000,000
		Opening 6km CAR linking Lobule to Potika HC II, 6 km linking Tegot kwera to Odiciri, 20km Pobar to Loguru, 20km apwoyo to Apiriti via Loromibenge, 10km from Opoko to Ywaya, Pawach to Palacam-Logopii Parishes	Sub-County	588,000,000
		Rehabilitation of community road from Agoro TC to irumo irrigation area through Kila, Lamogi Obere to Irumo, 12km security road from Aringa bridge to Potika Parish		230,000,000
		Construction of 6km road Lopulingi to Lorunya P/S-Agoro TC		20,000,000
		Renovation of ECD centres in villages of Obere, irumo, Kila and Lamogi		20,000,000
	Water & sanitation	Construction of gravitational water system in Agoro	Sub-County	1 billion
		Construction of water reservoir (dam) at Agoro	Ngacino & Lopulingi	1 billion
		Drilling of Bore holes in Lotuturu Prison farm, Pit-Ber and Cinglonyo, Peny-Buk, Ngacino (Obere village), Pobar in Goloro 'B' and Tumanun 'A', Logede, Polongo 'B', Potika in Simba cinglonyo, Cwiny Muribe, Lopulingi, Policire, Agula, Odiciri		260,000,000
		Protection of 1 water spring at Peny Buk, lomwaka		16,000,000
		Construction of valley dam for animal watering in Potika 9 Pitber village), Amok junction with Okura stream in Lopulingi, Agula, Lobokoyok & Agula Odiciri		25,000,000
	Production and Marketing	Promotion of horticulture through small scale irrigation		50,000,000
		Provision of Oxen and Oxploughs to women groups, youth, and PWD groups	All parishes	36,000,000
		Construction of 2 abattoirs and 5 butchers	Agoro TC, Potika	
	Education and sports	Construction of 4 blocks of drainable pit latrines at Lomwaka P/S		86,000,000
		Completion of a classroom block at Pawach and palacam P/Ss		40,000,000
Renovation of teachers resource centre and furnishing			25,000,000	
Construction of 4 block classrooms seed secondary school & furnishing			150,000,000	
Construction of laboratory and furnishing		Seed secondary	75,000,000	
Construction and furnishing library		Seed secondary school	100,000,000	
Construction of 1 block drainable latrine & urinary shelter for teachers (4 doors)		All 8 P/s	120,000,000	
Completion and fencing of ECD centre		Agoro	50,000,000	

Sector	Sub-sector	Activities	Location	Budget (Ushs.)
		Construction of 8 stance drainable latrines at Agoro P/S, Apwoyo P/s, Ywaya P/S, Potika P/Sand Loromibenge P/S		150,000,000
		Construction of 1 block of 4 classrooms at Potika and Pawach P/Ss	Agoro	60,000,000
Palabek kal	Roads	Maintenance of Community Access roads	All Parishes	9,000,000
		Opening of 46km Community Roads from Ayuu Alali to Adodi	Ayuu Alali Parish, 80m	
	Production and Marketing	Construction of a livestock market	Kal Parish, 40m	
		Construction of a Market with stalls	Sub County Headquarter, 60m	
		Construction of slaughter house	S/ty, 30m	

Source: LAMWO DISTRICT LOCAL GOVERNMENT FIVE- YEAR DEVELOPMENT PLAN, FY 2011/12 – 2015/16

### 4.3.5 Agago District

#### 4.3.5.1 Vision, Mission, Goals and Objectives

Agago's 5 Year Development Plan identifies its development vision, goals, mission and objectives as follows:

**Table 4.3-18 Vision, Mission, Goals and Objectives of Agago District**

Vision	A prosperous and peaceful people of Agago who are able to cope with global dynamics and can contribute towards National development
Mission	To create a more conducive socio-economic and political environment for effective service delivery which is in conformity with national and local priorities in order to achieve sustainable development
Overall Goals	<ul style="list-style-type: none"> <li>• To build a strong, accountable and transparent LG in line with Decentralisation Policy.</li> <li>• To recruit, deploy and retain staff in a good working environment</li> <li>• To strengthen staff supervision at all levels for effective and efficient service delivery.</li> <li>• To build capacity of District leaders in information, research, advertising and public relation functions.</li> <li>• To enhance local revenue generation.</li> <li>• To strengthen the participatory planning processes at District, sub-county and community levels with focus on poverty reduction and equity as well as mainstreaming crosscutting issues.</li> <li>• To strengthen extension and advisory services on crop production, livestock, fisheries, vector control and marketing/ market information.</li> <li>• To increase enrolment and retention of school age children in primary schools.</li> <li>• To provide curative, preventive and rehabilitative health services to the population.</li> <li>• To Construct and rehabilitate building infrastructure at all levels of LG</li> <li>• To provide safe and clean water; and improve sanitation levels within national set standards.</li> <li>• To improve road accessibility to socio-economic centres, productive and secure areas in the district</li> <li>• To ensure planned development of urban centres</li> <li>• To encourage reforestation and restoration of the natural environment</li> <li>• To promote and encourage productive and sustainable use of wetlands.</li> <li>• To empower vulnerable groups</li> <li>• To strengthen and promote positive cultural practices.</li> <li>• To enforce labour and Child Laws</li> <li>• To formalise ownership of all government Land</li> <li>• To strengthen the capacity of communities to address conflict</li> </ul>

Objective	<ul style="list-style-type: none"> <li>• To enhance good governance and improved service delivery</li> <li>• To ensure value for money</li> <li>• To mobilize and ensure prudence in the expenditure of government funds</li> <li>• To develop District and Lower Local Government plans, programmes and projects in a coordinated manner</li> <li>• To mainstream all crosscutting issues in all development programmes and budgets</li> <li>• To ensure coordination of District Council activities</li> <li>• To ensure food security and increased household income</li> <li>• To provide quality, accessible, affordable health services</li> <li>• To ensure sustainable exploitation and conservation of natural resources</li> <li>• To ensure that all children of school age access quality education and complete the education cycle</li> <li>• To increase accessibility and utilization of the district road networks</li> <li>• To construct and rehabilitate district buildings in accordance to set structures</li> <li>• To ensure accessibility to safe water in accordance with national standards</li> <li>• To promote community mobilization and empowerment to increase participation in development activities</li> </ul>
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Source: The Five Year Development Plan 2011/2012 – 2015/2016 of Agago District

#### 4.3.5.2 Strategy

In order to achieve the objectives and the vision, Agago has set district strategies as shown below:

- Continue to build the capacity of technical staff as well as the political leadership through the implementation of the Capacity Building Plan 2011/12 - 2015/16.
- Explore ways to improve agricultural production, preservation and marketing
- Enhancing Local revenue as well as expanding the revenue base.
- Ensure efficient, effective and integrated monitoring and evaluation of projects and programmes.
- Continue to attract donors and Non- governmental Organizations to the district.
- Continue with provision of safe water points in the community for improved health
- Encourage an integrated approach to development, which is gender sensitive, environmentally conscious taking due regard of HIV/AIDS issues.
- Improve the level of accountability and transparency
- Ensure retention of the female children in school by Sensitizing the public about the relevance of the education of the female children, protection of the female children by enforcing laws on defilement, preventing early marriages, and promoting sanitation and hygiene in schools;
- To provide more facilities for the Universal Primary Education Program including provision of school furniture, scholastic materials, and classrooms;
- Strengthen the operation of the existing HC's through construction of staff houses and supply of equipment and medicine.

#### 4.3.5.3 Priority Projects

Along with the strategic objectives above, priority projects for FY2011/2012 are listed in the development plan, which are shown in the following table:

**Table 4.3-19 Priority Projects for FY2011/2012**

Sector	Project	Location	Capital Cost (Ushs.)	Source (s) of Fund
Administration	Completion of the construction of district headquarters office block	District headquarters	87,042,000	Equalization grant/Donor
	Internet connection and furniture provision to District Headquarters Offices	District headquarters		LGMSD/Donor
Finance	Purchase of relevant books of Accounts	District headquarters	2,500,000	Local Revenue/Donor & NGOs
	Registration of Business and Revenue mobilisation	District wide	4,000,000	Local Revenue/Donor & NGOs
	Staff training to improve accountability	District Headquarters		LGDP (LDG)
Planning Unit	Purchase of furniture and small office equipment	District headquarters	9,000,000	LGMSD/Donor
	Spear head Census activities in the district	District wide		UBOS
	Establishment of District Database	District headquarters		LGMSD/Donor
	Procurement of one motor cycle	District headquarters	10,000,000	Donor/LR
	Procurement of one Photocopying machine and printer	District headquarters	10,000,000	Donor/LR
Statutory Body	Purchase of 1 vehicle for district chairperson		120,000,000	LGMSD
Production and Marketing	Promotion of marketing and farmers' cooperatives groups, societies and SACCOS	District wide		NAADs
	Construction of silos / stores for food security and storage for marketing			
	Mechanization and ox ploughing support to farmers	District wide		NAADS
	Construction of cattle crush			
	Supply of Agricultural implements and improved seeds	District wide		NAADS
Natural Resources	Establishment of tree seedlings			
	Planning trading centres			
	Land surveying and physical planning for institutional lands	All Government assets		
Health	Construction of Surgical Theatre	Patongo		PRDP
	Construction of staff Houses			
	Construction of Maternity Ward			
Education and Sports	Class room construction			SFG
	Construction of staff houses			PRDP
	Latrine construction			SFG/PRDP
Works and Technical Services	Rehabilitation of 4.2km of road			
	Structural Bottleneck repair (Bridge construction)			
	Borehole drilling			
	Shallow Well Drilling	All the sub counties		

Source: The Five Year Development Plan 2011/2012 – 2015/2016 of Agago District

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#### 4.3.5.4 Five Year Development Programme in Agago District

The five year development programmes are set as medium-term projects apart from the priority projects in the 5 Year Development Plan of Agago district.

##### (1) Goals and Objectives

The goal of five year development programme aims at to reduce poverty levels to below 50% in order to improve the livelihoods of the people through their active involvement in the development process.

Objectives of the five year development programme are summarized as followings:

- To achieve our mission, the District Council has set higher-level objectives to be monitored at management level:
- To identify and collect sufficient revenue to ensure that planned service delivery levels are met. (Central Government grants, Finance revenue, management, donors, Sub county chiefs, civil society).
- To improve staff capacity, motivation and performance (DLC, Central government.)
- To contribute to the maintenance of security and law and order. (Central Government, LAPs, police, and sub county “ defence force” to be established)
- To contribute to the sustainable growth and diversification of agricultural productivity and production (veterinary, agriculture, trade and industry, and private sector development programme PSDP).
- To develop skills and capacities of the private sector in income generation for sustainable livelihood (*PSDP, planning unit, community development and CBOs involved in training*).
- To increase the level of basic education (education, inspectorate, community development, UNICEF, Save the Children in Uganda,PRDP).
- To provide accessible health services (Health services, NUMAT,AVSI,).
- To improve the district’s infrastructure (management, works, housing and surveys, DANIDA roads, PRDP, NUSAF II).
- To increase accessibility to water for livestock and safe water and sanitation for humans (*water, ALREP, UNICEF, JICA, GOAL, PRDP, NUSAF II, Community development*).
- To promote a democratic and accountable Local government (*management, District Council, Executive*).

##### (2) District Priority Programmes to be implemented in the Medium Term

Along with the objectives above, priority programmes for mid-term development are listed in the 5 Year Development Plan, which are shown in the following table:



**Table 4.3-20 Priority Programmes for Mid-Term Development**

Sector	Strategic Objectives	Cost (Ushs.)
Education	<ul style="list-style-type: none"> <li>• classroom construction,</li> <li>• supply of desks</li> <li>• construction of staff houses</li> <li>• supporting primary and secondary education</li> <li>• payments of teachers' salaries</li> <li>• recruitment and promotion of teachers</li> <li>• supporting education department activities</li> </ul>	5,326,307,000
Works and Technical Services	<ul style="list-style-type: none"> <li>• construction of new water points, deep boreholes, shallow wells and other water sources in the rural areas</li> <li>• rehabilitation of district roads, annual routing and periodic maintenance of gazetted district roads</li> </ul>	3,866,232,000
Health	<ul style="list-style-type: none"> <li>• provision of minimum healthcare packages,</li> <li>• investment in health infrastructures such as construction of office blocks in the district headquarters, and Staff houses at health facilities</li> <li>• maintenance of existing operating facilities</li> </ul>	2,326,779,000
Production and Marketing	<ul style="list-style-type: none"> <li>• productivity enhancement</li> <li>• technology innovation</li> <li>• provision of extension services</li> <li>• advisory services for vermin, pests, and disease control and prevention</li> </ul>	3,220,836,000
Community Development	<ul style="list-style-type: none"> <li>• FAL, youth, women and the disabled,</li> <li>• gender, probation</li> <li>• labour activities</li> <li>• empowerment of vulnerable groups</li> </ul>	194,613,000
Finance, Planning and Administration	<ul style="list-style-type: none"> <li>• recurrent and development activities, human resource management, salaries, capacity building and transfers to lower level local government</li> </ul>	1,758,195,000
Council and Statutory Bodies	<ul style="list-style-type: none"> <li>• to finance council activities</li> </ul>	357,442,000
Natural Resources	<ul style="list-style-type: none"> <li>• land management</li> <li>• physical planning</li> <li>• environment and forestry</li> </ul>	19,993,000

Source: The Five Year Development Plan 2011/2012 – 2015/2016 of Agago District

The total cost is around 17.1 billion Ushs. Agago district expects the budget from NUTI, UNICEF, JICA and ALREP, the total amount is 3.6 billion Ushs.

### 4.3.6 Gulu Municipality

#### (1) Vision, Mission, Goal and Objective

Gulu's 5 Year Development Plan identifies its development vision, goal, mission and objectives as follows:

**Table 4.3-21 Vision, Mission, Goals and Objectives of Gulu Municipality**

Vision	The overall vision of Gulu Municipal local government is “A transformed expansive industrial & commercial city for Northern Uganda.”
Mission	To promote the welfare of all the people within the Municipality through efficient and effective planning and service delivery
Goal	<ul style="list-style-type: none"> <li>• To improve service delivery for socio-economic development of the people of Gulu Municipality.</li> <li>• To provide a model city with infrastructures that are conducive to regional business linkage with other parts of Northern Uganda and neighbouring Countries</li> </ul>
Objective	<p>In order to achieve the above stated goals, the district has formulated the following objectives:</p> <ul style="list-style-type: none"> <li>• To improve service delivery for the development of the Municipality.</li> <li>• To improve the quality and standards of Education and Sports in the Municipality by providing good classrooms and teachers' accommodations.</li> <li>• To reduce morbidity and mortality rates through improved Health service delivery in good infrastructures.</li> <li>• To improve the infrastructure, sustainable land management, the water quality and accessibility.</li> <li>• To increase household income, food security and sustainable exploitation of natural resources to enhance socio-economic development of the Municipality.</li> <li>• To increase accessibility to safe water and sanitation</li> <li>• To promote democratic and accountable local governments</li> <li>• To improve the community welfare and protect the rights of the vulnerable groups through strategic service delivery points.</li> <li>• To widen the Municipal tax base.</li> <li>• To promote transparency and accountability in the delivery of services.</li> <li>• To raise the level of peoples' awareness on key issues of population and development.</li> <li>• To enhance the capacities of Lower Local Government (Division) staff, political leaders and other key stakeholders in development planning.</li> <li>• To promote the psychosocial and physical rehabilitation of war affected persons</li> </ul>

Source: The Five Year Rolled Development Plan 2011/12-2015/16 Revised Edition

**(2) Strategy**

In order to eventually achieve the objective and the vision, the district sets strategies as shown below:

- Choice of good service providers (contractors)
- Strict supervision and follow-up
- Negotiate for more funding from government and other development Partners.
- Timely reporting and requisitioning for funds
- Compliance with terms and conditions of all funding.

**(3) Priority Projects**

Along with the strategic objectives above, priority projects for FY2011/2012 are listed in the development plan, which are shown in the following table:

**Table 4.3-22 Priority Projects for FY2011- (1)**

Profile/Description	Detail						2011/12-2015/16 Total Budget (Ushs.)	Source of funding
Activities	Targets for the next five Financial Years					2011/12-2015/16		
	Dec-11	2012/13	2013/14	2014/15	2015/16	2011/2012-2015/2016		
(URF)  Road rehabilitation (Tarmac)	<p>1. Cemetery road and part of Labour lines roads (0.45km at 500m.</p> <p>2.School road and shoulder expansion 0.45km at 420m.</p> <p>3.Strengthening Laroo road with one overlying layer (1.1km) 100m</p> <p>4. Desilting and emergency road work 15m</p> <p>5. Servicing cost 5% - Supervision 30m - surveying 10m - Repair of vehicle 20m -reporting 10m</p>	<p>1.Expansion and Drainage at Bank lane (0.3km) 450m</p> <p>2. Resurfacing Adere road (0.26km), Ogowok (0.34) Ayaru and King G. VI (0.46) 600m</p> <p>3. Desilting and emergency road work 15m</p> <p>4. Servicing cost 5% - Supervision 30m - surveying 10m - Repair of vehicle 20m -reporting 10m</p>	<p>1.Drainage and expansion at Queen avenue (0.25km 280m</p> <p>2. Drainage and expansion at Alier (0.25km 280m</p> <p>3 Drainage and expansion at Awere road (0.25km 300m.</p> <p>4. Routine rehabilitation and Drainage of Jivan Kara (0.16km), Awach roads (0.28km) 650m</p> <p>5. Desilting and emergency road work 15m</p> <p>6. Servicing cost 5% - Supervision 30m - surveying 10m - Repair of vehicle 20m -reporting 10m</p>	<p>1.Drainage and expansion at Olya road (0.25km 300m</p> <p>2. 1.Drainage and expansion at</p> <p>2. Drainage and expansion at Labwor road (0.25km 300m</p> <p>3. Drainage and expansion at Labwor road (0.25km 300m</p> <p>4. Resealing of School road (0.20km) 360m</p> <p>5. Resealing of Acholi lane (0.20km) 360m</p> <p>6. Desilting and emergency road work 15m</p> <p>7. Servicing cost 5% - Supervision 30m - surveying 10m - Repair of vehicle 20m -reporting 10m</p>	<p>1.Expansion and Drainage at Lagara Road (0.23km), Coronation road (0.46km) 1.350m</p> <p>2.. Desilting and emergency road work 35m</p> <p>3. Servicing cost 5% - Supervision 30m - surveying 10m - Repair of vehicle 20m -reporting 10m</p> <p>4. Servicing cost 5% - Supervision 30m - surveying 10m - Repair of vehicle 20m -reporting 10m</p>	7,500,000,000	(URF)	

**Table 4.3-23 Priority Projects for FY2011- (2)**

Profile/Description	Detail						
Activities	Targets for the next five Financial Years					2011/12- 2015/16 Total Budget (Ushs.)	Source of funding
	Dec-11	2012/13	2013/14	2014/15	2015/16	2011/2012- 2015/2016	
PRDP	1. Gravelling Ring road Layibi (0.5km) 50m	1. Gravelling Cubu/Culvert bridge road Pece (1.65km) 70m	1. Opening Abitimo Odongkara road (0.85km) 70m	1. Opening Odonga Terence road (0.69km) 70m	1. Opening Otukene Mathew rd	1,650,000,000	PRDP
Gravel Road and Road Opening	2. Gravelling Ring road Pece (0.8km) 80m	2. Gravelling Pece road Pece(1.6km) 50m	2. Opening/Continuation of Lamot road (1km) 80m	2. Opening of Rwot Camu road 1km (60m)	2. Completion of Ojok Yuvan road 0.3km (45m) Bardege		
	3. Gravelling Anjulino Uma to Aywee P/S (1.1km)70m	3. Opening Santa Obwoya road Bardege (0.40km) 48m	3. Semalamu road and Semalamu lane (0.8km) 80m	3. Opening Larem Walter road (50m) Bardege	3. Opening Recard Tebere		
	4. Culvert bridge at Golf Course road Laroo (0.8km) 80m	4. Opening Ojok Edard Road (0.30km) 38m	4. Opening of Elia Aboga road (2.3km) 120m	4. Opening of Vicky Aol Janet road (50m)	(0.55km) 70m		
	5. Opening Michael Odwar-Lukodi roads (1.5km) 65m	5. Culvert/ Opening of Silvia Lanyero road Bardege 0.4km (85m)	5. Opening of Jose Jola. Acire road 0.32km (80m)	6. Opening of Okumu and Okun road Bardege 0.65km (75m)			
	6. Opening of Sr. Ida road (0.6km) 55m	6. Opening of Odonga Terence road Pece (0.68km) 62m	6. Opening Otim Adoyi road (layibi (0.85km) 70m				

Source: The Five Year Rolled Development Plan 2011/12-2015/16 Revised Edition

**Table 4.3-24 Priority Projects for FY2011- (Unfunded Priorities)**

Profile/Description	Detail						
Activities	Targets for the next five Financial Years					2011/12-2015/16 Total Budget (Ushs.)	Source of funding
	Dec-11	2012/13	2013/14	2014/15	2015/16	2011/2012-2015/2016	
Unfunded Priorities	1.Construction of the Outer and Inner ring roads 25km (30bn)	1. Construction of Ultra modern City Hall (4bn)	1. Double ways, two lanes at Andrea Olal road (Main access from Kampala 3.2km (2.6bn)			36,600,000,000-	
	3. Construction of Ultra modern Abattoir (950m)	2. Reconstruction of 26km roads (5km radiating from town centre) (30bn)	2. Construction of 174 teachers' houses at primary schools 2.784bn			33,534,000,000-	
	2. Concrete storm drains 1.8km at (1.8b)	3. Rehabilitation of Eden road (1.7 km (800m)	3. Medical workers' Houses in 4 health centres 800m			3,400,000,000-	
	1.Opening Dr. Olara Otunu road/Culvert bridge 1.8km 260m	a) Andrea Olal road (double way) 3.0bl	a) Atwal road 800m			4,260,000,000-	
		b) Gulu Avenue 1.40 bn	b) Lagony road 1.2m			2,600,000,000	
		c) Princes road 300m	Awere road 500m			1,300,000,000	
		d)Bere road 200m	Bank lane 1.4bn			1,400,000,000	
		d) Goma rd 600m	Road Access to African Quarters 2bm			2,800,000,000	
		e) Jomo Kenyatta road 3.6bn				3,600,000,000	
		f) Olya road 500m				500,000,000	
		g) Labwor road 500m				500,000,000	
		h) Acholi road 1.6bn				1,600,000,000	
		i) Jomo Kenyata rd 3.6bn				3,600,000,000	

Profile/Description	Detail						
Activities	Targets for the next five Financial Years					2011/12-2015/16 Total Budget (Ushs.)	Source of funding
	Dec-11	2012/13	2013/14	2014/15	2015/16	2011/2012-2015/2016	
		j) Queen's way 400m				400,000,000	
Equipment for roads and refuse management	*Wheel loader truck D90-120 (200m) * Motor grader D90-120 (200m) *4Refuse dumpers (400m)	*Wheel loader truck D90-120 (200m) * Motor grader D90-120 (200m) *4Refuse dumpers (400m)	1. Lawn maintenance truck 180m 2. Bitumen boiler (Maintenance) and compactor 450m			1,630,000,000-	
Electricity Extension		*290 pole service (200m)				1.900,000,000-	

Source: The Five Years Rolled Development Plan 2011/12-2015/16 Revised Edition

## **4.4 Review of Assistance Situation and Policies of International Donors**

In 2004, with the support of UNOCHA, the government of Uganda developed the National Policy for Internally Displaced Persons. The document defined the roles of different actors and consequently established the Inter-Agency Technical Committee (IATC) as a planning and coordinating body. The committee consists of the Office of Prime Minister (OPM), relevant ministries, private sectors, UN agencies, NGOs and donors.

