NORTHERN CORRIDOR QUARTERLY REPORT

APRIL - JUNE 2019

FOURTH QUARTER FY 2018/2019

THEME: Make Roads Safer

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1. SPECIAL FEATURE ON ROAD SAFETY IN UGANDA

1.1 Introduction

Safe and accident free highways are important for risk free and efficient transportation. World over, road safety is a major concern for policy makers and other stakeholders who are involved in the transport logistic chain. Road crashes have enormous consequences to the nation and societies at large. They include: deaths and associated psychological effects, loss damage of property, high insurance costs and time delays. According to the World Bank road safety statistics (2018), road crashes claim 1.35 million lives every year, 93% of them in developing countries. As a result, African countries had committed to reducing accident fatalities by 50% by 2020 following the UN road Safety Decade and the African Action Plan for the Road Safety – 2011-2020. This feature looks at progress in improving road safety in Uganda based on data from the Ministry of Works and Transport in Uganda.

In Uganda, roads are classified as national roads, district roads, urban roads and community roads. The national roads make up about 17 percent of the road network but carry over 80 percent of the total road traffic. The Northern corridor road network in Uganda is approximately 2,162.75 km along, out of which, about 79 percent roads are paved and in good condition; 13 percent in fair condition and 8 percent in bad condition. Uganda National Roads Authority (UNRA) is mandated to develop and maintain the national roads network, advise Government on general roads policy and contribute to addressing of transport concerns. The designated Northern Corridor Route in Uganda are: Malaba -Katuna, Malaba – Ishasha, Malaba – Mpondwe, Malaba – Goli, Malaba – Arua, Busia -Katuna, Busia -Ishasha, Kasese – Kagitumba, Busia – Arua and Busia – Goli, Kasese – Mpondwe and Kasese – Ishasha.

Uganda has put in place a number of strategies towards addressing road safety. In July 2006, Uganda implemented Operation Fika Salama initiative to restore driver discipline on the Kampala-Masaka highway. In May 2018, Uganda launched the country's Road Safety Legislative Action Plan which is aimed at generating legislative action to address road safety policy development, enactment, implementation and evaluation. The plan will be implemented by Safe Way Right Way, a World Bank project that will advocate for the reduction of road traffic accidents as recommended by the United Nations Decade of Action for Road Safety (2011-2020). The plan will institutionalize the management of road safety initiates, provider safer roads infrastructure, safer vehicles and road users, and provide post-accident response mechanisms. In addition it is aimed at creating awareness on road carnage and improving road use in Uganda.

Some of the initiatives proposed for implementation include:

i. Installation of digital speed limiters in all commercial vehicles.
ii. Regulatory requirements including inspection for road worthiness.
iii. Accreditation of all drivers of goods vehicles.

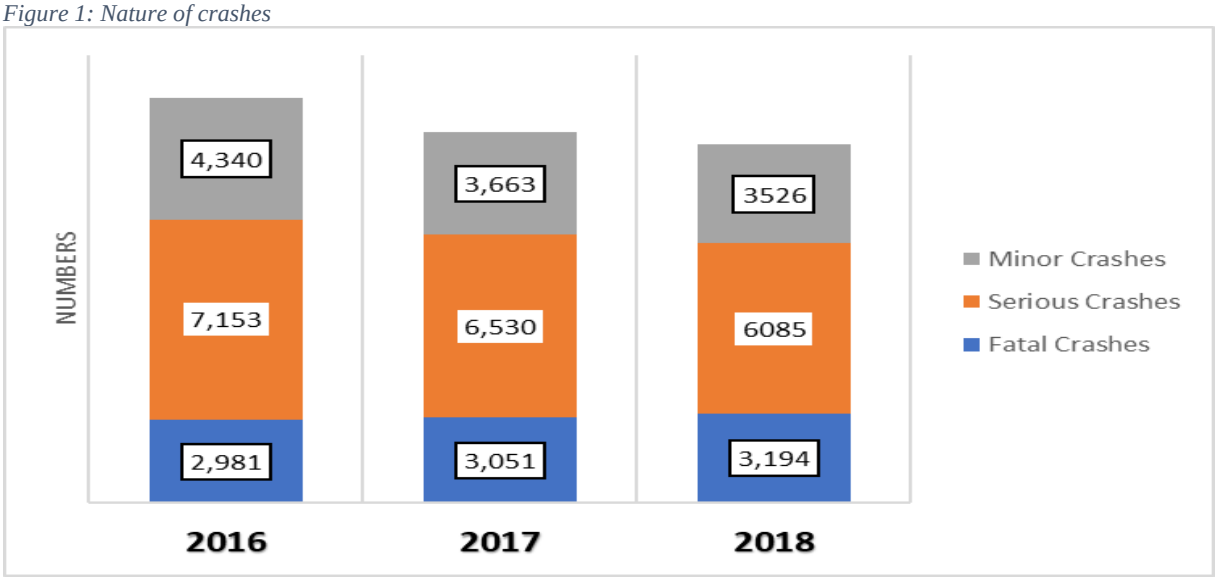
iv. Introduction of a Graduated Driving License that will mandate drivers of commercial vehicles to undergo refresher courses and training.
v. Establishment of Automated Driver Test Centers.
vi. Establishment of police spot checks in the country.
vii. Step up road safety sensitization and awareness

