



Background:

The transport sector is one of the key priority sub-sectors for Uganda. Over the financial years 2015-2018, Government of Uganda consistently allocated 20 percent of the national budget to this sector. The importance of the sector is further emphasized in Uganda’s Vision 2040 where critical transport and water infrastructure projects are listed as one of the pre-conditions for achieving Uganda’s aspirations for middle-income status.

The state of Uganda’s Transport Infrastructure:

Despite these investments, Uganda is experiencing rapid urbanisation, outstripping the pace of infrastructure development. These include a crippling transportation system which has led to excessive transaction and movement costs.

It is estimated that commuters in Kampala city lose 24,000 person hours each day, due to traffic congestion.

There is opportunity to unlock the huge potential that comes with urbanisation. Urban-regional connectivity is critical to strengthening and promoting social and economic activity.

It is therefore urgent for the country to improve the connectivity and productivity of urban municipalities in the Jinja Kampala and Entebbe corridor where 50 percent of urban dwellers reside.



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COMMUTERS IN
KAMPALA CITY LOSE

24,000

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CONGESTION.

CIG Interventions:

To address some of the challenges and following engagement with key stakeholders in the sector, CIG Uganda will focus its support through interventions that will unlock the urban potential and tap into the opportunities for growth and development within the infrastructure sphere.

CIG Uganda will provide technical assistance for:

- The development of an inland water way transport corridor masterplan and development strategy;
- Assessment and project preparation of infrastructure requirements to uplift industrial park's competitiveness;
- Options assessment and scheme appraisal for Urban Transport solutions (BRT, Light Rail) to improve mass transit in the GKMA; and
- The development of cross boundary solid waste management strategies and bankable projects including plastic recycling and reduction.

Expected Outcomes:

- Improved urban mass travel options leading to reduction in the cost of doing business;
- Bankable projects in infrastructure development that will generate employment;
- Increased revenue base at local government level and
- Improved solid waste management and creation of employment.

Partners:

Kampala City Council Authority (KCCA), JKE Municipalities, Ministry of Water & Environment (MoWE), Ministry of Works and Transport (MOWT), Uganda Investment Authority (UIA), Uganda National Roads Authority (UNRA), National Planning Authority (NPA) and multilateral development partners.

FACTS AND FIGURES



\$1.4 billion
infrastructure gap



11% of GDP annually spent on infrastructure



145,000 km total road network of which 21,000 km is classed as national roads

Less than **5%** of the road network is paved and 50 percent classed as fair/good

1,266 km railway network and only 324 km is operational



236 towns have good water supply coverage and 1700 urban areas not yet served



24,000

person hours lost to traffic in Kampala each day



14, 000 commuter taxis and 4 million people accommodated in Kampala every day



For more information on the Infrastructure component of CIG, please contact **Dick Komakech** on Dick.Komakech@cardno.com

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