Since 2007, the government of Uganda has officially tried to implement transition policies. IDP camps were supposed to be closed by the end of 2009. The returning process of IDP has been moving forward even though there has been some delay. As of August 2011, only 8 camps still remain in Acholi Sub-region, out of 121 camps 2005. Most of the IDPs have settled in either their original villages or new sites.

Under such circumstance, UN, NGOs and international donors decided in 2010 that the humanitarian situation in Uganda no longer warranted the consolidated appeal process in 2011. Accordingly, many programmes of the donors related to rehabilitation have been phasing out in northern Uganda, such as the Northern Uganda Social Action Fund (NUSAF) by World Bank, Northern Uganda Rehabilitation Programme (NUREP) by the European Union (EU), Northern Uganda Transition Initiatives (NUTI) by USAID, and Stability, Peace and Reconciliation in Northern Uganda (SPRING) by USAID.

In this situation, the following donors have been implementing programmes and projects not only for IDPs but also for social and economical development in northern Uganda.

### **4.4.1 Northern Uganda Social Action Fund Phase 2 (NUSAF 2)**

The second phase of the Northern Uganda Social Action Fund (NUSAF) was launched in February 2010 with approximately 124 million USD finance support by World Bank. NUSAF 2 covers 40 districts in northern and eastern Uganda including the entire Acholi sub-region. NUSAF corresponds to one of the strategic objectives established by PRDP which is “Revitalization of the Economy”. NUSAF in northern Uganda therefore mainly focuses upon the agricultural production and marketing services and industries.

The program has the following three components: Livelihood Investment Support (LIS, which is also divided into a household income support program (HISP) and public works program (PWP)), Community Infrastructure Rehabilitation (CIR), and Institutional Development (ID). NUSAF 2 principally makes grants to the district government and communities. District offices are able to submit proposals for their priority projects and programmes such as road maintenance, building teacher’s accommodations and improvement of facilities for social services. If the proposal is accepted, the appropriate budget would be allocated to the district office for implementation. On the other hand, NUSAF 2 focuses upon community empowerment. Accordingly, communities in the target area are also able to apply the budget for improving the community’s facilities and activities such as improvement of community access roads and provision of ox-ploughs to farmers. Communities can also submit the proposal to NUSAF 2 through Sub-county and district offices. There are no budget limitations per project or programme so far.

According to the subproject list provided from the Prime Minister's Office in Gulu, most of the approved subprojects are household income support programmes in the agricultural sector.

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#### **4.4.2 Agricultural Livelihood Recovery Project for Northern Uganda (ALREP)**

ALREP started to finance agricultural projects in northern Uganda in March 2009 after closure of NUREP funded by EU in order to increase the ability of returnees in Northern Uganda to restart productive lives through access to necessary agricultural inputs.

There are five major areas of activity: 1) increased agricultural production and productivity, 2) rebuilding productive infrastructure in support of farming, 3) more efficient and transparent input/output markets and processing capacities, 4) increased availability of agricultural finance to producers, traders and processors, and 5) capacity building for relevant departments in the local governments.

ALREP funds the NGOs' activities which are expected to cause large positive impacts and support for local farmers. These projects are selected by evaluation of the proposals submitted by NGOs. Since ALREP also funds the priority projects of the local governments, the staff of ALREP is assigned to each district government.

#### **4.4.3 Northern Uganda Development of Enhanced Local Governance Infrastructure and Livelihood (NUDEIL)**

The NUDEIL program is a transitional development programme designed by USAID in line with the Peace, Reconciliation, and Development Plan (PRDP) of the Uganda government. The purpose of NUDEIL is to provide technical support to district local governments to improve their capacity in engineering design, the procurement process, financial management, transparent reporting and public outreach, and to deliver services at the community level through rehabilitation of public infrastructure. At first, NUDEIL was going to be operated for the three years from 2009 to 2012. However, it was extended one year due to delay of the infrastructure development portion. The target area is part of Acholi Sub-region including Amuru, Nwoya, Gulu, Lamwo and Kitgum districts.

Objectives of NUDEIL phase 2 are to encourage district development in northern Uganda and consultation with the local governments. The program includes infrastructure development (roads, water, education and health), and capacity building of local governments. The program is also developing a GIS database with the aim to identify the location of their projects and to use as a tool for the district planning. The GIS database is basically compiled from a variety of existing sources. Base upon this, they add their own data regarding some water points and community access roads.

The target of the road sector is the community access roads. Initially, the target length of the roads was 5,000 kilometres, however, it is difficult to achieve this target due to the delay of selection of the construction process. The NUDEIL program prepares 12 criteria to select road projects. Each district selects candidate roads following the district plan and needs of the local people, and the program management consultant assesses the projects.

#### **4.4.4 Restoration of Agricultural Livelihoods in Northern Uganda Component Phase 2 (RALNUC2) and Development Assistance to Refugee-hosting Areas Phase 2 (DAR2)**

RALNUC2 and DAR2 aim to improve livelihoods in refugee hosting and returning IDP areas by providing support for increased agricultural production and productivity. These programs are financed by DANIDA, and aligned with the Peace, Recovery and Development Plan for Northern Uganda (PRDP). The implementation period is from 2009 to 2013, and the total budget is USD 20 million. The program area is Amuru and Nwoya of Acholi Sub-region (RALNUC2), and Adjumani, Moyo, Yumbe, Koboko, Maracha and Aura of the West-Nile Region.



The program had the three components: farmer training, public works and agricultural inputs. Out of the three components, the public works component consists of culvert installation and improvement of community access roads, construction of splash pans on community access roads, and construction of pit latrines at market places. Each district government selects the projects based on the district plan and the needs of the local people, and local contractors selected by bidding conduct these projects by use of labour-based technology.

#### **4.4.5 Livelihoods and Enterprises for Agricultural Development (LEAD)**

LEAD was launched in August 2008 by USAID in order to support visible and sustainable results through increased incomes, improved livelihoods and expanded rural employment opportunities. The programme shall continue for a five year period. Major activities of LEAD in Acholi Sub-region are as follows:

- To increase productivity: farmer's capacity development is conducting by means of a participatory approach through Farmer Field Schools. A total of 480 farmers were trained in 2010, and 240 farmers will be trained in 2011.
- To improve competitiveness: LEAD encourages the farmers to shift from subsistence agriculture to commercial agriculture. Accordingly, LEAD promotes them to adopt new agricultural technologies such as improves seeds, ox-ploughing and agro chemicals in order to create value-added products.
- To increase trade capacity: marketing infrastructure such as large-sized warehouses is established in cooperation with USAID/SPRING (Stability Peace And Reconciliation in Northern Uganda) which is already closed. No warehouses have been established in Acholi so far. Dealers are also trained by LEAD.

LEAD basically does not supply any equipment to farmers for agricultural development, but only technical support and awareness training.

#### **4.4.6 UNHCR SO Gulu**

Sub Office (SO) Gulu has been covering the entire internally displaced persons (IDP) operation in Acholi Sub-region with one field staff based in Pader and one in Kitgum.

Activities of UNHCR SO Gulu are mainly to support sustainable return of IDPs and to backup their living environment. Major activities in 2011 are: 1) to support capacity development to local government and Ugandan Human Right Commission (UHRC), 2) to phase-out or close the 13 IDP camps in Acholi Sub-region, 3) to support extremely vulnerable individuals/ persons with specific needs (EVI/PSNs) who were estimated at 4,500 in 2010, and 4) to reintegrate basic living conditions for returned IDPs such as to construct health centres, schools, teachers' accommodations, sub-county headquarters and police outposts.

As of December 2010, 13 camps still remained in Acholi Sub-region with a population of 5,664, and 282 transit sites with a population of 52,359. Compared to the data of the peak in 2005, 95% of IDPs returned to their original villages.

Under such situation of the IDP return process, the main function of UNHCR Gulu office is closing down by end of 2011. Limited staff are supposed to remain only for the 1<sup>st</sup> quarter of 2012 in order to wrap it up.

#### **4.4.7 UNICEF Gulu Office**

Basic philosophies of UNICEF are: 1) to keep children alive called ALIVE related to the health sector, 2) to keep children and mothers safe, and 3) to keep children learning. UNICEF Gulu Office is covering the activities in Acholi Sub-region. Major activities are as follows:

- WASH (Water Sanitation and Hygiene): to conduct capacity building
- Digital Drum: to install digital equipment for primary schools
- Make school friendly: to improvement software for education at primary schools
- GEM (Girls Education Movement): to prevent girl’s from dropping out of school
- New Curriculum Development: to empower curriculum development at the policy level
- School in a Box programme: to support for preparing emergency kits in schools

UNICEF Gulu Office understands the issues in Acholi Sub-region in terms of education as follows and is tackling with them.

- Lack of the number of teachers in remote areas is one of the most serious issues in Acholi Sub-region. Many schools do not have teachers’ accommodations due to the damage by war in this area. No teachers’ accommodations and the inconvenience of commuting to the school causes a decrease in the number of teachers and reduces their motivation.
- The rate of dropouts in primary school is higher than in other regions. Limited school facilities including desks, chairs, and classrooms tend to cause many dropouts.
- The economic condition of parents also causes pupils to leave school.

#### 4.4.8 Community Agricultural Infrastructure Improvement program (CAIP)

CAIP is implemented by the Government of Uganda through the District local Governments and is funded by African Development Bank. It’s not a post-war reconstructive program but a program targeting the Whole country but in phases and its main focus is the rural areas.

The project has two components i.e.

1. Socio-Economic

2. Infrastructural components.

- The socio-Economic component aims at supporting the production of the major agricultural activities at sub –county level based on the agricultural products in which a sub county specializes. Such as rice, beans, maize, cassava etc. The interventions include mobilization and sensitization of farmers to embrace a more informed and productive agriculture undertaken by community development officers (CDOS) deployed both at district and sub-county levels.
- The infrastructural component is again divided into two
  - a) The road infrastructure with the nature and scope of intervention in community access roads summarized as below (phase II program).

**Table 4.4-1 CAIP Projects in Acholi Sub-region**

District	Number of selected sub-counties	Road length (km) projected for intervention/sub-county	Nature of intervention
GULU	5 out of 12	50	Full rehabilitation
PADER	3 out of 11	45	Full rehabilitation
AGAGO	3 out of 13	45	Full rehabilitation
KITGUM	3 out of 9	35	Full rehabilitation
LAMWO	3 out 9	35	Full rehabilitation

Source: JICA Study Team

CAIP projects are in Phases of three years with each phase targeting one geographical region of the county (north, south east, west or central) the above table is for phase II. Phase I covered the east and central regions while Phase III is expected to benefit the western region.

- b) The other infrastructural intervention targets agricultural marketing through support systems to processing (value addition), improvement in storage methods and facilities, Extension of power (electricity) etc. Also under this aspect, CAIIP supports the construction of a “modern market” in each of the few sub-counties selected for interventions.

The selection of the CARs in the sub-county for CAIIP intervention was done using a bottom up approach from the levels of village, parish sub-county up to the District level with the district providing the technical guidance to the sub county. Going by the Pader district example, three indicators were used for identifying the CARs for CAIIP intervention, namely:

- a) The poverty index defined in terms of access to education, clean water and child mortality rate at sub-county level.
- b) The level of the existing road network (CARs) and their accessibility (road conditions) and assessment done on the degree of isolation of the population based on the geographical size of the sub-county and its population size.
- c) Lastly, the agricultural (both crops and animals) productivity of the sub-county was also considered.

The weighted aggregate of the three indicators was then used to identify the sub-county CARs for interventions.

In the budget aspect, CAIIP has no budget limitation, its main emphasis is on full completion of the CARs rehabilitation work and the district took this no budget ceiling as an opportunity to rehabilitate the CAR roads with major bottlenecks which were beyond the district budget.

The major challenges faced in implementing CAIIP include:

- a) There is no data bank (road inventory) for CARs at sub county level and there has not yet been any proper direct intervention for technical and other logistical support towards generating a CAR data bank for the district.
- b) Sometimes there are gaps in the interface between the district and local government, a case in point was when the survey team from the central Government working independently from the Kitgum District failed to correctly capture road information on the road from Lagoro Sub-county to Paculu which needs a major bridge on R. Pager crossing point but the team doing the survey during the dry season saw no need for a major bridge and recommended minor culverts which totally failed the objective of the project as the road is now impassable.
- c) There have always been delays in effecting payments under CAIIP because of the bureaucratic process associated with it.
- d) The technical design of CAIIP projects is basically LBT with many road gangs (specially trained locally based road workers) to be managed, Heavy excavation works including digging for and loading marrum, many culvert points to be laid etc. All these factors combined may lead to the project not being completed on time. This, on many occasions has forced the district to resort to the use of machinery.

There is no proper budget breakdown (project costs) for CAIIP but according to the Gulu District Engineer, the CAIIP project opened five new roads, 72.8km in total, with a high degree of bottlenecks (culverts/bridges).

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Though he didn't specify the number of bottlenecks on the 72.8km road, he said the average cost per km was 51.9 millions Ushs. (opening new road with the bridges /culverts inclusive). Better information on CAIP project costs could be attained from the ministry.

In conclusion, under the CAIP project, the District plays the roles of;

- Planning.
- Identification
- Procurement
- Technical supervision and
- Certification of work done for payments

## 5. ROAD CONDITION IN STUDY AREA AND SOUTH SUDAN

### 5.1 Introduction

#### 5.1.1 Objective of Road Survey ( Inventory Survey)

The objective of the survey is to analyze the road network and its conditions including maintenance status in the study area and to collect necessary data for traffic forecast and formulation of the Road Master Plan in the Study Area.

#### 5.1.2 Data Collection Methodology

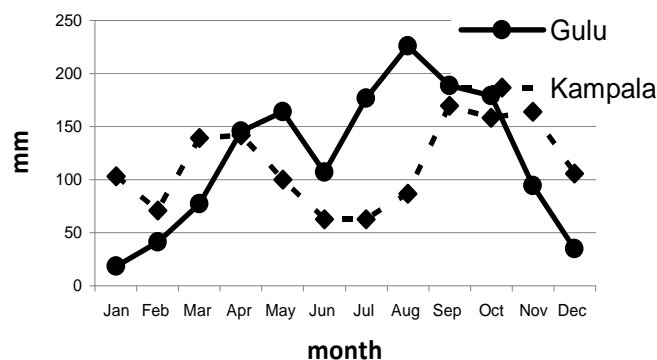
Since there is no reliable exiting road inventory data in the study area, the data collection was conducted with physical investigations on the road sections such as measurement of travel time in unit segments by car and observation of conditions of drainage facilities. All collected data would be computed in a GIS system. The data record sheet was prepared by the Study Team which was an improved version of that applied in the previous JICA Study in Amuru/Nwoya.

The major change in the sheet was that the sheet was designed in consideration of consequences of GPS operation and data compilation.

The methodology has been transferred to the C/P for data maintenance and update purposes that are explained further in Chapter 15 “Technical Transfer”.

#### 5.1.3 Survey Period

The field survey commenced in the middle of May, 2011 and continued until the middle of July, 2011, which was identified as the dry season in the area.



Source: Statistical Abstract 2011, UBOS

Figure 5.1-1 Average Rainfall Variation by Month

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#### **5.1.4 Survey Roads**

The survey covered National Roads and District Roads in the Study Area.

#### **5.1.5 Survey Items**

The following items have been surveyed,

##### Road Network Survey

- Road Category (National /District Road)
- Road Centre Line
- Road Length
- Road Width
- Road Surface Type (Paved/Marrum)
- Maintenance Condition (Good/Fair/Poor/Bad)

##### Drainage Structure Survey

- Drainage Structure Position
- Drainage Structure Type and Size
- Structure Length
- Maintenance Condition

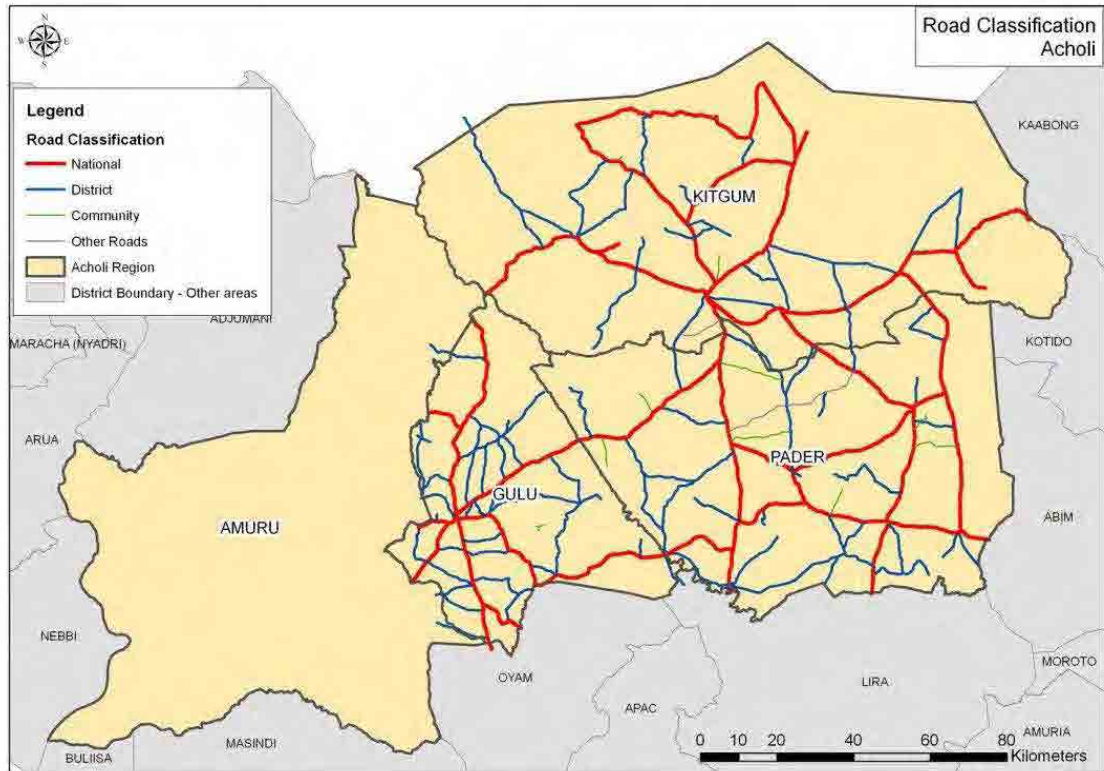
### **5.2 Survey Results**

#### **5.2.1 Road Network Survey**

The network in the study area has been identified in the previous JICA Study in Amuru/Nwoya. Some road sections which have not been identified in the previous JICA Study were added to the network and the inventory survey was conducted accordingly.

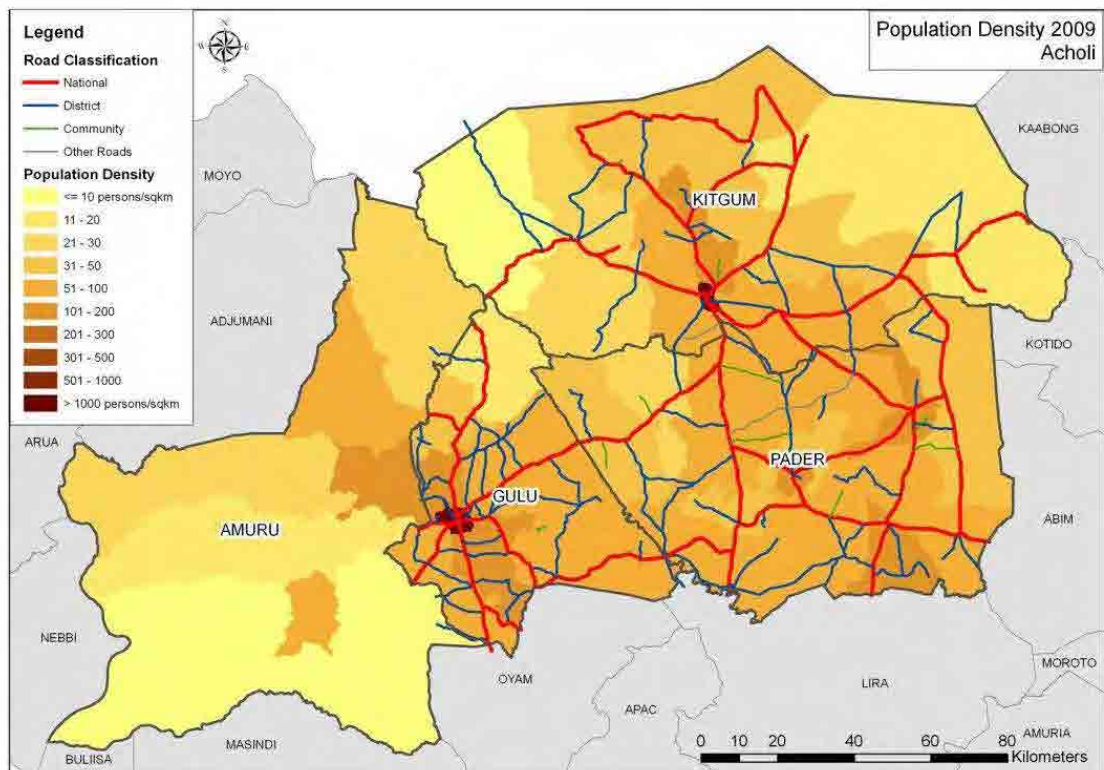
##### **5.2.1.1 Road Length and Category**

The road network with its length by road category was surveyed in the field and its result is illustrated in the following figures. As the figures show, the road network has been developed with a radial pattern and populated areas have also developed along the road network.