From the strategies, the following have been fully operationalized: establishment of check points throughout the country; carrying out continuous sensitization campaigns on road safety and security awareness to the public; carry out sensitization activities along Kampala- Jinja highway. Furthermore, the road safety authority has a standby headquarters court to prosecute all traffic officers who act unprofessionally and ask for bribes from motorists.

1.2 Nature of road traffic crashes

Since the launch of the Road Safety Action Plan, road accidents have declined on Ugandan roads. Statistics in figure 1 below show that 12,805 crashes were reported in 2018, accounting for 12 percent decrease when compared to 14,474 crashed in 2016. The number of fatal crashes increased by 7 percent from 2,981 in 2016 to 3,194 in 2018 while serious and minor crashes reduced significantly by 15 percent and 19 percent respectively.

Figure 1: Nature of crashes



Source: Ministry of Works and Transport 2016-2018

From table 1 below, crashes were lowest in the Karamoja regions (Mt. Moroto and Kidepo) while the highest crashes were found in the Kampala Metropolitan Area (Kampala South, Kampala North and Kampala East). Furthermore, it can be noted that 79 percent (2,529) of all fatal crashes occurred outside the KMP Policing area.

Table 1: Accident distribution by region in 2018

Region	Fatal	Serious	Minor	Total
Kampala Metropolitan East	212	719	424	**1,355**
Kampala Metropolitan South	198	1,076	1,241	**2,515**
Kampala Metropolitan North	255	846	274	**1,375**
Wamala	156	139	72	**367**
Katonga	112	142	58	**312**
Sezibwa	105	144	72	**321**
Savannah	83	190	80	**353**
Greater Masaka	207	216	93	**516**
Rwizi	263	178	91	**532**
Kigezi	94	107	94	**295**
Greater Bushenyi	71	97	55	**223**
Kiira	77	145	90	**312**
Busoga East	148	166	89	**403**
Busoga North	45	87	18	**150**
Elgon	92	118	50	**260**
Bukedi	122	219	73	**414**
Sipi	15	19	12	**46**
Aswa	154	261	153	**568**
North Kyoga	135	187	69	**391**
Rwenzori West	146	162	63	**371**
Rwenzori East	17	23	9	**49**
Albertine	206	240	101	**547**
West Nile	127	182	80	**389**
North Westnile	36	79	50	**165**
East Kyoga	92	253	74	**419**
Mt. Moroto	16	64	31	**111**
Kidepo	10	26	10	**46**
Total	**3,194**	**6,085**	**3,256**	**12,805**

Source: Ministry of Works and Transport 2018

1.3 Accident fatalities by Road User Category

Analysis of road accidents victims by road user category is presented in table 2 below. Data indicates that there was a 5.4 percent increase in the total number of persons killed in 2018 when compared to 2017. The increment was occasioned by increase in the following categories: Drivers by 27 percent from 159 in 2017 to 202 in 2018, Passengers on motorcycle by 4.4 percent, Passengers in Medium and Heavy omnibuses by 36 percent and 380 percent respectively, passengers in other categories of vehicles by 9 percent, and pedestrians by 8 percent. Pedestrians were the highest category of road users killed at 39 percent (1,424), followed closely by passengers and cyclists at 28 percent and Drivers in 6 percent.

