

**Integrated Transport and Infrastructure Services Programme: How did it perform in FY 2021/22?****Overview**

The Integrated Transport and Infrastructure Services (ITIS) Programme supports the development of a seamless, safe, inclusive and sustainable multi-modal transport system. The programme is implemented through four (4) sub-programmes: Transport Infrastructure and Services Development; Transport Asset Management; Transport Regulation; and Land Use and Transport Planning. The key implementing agencies are: The Ministry of Works and Transport (MoWT); Uganda National Roads Authority (UNRA); Uganda Road Fund (URF); Kampala Capital City Authority (KCCA); and Local Governments (LGs).

This policy brief paper the extent of achievement of the financial and physical targets of the ITIS Programme by the end of FY 2021/22.

Performance Highlights for FY 2021/22

- Overall performance of the ITIS Programme was fair at 66.8%.
- The Transport Infrastructure and Services Development sub-programme had the best performance.
- Land Use and Transport Planning Sub-programme had the worst performance due budget suppression.
- The stock of the national road paved network increased by 5.1% from 5,591km to 5,878.5km.
- Poor prioritisation accorded to Transport Asset Management (22% of programme budget) in relation to development of new roads is leading to an increase in the maintenance backlog.

Introduction

The ITIS Programme's objectives are to: develop requisite science, optimize transport infrastructure and services investment across all modes; Prioritize transport asset management; Promote integrated land use and transport planning; Reduce the cost of transport infrastructure and services; Strengthen, and harmonize policy, legal, regulatory, and institutional framework for infrastructure and services; and Transport

interconnectivity to promote intra-regional trade and reduce poverty. The objectives are to be achieved by the four sub-programmes. The performance of these sub-programmes in FY2021/22 was as follows:

Financial Performance

The financial performance for the ITIS programme during FY2021/22 is shown in Table 1.

Table 1: Financial Performance of ITIS Programme by 30th June 2022

Sub-Programme ¹	Budget (Billion, Ug shs)	Release (Billion, Ug shs)	Expenditure (Billion, Ug shs)	% of budget released	% of release spent
Transport Infrastructure and Services Development	2,818.07	2,631.08	2,177.95	93.36	82.78
Transport Asset Management	992.93	871.28	829.77	87.74	95.24
Transport Regulation	113.41	77.74	77.26	68.55	99.38
Land use and Transport Planning ²	530.49	244.14	243.87	46.02	99.89
Grand Total	4,454.90	3,824.24	3,328.85	85.84	87.05

Source: UNRA, MoWT, URF, KCCA Quarter 4 Vote Performance Report FY 2021/22

¹ Financing excluded URF secretariat, mechanical engineering services; and finance and administration.

² Only land acquisition financing for UNRA and MoWT FY2021/22 was considered.



Overall, the release and absorption performance of the programme was good. However, the release of funds under the Land Use and Transport Planning Sub-programme for the acquisition of the Right of Way (RoW) for the upgrading projects implemented by the UNRA and for the development of Bukasa Port under the Transport Infrastructure and Services Development Sub-programme was poor (46.2%). This directly affected the absorption of the external financing component of the budget.

Additionally, there was low disbursement of funds for the National and District Roads Maintenance under the Transport Asset Management Sub-programme; and the North Eastern Transport Corridor Project funded by the World Bank. As a result of inadequate disbursements to both the National Roads Development and Maintenance, the UNRA ended the FY with arrears amounting to Ug shs 528.502bn including Ug shs 89.574bn for the maintenance of roads. The arrears increased by 145.75% from Ug shs 215.059bn at the end of FY2020/21. This was largely attributed to budget suppression.

Physical Performance Highlights

The overall performance of the ITIS Programme was fair with 66.8% of the annual targets achieved (Figure 1). The Transport Infrastructure and Services Development Sub-programme registered the best performance (78.4%), while Land Use and Transport Planning has the worst performance (39.9%).

