



REPUBLIC OF UGANDA

MINISTRY OF WORKS AND TRANSPORT

DEVELOPMENT AND MANAGEMENT OF EFFECTIVE TRANSPORT CORRIDORS BY LLDCS- UGANDAS EXPERIENCE

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PRESENTATION OUTLINE

1. Introduction about Uganda`s Transport Sector



2. Transport Corridors serving Uganda



3. Roles and Benefits of Transport Corridors to Uganda



4. Challenges



5. Conclusion

Country Back ground Information



A non-coastal country located in East Africa, and relies on its neighbours for its import-export trade (Mainly Kenya and Tanzania)

Always referred to as "the Pearl of Africa" because of its unity in diversity - discovered by Winston Churchill during his African Journey in 1907

Covers an area of about 236,040 sq km

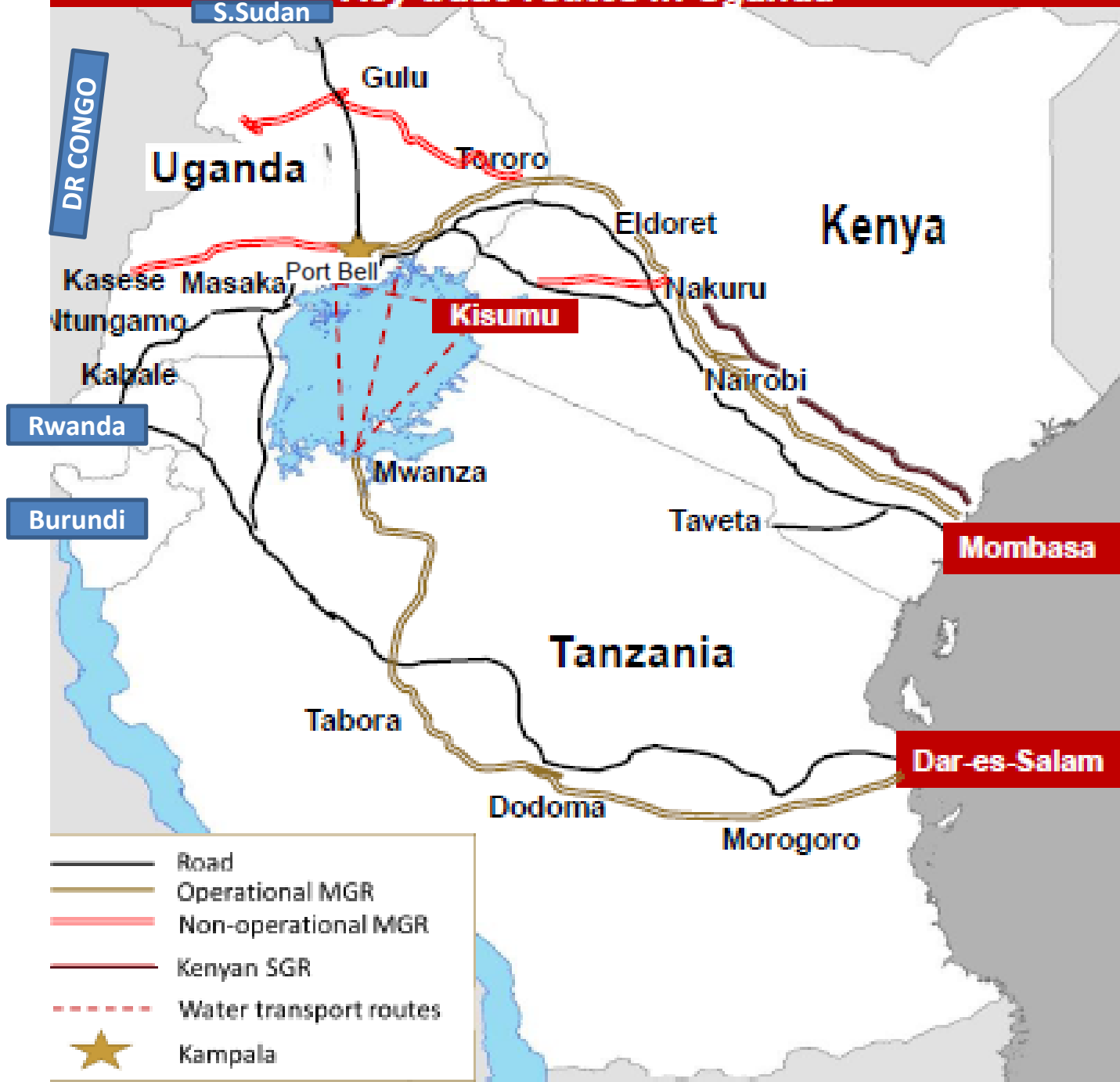
Current Population is about 35Mn people with a growth rate of 3% per annum

Current GDP per Capita is USD 715 and is projected to reach USD 9,500 by 2040

Major economic activity is Agriculture employing over 70% of population

Official language is English but there are many other local languages

Key trade routes in Uganda



- Dependence on Northern Corridor and Central Corridor for international trade.
- Road transport is the most prominent mode carrying over 95% of the total traffic.