The number of persons seriously injured in 2018 reduced by 8.4% from 10,420 in 2017 to 9,541 in 2018. Notably, passengers in Heavy Omnibuses who were seriously injured increased by 90 percent. Motor cyclists constituted the highest number of persons seriously injured accounting for 25 percent, followed closely by Pedestrians at 20 percent, and passengers on motorcycles at 18

percent. 1,188 persons sustained minor injuries in 2018 as compared to 934 persons in 2017 reflecting a 27 percent increase.

Further analysis of death by gender showed that more males accounting for 74 percent were involved in crashes than females. In the year 2018, 80 percent (2,943) killed in traffic crashes males were compared to 20 per cent females (746) who were killed in the same period. More males were seriously injured in traffic crashes than females in 2018 accounting for 72 percent (7,675) compared to females who accounted for 28 percent (2,666). The same trend was exhibited with minor injuries with males accounting for 69 percent.

Table 2: Accidents by road user group 2017 and 2018

Road user Category	***2017***			***2018***		
	Fatalities	***Serious***	***Minor***	***Fatalities***	***Serious***	***Minor***
Driver	159	746	184	202	696	158
Motor cyclist	918	2,748	180	878	2,356	220
Pedal cyclist	177	438	27	160	328	49
Passenger on Motorcycle	364	1,697	131	380	1,725	179
Passenger in Light Omnibus	94	730	52	93	651	33
Passenger in Medium Omnibus	22	153	10	30	50	8
Passenger in Heavy Omnibus	10	123	17	48	234	15
Passengers in other vehicles	437	1,650	178	474	1,584	267
Pedestrians	1,319	2,135	155	1424	1,917	259
Total	**3,500**	**10,420**	**934**	**3,689**	**9,541**	**1,188**

Source: Ministry of Works and Transport 2016-2018

In 2018, there were a total of 14,418 casualties from crashes, a reduction of 3 percent when compared to 14,854 casualties in 2017. Persons killed increased by 5 percent totaling to 3,689 in 2018, persons seriously injured reduced by 9 percent to 9,541 and those that sustained minor injuries increased significantly by 27.2 percent recording 1,188 in 2018 when compared to 2017.

1.4 Causes of road accidents

Careless driving remained the single largest cause of all crashes in 2018 accounting for 43 percent of all collisions. The total number of vehicles involved in crashes in 2018 were reported as 18,526. Motor Cars and motorcycles accounted for 61 percent of all vehicles involved in crashes in 2018. Light Omni buses accounted for 12.1 percent (2,241), Light goods vehicles (7.1 percent), medium goods vehicles and Dual-purpose vehicles made up 5.1 percent and 4.3 percent respectively.

Careless driving	5541	43%
Reckless Driving	4,728	37%
Careless pedestrian	979	8%
Unknown cause	483	4%
DMC	352	3%
Over speeding	314	2%
Over loading	103	1%
Passenger falls from vehicle	118	1%
Under influence of alcohol	111	1%
Dangerous loading	52	0%
Dazzled by Lights	23	0%
Obstacle on carriage way	1	0%
Sub Total	**12,805**	**100%**

43 percent of all crashes were due to careless driving while reckless driving, careless pedestrian, unknown cause, DMC, over speeding and passenger falling of the vehicle contributed to 37 percent, 8 percent, 4 percent, 3 percent, 3 percent and 1 percent respectively.

34 percent of all accidents registered occurred at time of the day with the lowest visibility between 1600 hrs and 2100 hrs and the lowest crashes were registered between midnight and 6 am.

1.5 Conclusion

Road traffic crashes leads to death of people and an enormous drain on a country's human capital, health and financial resources. The direct and indirect costs of these crashes have negative impact on the efficiency of road transport. By analyzing road safety in all context with data and in-depth information, policy makers could potentially help to shift public behavior and attitudes, influence policy and therefore contribute towards saving lives.