Figure 1: Physical Performance Per Sub-programme



i. Transport Infrastructure and Services Development Sub-programme

The aim of the Transport Infrastructure and Services Development Sub-programme is to increase transport

interconnectivity to promote inter-regional trade and reduce poverty and optimize transport infrastructure and services investment across all modes. The sub-programme had a good performance with 78.4% of the annual targets achieved. The key achievements of the sub-programme were:

Increased capacity of the existing transport infrastructure through tarmacking of roads and construction of bridges; ferries and their landing sites under water transport. A total of 317.8km comprising 287.5km on the national network and 30.3km of town roads were tarmacked. As a result, the stock of the national paved road network increased by 5.1% from 5,591km in FY2020/21 to 5,878.5km in FY2021/22. Three (3) national roads projects were substantially completed: Kampala Northern Bypass (17km); Masindi Park Junction and Tangi Junction-Para-Buliisa (159km), and Hoima-Butiaba-Wanseko (111km).

Four (4) bridges on the national roads network were substantially completed: Lacmon bridge Crossing on Pakele-Pabbo Road; Inde Box Culvert on Pakwach-Inde-Ocoko Road; Sironko Bridge on Mbale-Sironko Road; Alla (Anzoo) Bridge.

The construction/rehabilitation of landing sites was estimated at 55% with the sites at different stages of progress. Construction works were ongoing at Buyende-Kagwara-Kaberaimaido (31%); Sigulu (70%); Wanseko (40%); Amuru Rhino Camp (64%); and Bugala-Bubembe-Bunyama (70%).

Through the application of the reservation schemes aimed at strengthening the capacity of the local construction industry, 82.1% of the value of civil works was awarded to the local service providers. Despite the efforts to avail works to the local contractors, they still lack the adequate financial and technical capacity to effectively execute some works.

The construction of one-stop border posts (OSBPs)



exhibited very good (95.8%) performance. Three (3) OSBPs and the Gulu Logistics Hub (GLH) were completed. The completed OSBPs were operational. However, the operationalization of the GLH was delayed due to a lack of accessibility for cargo transportation into and out of the hub by trucks and trains. The completion of the access road and rehabilitation of the Tororo–Gulu railway line was delayed.

ii. Transport Asset Management Sub-programme

This sub-programme seeks to prioritize transport assets management to increase their life span. The sub-programme exhibited good performance (71.3%) on account of the good performance of two interventions: Rehabilitate and Maintain Transport Infrastructure, and Enforcing Loading Limits interventions. However, the adoption of cost-effective technologies to reduce maintenance backlog intervention performed fairly partly due to inadequate financial allocations for implementation of the new/rolled out road construction technologies. Highlights of annual achievements under these interventions are:

The rehabilitation of the paved national roads performed well (75.8%), with a total of 37.5 km-equivalent rehabilitated in the FY. Three roads: Namunsi-Sironko-Muyembe/Kapchorwa (29km) Phase II; the Masaka Town roads; and Hima-Katunguru Phase II roads were substantially completed.

The performance of the rehabilitation of the District Roads; and the Community Roads Improvement Project by the MoWT was good at 80.5% and 89.7% respectively. All the roads executed were fully graveled and handed over to the LGs.

The national roads were maintained by UNRA using both force account and contract. The performance of the maintenance works was good (79.5%) for force account and fair (63.7%) for contracts. On the other hand, *Maintenance of the DUCAR network* by the LGs performed fairly at 68.4%. The agencies majorly undertook grading works to keep the roads motorable. Most of the LGs did not undertake routine manual maintenance, gravelling and

installation of culverts due to inadequate funds availed (74.4% of budgets) within the FY.

The *Construction of Bridges on the DUCAR network* by the MoWT performed fairly at 61%. Four (4) conventional bridges; and four (4) cable bridges in the hard-to-reach areas were substantially completed while seven bridges were ongoing.