Northern corridor

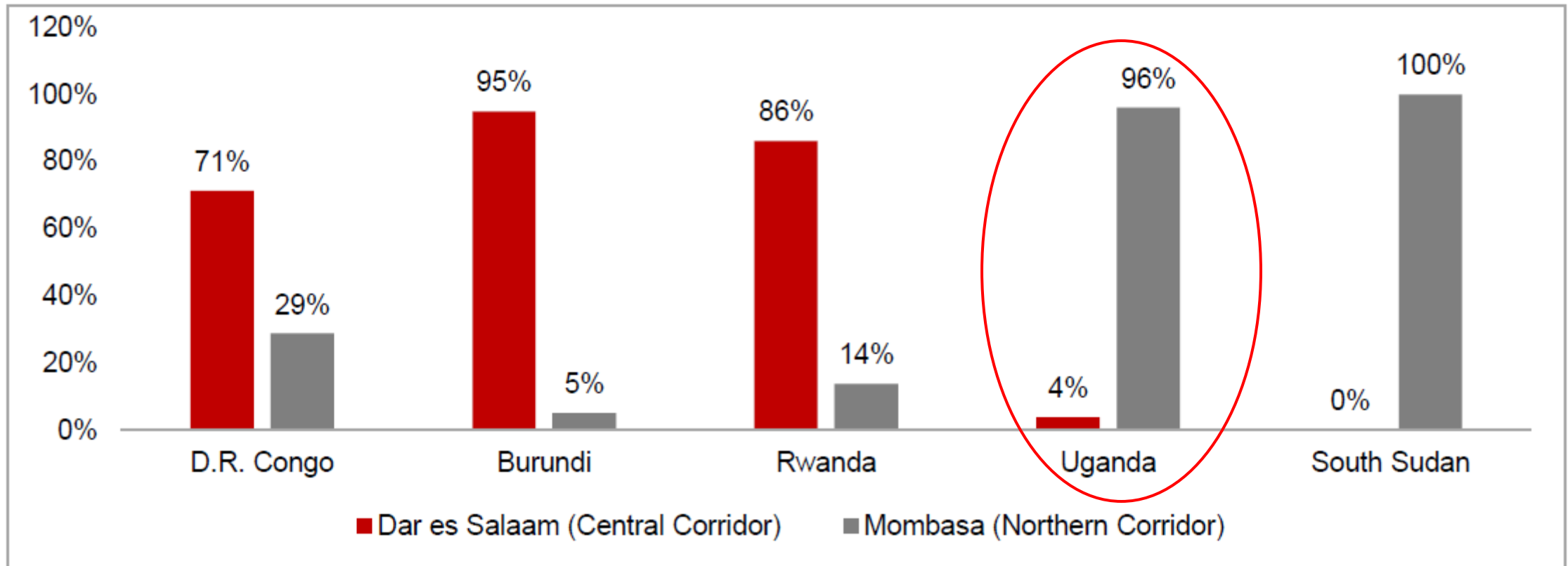
- Direct highway connection from Mombasa port to Uganda
- Direct rail link between Mombasa port to Uganda

Central corridor

- Direct highway along the southern and western shores of Lake Victoria
- Highway or rail connection to the Mwanza, further water link to Uganda

- Djibouti Corridor- still work in Progress

DISTRIBUTION OF TRANSIT CARGO FOR EAST AFRICAN COUNTRIES- NORTHERN CORRIDOR VS CENTRAL CORRIDOR - 2017



Northern Corridor- Currently the preferred Corridor for Uganda`s international trade. However, efforts are underway to develop the required infrastructure both on Uganda and Tanzania side to promote use of the Central Corridor –alternative route

2.0 THE ROLE OF THE NORTHERN AND CENTRAL TRANSPORT CORRIDORS- UGANDA`S EXPERIENCE

□ROLE- Ensure there is enabling Environment/ Framework for collaboration among Partner States on matters to do with:

- i. transit transport;
- ii. customs control;
- iii. documentation and procedures; and
- iv. promotion of development of infrastructure and facilities relating to sea ports, inland ports and waterways, roads, railways, pipelines and border posts.

UGANDA`S EXPERIENCE – ACCRUED BENEFITS

- i. Right of transit between member states, provision of facilities for transit traffic and simplification and harmonization of documentation and procedures has facilitated trade.**
- **Development of One Stop Border Posts at Common borders [Five (5) are operational; One (1) is still under construction; Four (4) others under tender]**
 - **Simplification of customs and port clearance procedures- Cargo from the Port can now be released within two days, down from eight days;**
 - **Modernization of the Customs Systems of the Revenue Authorities and Interface has quickened the process and addressed issues of Customs fraud**
 - **Introduction of Electronic Cargo Tracking Systems has improved cargo security and minized tax avoidance**
 - **Elimination of Non Tarrif Barriers - Establishment of Seamless Committee and introduction of Transport Observatoires has addressed delays from NTBs**

UGANDA`S EXPERIENCE

❑ **BENEFITS Continued...**

- ii. Harmonization of standards and procedures for design and construction of transport infrastructure, transit charges and axle load limits.
- iii. Joint planning for the development of transport and transit facilities and Mobilisation of funding for project execution (Corridor infrastructure master plans e.g. SGR, Logistics, roadside stations, etc)
- iv. Enhanced private sector participation & cooperation among Member States

❑ **CHALLENGES/ ISSUES TO BE OVERCOME**

- i. Commitment by Member States (Unilateral decisions and budgetary obligations)
- ii. Balancing the interests of Corridor Stakeholders Vs Governance issues
- iii. Geo-politics
- iv. Capacity building and Research

Example of the One Stop Border Post constructed at Malaba-Uganda

Better Facilities for trade facilitation through reduced border clearance and crossing time, reduced transit time, improved cargo security, and reduction in transport costs



- **Malaba, Busia, Mutukula, Mirama Hills & Elegu OSBPs completed and operational; Katuna on-going**
- **Designs for Goli, Ntoroko, Mpondwe, and Bunagana completed and tendering of civil works on-going,**

An aerial photograph of a coastal landscape featuring white cliffs, green fields, and a body of water with a small boat.

**If everyone is moving
forward together, then
success takes care of itself.**

Henry Ford

THANK YOU