Reckless and careless driving are the leading causes of road accidents on Uganda Roads. It is observed that, implementation of "*Fika Salama"* Initiative and the road safety strategy in Uganda, has witnessed a reduction in road crashes over the years. In addition, the installation of "*Fika Salama"* check points on various parts of the roads, has led to drivers observing speed limits and as a result of enhanced enforcement of traffic laws and regulations. This operation has also seen reckless drivers on the roads get disciplined. Furthermore, strict enforcement of traffic rules has seen engendered discipline by motorists on the road leading to reduced road crashes.

The report recommends countries to give more attention to the needs of pedestrians, cyclists and motorcyclists, who have so far been largely neglected in transport and planning policies since 38 percent of all fatalities are pedestrians. For instance: establishing measures to increase safe walking and cycling, clear traffic signs among others.

QUARTER ANALYSIS OF INDICATORS PERFORMANCE

This report is part of the series of quarterly reports prepared by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) in furtherance of its mandate to monitor and report regularly on the performance of the Corridor. It covers the performance of Port Community Charter indicators for the period of three months from April to June 2019. Indicators discussed in the report presents the performance status on the implementation of the Mombasa Port Community Charter on quarterly basis. The performance indicators have been monitored to track various initiatives agreed upon since the Charter was signed in 2014 to enhance efficiency of the Port and the Corridor. A comparison is made with the same quarter of previous years.

2 MARITIME INDICATORS

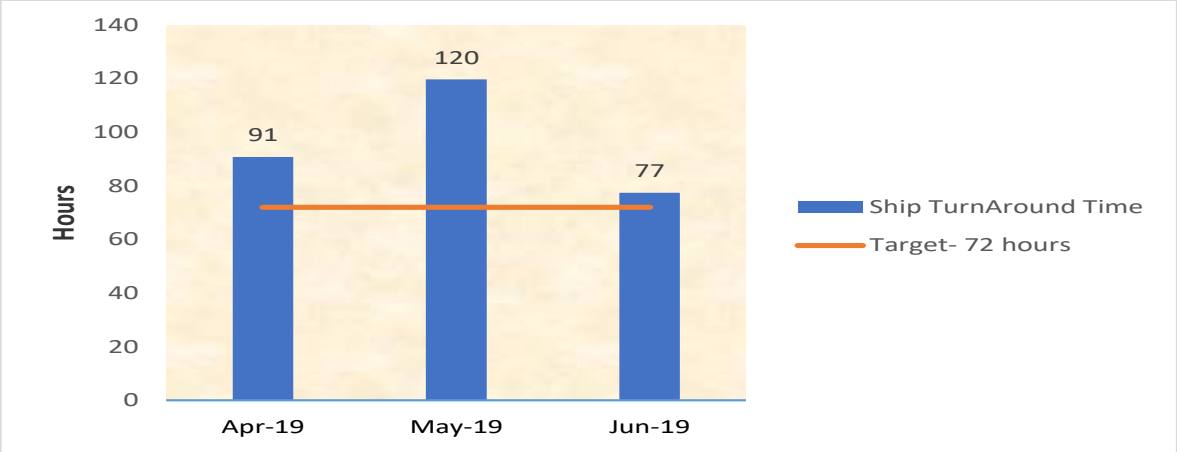
Maritime indicators track container vessel movement from the time of arrival of the ship at the port area, until the exit of the vessel from the Port area. This takes into account arrival of the vessel at the port area, the anchorage, berthing and pilotage outward movement. The report focuses on the performance of the container vessel movements by looking at waiting time before berth and the ship turnaround time at the port of Mombasa in the quarter covering April to June 2019.

2.1 *Ship Turnaround Time*

Ship turnaround time measured from the time the ship arrives at the port area (Fairway Buoy) to the time it leaves the port area demarcated by the fairway buoy.

The set target for ship turnaround time is 72 hours. Analysis illustrates a wavering performance for the ship turnaround time ranging from a high of 120 hours in May 2019 and a low of 77 hours in June 2019 as shown in figure 2. Turnaround time improved from 120 hours to 77 hours, suggesting increased productivity and efficiency at the port of Mombasa. This positive performance can be related to several capacity improvement projects that the Kenya Ports Authority (KPA) has been implementing. KPA has continuously been implementing initiatives towards port expansion in line with increased cargo throughput volumes. However, the ultimate goal is to attain the 24 hours (1 day) ship turnaround global benchmark time.