Source: JICA Study Team

**Figure 5.2-1 Road Network in Study Area**



Source: JICA Study Team

**Figure 5.2-2 Road Network with Population Density in Study Area**

The road network lengths were obtained by sub-county and road categories as follows,

**Table 5.2-1 Road Length by Sub-county and Road Categories**

District	Sub county	National (km)	District (km)	Unknown (km)	Total (km)	Road Density (Km/Km <sup>2</sup> )
<b>AGAGO</b>		<b>251.42</b>	<b>186.58</b>	<b>13.78</b>	<b>451.78</b>	<b>0.13</b>
	ADILANG	30.45	18.71	-	49.16	
	KALONGO TC	5.97	1.43	-	7.40	
	LAPONO	25.38	6.30	-	31.68	
	LIRA PALWO	30.60	18.66	-	49.26	
	LUKOLE	21.11	13.69	-	34.80	
	OMOT	5.50	43.75	-	49.25	
	PAIMOL	35.96	18.60	-	54.56	
	PARABONGO	37.48	17.27	-	54.75	
	PATONGO	30.13	36.99	-	67.12	
	WOL	28.84	11.18	13.78	53.79	
<b>GULU</b>		<b>251.86</b>	<b>381.94</b>	<b>-</b>	<b>633.80</b>	<b>0.09</b>
	AWACH	0.24	64.52	-	64.76	
	BAR-DEGE	2.05	9.15	-	11.19	
	BOBI	25.08	37.97	-	63.05	
	BUNGATIRA	19.12	32.31	-	51.43	
	KORO	28.54	27.51	-	56.05	
	LAKWANA	5.57	29.11	-	34.68	
	LALOGI	25.16	24.79	-	49.95	
	LAROO	4.86	1.82	-	6.68	
	LAYIBI	10.24	0.31	-	10.55	
	ODEK	23.08	12.68	-	35.76	
	ONGAKO	22.73	22.42	-	45.15	
	PAICHO	33.61	86.48	-	120.09	
	PALARO	26.99	9.98	-	36.97	
	PATIKO	19.73	22.57	-	42.31	
	PECE	4.86	0.33	-	5.19	
<b>KITGUM</b>		<b>206.71</b>	<b>175.63</b>	<b>11.96</b>	<b>394.31</b>	<b>0.10</b>
	KITGUM TC	14.48	6.32	-	20.80	
	KITIGUM MATIDI	17.91	20.44	-	38.35	
	LABONGO AKWANG	16.21	-	-	16.21	
	LABONGO AMIDA	7.40	20.16	11.96	39.52	
	LABONGO LAYAMO	15.20	0.25	-	15.44	
	LAGORO	22.69	13.75	-	36.45	
	MUCWINI	22.04	31.39	-	53.43	
	NAMOKORA	28.28	26.07	-	54.36	
	OMIYA ANYIMA	16.57	24.28	-	40.85	
	OROM	45.93	32.97	-	78.90	
<b>LAMWO</b>		<b>253.24</b>	<b>201.87</b>	<b>-</b>	<b>455.11</b>	<b>0.08</b>
	AGORO	51.27	0.33	-	51.60	
	LOKUNG	58.18	31.43	-	89.61	
	MADI OPEI	38.36	1.66	-	40.02	
	PADIBE EAST	13.71	17.33	-	31.04	
	PADIBE WEST	18.17	11.03	-	29.20	
	PALABEK GEM	24.33	33.05	-	57.38	
	PALABEK KAL	5.96	46.74	-	52.70	
	PALABEK OGILI	27.42	46.08	-	73.49	
	PALOGA	15.84	14.21	-	30.06	
<b>PADER</b>		<b>182.50</b>	<b>270.33</b>	<b>25.57</b>	<b>478.40</b>	<b>0.13</b>
	ACHOLIBUR	15.41	-	-	15.41	
	ANGAGURA	10.32	19.69	-	30.01	
	ATANGA	11.92	22.12	-	34.04	
	AWERE	27.17	38.21	-	65.38	
	KILAK	22.78	27.69	-	50.46	
	LAGUTI	10.90	21.31	-	32.21	
	LAPUL	13.88	40.20	-	54.08	
	LATANYA	16.53	22.48	1.25	40.26	
	OGOM	14.66	13.02	-	27.68	
	PADER TC	10.21	5.88	-	16.09	
	PAJULE	18.96	16.32	24.32	59.60	
	PURANGA	9.76	43.41	-	53.16	
	<b>Grand Total</b>	<b>1,145.72</b>	<b>1,216.36</b>	<b>51.31</b>	<b>2,413.39</b>	<b>0.10</b>

Source: JICA Study Team

One of the indexes which identify road development status is the road density; the average road density in the study area is calculated at 0.1 km /km<sup>2</sup>. The road densities in other countries are shown in the following table for comparison purposes.



**Table 5.2-2 Road Development Status**

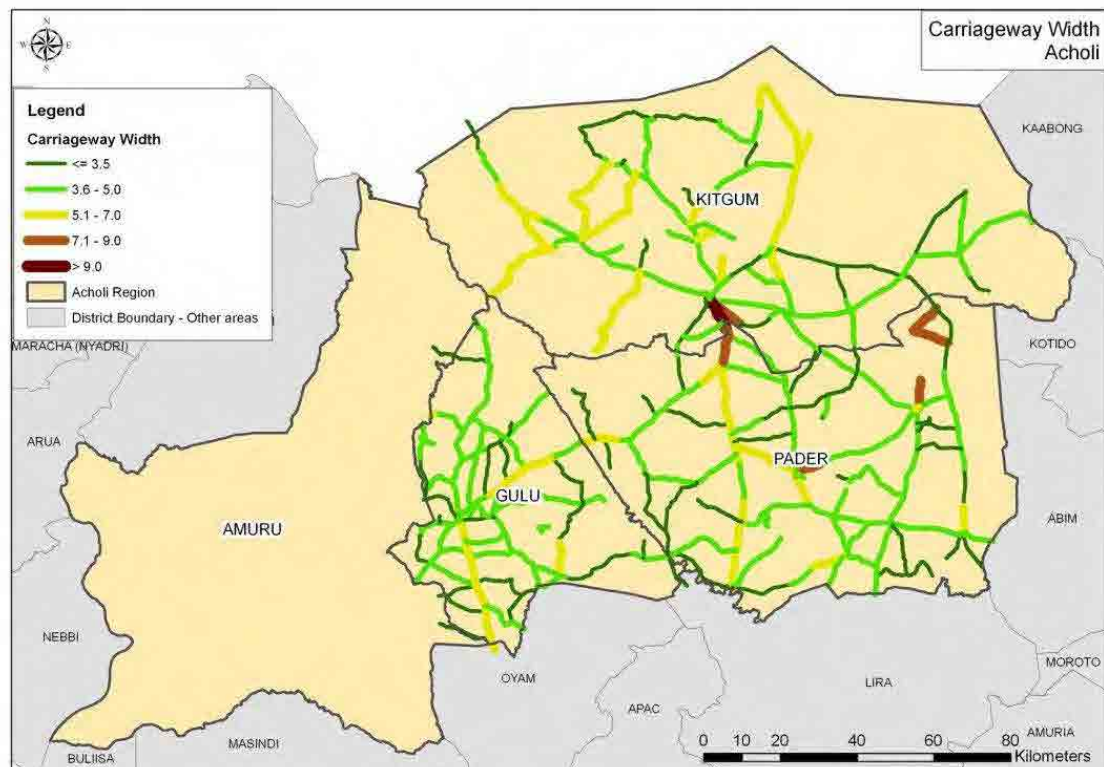
Country	Survey Year	Road Length (km)	Road Category			Pavement Ratio(%)	Road Density (km/km <sup>2</sup> )
			Primary Trunk	Secondary Trunk	Others		
Japan	2007	1,200,858	61,930	129,329	1,009,599	79.60	3.18
China	2008	3,730,164	114,518	285,226	3,330,420	53.50	0.39
USA	2008	6,506,221	93,481	1,923,787	4,488,953	100.00	0.68
Brazil	2004	1,751,868	93,071	276,776	1,382,021	NA	0.21
UK	2008	419,634	52,634	122,323	244,677	100.00	1.72
Ethiopia	2007	44,359	NA	20,429	23,930	13.67	0.04
Nigeria	2004	193,200	15,688	18,715	158,797	15.00	0.21
South Africa	2001	364,131	3,126	60,027	300,978	17.30	0.30
Morocco	2008	58,256	12,502	10,073	35,681	67.77	0.13

Source: World Road Statistics, Japan Road Association

As the table above shows, the road development status by the road density in the Study area is not behind that of other developing countries.

### 5.2.1.2 Road Width

Road widths on the road sections were obtained in the field by measurement. The result is illustrated and summarized as follows.



Source: JICA Study Team

**Figure 5.2-3 Road Widths in Road Network**

**Table 5.2-3 Road Widths in Road Network**

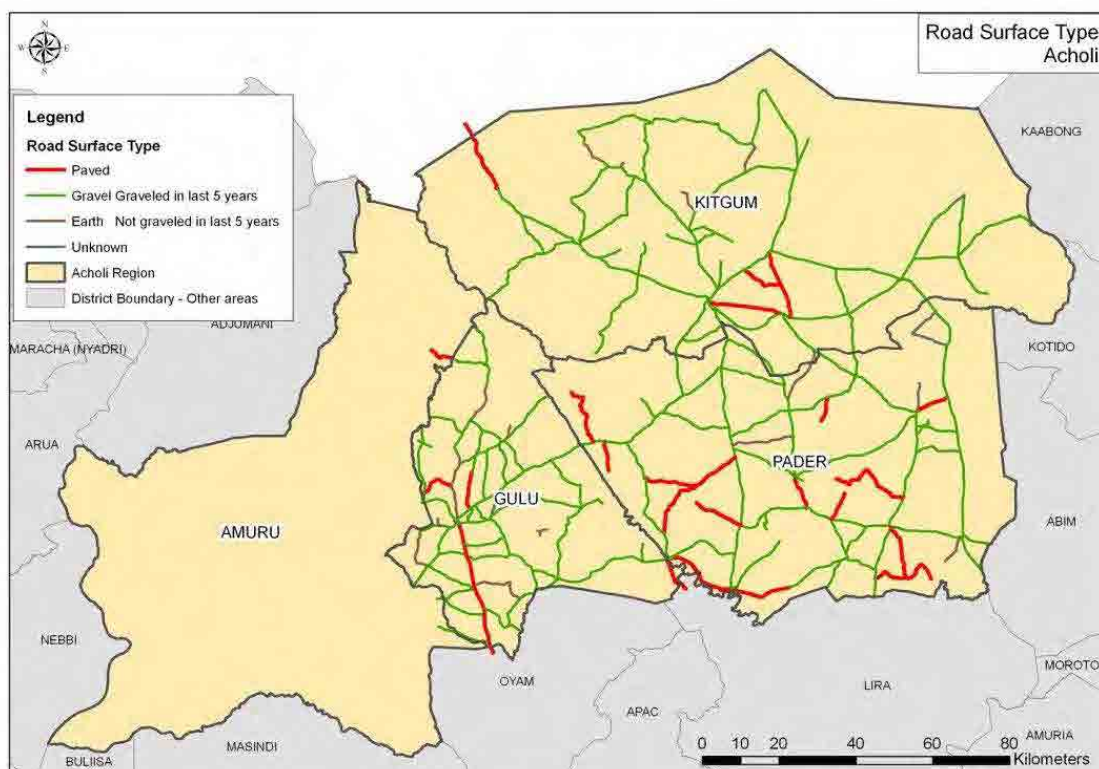
DISTRICT	<=3.5m (km)	3.5-7m (km)	7-9m (km)	>9m (km)	Unknown (km)	TOTAL (km)
AGAGO	147.91	307.75	27.50	-	-	483.16
	30.6%	63.7%	5.7%	0.0%	0.0%	100.0%
GULU	209.78	426.64	-	-	1.14	637.57
	32.9%	66.9%	0.0%	0.0%	0.2%	100.0%
KITGUM	122.17	260.26	10.89	8.22	-	401.55
	30.4%	64.8%	2.7%	2.0%	0.0%	100.0%
LAMWO	82.61	374.00	-	-	-	456.61
	18.1%	81.9%	0.0%	0.0%	0.0%	100.0%
PADER	212.77	297.77	14.93	0.99	-	526.46
	40.4%	56.6%	2.8%	0.2%	0.0%	100.0%
TOTAL	775.24	1,666.42	53.33	9.21	1.14	2,505.34
	30.9%	66.5%	2.1%	0.4%	0.0%	100.0%

Source: JICA Study Team

It is realized that the width of most of the road sections is less than 7m which is insufficient width for accepting two directional traffic (i.e. up-bound and down-bound traffic).

### 5.2.1.3 Road Surface Type

There are a few road sections with tarmac in the network. Most of the road sections are “marrum roads” which are made from selected/borrowed soil from the roadside. The marrum is identified as good material for roads with light traffic and it works properly if adequate maintenance is undertaken. The road surface type in the network is illustrated as follows.



Source: JICA Study Team

**Figure 5.2-4 Road Surface Type in Road Network**

**Table 5.2-4 Road Surface Type in Road Network**

District	Paved (km)	Murrum Rd. built in last 5 years (km)	Murrum Rd. Not built in last 5 years (km)	Unknown (km)	Total (km)
AGAGO	85.98	361.61	8.07	27.50	<b>483.16</b>
GULU	60.68	503.82	73.08	-	<b>637.57</b>
KITGUM	48.76	345.41	3.51	3.87	<b>401.55</b>
LAMWO	16.35	415.74	24.51	-	<b>456.61</b>
PADER	142.43	355.89	28.14	-	<b>526.46</b>
<b>TOTAL</b>	<b>354.20</b>	<b>1,982.46</b>	<b>137.32</b>	<b>31.37</b>	<b>2,505.34</b>

Source: JICA Study Team

#### 5.2.1.4 Road Maintenance Condition

Road maintenance condition was measured based on cruising speed of the survey vehicle. Since there is no traffic congestion in the network, the cruising speed is subject to road maintenance condition (i.e. roughness). The road roughness is expressed by IRI (International Roughness Index) and a general explanation of the IRI value is as follows.

**Table 5.2-5 Description of Level of Roughness**

IRI (m/km)	Description
0.0-1.6	Extremely high-quality new asphalt concrete or slip form portland cement concrete pavement for high-speed motorways and airport runways; uncommon for highways. Undulations barely perceptible at 100 km/h. Depression 0.2 mm/3 m.
1.6 - 2.5	Typical high-quality asphalt concrete or very high quality surface treatment pavements; unpaved roads of excellent profile with fine gravel or recently bladed earth surface. Undulations barely perceptible at 80 km/h. Depressions 3-5 mm/3 m.
3.0 - 5.0	Asphalt pavements usually showing signs of deterioration (may include wide range of defects from 0% to 100% cracking, occasional patches, shallow depressions or occasional shallow potholes), or defect free surface treatment pavements of moderate to fair shape quality, or unpaved roads of good quality. Depressions or unevenness are just visually perceptible, e.g. 10-25 mm/3 m. Sharp movements or undulations perceptible at 80 km/h. Travel speed less than 100 km/h.
5.5 - 7.0	Pavements with visible irregularities and shape defects (often with extensive severe cracking or uneven patching over 20% to 50% of area), or defect free surface treatment pavements of very poor shape. Moderate depressions, 20-40 mm/3 m. Unpaved roads with shallow-moderate depressions, minor potholes, shallow corrugations (6-20 mm/1.5 m), or coarse gravel (stone size greater than 60 mm) on well-shaped surface. Sharp movements and undulations perceptible at 60 km/h, travel speeds less than 80 km/h.
8.0 - 10.0	Exceptional for paved roads, extreme deterioration, frequent depressions, extensive patching and unavoidable potholes, travel speed less than 60 km/h. Unpaved roads : clearly visible frequent transverse depressions (20-40 mm/3 m), strong corrugations (10-30 mm/0.7-1.5 m) or occasional deep depressions (40-80 mm/3 m) or potholes ; travel speeds less than 80 to 60 km/h.
2.0 - 20.0	Unpaved roads: unavoidable deep depressions (40-80 mm/3 m) or occasional very deep depressions/potholes (more than 80 mm deep), frequent transverse or diagonal erosion gullies. Travel speeds generally less than 50 km/h, and at 20m/km generally less than 35 km/h.

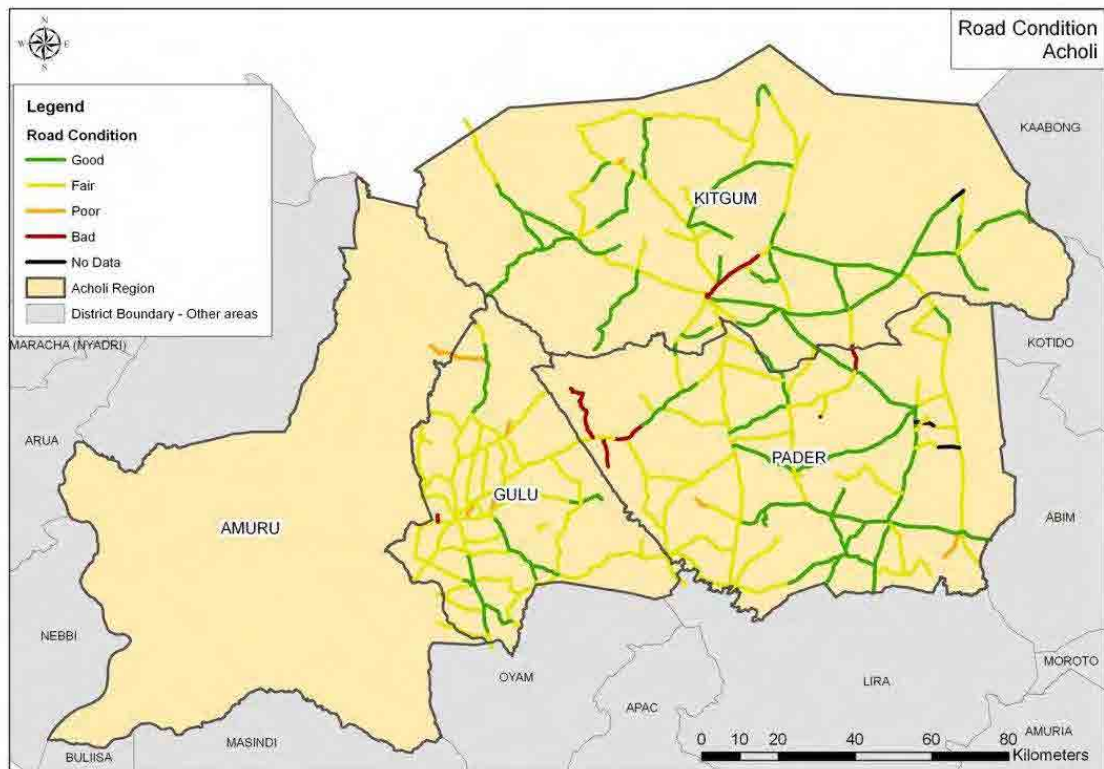
Source: Paterson (1986), from The Highway Design & Maintenance Standards Series ; Vehicle Operating Costs ; Evidence from Developing Countries ; Andrew Chesner and Robert Harrison ; World Bank Publication.

For the easy understanding of road maintenance conditions and effective use in making the road master plan, re- classification of the road maintenance condition is made with referring to the criteria shown in the above table and the survey result is shown as follows,

**Table 5.2-6 Road Maintenance Condition in Road Network**

District	Good >50kph (km)	Fair 25-50kph (km)	Poor 15-25kph (km)	Bad <= 15kph (km)	Unknown (km)	Total (km)
AGAGO	240.58	217.47	8.07	6.40	10.64	483.16
	49.8%	45.0%	1.7%	1.3%	2.2%	100.0%
GULU	91.96	519.30	24.36	1.94	-	637.57
	14.4%	81.5%	3.8%	0.3%	0.0%	100.0%
KITGUM	258.84	118.97	-	19.86	3.87	401.55
	64.5%	29.6%	0.0%	4.9%	1.0%	100.0%
LAMWO	210.95	244.15	1.50	-	-	456.61
	46.2%	53.5%	0.3%	0.0%	0.0%	100.0%
PADER	95.29	380.63	13.51	34.75	2.28	526.46
	18.1%	72.3%	2.6%	6.6%	0.4%	100.0%
Total	897.63	1,480.53	47.44	62.96	16.79	2,505.34
	35.8%	59.1%	1.9%	2.5%	0.7%	100.0%

Source: JICA Study Team



Source: JICA Study Team

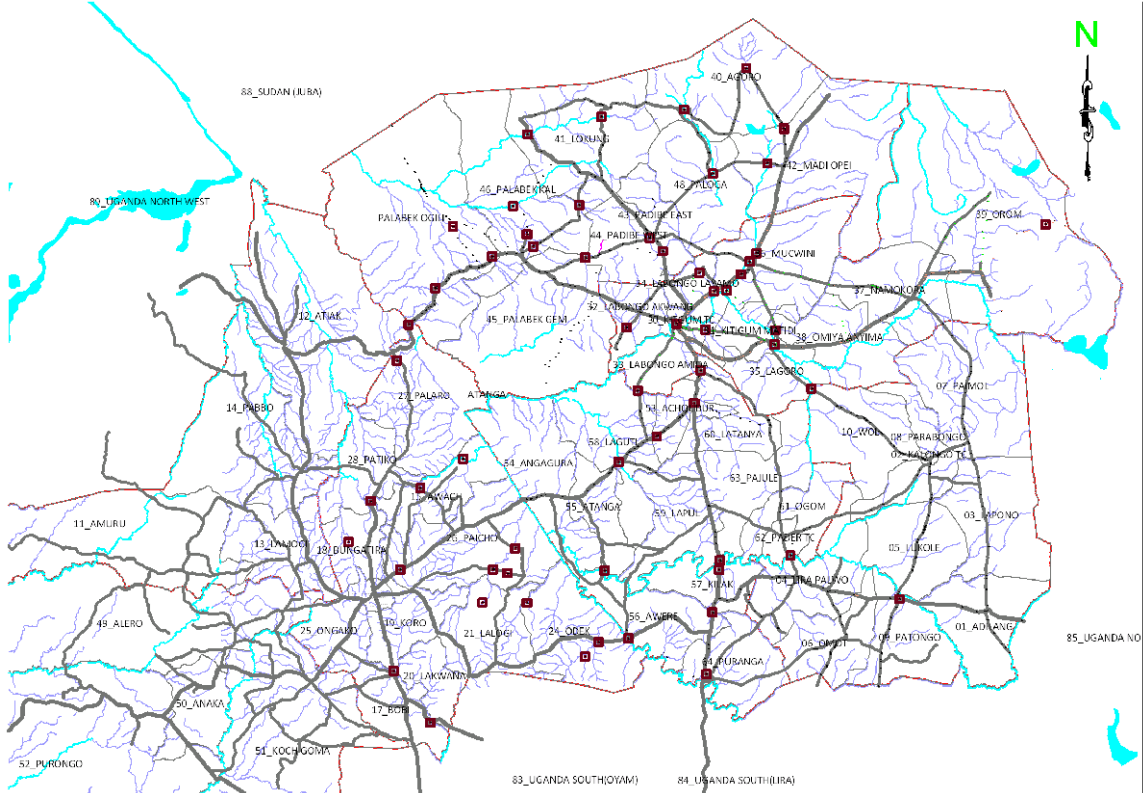
**Figure 5.2-5 Road Maintenance Condition in Road Network**

As the table and the figure above show, the road maintenance conditions in the network can be identified as having no problems in general. However, since the survey was conducted in the dry season, some sections might fall into poor or bad condition in the rainy season.

### 5.2.2 Drainage Structure Survey

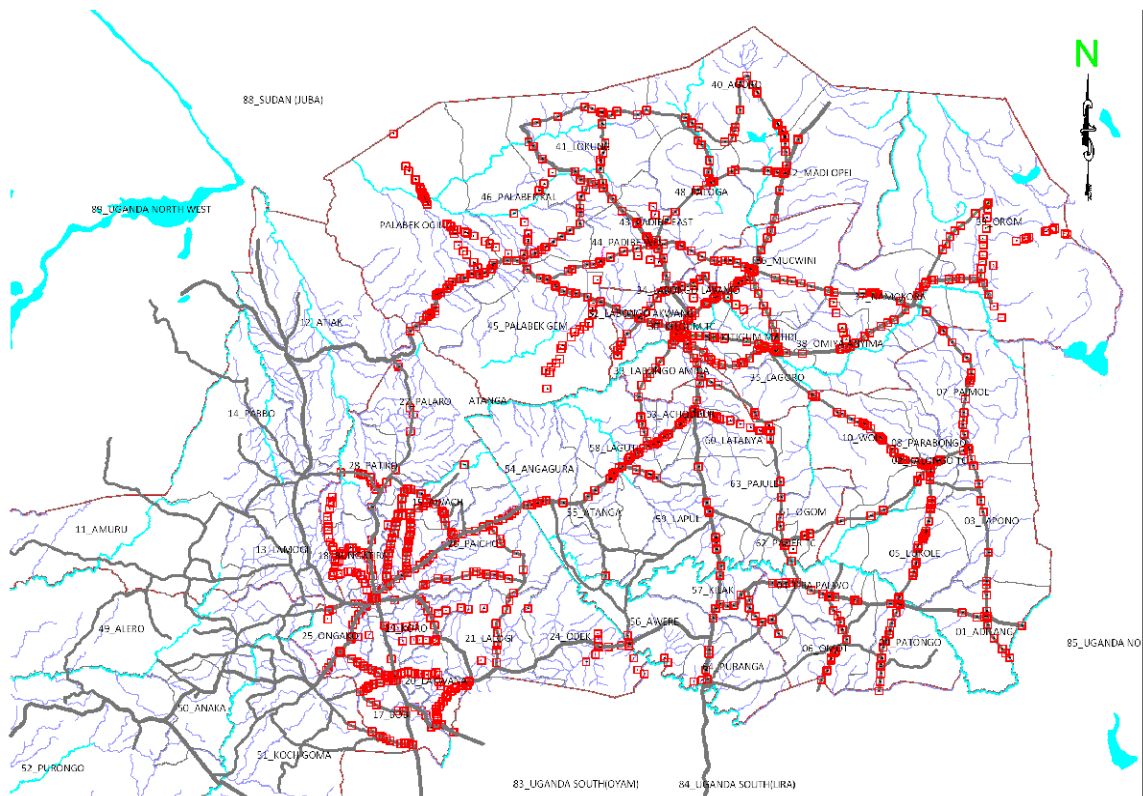
A total of 1,531 drainage structures were surveyed in the study area. There are 74 of bridges out of the 1,531 drainage facilities in the study area.