Owing to the above interventions, an improvement in the condition of both the DUCAR and national road network; and enhanced connectivity was achieved. For example, the percentage of the district road network in fair to good condition increased from 69% in FY2020/21 to 70% during FY2021/22. The percentage of the national unpaved roads network in fair to good condition increased from 81.7% during FY2020/21 to 89% during FY2021/22 while that of the paved roads remained at 97%.

Due to the strict *enforcement of axle loads* control under the UNRA, there was a drop in the overloaded vehicles on the national road network. Out of the 964,463 vehicles weighed, only 4.2% were overloaded and fined. However, despite the drop in overloaded vehicles, there still exists some critical roads/regions which do not have weighbridges such as; the Karuma-Arua road; and the Karamoja region.

There were efforts to implement the adoption of cost-effective technologies to reduce maintenance backlog although the performance was fair (65.5%). The MoWT achieved 20.1km of sealed roads using low-cost sealing and 8.5km of Probate technology which was piloted on Kayunga-Nabuganyi and Nansana-Kireka-Biira roads.

iii. Transport Regulation Sub-programme

The sub-programme seeks to strengthen and harmonize the policy, legal, regulatory, and institutional framework for infrastructure and services. The sub-programme performance was good. The MoWT enforced the relevant policies, and legal and regulatory framework which resulted in 73% of the driving schools meeting the minimum requirement; 85% compliance of marine vehicles; and compliance to the International Organisations⁴ for air transport. The Inland Water Act 2021 was assented to by

³ Malaba, Ntoroko, and Mpondwe OSBP

⁴ ICAO, ATO & IATA



His Excellency the President in August 2021. Cabinet cleared the draft National Transport and Logistics Policy for the Multinational Lake Victoria Communication and Transport Project was cleared.

iv. Land Use and Transport Planning Sub-programme

This sub-programme seeks to promote integrated land use and transport planning and reduce congestion and improve travel time within the urban areas. It registered poor performance on account of budget suppression which affected the compensation of the Project Affected Persons (PAPs) on development projects, thus affecting the achievement of targets under the sub-programme.

Key Challenges

- Delayed access to project corridors or RoW on upgrading projects on the national road network majorly due to relocation of utilities, exhaustion of the compensation budget and grievances from the PAPs.
- Inadequate scoping of development projects at the feasibility and design stages.
- Late disbursement of funds to the force account implementing units.
- Poor prioritisation of road maintenance in relation to the development of new roads leading to an increase in the maintenance backlog.
- Inadequate staffing at the LGs for key positions such as District Engineer and Equipment Operators compromises the achievement of planned outputs.
- Low investment in the water and railway transport sub-sectors has a drawdown effect towards the development of a seamless multimodal public transportation system.

Conclusion

The overall performance of the ITIS Programme was fair but far from achieving key programme objectives of prioritizing transport asset management and optimizing transport infrastructure and services investment across all modes of transport. The level of investment towards the

development of water and railway transport is inadequate with the focus across all the spending agencies being on road transport. This low investment has a drawdown effect on the achievement of a seamless multimodal public transportation system.

Recommendations

- The ITIS Programme Working Group (PWG) should prioritise allocation of additional financial resources towards the maintenance of national and DUCAR networks.
- The UNRA should fast-track land acquisition with at least 50% of the RoW availed before the commencement of the project works and ensure it is finalized within six (6) months after commencement for future projects.
- The UNRA should allocate adequate resources and time to the feasibility and design stages of projects for adequate scoping.
- The MoWT/PWG should increase investments to the railway and water transport modes of transport. Both local and foreign investors should be targeted.

References

- BMAU Annual Budget Monitoring Reports FY2021/22
- Ministerial Budget Policy Statements (Vote 016; Vote 113 & Vote 118)
- UNRA Annual Performance Report, 2021/22
- MoWT Annual Reports 2020/21, 2021/22
- NDPIII Integrated Transport Infrastructure and Services Programme Implementation Action Plan (FY2020/21-2024/25)

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