Figure 2: Ship turnaround time at the port of Mombasa in hours; April to September 2018



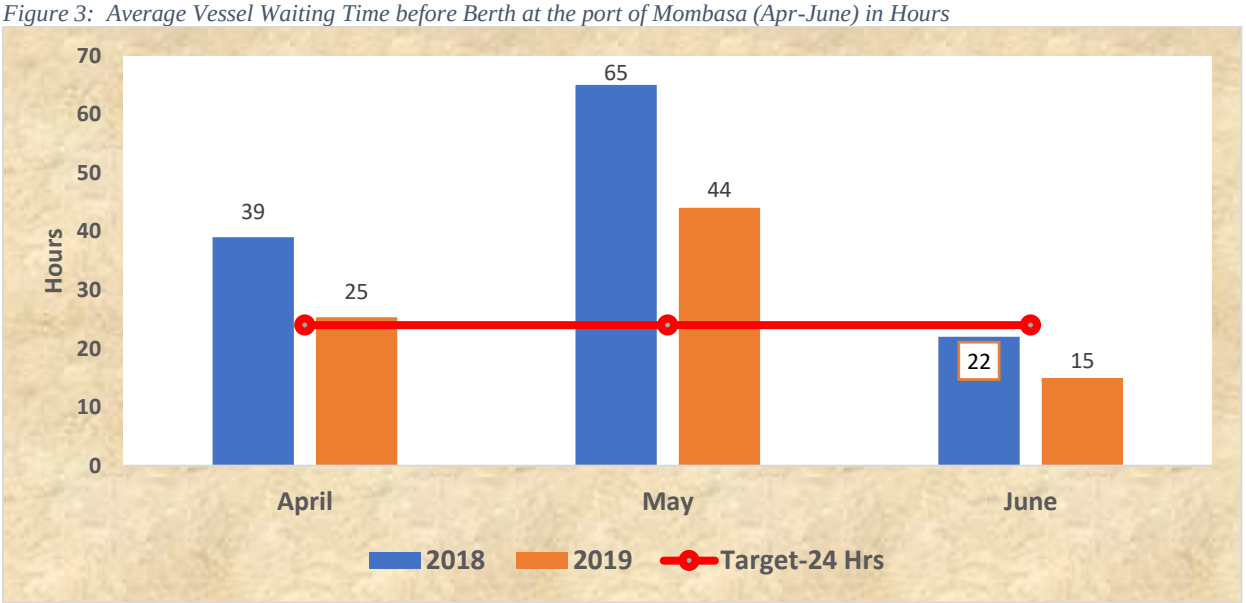
Source: KPA April to June 2019

2.2 *Vessel waiting time before berthing at the port of Mombasa*

This time is measured from the time the vessel arrives at the fairway buoy to the time of its first berth.

Vessel waiting time is a subset of the vessel turnaround time and a key determinant of the competitiveness of port terminals. From figure 3 below, the performance in the vessel waiting time at the Port of Mombasa improved significantly for the quarter in 2019 when compared to 2018.The average performance for the review period improved from 44 hours in May to 22 hours in June against the 24-hour target suggesting enhanced efficiency. This improved performance is attributed to an increase in the number of container handling terminals at the port of Mombasa. In addition, there has been increased investment in both shore and off shore equipment's which includes acquisition of modern tugboats and pilot boats that have boosted berthing operations.