The following figures show the locations of bridges and drainage culverts superimposed with rivers in the study area.



Source: JICA Study Team

Figure 5.2-6 Location of Existing Bridges



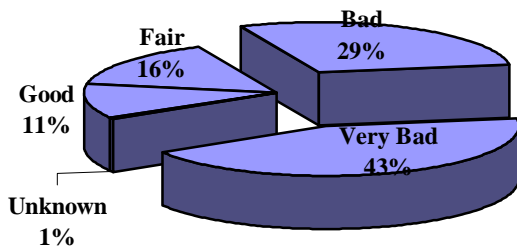
Source: JICA Study Team

Figure 5.2-7 Location of Existing Culverts

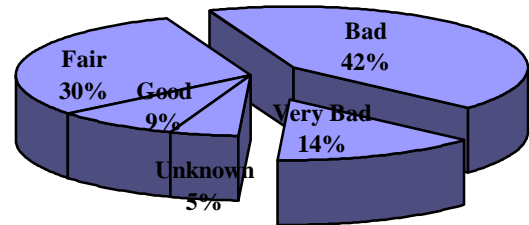
As observed, there are no inadequate-positioned bridges or culverts and the number of the drainage facilities is also sufficient along the national roads.

### 5.2.2.1 Maintenance Conditions

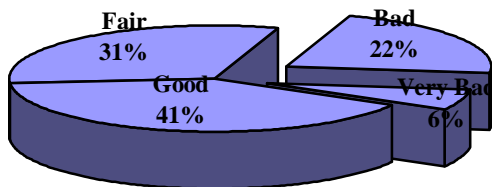
Maintenance conditions of the drainage structures were indentified by the Study Team and the results are as follows.



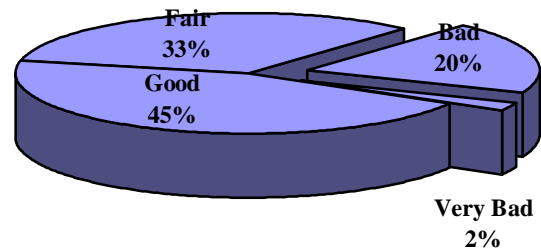
National Roads in Gulu



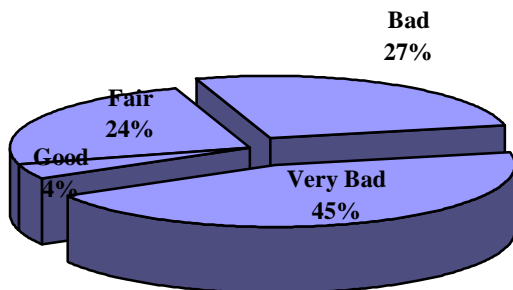
District Roads in Gulu



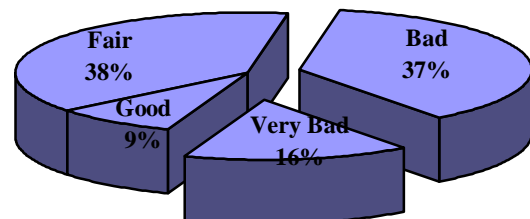
National Roads in Kitgum



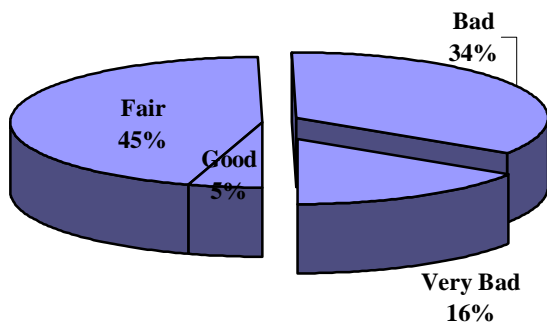
District Roads in Kitgum



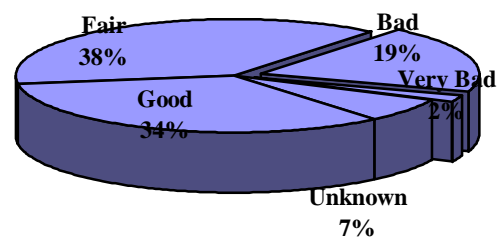
National Roads in Pader



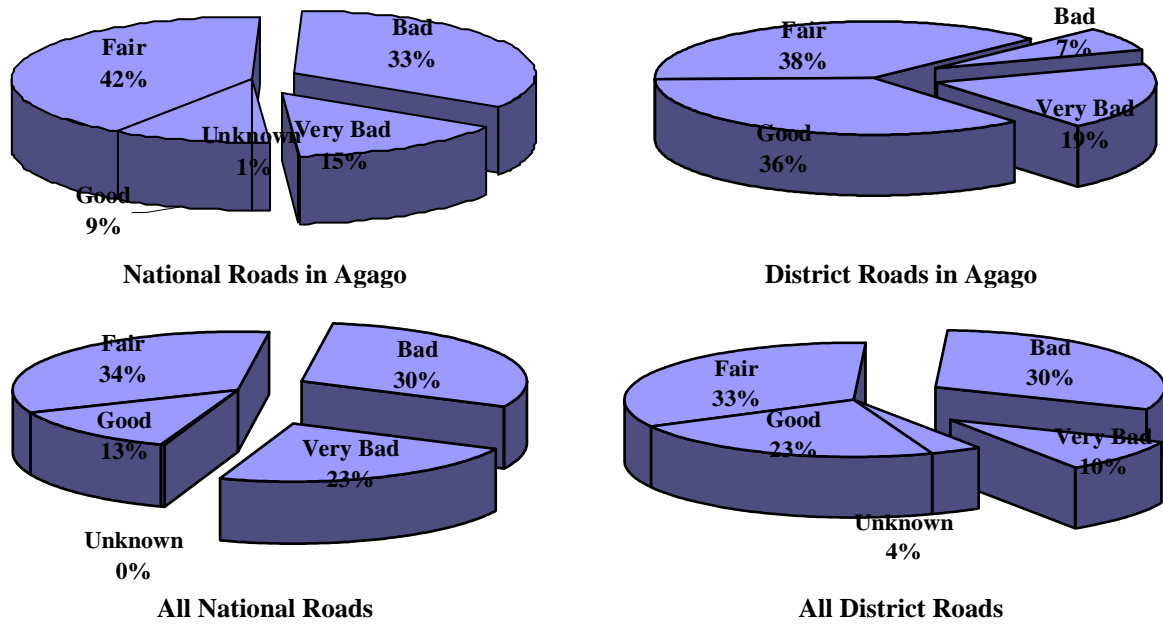
District Roads in Pader



National Roads in Lamwo



District Roads in Lamwo



Source: JICA Study Team

**Figure 5.2-8 Maintenance Conditions**

As for a comparison between all national roads and all district roads, bad and very bad occupied 53% in the national roads while those of district roads occupies 40% that proves that maintenance of the district roads is better than that of the national roads.

### 5.3 Present Status in South Sudan

#### 5.3.1 Introduction

The Republic of South Sudan (hereinafter called South Sudan), recently became an independent country and a member of the East African Community (EAC) as well. As a result, communication in terms of material and human resources between the country and Uganda is expected to be more free and active.

South Sudan and Uganda have had strong ties, even before the independence, because of their common historical and ethnic background. Recently, many Sudanese tourists are observed in Gulu town and it was realized that their purpose of travelling to Gulu was to purchase daily necessities. In response to such a state of affairs, there are many private sector investments such as construction of mega-scale super markets and hotels with foreign capital in Gulu and this trend is expected to continue. Gulu is, therefore, expected to develop as a commercial centre in not only for Northern Uganda but also in the region covering the southern part of South Sudan.

Hence, economic impacts and other impacts from South Sudan need to be considered in establishing a development scenario for Gulu town as well as the entire Acholi Sub-region in the master plan.

The objective of the survey is to capture development movements and perspectives in South Sudan and its capital, Juba after the independence so that they are reflected in the establishment of the development scenario.

### 5.3.2 Present Situation in South Sudan

South Sudan is located in the middle of East Africa. South Sudan is a landlocked country and is bordered by six neighbouring countries, namely; Sudan, Ethiopia, Kenya, Uganda, Democratic Republic of Congo and Central African Republic.

River Nile is the dominant geographic feature of South Sudan, running from north to south through Juba: it is used as a river transportation link to North Sudan. The land has wide hills and mountains especially around the southern part of country. Its total area is approximately 644,000 km<sup>2</sup>, making it the seventh largest country in Africa.

In terms of territorial structure, South Sudan mainly consists of three different levels. There are 10 states under the nation, 79 counties under the states and 515 payams under the counties as shown in Table 5.3-1. Each state and county has its own local government.

**Table 5.3-1 Territorial Structure**

Country	State	County	Payam
South Sudan	Upper Nile	12	70
	Jonglei	11	72
	Unity	9	73
	Warrap	7	52
	Northern Bahr El Ghazal	5	38
	Western Bahr El Ghazal	3	15
	Lakes	8	49
	Western Equatoria	10	47
	Central Equatoria	6	46
	Eastern Equatoria	8	53
Total		79	515

Source: 5th Sudan Population and Housing Census, 2008. Statistical Yearbook for Southern Sudan, 2010.

#### 5.3.2.1 Population

##### (1) Population Data

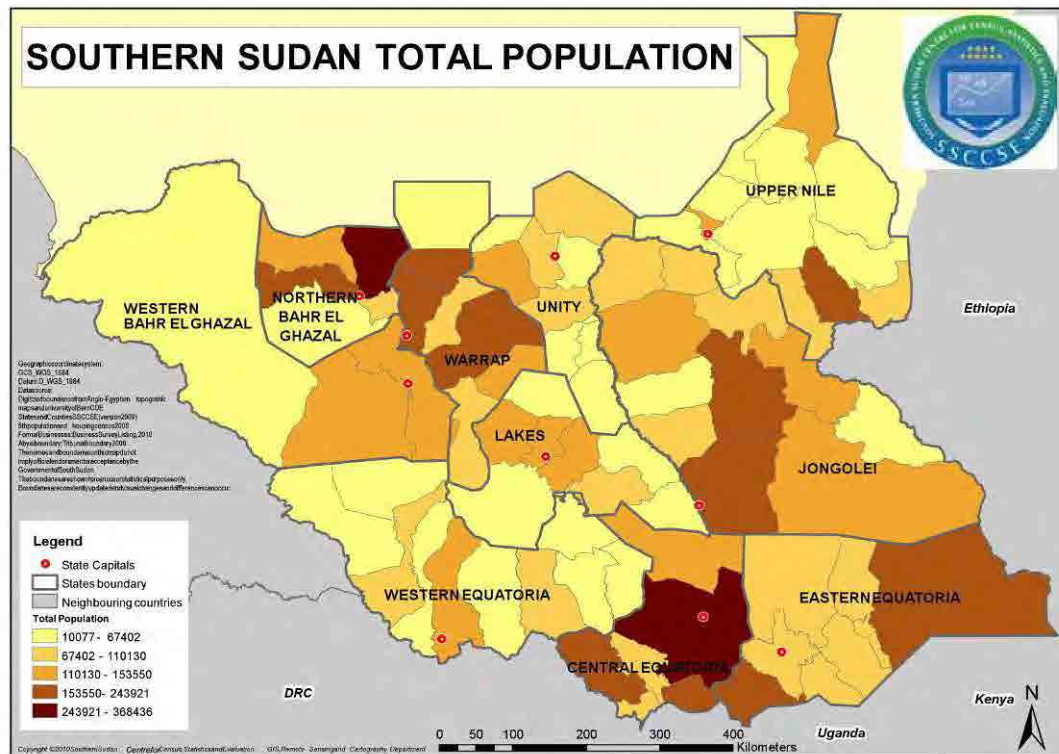
According to the results of the Census in 2008, the total population of South Sudan was approximately 8.2 million. Population is expected to grow rapidly due to natural increase and resettlement of returnees from North Sudan. Table 5.3-2 shows population by state, and Figure 5.3-1 illustrates population distribution.

**Table 5.3-2 Population by State in 2008**

State	Area (km <sup>2</sup> )	Population				Households
		Total	Male	Female	%	
Upper Nile	77,283	964,353	525,430	438,923	11.7%	149,267
Jonglei	122,581	1,358,602	734,327	624,275	16.4%	204,352
Unity	37,837	585,801	300,247	285,554	7.1%	91,577
Warrap	45,567	972,928	470,734	502,194	11.8%	177,776
Northern Bahr El Ghazal	30,543	720,898	348,290	372,608	8.7%	139,963
Western Bahr El Ghazal	91,076	333,431	177,040	156,536	4.0%	62,290
Lakes	43,595	695,730	365,880	329,850	8.4%	100,076
Western Equatoria	79,343	619,029	318,443	300,586	7.5%	120,247
Central Equatoria	43,033	1,103,557	581,722	521,835	13.4%	189,057
Eastern Equatoria	73,472	906,161	465,187	440,974	11.0%	162,407
Southern Sudan	644,331	8,260,490	4,287,300	3,973,335	100.0%	1,397,012

Source: Statistical Yearbook for Southern Sudan, 2010





Source: Statistical Yearbook for Southern Sudan, 2010.

**Figure 5.3-1 Population Distribution in 2008**

The capital city of South Sudan, Juba, is located in Central Equatoria State and had a population of 368,436 in 2008. Population of Juba also tends to expand; not only because of urbanisation dynamics but also due to inflow of the returnees from Khartoum. According to the International Organization of Migration (IOM), the returnees are likely to settle in urban or pre-urban areas because they seek similarity to their lifestyles in Khartoum. Interviews with government agencies and international donors in this survey provided estimates of the population in Juba. Currently, the population of Juba is approximately 700,000 persons including IDPs.

**(2) Ethnic Groups**

There were over 200 tribes in South Sudan originally. The government of South Sudan broadly categorises these into three groups, namely: Nilotic, Nilo-Hamitic and the South-Western Sudanic. Table 5.3-3 shows categorized major ethnic groups. Dinka, Nuer and Bari are dominant ethnic groups in South Sudan and they account for roughly 30% of the total population.

**Table 5.3-3 Major Ethnic Groups in South Sudan**

Category	Major Ethnic Groups
Nilotic	Dinka, Nuer, Shilluk, Murle, Kachiopo, Jie, Anyuak, Acholi, Maban, Kuma, Lou (Jur), Bango, Bai, Ndogo, Gulu, Endri, Forgee, Chod (Jur), Khara, Ngorgule, Forugi, Siri, Zandi, Benga, Agar, Pakam, Gok, Ciec, Aliap, Hopi, Guere, Atuot, Apaak, Lango, Pari, Otuho and Ajaa
Nilo-Hamitic	Bari, Mundari, Kakwa, Pojulu, Nyangwara, Kuku, Latuko, Lokoya, Toposa, Buya, Lopit, Kuku, Kakwa, Nyabgwara, Tennenet, Lopit and Didinga
The South-Western Sudanic	Kresh, Balandia, Banda, Ndogo, Zande, Madi, Olubo, Murus, Mundu, Baka, Avukaya and Makaraka

Source: The government of South Sudan Website

Acholi is one of the ethnic groups that exist in South Sudan. They are distributed mainly in the southern part of the country, around Torit and Ikotos, just beyond the international border with Uganda. The study area therefore is very similar to the southern part of South Sudan in terms of geographical distance, ethnicity and custom.

### 5.3.2.2 GDP

Gross Domestic Product (GDP) of South Sudan in 2010 was estimated at around 30 billion Sudanese Pounds (SDG); equivalent to around 13 billion USD at current price according to Southern Sudan Centre for Census, Statistics and Evaluation (SSCCSE). GDP per capita in 2010 was estimated at 3,564 SDG, equivalent to 1,546 USD. Table 5.3-4 shows estimated GDP and GDP per capita from 2008 to 2010.

**Table 5.3-4 Estimated GDP and GDP per capita in South Sudan**

	2008	2009	2010
GDP at Current Prices (Million SDG)	28,505	24,946	30,488
GDP at Current Prices (Million USD)	13,630	10,800	13,227
GDP per capita (SDG)	3,451	2,967	3,564
GDP per capita (USD)	1,650	1,285	1,546

Source: National Bureau of Statistics (NBS),

GDP and GDP per capita are relatively higher than other East African countries. This figure could be explained by the export of oil. The oil production was dominant over other products, and accounted for 71% of the total GDP in 2010. However, a large portion of the value of oil exports does not link to the citizen's income due to the wealth-sharing agreement given in the Comprehensive Peace Agreement (CPA). According to the agreement, the Government of South Sudan (GOSS) and the state governments of Unity and Upper Nile combined receive 51% of the government share of oil. The rest of that shall go to the Government of National Unity (GoNU) in Khartoum. Excluding oil exports, the Gross National Income (GNI) of South Sudan shrinks to two-thirds.

**Table 5.3-5 Estimated GNI and GNI per capita in South Sudan**

	2008	2009	2010
GNI at Current Prices (Million SDG)	18,902	17,245	19,395
GNI at Current Prices (Million USD)	9,038	7,466	8,415
GNI per capita (SDG)	2,288	2,051	2,267
GNI per capita (USD)	1,094	888	984

Source: National Bureau of Statistics (NBS),

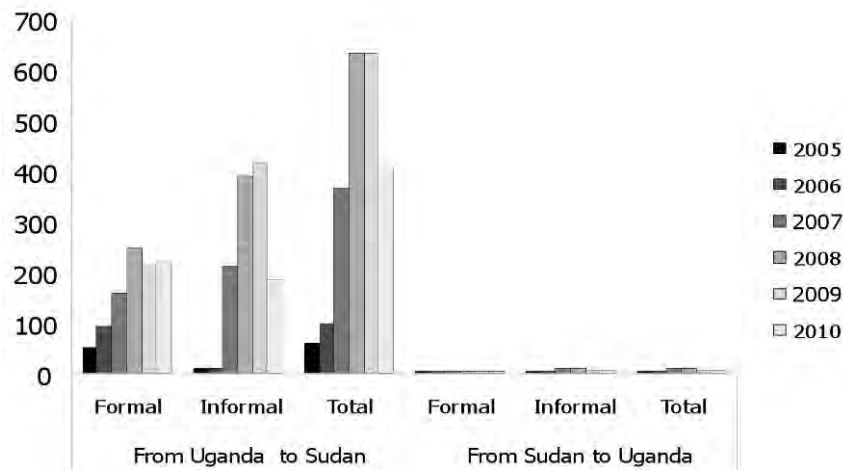
### 5.3.2.3 Import / Export

As explained above, rapid population increase caused by returnees from North Sudan contributes to demand growth of not only food stuffs and commodities but also construction materials. Notably Juba and major service centres are enjoying a construction boom in order to accommodate the increasing population and service sector industries. However, since the economy of South Sudan largely depends on the oil extraction, other sectors are insignificant. Agriculture and livestock-raising are small-scale and mainly for the subsistence of the farmers. This is due to decades of civil war and allocation of man power to the military service. As a result, there are limited numbers of farmers and skilled labour in South Sudan.

Under such circumstances, South Sudan depends largely upon imports of a variety of products. In addition, after the independence of South Sudan, imports and exports between South and North Sudan slowed. Recently, many products tend to come from Uganda and Kenya by road.

Cross-border trade, especially exports from Uganda to Sudan, remarkably increased since 2007. In contrast exports from Sudan to Uganda were very little.

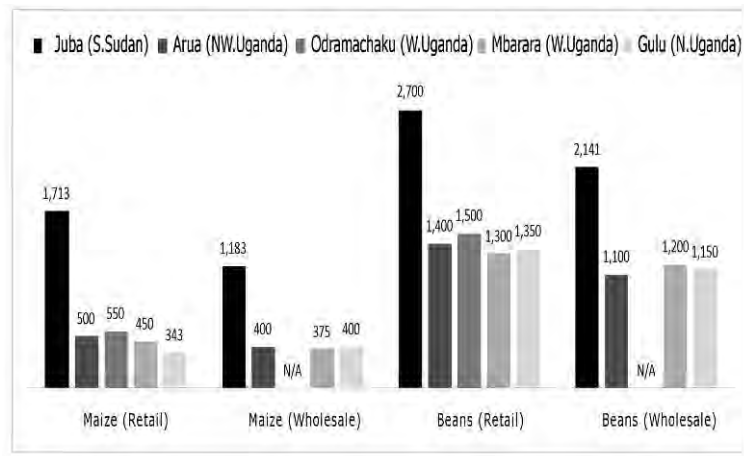
Figure 5.3-2 illustrates this contrast.



Source: Enhancing the Recent Growth of Cross-Border Trade between South Sudan and Uganda (2011), World Bank,

**Figure 5.3-2 Trade between Sudan and Uganda (million USD)**

Contributing factors to the increase of imports from Uganda can be pointed out as; 1) proximity in products, in particular food products, 2) stability of Northern Uganda and South Sudan, and 3) difference of Price level between the two countries. Firstly, as explained in the above section, there is significant similarity between Northern Uganda and South Sudan from geographical and ethnic viewpoints. Food products and commodities such as beer, water, food products, sugar and cooking oil are major import products from Uganda. Secondly, peace and stability in Northern Uganda and South Sudan led to an increase in economic activities and mobilization. The cross-border trade is one such movement after the conflicts. However, trade with the Democratic Republic of Congo (DRC) and Kenya is still limited due to the worsened security condition. Thirdly, there is a large disparity in the prices of agricultural products between Juba and towns in Uganda: the prices in Juba can reach 2 or 3 times the prices in Ugandan towns. Accordingly, many Ugandan traders are likely to export to South Sudan in spite of the transportation costs incurred (shown in Figure 5.3-3).



Source: Enhancing the Recent Growth of Cross-Border Trade between South Sudan and Uganda (2011), World Bank,

**Figure 5.3-3 Prices of Agricultural Products in South Sudan and Uganda (Ushs. per kg)**

### 5.3.3 Field Survey

#### 5.3.3.1 Gulu –Atiak- Nimule- Juba Road

The existing road had not been tarmacked (i.e. it was a marrum road) and no proper drainage system had been provided either despite the fact that the road had been identified as an international corridor connecting South Sudan, Uganda and Kenya. As the importance of the road was recognized in terms of providing good transport to South Sudan, the rehabilitation project to upgrade it to a bituminous standard (DBST) road was formulated by the development partners.

The road is divided into 3 sections in terms of financial resources in its implementation. The first section (Gulu –Atiak, 67km) is financed by WB, the second section (Atiak- Nimule, 34.9km) is financed by JICA and the third section (Nimule-Juba, 192km) is financed by USAID.

The current status of the implementation is that the third section is now under construction and its anticipated completion is October 2012 according to the supervising consultant. The procurement of both contractors and supervising consultants was ongoing for the two sections in Uganda, as of August, 2011.

**Table 5.3-6 Project Status for Gulu-Nimule Section**

Section	Contractor Procurement	Consultant Procurement
1. Gulu-Atiak (WB)	Under Evaluation	In preparation of Award
2. Atiak-Nimule (JICA)	PQ Stage	Under Concurrence for Shortlisted Firms

As of August, 2011

Source: JICA Uganda Office

Considering the above progress, the completion of construction for all sections is expected to be at the end of 2014 at the earliest.

