

BRIEF STATEMENT BY HON.STEPHEN CHEBROT CHEMOIKO, MINISTER OF STATE FOR TRANSPORT = REPUBLIC OF UGANDA, ON THE IMPLEMENTATION OF THE ALMATY PROGRAMME OF ACTION

The Government of Uganda has made several interventions with regard to promoting the Northern Corridor which stretches from Mombasa through Uganda serving Rwanda, Eastern DRC, Burundi, and South Sudan. The interventions undertaken cover improvement of road, rail and marine infrastructure.

With regard to road transport, Uganda is upgrading the road condition of Tororo-Mbale-Soroti-Gulu-Atiak-Nimule which serves South Sudan. In the same vein, the Kampala Northern Bypass has been constructed in order to facilitate smooth flow of cargo from Mombasa Port to Eastern DRC, Rwanda, and Burundi. The construction phase to upgrade the bypass to dual carriage is expected to commence in 2014.

At the level of the East African Community (EAC), the Vehicle Load Control Act has been enacted by the East African Legislative Assembly. The law will help foster better maintenance of the regional roads as well as promoting road safety within the EAC by eliminating or minimizing excessive loading of cargo trucks.

On rail transport, the Mombasa-Kampala railway line is operated by a concessionaire (RVR) under a joint concession involving Uganda and Kenya. Uganda and Kenya have signed a Memorandum of Understanding (MoU) under which the railway line will be developed to standard gauge. The upgrade of the line to standard gauge will be done with a view to enhancing the haulage capacity of the rail route from Kenya. Uganda is also negotiating with South Sudan to explore possibilities of ensuring that the rail line linking Gulu-Nimule-Juba- and Wau is a reality.

In order to develop an alternative route to the sea, Uganda is actively promoting the Central Corridor which links the country to the Port of Dar-es-Salaam, Tanzania. Uganda and Kenya have developed a joint project called the Tanga-Musoma-Bukasa Port (Kampala). The initial

preparations for the development of Bukasa Port on Lake Victoria are at advanced stages. MV Kaawa has been rehabilitated as a way of re-activating the marine component of the Central Corridor by developing the Lake Victoria route from Port Bell (Uganda) to Mwanza (Tanzania).

Challenges

- Non Tariff Barriers (NTBs) on the corridor routes lengthen the transit time as well as increasing the cost of using the routes. This can make the routes uncompetitive;
- The implementation of the One Stop Border Posts (OSBPs) at Malaba (Kenya/Uganda border), Katuna (Uganda/Rwanda), and Mutukula (Uganda/Tanzania) is behind schedule due to mainly procurement delays;
- Ensuring adherence to axle load control limits is a challenge. In spite of having a number of weighbridges along the corridors, overloaded trucks are still many on the road.