Figure 3: Average Vessel Waiting Time before Berth at the port of Mombasa (Apr-June) in Hours



Source: KPA April to June 2018-2019

3 PORT INDICATORS

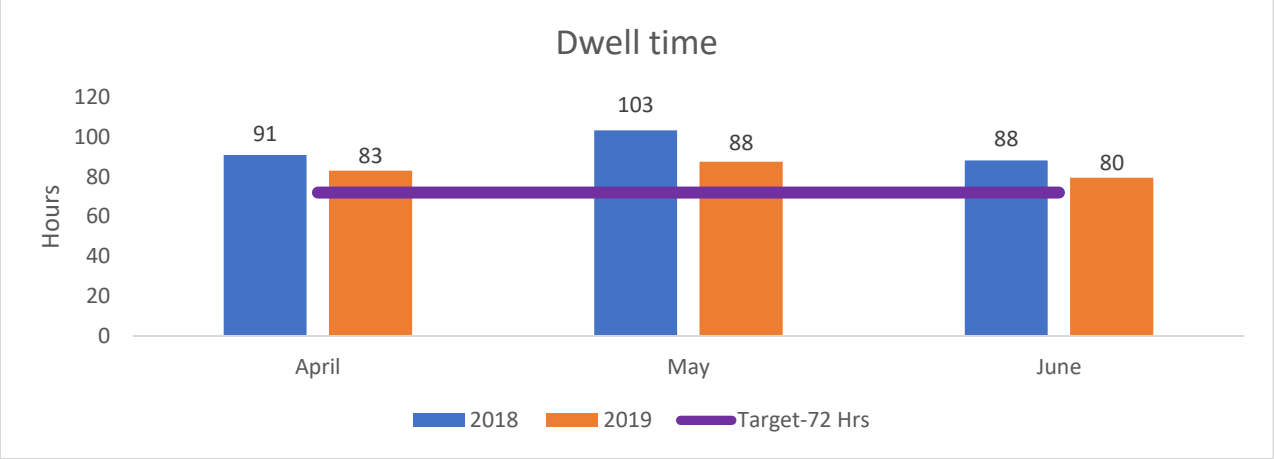
This section focuses on performance of time and delays indicators specifically container dwell time, One Stop Centre Clearance Time, Time Taken at the Document Processing Centre (DPC) and Delay after customs release at the port of Mombasa for the quarter ending June.

3.1 *Containerized Cargo Dwell Time at the Port of Mombasa*

Cargo Port Dwell Time is the measure of time that elapses from the time cargo is offloaded at the Port to the time it leaves the Port premises.

Figure 4 shows a comparative analysis of the cargo dwell time at the port of Mombasa for the quarter ending June in 2018 and 2019. The average container dwell time at the port of Mombasa has seen a steady decrease in 2018 and 2019. This performance could be attributed to the expansion and construction of additional terminals, acquisition of modern equipment's, improvements in documentation and clearance processes and automation of container handling processes. Statistics shows that the target of 3 days is yet to be met.