**(1) Gulu- Atiak- Nimule Road**

The proposed road starts 3.5km before Gulu town and follows the existing murram road to the point so called “Capital Conner”. From this point the road joins existing Gulu-Atiak-Nimule Road.

The geographical feature in the Uganda section is almost flat to rolling terrain. The road follows a watershed alignment between Ayugi River to the west and Unyama River to the east for most of its length. The Unyama River forms the border with South Sudan and therefore represents the end of the project.

The vegetation along the road section is largely wooded savannah grassland, with low population levels outside the urban areas and some agriculture lands.

Land use along the road section is predominantly agricultural/ residential with numerous small farms throughout.

There are two trading centres, Pabbo and Atiak and twice a month a bazaar is held. When the bazaar is held, many Sudanese visit so as to look for daily miscellaneous goods.

The centre of Nimule town itself is on South Sudan side of the border. The Ugandan customs border post is at Bibia, 13km before the border.



**Long Queue of Trailers for Immigration/Custom Clearance on Uganda side**



**Immigration/Custom Office on Uganda side**

**(2) Nimule –Juba Road**

The road can be divided into 4 sections in general,

Uganda Border –Nimule Centre

The unpaved road section is 2km long and can be classified as urban, as shown by the level of activity along the road section. It is mostly travelled by motorcycles cruising from the city centre to border. Nimule is the home to several thousand people and comprises a hospital, schools and market centre, which is thriving from cross border activity. In terms of the construction progress, the section seems to be about to be completed and only minor outstanding items can be identified.



**Nimule Town**

### Numule Centre- Torit Road Junction

The road section, totalling 169.2km continues to traverse the same scrubby bush environment. After the Nimule Centre, the road section starts to climb Gordon Hill, twisting and turning until it reaches an elevation of 827m meters above sea level. There are dangerous bends with sheer drops into the valley below, but it is the only road section which might have natural disasters such as slope failure. There are 6 bridges, which have already been constructed and opened to traffic, in the road section, namely Aswa, Kit, Nyole, Sita, Hamsa and Arba and all the bridges are standardized as metal arch type with galvanized treatment but no painting. In terms of the construction progress, there are still some outstanding sections.



**Torit Road Junction**

### Torit Road Junction - Bor Junction

The road section has a 17.4km length. Land use along the section is agricultural or residential with small houses. The section had been notorious for ambushes by the LRA who also had attempted to disrupt traffic movement on the road section. The eastbound road from the beginning of the section heads to Torit, then on to Kenya and eventually to Nairobi: this road is also identified as an international corridor.

### Bor Junction- Juba

On the approach to Juba, the land use along the road changes from agricultural or non-use as seen near the Bor Junction into urban land type. The project road ends at the Juba Bridge. The bridge is heavily damaged and presently only serves vehicles with limited weight. The bridge is under the control of the military. The length of the road section is 3.4km



**Juba Bridge**

### **5.3.3.2 Nimule Border**

All commodities heading to South Sudan need to be checked and be given necessary customs clearance at Nimule.

There are neither inspection gates nor sign boards for cross-border procedures (immigration/customs). Instead, some local people provide the travellers from Uganda with guidance as to where to go; however they don't seem to be official and their real objective is to exchange money with the travellers at an unreasonable rate.

The immigration check system has been digitalized with finger prints and digital photographic equipment that seems to be in compliance with international standards. The system has been brought by IOM and technical support has been provided to local officers by IOM. The system has been effective since August, 2011.

Although the digitalized system has been introduced, travellers who do not have passports (i.e. travel permit holders) are not checked or recorded in the system, their travel records are only noted manually and the records might contain errors or eventually be lost. As a result, the number of cross-border travellers in the system is counted as only 400 per day yet the actual number is estimated to be 5 times more.

In terms of customs clearance, passenger vehicles are generally not checked and drivers of vehicles are not directed to open their luggage compartments. The cargo trucks and trailers are checked by the customs officers. The trucks are usually released after 6-8 hours from arrival if necessary taxes are paid. Foreign vehicles are required to obtain temporary insurance at this point.

Seemingly, there has been no major change in the customs clearance system since the independence.



**Newly Constructed Bridge across Border by USAID**



**Immigration Office on South Sudan side**



**Parking Area for Custom Clearance  
on South Sudan side**



**Arrival of International Bus**

To obtain an effective customs clearance system, construction of a gate and digitalized system shall be introduced that will improve the transparency of the procedure.

### **5.3.3.3 Juba City**

#### **(1) Land Use**

Juba is the capital city of South Sudan; it is expanding towards the west and most of the returnees have settled in this area. The westward expansion is because of the following geographical reasons.

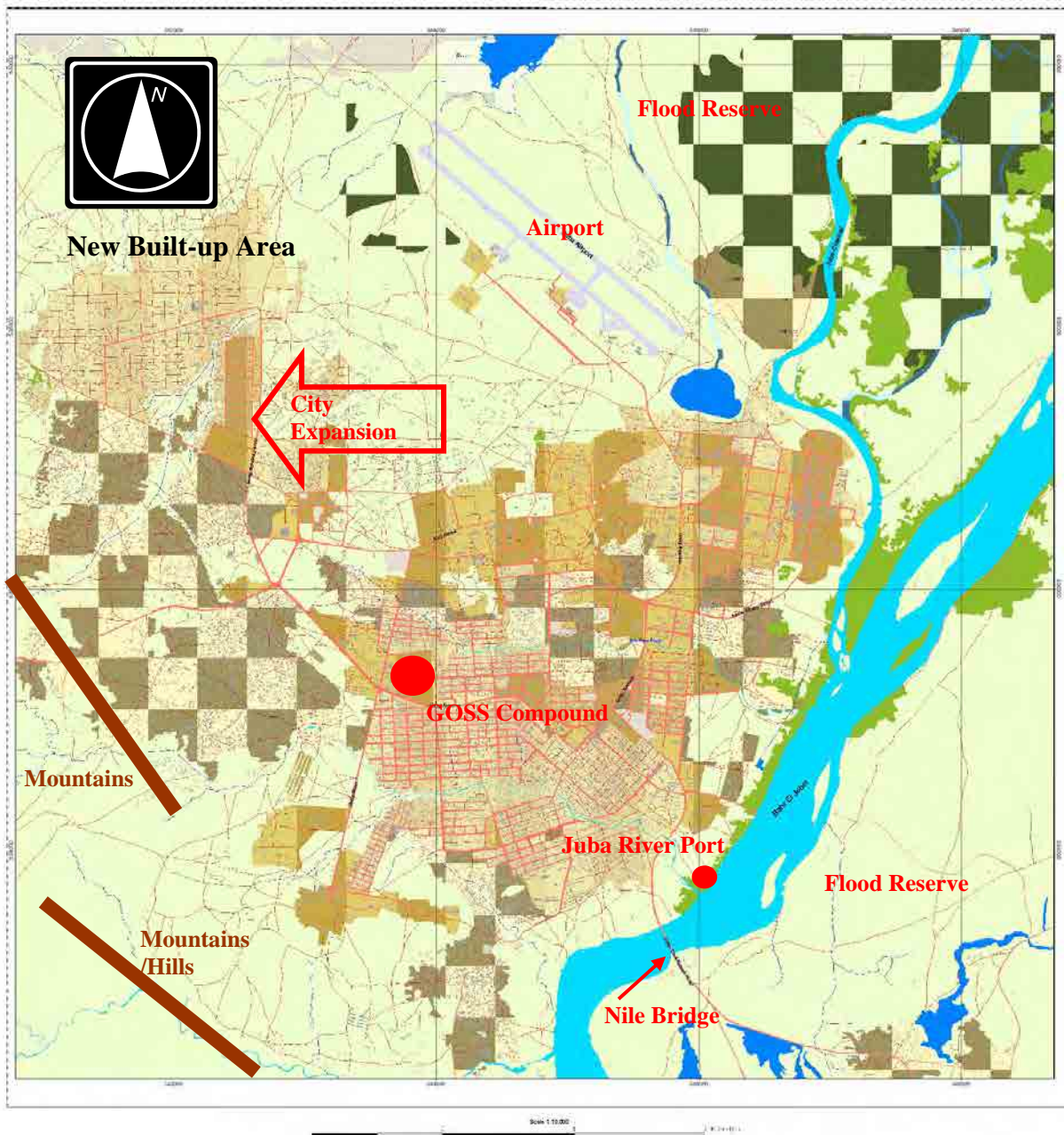
- There is a vast swampy area which functions as a flood reservoir for the Nile River, which does not allow urbanization of the northern part of Juba,
- There is only one unreliable bridge across the Nile River serving the eastern part which resulted in the retardation of the urbanization of the eastern area. Besides, there is also a swampy area which serves the same function as the north swamp.
- South of the City is a hilly/ mountainous area

Another reason for the westward city expansion is the land ownership by the Bari tribe. The land system in South Sudan does not allow private land ownership: the land, generally, belongs to the country or community. The land demarcation needs agreement/approval from the community.

Juba city was the territory of the Bari tribe and most of the area is still owned by the Bari community and the community does not accept other tribes to come in.

In respect of this historical culture, most of development partners suggest that refugees settle in other areas. In fact UN-HABITAT conducted re-settlement programs for refugees in Dolby, which is about 12km west of the city centre. The program supports not only demarcation of land but also provision of vocational training so that the refugees can earn a livelihood.





Source: JICA Study Team

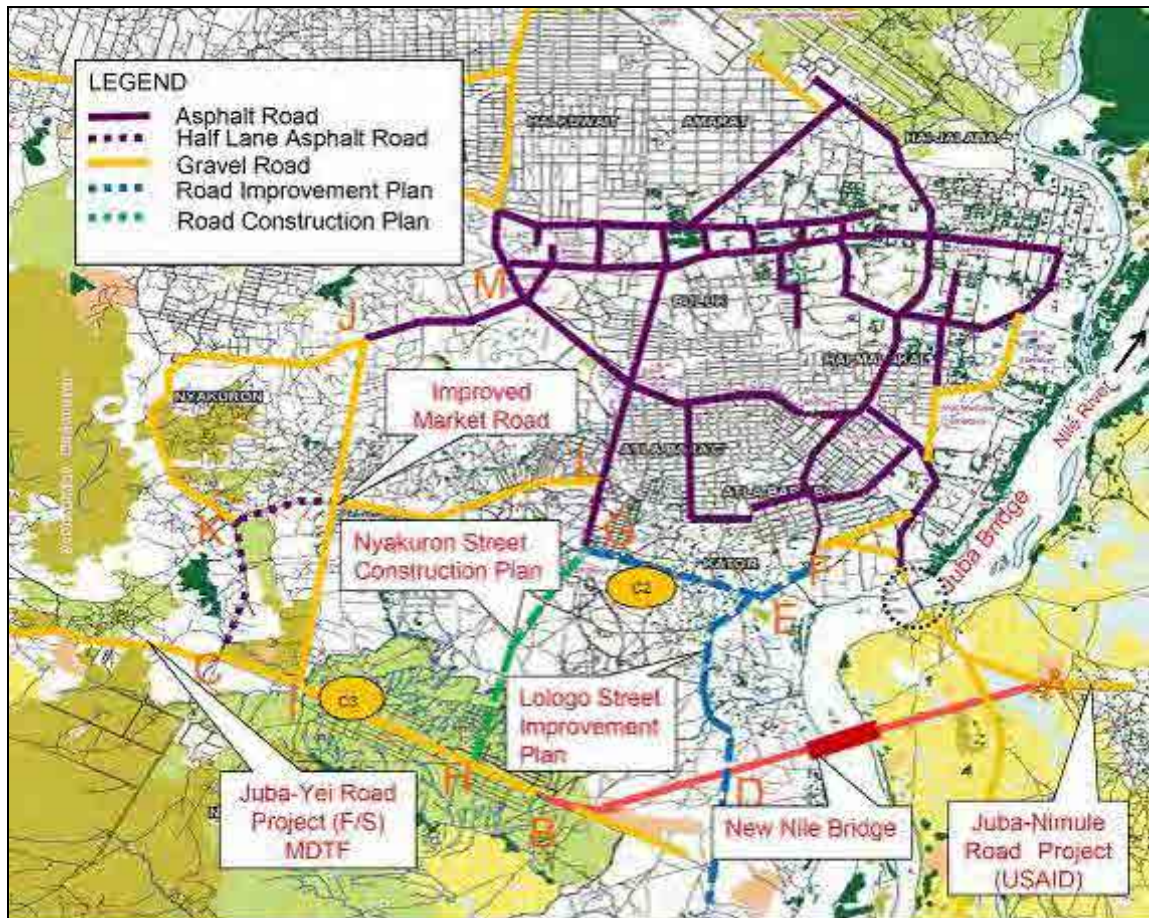
**Figure 5.3-4 Juba City Map**

**(2) Road Network**

As regards the city road improvements in Juba, the first project that was begun since the internal conflicts ended was commenced in 2006 and is still in progress. Its original scope was to pave 65km of city roads and about 90% of the scope has been completed as of March, 2011. The financial resource was from GOSS.

In addition, another road improvement project was formulated by the GOSS in 2008 and its scope was to pave the ring road and others near the New Nile Bridge for a 20km length, approximately. The work has been suspended since 2010: however, its completion is expected to be in 2015.

The project for construction of the New Nile Bridge is on-going with financial assistance from the Government of Japan and its completion is expected to be in 2015. This New Nile Bridge is expected to provide a stable and reliable connection between Uganda and Kenya via Juba-Nimule Road.



Source: JICA Study Team

**Figure 5.3-5 Road Projects in Juba City**

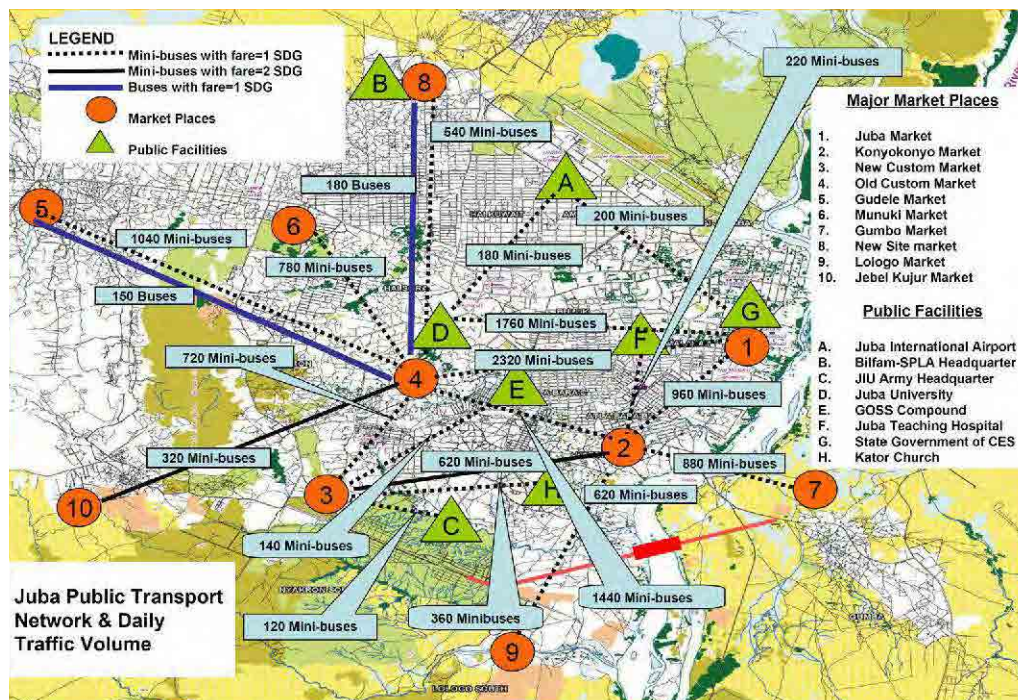
**Table 5.3-7 Road Projects in Juba City**

Project Name	Scope of Work	Financier	Status
1. Juba Urgent Road Improvement Project	<ul style="list-style-type: none"> <li>Rehabilitation of major roads around Juba to Asphalt Concrete Pavement (ACP)</li> <li>Original contract is 65km of 2-lane road but the length and width of the road has increased</li> <li>Period: Completion date unknown</li> </ul>	GOSS	Ongoing
2. Improvement of 20km Major Road in Juba (B-C, C-K, K-L, I-J, J-M Sections)	<ul style="list-style-type: none"> <li>Rehabilitation of 20km of major roads in the south-west section of Juba to 4-lanes ACP (including section of Juba-Yei road)</li> <li>Period: Target completion is end of 2010</li> </ul>	Sudan Government (North Sudan Fund)	Ongoing
3. Lologo Street Improvement (D-E Section)	<ul style="list-style-type: none"> <li>Widening, grading and resurfacing including alignment improvement</li> <li>Asphalt pavement</li> <li>Period Target completion is end of 2015</li> </ul>	GOSS	Under planning
4. C-2 Road Improvement (F-G Section)	<ul style="list-style-type: none"> <li>Widening, grading and resurfacing including alignment improvement</li> <li>Asphalt pavement</li> </ul>	GOSS	Under planning
5. Nyakuron Street Construction (H-G Section)	<ul style="list-style-type: none"> <li>2-Lane road construction</li> </ul>	GOSS	Under planning

Source: JICA Study Team

**(3) Public Transport**

The following figure shows the public transport coverage area. The major public transport mode is minibus ‘called Matatu’ which is common in African countries. Another mode is medium to large size buses which connect the city centre and suburban areas. The fee for medium/large buses is 1 Sudanese pound while that for minibuses is 1-2 pounds.



Source: JICA Study Team

**Figure 5.3-6 Public Transport Coverage Area in Juba**

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Juba will develop as its infrastructure improves: the magnitude of the impact on the economy will be remarkable. Stable links to Juba will be a key to development.

### **5.3.4 Development Scenario for South Sudan**

#### **5.3.4.1 South Sudan Development Plan**

The South Sudan Development Plan (SSDP) 2011-13 is the nation's response to core development and state- building challenges during the first three years of independence. It is based upon the theme of 'Realising freedom, equality, justice, peace and prosperity for all'. The plan identifies key development objectives for the new Republic of South Sudan and outlines priority programmes for achieving these objectives. It builds on the country's strengths and opportunities, including abundant natural resources and an energetic and hard-working people, to address the challenges of establishing the new state, tackling poverty, low social indicators and the need to build sustainable peace and security for all citizens. It is rooted in a careful analysis of three key aspects of the South Sudan context – conflict, poverty and the macro-economy.

The overall SSDP objective is to ensure that by 2014, South Sudan is a united and peaceful new nation, building strong foundations for good governance, economic prosperity and enhanced quality of life for all.

Efforts to achieve this are broken into four core building blocks for SSDP in this period as follows,

- Improving governance;
- Achieving rapid rural transformation to improve livelihoods and expand employment opportunities;
- Improving and expanding education and health services; and
- Deepening peace building and improving security.

These four core building blocks are mutually reinforcing and interdependent. Success with one will help others succeed while failure in one will limit the progress of the others. Improved security will be critical for achieving renewed economic growth and for extending social services. Similarly, improvements in road transport infrastructure are important for generating agricultural growth and for the provision of basic social services. Improvements in health and education are important for productivity enhancement and participatory economic growth. Security is important for human well-being, investor confidence and the cost of doing business.

The top priorities in implementation of SSDP will be given to: (a) peace-building and actions that enhance security, (b) improving and expanding social services, and (c) rural development built on infrastructure expansion. These are the priorities most consistently highlighted in consultations with the states and they directly and sustainably improve the lives of people throughout South Sudan. The core targets and development outcome objectives that relate to these top priorities are set out in the table below.

**Table 5.3-8 Core Targets and Development Outcome Objectives of SSDP Priorities**

Outcome objective	Indicators	2013 target
<b>Peace-building and security promotion</b>		
Establishment of an effective and affordable Disarmament, Demobilisation and Reintegration (DDR) programme to support transformation strategies for all organised forces (Sudan People's Liberation Army (SPLA), South Sudan Police Service (SSPS), prisons, fire brigade and wildlife forces) and to provide ex-combatants and host communities with a sustainable future, including the reintegration of women and children.	Number of organised force personnel disarmed, demobilised and reintegrated <b>(Baseline:</b> 11,130 special needs groups from SPLA disarmed and demobilised as of 25 February 2011, of which 10,760 were counselled and 8,523 were at various stages of reintegration. Service delivery timelines for DDR have varied widely and have not provided ex-combatants with a predictable process).	DDR completed for 30,000 ex-combatants.
South Sudan has an essential legal framework befitting an independent country.	The number of Ministry of Legal Affairs and Constitutional Development (MoLACD) draft legal documents that are submitted to the Council of Ministers (CoM). (37 laws in force, transitional constitution drafting underway).	60.
Access to justice and respect for human rights across South Sudan enhanced.	Number of functional legal affairs offices at the county level. (32 county legal affairs offices established).	79.
Communities secure and threat posed by small arms reduced.	Implement community security approach in all ten states. (County consultations conducted in 70% of counties; Conflict-sensitive development projects implemented in 25% of counties).	50%.
Increase the capacity of South Sudan Legislative Assembly (SSLA) to effectively and efficiently carry out its oversight function through review of the laws passed and increase the numbers of laws passed annually.	Number of bills submitted to SSLA, debated, and enacted into laws. <b>Baseline:</b> 12 laws passed in 2010.	18.
<b>Rural development</b>		
To increase crop production and land/vegetation cover.	Sustained increase in cereal crop production, and overall production increase of other major food crops. <b>(Baseline</b> 2010: estimated traditional sector cereal production was 0.695 million ton - last five years average was 0.744 million ton).	Cereal production above 1.0 million ton per year.
Improved interstate, trunk and feeder roads routinely maintained on sustainable basis and road safety to enhance economic growth.	Length of asphalted trunk road network under construction/completed. <b>Baseline:</b> 0 km.	752 km.
	Length of constructed engineered roads. <b>Baseline:</b> 363 km of interstate and feeder roads constructed to engineered road standards in 2010.	2000km.
<b>Improved and expanded social services</b>		
Reduce maternal, infant and child mortality.	Percentage of population with access to healthcare. <b>Baseline:</b> 13%.	40%.
Provide qualified teachers, academic staff and a relevant curriculum for general education.	Teacher/pupil ratio. <b>Baseline:</b> Qualified Primary 1/111 (26,658 teachers).	Qualified primary 1:50 (50,060 teachers).
	Qualified secondary 1/24.	Qualified secondary 1:16.
By 2013 South Sudan will be on track to achieve universal access and completion of free primary education and has expanded equitable access to post-primary education.	Gross Enrolment Rate (GER). <b>Baseline:</b> Total: 78%; Boys: 88%; Girls: 61%.	92%.
	Net Enrolment Rate (NET). <b>Baseline:</b> Total: 46%; Boys: 53%; Girls: 39%.	65%.

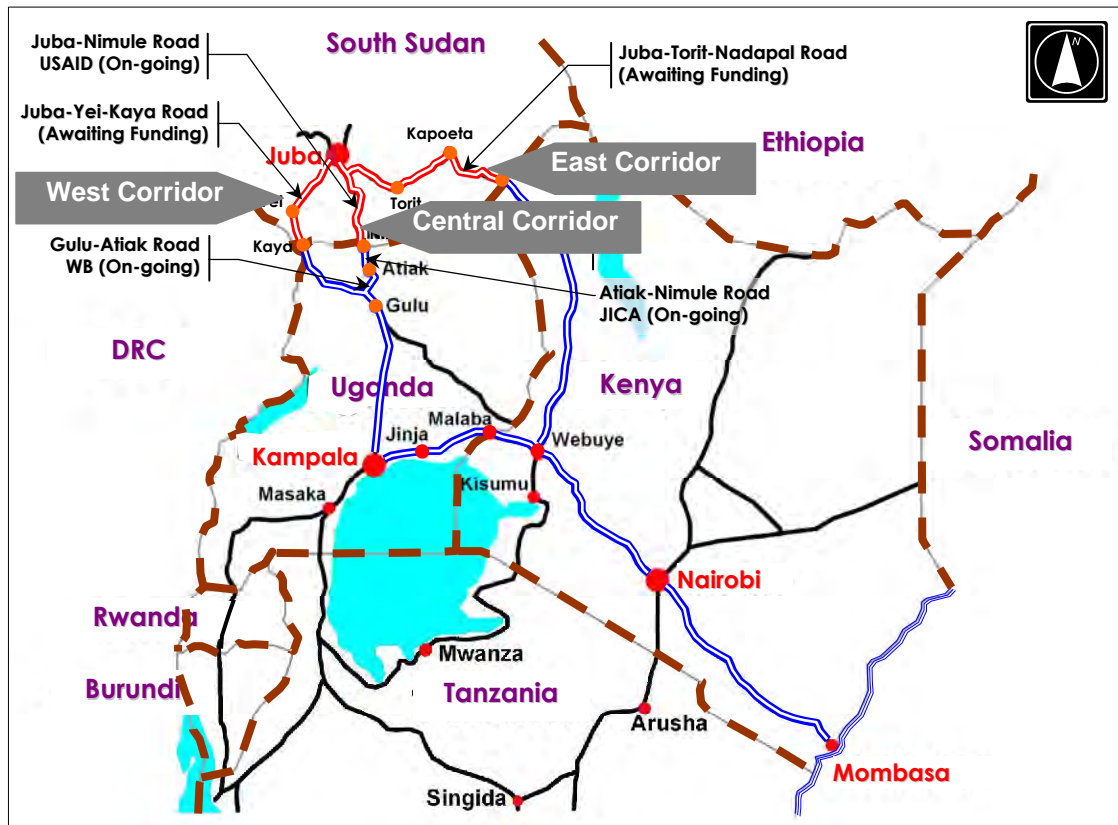
Source: SSDP

Planned activities are designed to help reduce poverty and to ameliorate rather than exacerbate pressures for conflict. It is vital that initiatives make a difference in people’s lives in all parts of South Sudan to ensure widespread participation in the benefits of development. Meanwhile, the commitment to macroeconomic stability built upon a stable and sustainable fiscal policy underpins these development efforts.

### 5.3.4.2 Transport Sector Development Plans

There are two major transport modes in the country; the primary mode is road transport and the secondary is river transport. Generally, the road network is not well developed in the northern region because there is a huge swamp that makes road construction work difficult and expensive. The busiest road is Juba- Nimule road (Central Corridor) and it is the only corridor connecting between Kenya, Uganda and the county. The corridor has catered to the transportation of the majority of imported goods after independence.

As South Sudan is a landlocked country and industries in the country are not yet well developed, good means for importing goods is essential in developing the country. Under such circumstances, GOSS intends to develop other corridors connecting to neighbouring countries. There are two other routes that are feasible: the “West and East Corridors” as shown below.



Source: JICA Study Team

**Figure 5.3-7 International Road Corridors**

The East Corridor, Juba- Torit- Nadapal Road connects to Kenya directly and it runs through the southern part of South Sudan. Its detailed design, which was financed by WB, has been completed and currently funds for implementation are being awaited.

The West Corridor, Juba-Yei- Kaya Road connects to Northern Uganda and the road continues to Arua road which is a tarmacked road branching from the Kampala – Gulu road. Its detailed

design, which was financed by the MDTF, has been completed and currently funds for implementation are being awaited as well.

The following table shows a comparison of the 3 corridors.

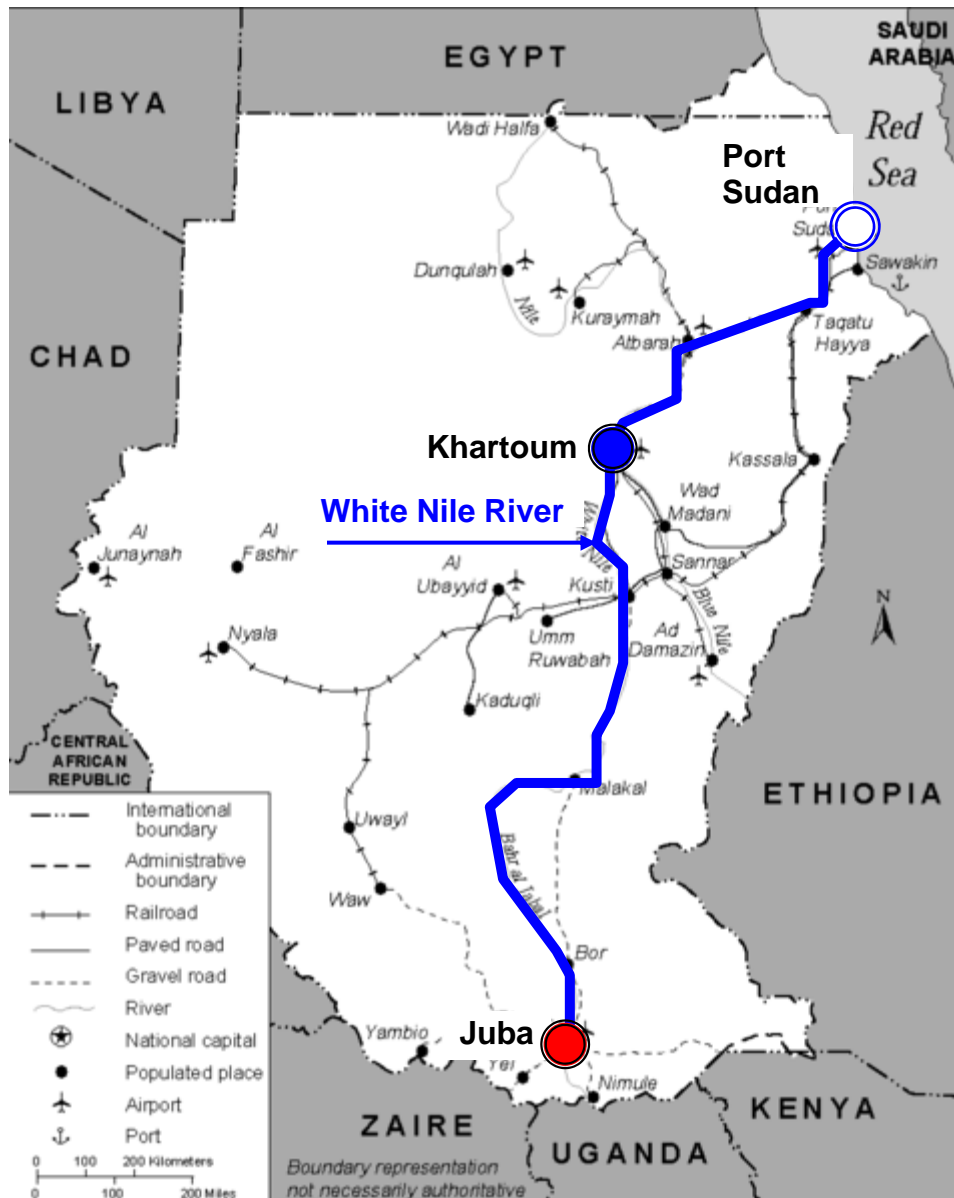
**Table 5.3-9 Comparison of 3 Corridors**

	West Corridor	Central Corridor	East Corridor
Distance from Juba to Border(km)	240km	192km	355km
Distance to Kampala(km)	814km	632km	N.A.
Distance to Nairobi(km)	1,359km	1,129km	1,275m
Distance to Mombasa (km)	1,839km	1,609km	1,755km

Source: Feasibility Study Report for the Juba to Nimule Road edited by the JICA Study Team

In addition to the above, the Minister of Transport and Roads intends to introduce two other corridors which connect to DRC and Ethiopia and are currently looking for financiers for the feasibility studies. When these two additional corridors are constructed it would result in provision of multi links to all neighbouring countries.

On the other hand, the White River has been playing an important role in inland transport in both North and South Sudan. The River starts from Victoria Lake, Uganda and reaches Port Sudan on the Red Sea. The section between Juba and Port Sudan via Marakal and Khartoum has only been used as a transport corridor. Port Sudan is the biggest and most modern port on the Red Sea and is the only discharge-point for import goods to Sudan. The cargo movement was from Port Sudan towards the south before the independence. However, this directional movement of cargo has already changed to run from Juba to the northern part of South Sudan, transferring cargo from Kenya and Uganda to the northern part of South Sudan. The role of Juba Port has, therefore, changed to become a loading point. The Government of Japan is considering the expansion of Juba Port so as to meet the required capacity necessary to accommodate the demands of the northern area.



Source: JICA Study Team

**Figure 5.3-8 White Nile River Transport in Sudan**

### 5.3.4.3 Regional Development Plans

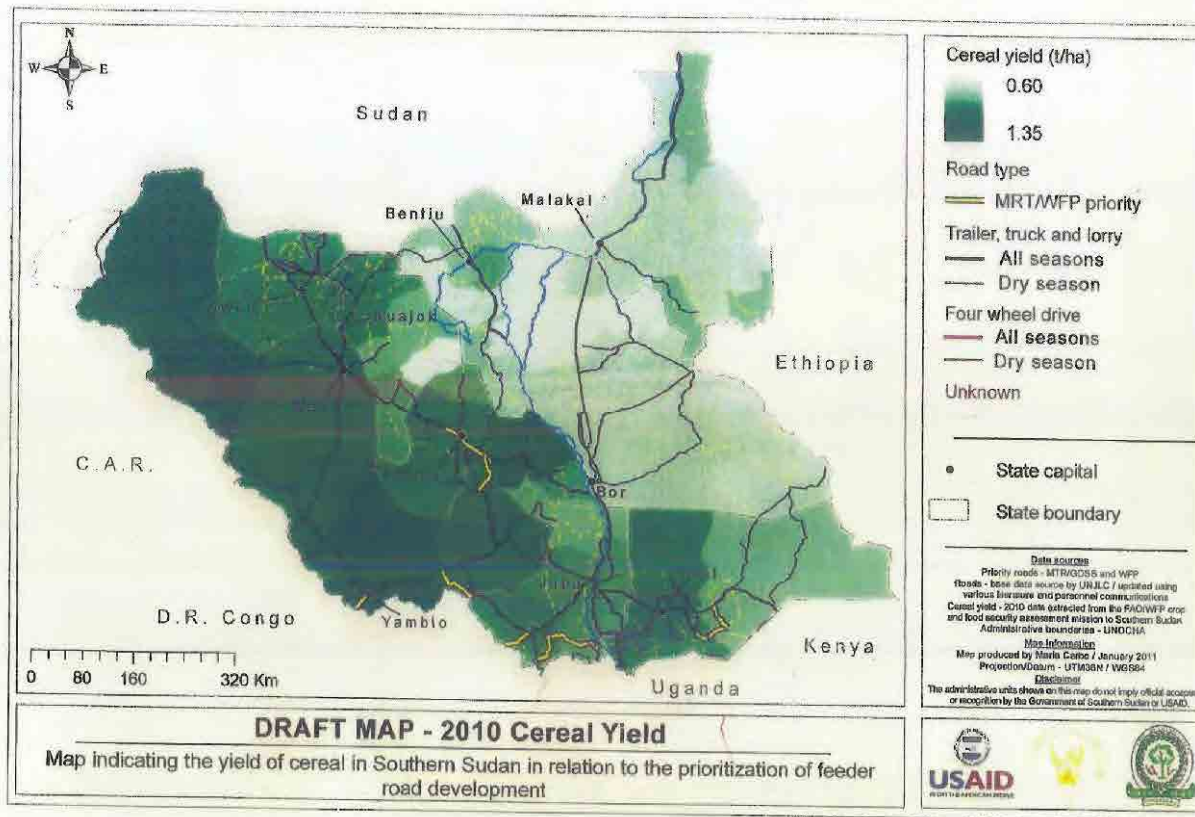
#### (1) Green Belt Concept

Historically, there was a tendency whereby livestock farming was identified as serious industry while agriculture was considered as secondary or of lesser status in South Sudan. However, in order to improve the national economy, the self sufficiency rate of domestic agricultural products needs to be increased. In response to such strategy, GOSS and development partners intends to formulate programmes providing technical and material support to the agriculture industry through construction of infrastructure such as feeder roads.

The Green Belt zone consists of the Western State and parts of the Central Equatoria State. This zone receives good rain that reach 1800 mm per annum (FAO, 1998). It is inhabited by farming communities who grow a variety of crops including sorghum, maize, cassava, groundnuts and simsim over two growing seasons. The Green Belt is tsetse fly infested and so is unsuitable for livestock except for small populations of sheep and goats. The communities



(Kakwa, Moru, Zande etc.) who live here are sedentary and engage in non-livestock trade that extends internally from Yei to Juba and Bahr el Ghazel and internationally to Congo, Uganda and Central African Republic. The Green Belt enjoys relatively high levels of security.

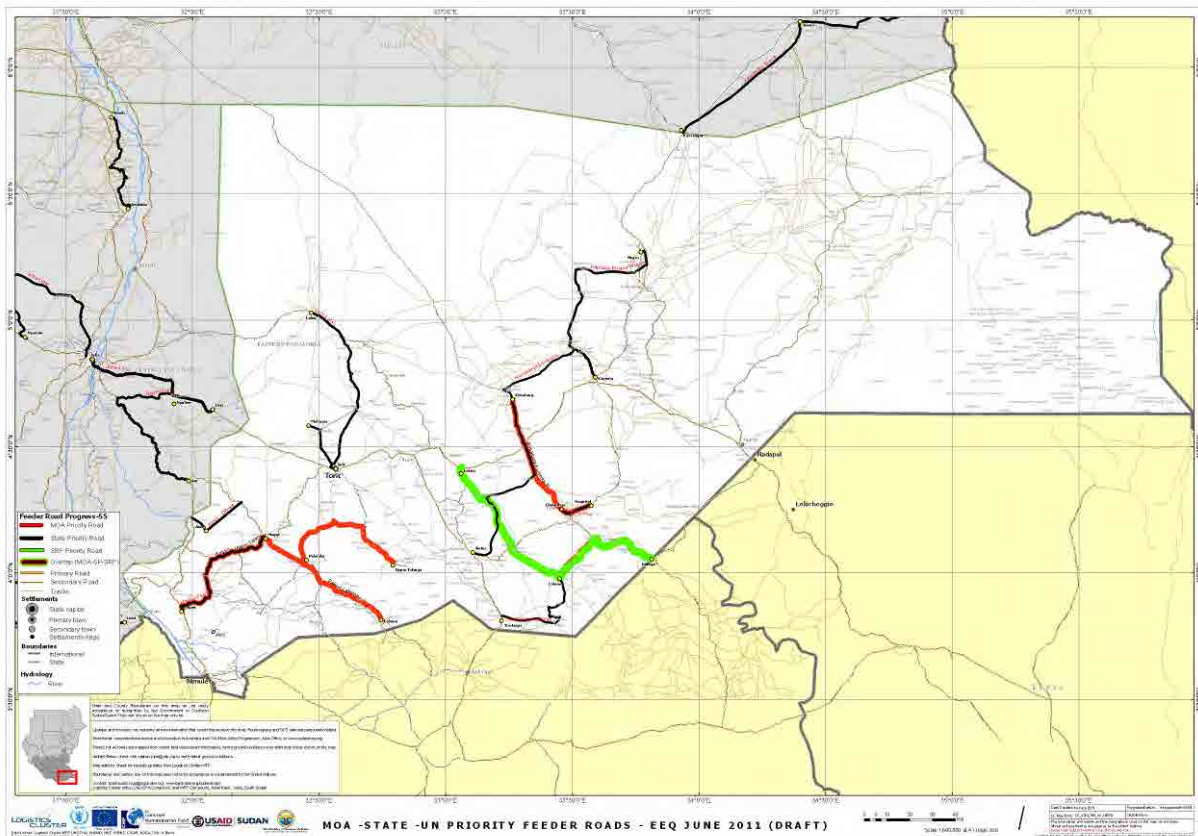


Source: USAID

**Figure 5.3-9 Green Belt in South Sudan**

The Ministry of Transport and Roads has conducted the Feasibility Studies and Detailed Design and Preparation of Bidding Documents for the Phased Rehabilitation of about 7000km of Rural Roads in South Sudan with financial assistance from USAID. Its objective was to open up the secondary network to provide access roads that were expected to contribute to the development of the regional economy. The Green Belt was assigned a high priority area status as a result of the Study.

The WB, UN and Ministry of Agriculture, GOSS have also focused on feeder road improvements with the same objective. In particular, some feeder roads in the area bordering Uganda have been identified as high priority.



Source: UNOPS

**Figure 5.3-10 Prioritized Feeder Roads**

The priority roads are expected to contribute to exportation of agricultural products to Northern Uganda. In addition to the Northern part of the Acholi sub-region, Uganda also expects the southern part of South Sudan to provide a market for its agricultural products. The interaction can also be expected if the logistic system is in place to a significant extent between the areas. Kitugum and Gulu would take on roles of agriculture development centres in the area covering the southern part of South Sudan and Acholi Sub-region because of their advantage of having developed a trunk road network and other commercial facilities.

### 5.3.5 List of Interviewees

Table 5.3-10 shows a list of organisations and interviewees in the South Sudan survey.

**Table 5.3-10 List of Interviewees**

Name	Position
<b>A. OBAMA Guest House</b>	
Ms. Gm Ochaya MARIC	Manager
Mr. Mary Joan JOHNSON	Director
<b>B. Juba River Port</b>	
Mr. Tokio UENO	Port Safety Management
Mr. Kensuke TSUJINO	Port Operation
<b>C. The World Bank</b>	
Mr. Emmanuel TABAN	Civil Engineer AFTTR
<b>D. Ministry of Physical Infrastructure, Central Equatorial State</b>	
Mr. John Lado TOMBE	Minister
Mr. Jelly Elinai ANDAN	Director of Town Planning
Mr. John Bullen LAKO	Director of Technical Department (GIS)
Mr. Marifin BENLEU	Director General, Survey
Mr. Emmanuel MATAYO	Director General, Housing
Mr. Samuel Taban LAKI	Director of Construction Department (Roads and Bridges)
Mr. Roman MARGHANI	Director of Maintenance Department (Roads and Bridge)
Mr. Peter Laku LON	Director of Geuclap
Mr. Kontasco OLYA	Surveyor
Mr. Victor KHAMI	Press Secretary
<b>E. UNHCR</b>	
Ms. Vesna VUKOVIC	Assistant Representative (Operations)
Mr. Fernando MURILLO	Senior Urban Expert
Mr. Takeshi MORIYAMA	Senior Programme Officer
<b>F. IOM</b>	
Ms. Miki TAKAHASHI	NFI & ES Cluster Coordinator
Ms. Yoko MIZUTANI	Border Management
<b>G. Ministry of Transport and Roads</b>	
Mr. Anthony L. MAKANA	Minister
<b>H. UNDP</b>	
Mr. Getahun Tafesse DESTA	Economist
Mr. Zinabu Samaro REKISO	Economic Specialist
<b>I. USAID</b>	
Mr. Terrence KRAMER	Advisor
Mr. George WAGWA	Engineer
<b>J. UNOPS</b>	
Mr. Nick GARDNER	Project Manager USAID Roads
Mr. Azusa CHIBA	Monitoring and Evaluation Officer
<b>K. Sudan Infrastructure Service Project (SISP)</b>	
Mr. Peter PENGELLY	Construction Manager / Louis Burger

Source: JICA Study Team

### 5.3.6 Survey Schedule

Table 5.3-11 shows the schedule of the South Sudan survey.

**Table 5.3-11 Survey Schedule**

Date	Time	Description
Aug. 15, 2011	8:00-11:00	Road survey from Gulu to Nimule
	11:00 – 13:00	Embarkation procedure at the border
	13:00 – 15:00	Road survey from Nimule to Obama
	15:00 – 16:00	Interview at Obama guest house
	16:00 – 18:00	Road survey from Obama to Juba
Aug. 16, 2011	10:30 – 11:30	Visiting Juba river port
	12:00 – 13:00	Meeting at World Bank
	14:00 – 15:00	Meeting at Ministry of Physical Infrastructure, Central Equatorial State
	15:30 – 17:00	Meeting at UNHCR
Aug.17, 2011	9:30 – 10:30	Meeting at IOM
	11:00 – 12:00	Meeting at Ministry of Transportation and Roads
	12:00 – 13:00	Meeting at UNDP
	14:00 – 15:00	Meeting at USAID
	15:00 – 16:00	Meeting at UNOPS
Aug.18, 2011	8:30 – 11:00	Road survey from Juba
	11:00 – 11:30	Meeting at Louis Burger (Sudan Infrastructure Service Project)
	11:30 – 13:00	Road survey to Nimule
	13:00 – 14:00	Embarkation Procedure and brief interview at Customs Office
	14:00 – 18:00	Road survey from Nimule to Gulu

Source: JICA Study Team

### 5.3.7 Discussion Memo

Table 5.3-12 shows the discussion memo.

**Table 5.3-12 Discussion Memo**

OBAMA Guest House	
	<ul style="list-style-type: none"> <li>• Obama village consists of a population of 2,000 persons</li> <li>• The village people are basically Acholi</li> <li>• Major agricultural products are cassava, sweet potato, sesame, maize and groundnuts</li> <li>• One or more times a month, they go to Uganda to purchase food such as tomatoes, maize, beans and beer</li> <li>• About 60 to 70% of their food comes from Uganda, the rest comes from Juba</li> <li>• Purchasing in Juba is better than in Uganda in terms of clearance at customs. It tends to take a long time at the border point.</li> <li>• Many Ugandan people work in South Sudan because they are better suited to working in the service sector compared to the South Sudan people</li> </ul>
Juba River Port	
	<ul style="list-style-type: none"> <li>• The project aims at operating six major river ports in South Sudan equally</li> <li>• Juba River Port Authority (JRPA) was established in order to operate and manage Juba River Port due to lack of port administration, operators and statistics. JRPA consists of government officers from the central and state governments</li> <li>• No acts or regulations related to river port exist.</li> <li>• Juba River Port is an important hub for mobilization of people and cargo due to poor service of road transportation from Juba to the north.</li> <li>• The Port handles approximately 5,000 tons of cargo per day, which comes from Kosti River Port (North Sudan). However, this cargo has diminished since the independence. In particular, oil does not come at all.</li> <li>• Returnees from North Sudan with their furniture come back by boat one or two time(s) per month. There were 4,000 per boat at the peak.</li> <li>• The returnees sometimes stay in the port area awaiting transportation to their original villages for no longer than a week.</li> </ul>
The World Bank	
	<ul style="list-style-type: none"> <li>• WB plans to implement projects for feeder roads, health and private sector development by using a budget of 70 million USD for this year.</li> <li>• South Sudan is in the process of becoming a member of the WB to enable it to access larger funding and mega projects. The process is expected to be completed by June 2012.</li> <li>• Noted that the North Sudan-South Sudan border is now closed and almost all other goods come from/ through Uganda and Kenya.</li> <li>• DD for Juba –Yei and Juba-Tolit is now complete.</li> <li>• The Juba - Tolit route would be shorter if it were not for the insecurity in northern Kenya.</li> <li>• The design for the 2 routes had not included planning for the border facilities</li> <li>• A feeder roads technical steering committee is now focusing on the next phase- Feeder roads in the greenbelt.</li> <li>• The WB has shown concern for the limited capacity of MTR and other institutions of Government and therefore encourages Capacity building on all projects</li> <li>• They recommend capacity building to start with the states (and not contractors)</li> </ul>
Ministry of Physical Infrastructure	
	<ul style="list-style-type: none"> <li>• The 2009 census grossly underestimates Juba's population at 260,000</li> <li>• New estimates are 800,000 considering the influx of returnees from Uganda and Khartoum</li> <li>• There is no Land Use plan for Juba at the moment. Once they had a plan supported by JICA but there are no updates on its current status.</li> <li>• There is a plan for returnees (not all will settle in Juba)</li> <li>• After registration, most returnees are relocated to identified land.</li> <li>• Food security is crucial and will be improved with improved feeder roads linking to agricultural potential areas, namely, the green belt.</li> <li>• Land basically belongs to the communities</li> <li>• Investors can lease the land, with acceptance by the communities (even where individuals have land titles) and approval by Government</li> <li>• The Investment Authority is responsible for scrutinising and facilitating investors</li> <li>• Land along the River Nile has been preserved for agriculture</li> <li>• The Ministry has commended the planning which relates the two communities of Northern Uganda and Southern South Sudan</li> </ul>

UNHCR	
	<ul style="list-style-type: none"> <li>• South Sudan has a very young Government with a basic services coverage at almost 10%</li> <li>• UNHCR is not highly involved in the physical return and resettlement of returnees (except in emergency situations when the government / other institutions need help)</li> <li>• UNHCR is engaged deeply in protection monitoring and providing material assistance</li> <li>• UNHCR is concentrating on quick impact projects (water, health and sanitation)</li> <li>• They are also focusing on skills training (easily employable skills)</li> <li>• They indicated that there are proposals to relocate the Capital city (there are three alternatives)</li> <li>• They stressed the importance of harmonising the many studies done in Juba</li> <li>• They indicated that Juba is not expanding northwards due to tribal sentiments</li> <li>• Juba population was estimated at 700,000 in 2011, 600,000 in 2008, and 500,000 in 2007. The growth rate is calculated at 8% per year. They estimate Juba will have a population of 1,200,000 in 2012</li> <li>• There are an estimated 700,000 refugees in Khartoum who can always come back</li> <li>• Refugees have a tendency of settling in urban and peri-urban areas when they return because they are used to living in the city in Khartoum</li> <li>• By the end of March in 2012, there will be a need (by even South Sudan citizens) to apply to enter Sudan.</li> <li>• Land is being leased to the returnees who may need to pay 3,000 SDG per year for formalising ownership. If the returnees cannot pay it, the land shall be taken by the government. This will lead to formation of slums and squatter areas.</li> <li>• UNHCR has a shelter project in Juba which accommodates 10,000 returnees, especially for vulnerable groups.</li> <li>• Some returnees tend to go back to Khartoum due to low salaries/wages, lack of job opportunities, and poor living environment.</li> <li>• They appreciated the strategy to integrate the planning of Northern Uganda and southern South Sudan</li> <li>• They referred the team to various websites for more information- "<a href="http://www.southsudanmaps.org/">http://www.southsudanmaps.org/</a>" and "<a href="http://www.unsudanig.org/">http://www.unsudanig.org/</a>"</li> </ul>
IOM	
	<ul style="list-style-type: none"> <li>• IOM supported the return of 330,000 returnees to South Sudan by October 2010</li> <li>• More returnees ranging in number from 300,000 to 500,000 will come back by the end of 2011. Accordingly, the project for return process by IOM will be completed at around the same time, December 2011.</li> <li>• IOM estimates total returnees from Khartoum to be approximately 600,000 to 800,000</li> <li>• IOM supports mainly transportation for the return process such as airplanes, boats and trains. The land for settlement of returnees is arranged by the government and UN.</li> <li>• Since the returnees are likely to stay in urban areas, major cities such as Awell, Kuajok, Wau, and Juba are selected as re-settlement areas</li> <li>• The returnees usually come back with their furniture and household belongings.</li> <li>• If work permits in North Sudan for South Sudanese were issued, some returnees would go back to Khartoum.</li> <li>• IOM has also supported equipment provision and capacity development of immigration offices at three border points, Nadapal, Nimule and Kaya (Oraba), since July 19, 2011. The number of embarkees according to their report is roughly 50 to 70 persons per day at Nadapal, 400 to 500 persons at Nimule, and 100 to 150 persons at Kaya. However IOM and the study team are a little sceptical of these numbers.</li> <li>• Since South Sudan has no major agricultural products due to the insecurity caused by the LRA, IOM proposes an increase in border trade with Uganda.</li> <li>• There is no estimation of population in Juba</li> </ul>
Ministry of Transportation and Roads	
	<ul style="list-style-type: none"> <li>• Extended appreciation to the Government of Japan for all Grant Aid so far.</li> <li>• Expressed concern that Gulu - Nimule Road needs urgent attention to connect to the Nimule - Juba road now under construction.</li> <li>• Expressed need to open up to the sea through the 6 countries surrounding South Sudan</li> <li>• Confirmed that Design of Yei - Juba route is complete, awaiting funding.</li> <li>• Requested JICA to consider upgrading The Kaya - Juba route since UNRA is considering upgrading Arua – South Sudan boarder and that there are no more places for crossing the River Nile</li> <li>• Appreciated concerns of reintegrating coordinated planning with Acholi sub-region</li> <li>• Confirmed that ROSS is now part of AU and the UN, and in the process of becoming part of EAC</li> </ul>

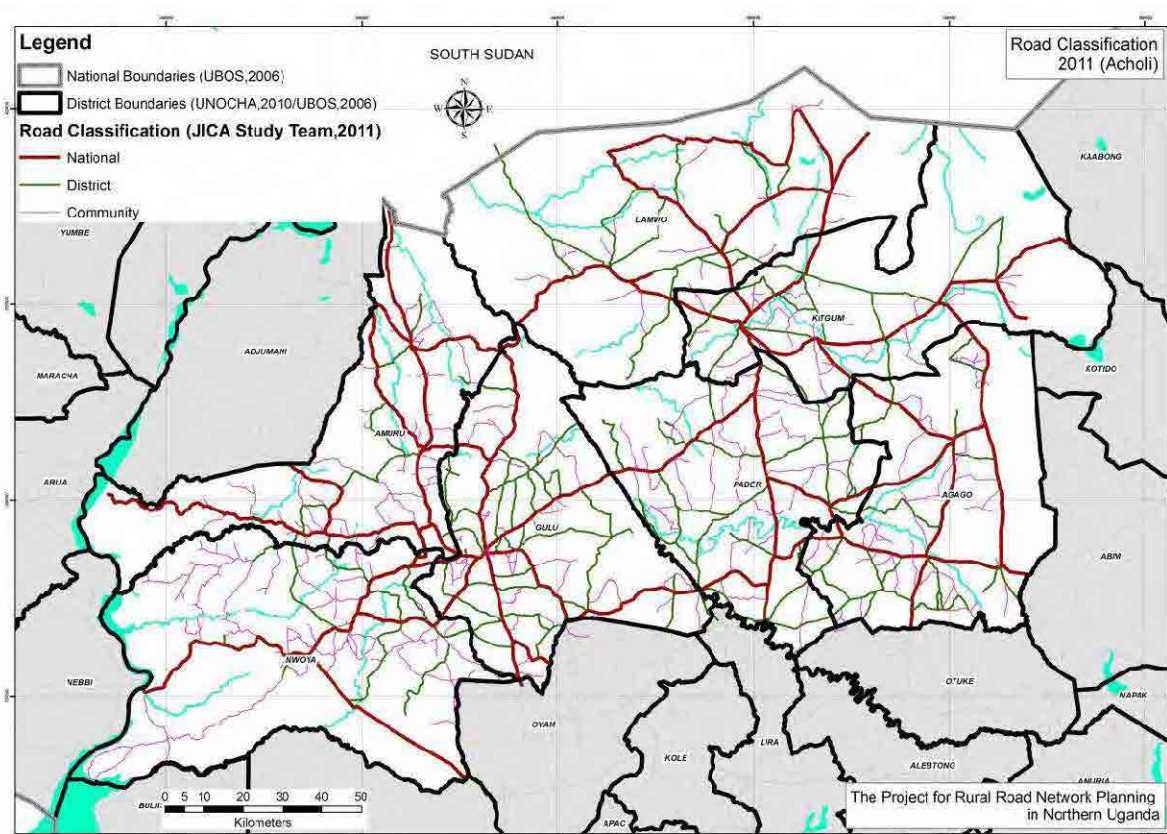
<b>UNDP</b>	
	<ul style="list-style-type: none"> <li>• Took on the leadership role of developing South Sudan which is coordinated by The Ministry of Finance. There are significant stakeholders in the formulation.</li> <li>• Some portions of its implementation will continue with the ongoing strategies</li> <li>• The 3 year SSDP has been approved by the Council of Ministers and now awaits approval by parliament.</li> <li>• UNDP has four major pillars of support for South Sudan development; governance, social development, economic environment and peace &amp; security</li> <li>• That reintegration of returnees in society is part of its programs</li> <li>• Stresses that everybody was concentrating on Post conflict administration and Independence and that the next focus is on the Development process.</li> <li>• South Sudan needs to strengthen relationships with all her neighbours.</li> <li>• Some study on the informal border trade is ongoing at the Nimule/ Bibia border in addition to the one carried out by WB</li> <li>• South Sudan has vast goodwill with the international community.</li> </ul>
<b>USAID</b>	
	<ul style="list-style-type: none"> <li>• Construction of Juba - Nimule road was divided into 3 sections</li> <li>• Completion of the project has been delayed and the target is Dec 11/ Jan 12 for the 1<sup>st</sup> section, Apr/May 12 for the 2<sup>nd</sup> section and Oct / Nov 2012 for the 3<sup>rd</sup> section</li> <li>• All bridges on the 3 sections were completed</li> <li>• The next program focuses on some 5,000km of feeder roads, screened from the 17,000km requested by the South Sudan</li> <li>• USAID will focus on feeder roads in the 3 agricultural states of the green belt area after coordination meetings with other international donors</li> <li>• Upgrading will be at three different levels (all gravel) to avoid high costs of maintenance and also considering the low traffic volumes.</li> <li>• UNOPS will now start the preliminary design, procurement and implementation of the feeder roads program</li> <li>• USAID is supporting capacity building (successfully trained 30 contractors at KISI in Kenya and 8 of them are doing well) and recommends utilisation of these regional centres.</li> <li>• South Sudan may focus on the pipeline through Kenya (Yei route) to reduce over reliance on the Sudan route.</li> <li>• Observed that supply of road equipment to Districts / states is not sustainable</li> <li>• Highly recommends performance based contracts for specified areas.</li> <li>• USAID is also focusing on mechanisation and use of fertilisers in the green belt (long term) in order to improve food security.</li> <li>• Encourages support to schools and health facilities.</li> <li>• Appreciated the consideration of Southern South Sudan in the Acholi roads master plan</li> </ul>
<b>UNOPS</b>	
	<ul style="list-style-type: none"> <li>• The feeder road technical committee is chaired by the Ministry of Transport and Roads. The members are international donors, consultants and African Development Bank</li> <li>• The Ministry of Transport and Roads, Ministry of Agriculture and Ministry of Physical Infrastructure selected 10 priority roads. The committee meeting undertakes demarcation of funding the roads among the international donors</li> <li>• Sudan Recovery Fund (by Netherlands) supports a secure road between Lobira and Uganda (Karamoja sub-region)</li> <li>• UNOPS focuses on improvement and maintenance of trading roads between Torito and Uganda (North of Kitgum) via Torito.</li> <li>• Juba – Nadapal route on the Kenyan side is already paved with asphalt</li> </ul>
<b>Sudan Infrastructure Service Project (SISP) / Louis Burger</b>	
	<ul style="list-style-type: none"> <li>• Juba – Nimule route is divided into three sections constructed by Turkish contractors. The 1<sup>st</sup> and 3<sup>rd</sup> sections are to be constructed by Ante, and the 2<sup>nd</sup> section by Gunsin.</li> <li>• Target schedule: 1st section is around Jan – Feb, 2012. The 2nd one is around Oct. 2012. And the 3rd one is around July 2012.</li> <li>• Percentage of completion: 70% has been completed for the 1<sup>st</sup> Section, 40% for the 2nd section, and 20% for the 3rd section.</li> <li>• Construction equipment is brought from Turkey</li> <li>• Construction materials are imported from Egypt and Bahrain mainly. Cement comes from Uganda. Aggregate and natural materials are obtained from South Sudan.</li> <li>• A major problem is lack of water for construction. The 1st section can manage because of the proximity to the River Nile but the other sections suffer a shortage of water.</li> <li>• Sub-contractors are mainly hired from among South Sudanese</li> <li>• SISP supports capacity building of maintenance for community roads</li> </ul>

Source: JICA Study Team

## 5.4 Community Access Road Survey

Since this study is expected to establish a region-wide road network, wider than the Previous Study, the proposed functional road classification was arranged as indicated in Chapter 11 Table 11.1-6. As in this table, community access roads (CARs) are not included in those roads to be studied for traffic demand forecast and are not selected as priority roads based on the economic point of view. The priority sections of CARs which are required to be vehicle roads shall be selected based on the social impact point of view by each sub-county who knows the realistic conditions of the local area.

The priority sections of CARs selected by each sub-county are shown in Figure 5.4-1 and reasons for the selection are shown from Table 5.4-1 to Table 5.4-4.



Source: JICA Study Team

**Figure 5.4-1 Acholi Road Network includes Priority Sections of CARs**

**Table 5.4-1 Priority Sections of CARs in Gulu District**

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Awach	Payuta – Bolippii	8 km	<ul style="list-style-type: none"> <li>• Links farmers to Awach market</li> <li>• Links community to S/C H/Q</li> <li>• Links pupils to Aleda community school</li> <li>• Links community to H/C IV</li> <li>• Helps ease service delivery to the community by the S/C officials</li> <li>• Links community in the two parishes of Paduny and Paibona</li> </ul>
	Wii-Lul – Paibona	10 km	<ul style="list-style-type: none"> <li>• Links community to H/C IV</li> <li>• Links community to Olel H/C II and Paibona H/C II</li> <li>• Links community to S/C H/Q</li> <li>• Links pupils to school in Olel, Paibona, and Wii-lul primary school</li> <li>• Links community to market</li> <li>• Helps ease service delivery by the S/C officials</li> <li>• Connects Awach to Paicho Sub County (S/C)</li> </ul>



Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Bobi	Minakulu – Tekulu – Patek-Bar	10 km	<ul style="list-style-type: none"> <li>Links community to H/C II</li> <li>Links farmers to market and trading centres i.e. Tekulu and Wii kweyo</li> <li>Links pupils to primary school</li> </ul>
	Kalam-Omiya – Opaya	8 km	<ul style="list-style-type: none"> <li>Links farmers to their gardens</li> <li>Links farmers to market and trading centres</li> <li>Links pupils to primary school</li> </ul>
Bwongatira	Bwongatira – Coope	7 km	<ul style="list-style-type: none"> <li>Links community to H/C II in Coope</li> <li>Links community to Administrative unit in Bwongatira</li> <li>Links community to Bwongatira Market</li> </ul>
	Katikati – Paminano	6 km	<ul style="list-style-type: none"> <li>Links community to H/C II in Paminano</li> <li>Links community to Administrative unit in Bwongatira</li> <li>Links community to Paminano Market</li> <li>Links community to Lacor Market and Hospital</li> <li>Links pupils to Paminano primary school</li> </ul>
Koro	Pudyek – Lapinyoloyo	8 km	<ul style="list-style-type: none"> <li>Connects the two parishes of Acoyo and Lapinat West</li> <li>Connects pupils to primary school</li> <li>Links farmers to centres or markets</li> <li>Links community to H/C III</li> </ul>
	Labwoch – Olambayo – Ibakara – Abole	9 km	<ul style="list-style-type: none"> <li>Connects to the H/C II</li> <li>Connects pupils to a primary school</li> <li>Helps farmers in transportation of their products to the trading centres</li> <li>Connects people to the market</li> </ul>
Lakwana	Atyangb – Labongo bridge – Bobi	8 km	<ul style="list-style-type: none"> <li>Links community to schools in Bobi</li> <li>Links community to two Sub – Counties</li> <li>Links community to Lakwana H/C III and Ligorongole H/C II</li> <li>Links community to S/C HQ</li> <li>Links community to Atyang and Opit market</li> </ul>
	Lakwana H/Q – Omolo	10 km	<ul style="list-style-type: none"> <li>Links community to S/C HQ</li> <li>Links students and pupils to Opit secondary, primary and nursery school</li> <li>Links community to the proposed site of Omoro Town Council</li> <li>Links community to Lakwana H/C III and Opit H/C III</li> <li>Links community to Lalogi H/C IV</li> </ul>
Lalogi	Minjaa – Ocim – Orapwoyo	20 km	<ul style="list-style-type: none"> <li>Links community to H/C IV in Lalogi</li> <li>Links community to Odek S/C H/Q</li> <li>Links farmers to the market</li> <li>It also links the two villages</li> </ul>
	Aketket – Oyam	10 km	<ul style="list-style-type: none"> <li>Links community to Oyam district</li> <li>Links community to H/C IV in Lalogi</li> <li>Links farmers to Lalogi market</li> <li>Links pupils and students to Aketket and Lalogi secondary school</li> </ul>
Odek	Ajan – Awali Wang-lobo	16 km	<ul style="list-style-type: none"> <li>Links community to Malaba market</li> <li>Connects community to Oyam district</li> <li>Links pupils to schools</li> <li>Helps the market venders from Lira and Oyam in the transportation of goods</li> <li>It transverse three villages of Ajan, Akoyo, Awali and Awali Wang-lobo</li> </ul>
	Opongoga – Ajan	14 km	<ul style="list-style-type: none"> <li>It connects to two primary schools</li> <li>Links community to the market in Acet</li> <li>It links the two villages of Ajan and Lakim</li> </ul>
Ongako	Ongako kal – Alokolum	6 km	<ul style="list-style-type: none"> <li>Links various parishes</li> <li>Links pupils to schools</li> <li>Links community to H/C II</li> <li>Links community to Lacor hospital</li> </ul>
	Kati-Kati – Patuda – Abwoch	10 km	<ul style="list-style-type: none"> <li>Gives access to other parishes</li> <li>Access to Lacor hospital</li> <li>Links community to the main road (Kampala road)</li> <li>Links community to Omoro county and Pader district</li> </ul>
Paicho	Arut – Bungajubi	4 km	<ul style="list-style-type: none"> <li>It links community to the main road (Kitgum road)</li> <li>Link tobacco growers to the Gulu main market</li> <li>It is a short cut to Gulu town</li> <li>Links community to S/C HQ</li> </ul>
	Ajanyi – Wilul	6 km	<ul style="list-style-type: none"> <li>Links Paicho to Awach Sub county</li> <li>Links community to Awach Market</li> <li>For security reasons</li> <li>Links pupils to Wilul Primary school</li> </ul>
Palaro	Palaro – Mede – Okidi	24 km	<ul style="list-style-type: none"> <li>Links community to the neighbouring Sub-Counties</li> <li>Links community to Palaro Sub-County Head Quarter</li> <li>Links community to Sudan</li> <li>Links community to Okidi H/C II</li> <li>Links community to Olego, Atiak, Nimule, Bibia, and Ajumani market</li> <li>Links farmers to produce centre/community store</li> </ul>

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
	Patwol – Cetkana	18 km	<ul style="list-style-type: none"> <li>Links pupils to school</li> <li>Transportation of goods to the market</li> <li>Links community to Palaro H/C III</li> <li>Links farmers to their gardens</li> </ul>
Patiko	Telango-Ayiga-Angany	18 km	<ul style="list-style-type: none"> <li>Links pupils to schools (Orute Community Access school, Ayiga and Angany Primary school)</li> <li>Links community to S/C HQ</li> <li>Links community to trading centres (Ayiga, Angany, and Patiko Market)</li> <li>Links community to Patiko H/C III and Pawel H/C II</li> <li>Links farmers to Pawel and Tulia Market</li> </ul>
	Anyadwe-Pajaa-Omoti	8 km	<ul style="list-style-type: none"> <li>Links community to County Head Quarter</li> <li>Links community to the market and trading centre</li> <li>Links pupils to Kiju, Ajulu and Omoti Primary School</li> <li>Links community to Patiko H/C III</li> <li>Links community to Pawel parish and Pabbo center</li> </ul>
Unyama	Loyoboo – Coopil	8 km	<ul style="list-style-type: none"> <li>Links pupils to Coopil and Angaya P.7</li> <li>Links community in Coopil to Angaya H/C III</li> <li>Access to Unyama market</li> <li>Access to Kitgum National road</li> <li>Links farmers in Coopil to the main market</li> </ul>
	Akonyibedo – Lapeta – Tepwoyo	9 km	<ul style="list-style-type: none"> <li>Links community to H/C III in Lapeta</li> <li>Links community to the market</li> <li>Links community to Lapeta, Pakwelo, and Unyama P.7</li> <li>Links community to Got-Agulumola for quarry works</li> <li>Easy service delivery to the community by S/C officials</li> </ul>
TOTAL		255km	

Source: JICA Study Team

**Table 5.4-2 Priority Sections of CARs in Agago District**

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Lira Palwo	Lutome – Obolokome – Lacek	10 km	<ul style="list-style-type: none"> <li>Links communities to the three parishes and these are Lutome, Agengo and Omongo</li> <li>Links pupils to the parent school</li> <li>Links people to health center in Obolokome</li> <li>Helps in easy transportation of goods and services</li> <li>It will create access to the trading centres</li> <li>Links communities to the sub county H/Q and eventually to Gulu-Moroto road</li> </ul>
	Lapeta – Corner Agwen – Biwang – Arum	12 km	<ul style="list-style-type: none"> <li>Links communities to Arum H/C III</li> <li>Links farmers to Arum market</li> <li>Links people to Lira district</li> <li>Links pupils to Ajwee and Biwang primary school</li> <li>Links communities to Achol pii</li> <li>Helps for security reasons</li> </ul>
Omot	Geregere –Lajokkena – Lanyirinyiri – Wimunu pi Cek	12 km	<ul style="list-style-type: none"> <li>Links sub county to Awonodwee parish</li> <li>Helps in transportation of immunization kits during immunization campaigns</li> <li>Links Omot to Otuke district</li> <li>Links community to Omot market</li> <li>Links community to H/C II in Omot</li> <li>Links pupils to schools (Okol and Awonodwee primary school)</li> </ul>
	Agoro – Opari – Odak	8 km	<ul style="list-style-type: none"> <li>Links pupils to Opari primary school</li> <li>Links farmers to the market</li> <li>Links communities in Lango to Geregere market in Omot</li> <li>Links people to Omot H/C II</li> <li>Link communities to Alwaa market</li> <li>Links students to Omot secondary school</li> <li>Links people to the sub county H/Q</li> </ul>
Kotomor	Nyakiyuma – Otuke boader	14 km	<ul style="list-style-type: none"> <li>Connects Patongo sub county to Kotomor H/Q</li> <li>Links people to Onudapet H/C II</li> <li>Links people to Arec market</li> <li>Connects Agago to Otuke district</li> <li>Links pupils to Onudapet primary</li> </ul>
	Kotomor – Onudapet H/C II – Adilang boader	12 km	<ul style="list-style-type: none"> <li>Connects Kotomor to Adilang sub county</li> <li>Connects people to Onudapet H/C II and Kotomor H/C III</li> <li>Connects the sub county communities to Arec Market</li> <li>Connects people from Omot to Arec market</li> <li>Connects Abim to Arec market</li> </ul>

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Lukole	Alunga – Odokomit – Pader – Kilak	6 km	<ul style="list-style-type: none"> <li>Links people to Pader district headquarters</li> <li>It is a link to Lira Palwo S/C HQ</li> <li>It links community to Lukole sub county</li> <li>Helps in the transportation of Agricultural products</li> <li>Links farmers and other people to the market</li> <li>It also links the villages within the sub county to developed areas</li> <li>Links pupils to Langolangola primary school</li> <li>Links communities to Lapirint H/C II</li> </ul>
	Dog Agago river – Parabongo – Wol	10 km	<ul style="list-style-type: none"> <li>Links pupils to Luzira, Lapirint and Langolangola primary school</li> <li>Links communities to Lapirint trading center</li> <li>Links communities to Kitgum Matidi, Kitgum district, Wol and Parabongo sub county headquarters</li> </ul>
Patongo	Lakwa – Odong ki winyo	12 km	<ul style="list-style-type: none"> <li>Connects parishes to the sub county</li> <li>Connects pupils to Obyelo central primary school</li> <li>Connects communities to Oretto Imat market</li> <li>Helps in the transportation of goods and services</li> <li>Easy delivery by the sub county officials to the communities</li> <li>If the road is put in place, many children will enrol in school</li> </ul>
	Lukwangole – Opyelo Central	10km	<ul style="list-style-type: none"> <li>It creates easy accessibility to the sub county</li> <li>Links pupils to school</li> <li>Links people to the market</li> <li>Creates accessibility to monitor government programmes like NAADS and NUSAF face II</li> </ul>
Arum	Olel – Acandano	14 km	<ul style="list-style-type: none"> <li>Helps farmers in selling produce</li> <li>Links communities to sub county H/Q</li> <li>Links pupils to Atenge primary</li> <li>Links people to the market in Olel</li> <li>Links people to H/C III in Okwang (Otuke district)</li> </ul>
	Wangaogik – Cogogwaa bridge	6 km	<ul style="list-style-type: none"> <li>Wangaogik – Cogogwaa bridge Road</li> <li>Links community to the sub county H/Q</li> <li>Links pupils to Ayika primary</li> <li>Links people to H/C III in Okwang</li> <li>Links farmers to market in Olel and their gardens</li> </ul>
Lamiyo	Laminonyula – Dog otaka – Wang Apiyo	18 km	<ul style="list-style-type: none"> <li>Links pupils to school</li> <li>Links many villages</li> <li>Links community to Lamiyo H/C III</li> <li>Links community to Moroto-Gulu road</li> <li>Links community to Pader headquarters</li> </ul>
	Buluzi – Biwang	9 km	<ul style="list-style-type: none"> <li>Links community to Lira Palwo sub county</li> <li>For easy transportation of goods and services</li> <li>Links people to H/C II</li> <li>Links pupils to Alyek primary school</li> <li>Connects farmers to their gardens</li> <li>For easy access to market</li> </ul>
Paimol	Kokil trading centre/sub-county HQs to the main road from Adilang at Akwang west village(Tee onyiro road)	4km	<ul style="list-style-type: none"> <li>Access to Akwang Primary and secondary school</li> <li>Easy to access Kalongo Hospital and Kalongo town council</li> <li>Links the different parishes</li> </ul>
	Wipolo primary school via mutto parish to got atongo Primary school	7km	<ul style="list-style-type: none"> <li>Access to Paimol HCIII</li> <li>Access to the primary school for both the teachers and the pupils</li> <li>Easy to reach the prayer sight</li> </ul>
Lapono	Abilonino Primary school sign post to Wii dwol trading centre	10km	<ul style="list-style-type: none"> <li>It is for security purposes in case of cattle raiders</li> <li>Connects to the sub-county HQs</li> <li>Connects to Abilonino HCII and the P/s</li> </ul>
	Lira kato market to Abilonino Primary school	4km	<ul style="list-style-type: none"> <li>Connects to Agago district</li> <li>Connects to the markets of Lira kato,Patongo, and Lapono,</li> </ul>
Adilang	Adilang Sub-county to Auc stream	30km	<ul style="list-style-type: none"> <li>It is a security access road</li> <li>Access to Adilang HCIII</li> <li>Access to business opportunities</li> </ul>
	Alere dam to Omungu village	20km	<ul style="list-style-type: none"> <li>Access to the dam by the community members</li> <li>Connect the community to the SHQs</li> </ul>
Lamiyo	Bulugi via Ajere to Biwang at the boarder of Lamiyo and Lira Palwo	N/A	<ul style="list-style-type: none"> <li>Connects the community to the sub- county headquarters</li> <li>Connects to the neighbouring sub-county which is lira palwo, Kilak and Omot</li> </ul>
	Lamin onyala via Dog otaka to Wangapiyo	13km	<ul style="list-style-type: none"> <li>Access to the primary school</li> <li>Connects the community to the quarry site</li> </ul>
Parabongo	Kabala trading centre via Koitem ,Abwot,oleyowiidyel then Abilonino East to Ladiko Primary school	10km	<ul style="list-style-type: none"> <li>Connects the villages to the sub- county HQs</li> <li>Access to Ladiko primary school</li> <li>Access to the trading centre</li> </ul>

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
	Kabala trading centre through Aleda Primary school across a stream to Karumu Primary school sign post	8km	<ul style="list-style-type: none"> <li>• Access to Kabala HCII and Kalongo Refferal hospital</li> <li>• Access to Agricultural land</li> <li>• Access to the Market points</li> </ul>
Omiya Pachua	Sub- County HQs to Kamuk junction joining the road from Namokora S/C	12km	<ul style="list-style-type: none"> <li>• Access to Omiya- pachua HCIII</li> <li>• Boost revenue collection for the sub-county since many people will be coming to the market</li> <li>• Easy to access Namokora sub-county in kitgum district and also Paimol sub-county</li> </ul>
	Odokomit junction to the boarder of Omiya Pachua and Paimol (Balang)	25km	<ul style="list-style-type: none"> <li>• Access to Wipolo site for Annual prayers</li> <li>• Acts as a security road</li> <li>• Access to Kalongo market</li> <li>• Access to the secondary schools in Kalongo town council</li> </ul>
Wol	Kuywee Trading centre via Kalaki to Aywee Garagara	17km	<ul style="list-style-type: none"> <li>• Access to Pader Town</li> <li>• Access to primary school kalaki</li> <li>• Easy access to Kalongo hospital</li> </ul>
	Apil primary school via logabar primary school to Ngora Primary school	20km	<ul style="list-style-type: none"> <li>• Connects pupils to different schools</li> <li>• Access to Kuywee HCII</li> <li>• Easy to reach the sub-county</li> </ul>
TOTAL		333km	The length of one road is not available from the Sub-county

Source: JICA Study Team

**Table 5.4-3 Priority Sections of CARs in Pader District**

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Acholi-bur	Lukworpadat – Lakwornot primary school	22 km	<ul style="list-style-type: none"> <li>• Connects three primary schools (Okinga, Adoo and Lukwornot P/S)</li> <li>• Connects farmers to the market</li> <li>• Connects to Latanya H/C III and Okinga H/C II</li> <li>• Connects community to the main market in Latanya</li> </ul>
	Okinga central – Okanga – Leebit – Labworomor – Laguti Boarder	18 km	<ul style="list-style-type: none"> <li>• Connects two primary schools i.e. Okinga and Labworomor</li> <li>• Connects community to Okinga H/C II</li> <li>• Connects community to the market in Okinga</li> <li>• Helps farmers in the transportation of goods and services</li> </ul>
Atanga	Aboo – Wiko	7 km	<ul style="list-style-type: none"> <li>• Links pupils to Rwot Awic primary school and Atanga S.S.</li> <li>• Links community to H/C III</li> <li>• Links community to the market in Lacekocot</li> <li>• Links community to Pajule trading center</li> <li>• Link to Pajule S/C H/Q</li> <li>• Short cut to Atanga, Laguti, Lapul, and Pader town council</li> </ul>
	Otaka – Lacor primary school – Otinga	15 km	<ul style="list-style-type: none"> <li>• Links two schools (Opaté p/s and Lacor p/s)</li> <li>• Links community to H/C II in opate</li> <li>• Links community to Opaté market and Lacekocot</li> <li>• Links farmers to the community stores in Opaté and Lapudowida</li> <li>• Connects farmers to their gardens</li> </ul>
Laguti	Amilobo – Tumalyec – Lajeng	16 km	<ul style="list-style-type: none"> <li>• Links community to H/C II Amilobo</li> <li>• Links pupils to Tumalyec Primary school</li> <li>• The road is a short cut to Kitgum town</li> <li>• Links community to Lacekocot market</li> <li>• Links community to Lacekocot H/C III</li> <li>• Links community to Laguti S/C H/Q</li> </ul>
	Laguti – Larego – Wii-Pollo – Igwee	26 km	<ul style="list-style-type: none"> <li>• Links community to Lapul S/C H/Q</li> <li>• Links pupils to Wii-pollo, Barayom and Larego primary schools</li> <li>• Links community to H/C III and Wii-pollo H/C II</li> <li>• Connects community to Laguti and Wii-pollo market</li> <li>• Connects farmers to market and farms/gardens</li> </ul>
Latanya	Laminyim – Latigi	8 km	<ul style="list-style-type: none"> <li>• Links pupils to Laminyim and Latigi primary schools</li> <li>• Helps in transportation of goods to Latigi and Laminyim market</li> <li>• Links community to Portugali H/C II</li> <li>• Links community to Acholibur H/C III and Trading center</li> <li>• Links people to the sub copunty headquarter</li> </ul>
	Lurwoma – Paiyany – Wang Opok	14 km	<ul style="list-style-type: none"> <li>• Links pupils to Wang Opok and Paiyany primary school</li> <li>• Links community to Acholibur market and trading center</li> <li>• Links community to Latanya market</li> <li>• Links community to Latanya H/C II and market</li> <li>• Links people to the sub county headquarters</li> <li>• Links farmers to their homes and gardens</li> </ul>

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Pader/ Corner Kilak	Lagara – Ongany – Laboye (Pengape Laminokiga- Agunya)	7 km	<ul style="list-style-type: none"> <li>• It connects three sub counties of Pader, Awere and Lapul</li> <li>• Links communities to Lapul H/C IV and Pajule H/C IV</li> <li>• Links the students to Pajule secondary school</li> <li>• Connects communities to Awere and Pajule market</li> <li>• Links communities to Pajule and Kalongo Mission</li> <li>• It helps for security purposes</li> <li>• Links people to the county headquarters in Pajule</li> </ul>
	Lagara – Ongany – Laboye (Ogwil West- Agora)	10km	<ul style="list-style-type: none"> <li>• Links pupils to Agora and Ogwil primary school</li> <li>• Links farmers to Lagile market</li> <li>• Links communities to Lagile H/C III</li> <li>• Links communities to Pader district headquarters</li> <li>• It links Gulu to Kitgum district</li> <li>• Links communities to Agora fish pond</li> <li>• Links students to Agora seeds secondary school</li> <li>• It's a highway to Sudan and Moroto district</li> </ul>
Puranga	Ogonyo – Atup	14 km	<ul style="list-style-type: none"> <li>• Connects community within the Sub County to the district headquarters</li> <li>• Links people to the sub county</li> <li>• Links farmers to the sub county stores</li> <li>• Links community to the H/C III in Arum</li> <li>• Links community to the H/C II in Ongonyo</li> <li>• It is a link to Ongonyo primary school</li> <li>• Connects community to Ogonyo trading centre and market</li> </ul>
	Ogonyo – Odum	10 km	<ul style="list-style-type: none"> <li>• Connects community to H/C II in Onyede</li> <li>• Connects pupils to two primary schools (Ogonyo and Odum primary school)</li> <li>• Connects farmers to the market, gardens, and sub county headquarters</li> </ul>
Angagura	Aruu falls – Acholi Ranch – Palabek	20 km	<ul style="list-style-type: none"> <li>• Links Aruu primary school to service centres</li> <li>• Links community to Aruu market</li> <li>• Links community to Acholi and Aswa Ranch</li> <li>• Links community in Burlobo to Gulu district</li> <li>• Links pupils to Acholi primary school</li> </ul>
	Abilnino – Ogom Akuyam – Laraba	12 km	<ul style="list-style-type: none"> <li>• Links community to the S/C H/Q</li> <li>• Links community to H/C II</li> <li>• Links community to a market</li> <li>• Links pupils to a primary school</li> </ul>
Awere	Agole primary – Lutini primary – Ludel primary school	7 km	<ul style="list-style-type: none"> <li>• It links pupils to the three schools mentioned above</li> <li>• Links communities to the Health Center III in Lagile</li> <li>• Links community to Lagile market</li> <li>• Connects the small trading centres to the main road (Gulu – Moroto Road)</li> </ul>
	Lagile trading center – Lukor – Ongany Road	5 km	<ul style="list-style-type: none"> <li>• Links communities to the Health Center III in Lagile</li> <li>• Links community to Lagile market</li> <li>• Connects the small trading centres to the main road (Gulu – Moroto Road)</li> </ul>
Lapul	Abunga – Puda – Bongatiko	20 km	<ul style="list-style-type: none"> <li>• Links pupils to Oweka, Okworo East, and West primary schools</li> <li>• Links community to H/C III at the S/C H/Q</li> <li>• Links community to Bongatiko market</li> <li>• Easy service delivery for the people in Ato parish</li> <li>• It connects people to Okinga and finally Kitgum town</li> </ul>
	Alim – Abunga	16 km	<ul style="list-style-type: none"> <li>• Connects community from Alim H/C II to H/C III at the S/C H/Q</li> <li>• Allows transportation of produce to the market</li> <li>• Connects people to the S/C H/Q</li> <li>• It links the two parishes</li> </ul>
Ogom	Ogom – Aluka – Kwene	12 km	<ul style="list-style-type: none"> <li>• Connects community to H/C III in Ogom</li> <li>• Connects pupils to Telela primary school</li> <li>• Connects community to S/C H/Q</li> <li>• Links community to Pader Town council</li> <li>• Connects two parishes of kalangore and pukore to the S/C H/Q</li> </ul>
	Pader H/Q – Ogom – Coor- rom – Wol	17 km	<ul style="list-style-type: none"> <li>• Connects farmers to trading centres</li> <li>• Connects pupils to Telela primary school</li> <li>• Connects community to H/C III in Ogom</li> <li>• Connects S/C H/Q to pader Town council</li> </ul>

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Pajule	Alim – Paiwula – Lanyatono – Ogago	21 km	<ul style="list-style-type: none"> <li>• Connects people to Lira town and villages</li> <li>• Links pupils to schools like Omic, Pawula, Alim, Lanyatono and Ogago primary school</li> <li>• Links community to H/C II in Ogago, Alim, and Paiwula</li> <li>• Links community to market</li> <li>• For security reasons</li> </ul>
	Oguta – Otok – Alipan East	14 km	<ul style="list-style-type: none"> <li>• Links Pajule to Latanya S/C HQ</li> <li>• Links Pajule to Sudan</li> <li>• Links Pajule to various trading centres</li> <li>• Links to S/C H/Q</li> <li>• Links business people to various markets</li> <li>• Connects farmers to gardens</li> <li>• Connects pupils to schools</li> </ul>
TOTAL		311km	

Source: JICA Study Team

**Table 5.4-4 Priority Sections of CARs in Kitgum District**

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Omiya-anyima	Manyngeeyi to Kalongo	N/A	<ul style="list-style-type: none"> <li>• Help them in accessing pader district through kalongo town council.</li> <li>• Connects to Kalongo market</li> <li>• Connects to Kalongo Hospital</li> </ul>
	Labworomo to Lagoro sub-county	N/A	<ul style="list-style-type: none"> <li>• Connects the community to Lagoro sub-county</li> <li>• Access to the health centre</li> </ul>
Lagoro	Lagoro seed secondary school to Otto Jamica	N/A	<ul style="list-style-type: none"> <li>• Access to lagoro seed sec school</li> <li>• Access to the sub-county headquarters</li> <li>• Easy to reach the market points</li> </ul>
	Lagoro seed secondary school via Malagwa to Amoko road	N/A	<ul style="list-style-type: none"> <li>• Access to Pader district</li> <li>• Access to Lagoro seed secondary school</li> </ul>
Kitgum matidi	Sub-county to obyen health centre and the polytechnic school	N/A	<ul style="list-style-type: none"> <li>• Easy access to the polytechnic school and the health centre</li> </ul>
	Lapana primary school to town	N/A	<ul style="list-style-type: none"> <li>• Connects the sub-county to Kitgum town</li> <li>• Easy to reach Lapana primary school</li> </ul>
Orom	Wangkenya road from corner village via Ulaya , Rukuk to Latodore	5km	<ul style="list-style-type: none"> <li>• Access to the sub-county headquarters</li> <li>• Access to the health centre</li> <li>• Helps the pupils and the teachers easily access the schools</li> </ul>
	Camgweng to Toboyi via ringlil , kamanding, and wipolo	12km	<ul style="list-style-type: none"> <li>• Acts as security road in case of the cattle rustlers from Karamoja.</li> <li>• Links the community from the villages to the market/ centre of Orom.</li> </ul>
Namokora	Oryebu to girigiri village through Masese to Orom main road	9km	<ul style="list-style-type: none"> <li>• Easy access to Masese primary school</li> <li>• Access to the market points</li> <li>• Easy to reach the sub-county HQs</li> </ul>
	Onyala to Lapana	6km	<ul style="list-style-type: none"> <li>• Connects the two parishes of onyala and lapana</li> <li>• Access to agricultural land</li> </ul>
Labongo amida	Opete to the sub-county headquarters through manwoko north	5km	<ul style="list-style-type: none"> <li>• Access to the sub-county headquarters</li> <li>• Easy to reach the market points</li> </ul>
	Abilgiri to lukira primary school at the boarder of kitgum matidi and labongo amida	9km	<ul style="list-style-type: none"> <li>• Access to kitgum-matidi sub-county</li> <li>• Access to Lukira primary school</li> </ul>
Labongo layamo	Adella road from ayoma primary school to loborom health centre III then to the SHQ via pamolo olet	12km	<ul style="list-style-type: none"> <li>• Access to the health centre</li> <li>• Access to the sub-county headquarters</li> <li>• Access to Ayoma primary school</li> </ul>
	Lanyalaka to loborom HCIII	5km	<ul style="list-style-type: none"> <li>• Access to loborom health centre</li> <li>• Helps the community to transport their products to the sub-county market as well as to Kitgum town.</li> </ul>
Labongo Akwang	Panykel primary school to pawena via Cuk Piny munu, and bongtachi	N/A	<ul style="list-style-type: none"> <li>• Connects them to Palabek gem sub-county.</li> <li>• Easy access to the health centre by the community</li> <li>• Access to the market</li> <li>• Access to the sub-county HQs</li> </ul>
	Akado primary school vai mwolbune to madikiloc base camp	8km	<ul style="list-style-type: none"> <li>• Access for the pupils and the teachers who attend the above primary schools</li> <li>• Access to Padibe west sub-county</li> </ul>
TOTAL		144km+	Lengths of some roads are not available from Sub-counties

**Table 5.4-5 Priority Sections of CARs in Lamwo District**

Sub-counties	Names of roads identified	Estimated Length	Importance of the roads to the community (ies)
Palabek - kal	Kapeta to Liri	9km	<ul style="list-style-type: none"> <li>• Connects the locals to the market point at kapeta</li> <li>• Access to the farm land</li> </ul>
	Agoro dem teecwa via paauma primary school to Ayuu Alali	9km	<ul style="list-style-type: none"> <li>• Easy access to health centres</li> <li>• Access to Paauma primary school</li> </ul>
Palabek-Ogili	Paluda via luba to Aswa River and also connects to Amuru in Atiak.	N/A	<ul style="list-style-type: none"> <li>• Connects locals to Amuru district</li> <li>• Connects the locals to the market</li> <li>• Access to the farm land</li> </ul>
	Lugwar to paracele parish	15km	<ul style="list-style-type: none"> <li>• Connects the locals to the primary school</li> <li>• Easy access to the health centres</li> <li>• Access to the farm land</li> </ul>
Agoro	Agoro trading centre to loguro boarder post via kalanga (Loguro road)	40km	<ul style="list-style-type: none"> <li>• It is for security purposes in case the karamojongs raids the cattle from Agoro sub- county</li> <li>• Access to the schools in the centre</li> <li>• Access to the market</li> </ul>
	Teegot kwera to aguraodicini to polocire, panyul via lobinonge village (Ipolingee road)	N/A	<ul style="list-style-type: none"> <li>• Access to agricultural production Land</li> <li>• Access to the health centre</li> <li>• Access to the sub-county</li> <li>• Linking lupulingi to other parishes</li> </ul>
Paloga	Tumatoo village via gai village to central village/ sub-county head quotas (tumatoo central road)	N/A	<ul style="list-style-type: none"> <li>• Access to paloga primary school</li> <li>• Access to paloga health centre III</li> <li>• Access to the sub-county HQs</li> </ul>
	Ongalo via aringa stream to mupokoran joining the road to Agoro sub-county (Ongalo mupuko oran road)	N/A	<ul style="list-style-type: none"> <li>• Access to paloga main market</li> <li>• Access Latuturu government farm</li> <li>• Connects to Agoro sub-county</li> <li>•</li> </ul>
Palabek-gem	Anaka central to Gem primary school	17km	<ul style="list-style-type: none"> <li>• Access to the health centres</li> <li>• Access to the market points</li> <li>• Access to the primary school by the pupils and teachers</li> <li>• Easy to access the sub-county headquarters</li> </ul>
	Gem centre to pawena 7KMs	7km	<ul style="list-style-type: none"> <li>• Access to the market /centre in palabek gem</li> <li>• Access the health centre for treatment</li> </ul>
Madi opei	Kirombe orii road/ kirombe primary school as start point to orii	14km	<ul style="list-style-type: none"> <li>• Linking the community to the health centre</li> <li>• Linking pupils and teachers to school</li> <li>• Easy access to the agricultural land</li> </ul>
	Kal orom road popany village to orom sub-county	30km	<ul style="list-style-type: none"> <li>• Linking the community to the market</li> <li>• Acts as a security road</li> <li>• Access to Orom sub-county</li> </ul>
Lokung	Dibolyec health centre II to Gonylatin trading centre via Adyenyi, ywaya wset and east village through limu stream	15km	<ul style="list-style-type: none"> <li>• Connects them to Agoro sub-county</li> <li>• Access to Dibolyec health centre II</li> <li>• Easy access to the primary school by pupils and the teachers</li> <li>• Easy access to the market</li> </ul>
	Sub-county HQs near the bore hole to Lela bul via olebi parish, pagada stream, lelapwot trading centre, clela pwot P/s, atiko, ctedo pee trading centre, mucodo stream, lelabul P/s, limu stream then lelabul centre	25km	<ul style="list-style-type: none"> <li>• Access to the sub-county headquarters by the community</li> <li>• Access to markets within and outside the sub-county</li> </ul>
Padibe west	Laguri trading centre to okonyo ladak P/s in Akwang sub-county (laguri road)	12km	<ul style="list-style-type: none"> <li>• Easy to reach Akwang sub- county</li> <li>• Easy to reach the market centres/trading centres</li> <li>• Access to the health centres st. Peters and padibe health centre IV</li> <li>• Easy to reach the primary school by the pupils and the teachers</li> </ul>
	Padibe girls SS to Lamwo gogo P/s via lacara P/s then Tumbafu village (Tumbafu Road)	12km	<ul style="list-style-type: none"> <li>• Access to primary school by the pupils and the teachers</li> <li>• Access to Agricultural land</li> </ul>
Padibe East	Alenyo north to benga via Locken east	10km	<ul style="list-style-type: none"> <li>• Access to the health centres st. Peters and padibe health centre IV</li> <li>• Access to agricultural land</li> </ul>
	Labalango Primary School to Aboo Village	5km	<ul style="list-style-type: none"> <li>• Access to the newly proposed site for the sub- county of Padibe east</li> <li>• Easy to reach the market centres/trading centres</li> <li>• Access to labalango primary school</li> </ul>

Source: JICA Study Team