Figure 4: Average containerized cargo dwell time in hours April to June



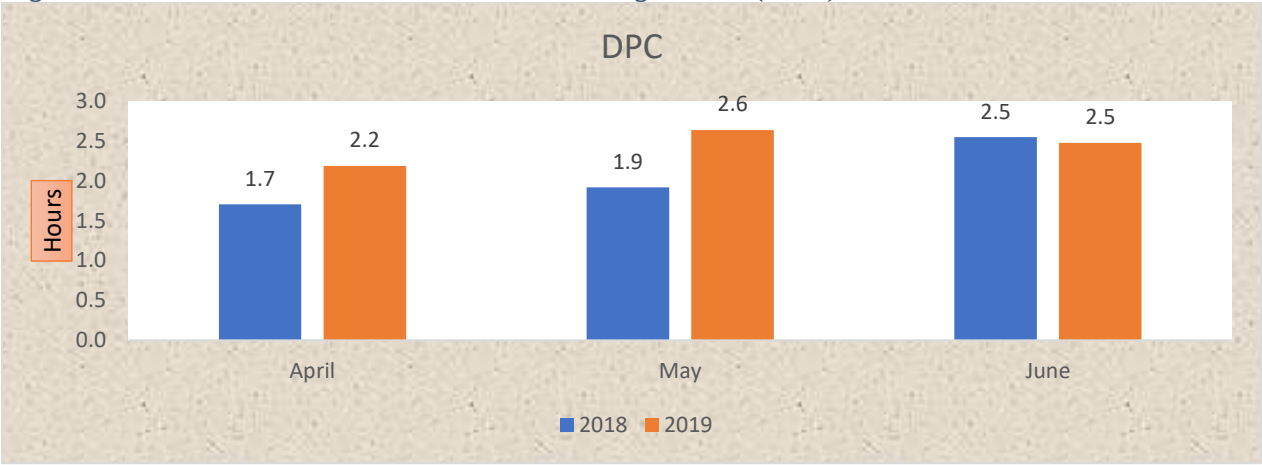
Source: KPA April-June 2018/2019

3.2 Time for customs clearance at the Document Processing Centre (DPC)

This refers to the time taken by Customs to pass an entry lodged by a clearing agent. This time bears a proportion to the total port dwell time.

The data shows an increasing trend in performance for the quarter under review in both 2018 and 2019 as illustrated in figure 5. Performance over the two quarters moved further from the set target of an hour. The average DPC time increased from 2 hours in June 2019 to 3 hours in May and June 2019. Delays in customs clearance at DPC during this period is partly attributed to the SIMBA system instability; document volumes awaiting processing in between the shifts; the quality of declaration by the relevant agents and other stakeholders' systems. Statistics presented reveal that customs authorities have not achieved the set target of one hour. It is evident that more efforts, including the automation of the DPC processes should be fast-tracked for speeding-up clearance of cargo processes to realize this target of one hour.

Figure 5: Time Taken at the Document Processing Centre (DPC)



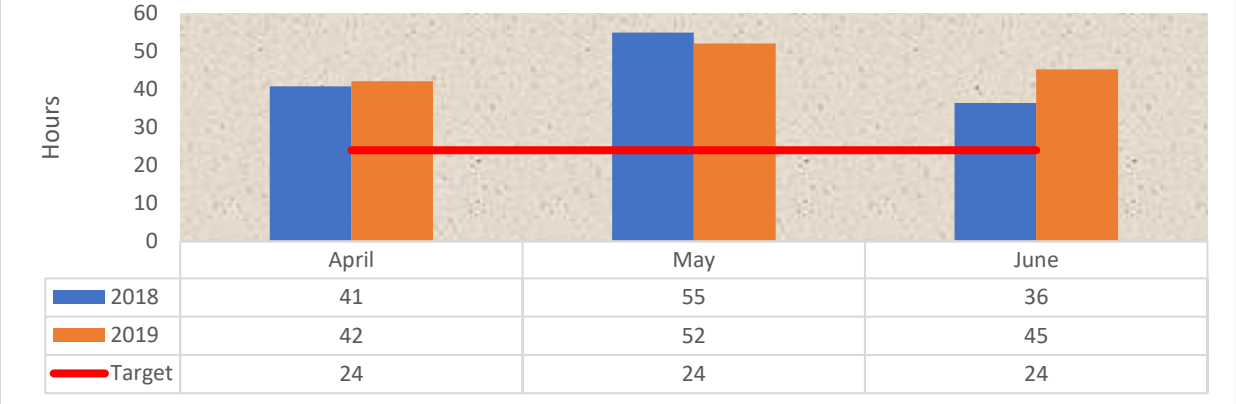
Source: KRA, April to June for the years 2018 and 2019

3.3 One Stop Centre Clearance Time

One Stop Centre Clearance Time measures the average time between passing of a registered customs entry and issuance of release order.

As illustrated in figure 6, average time spent at One Stop Centre for the period (April to June) witnessed a wavering performance with the month of May recording the highest time of 55 hours and 52 hours in 2018 and 2019 respectively. The performance is still far against the set target of 24 hours pointing to prevailing inefficiencies. The underperformance is partly attributed to late submission and amendment of customs entries by clearance agents and shortcomings in the coordination of joint verification of cargo. Furthermore, it requires a couple of days before results can be obtained for some of the tests carried out on imported goods by standards agencies. Mombasa Community Port Charter committed to attaining this target by undertaking the following commitments including conducting joint verification and verification of transit cargo to be made. Therefore, mechanisms for speeding-up clearance of cargo processes by all the stakeholders involved to realize the required result of one day is important.

Figure 6: Average Time taken at one stop center clearance in hours



	April	May	June
2018	41	55	36
2019	42	52	45
Target	24	24	24

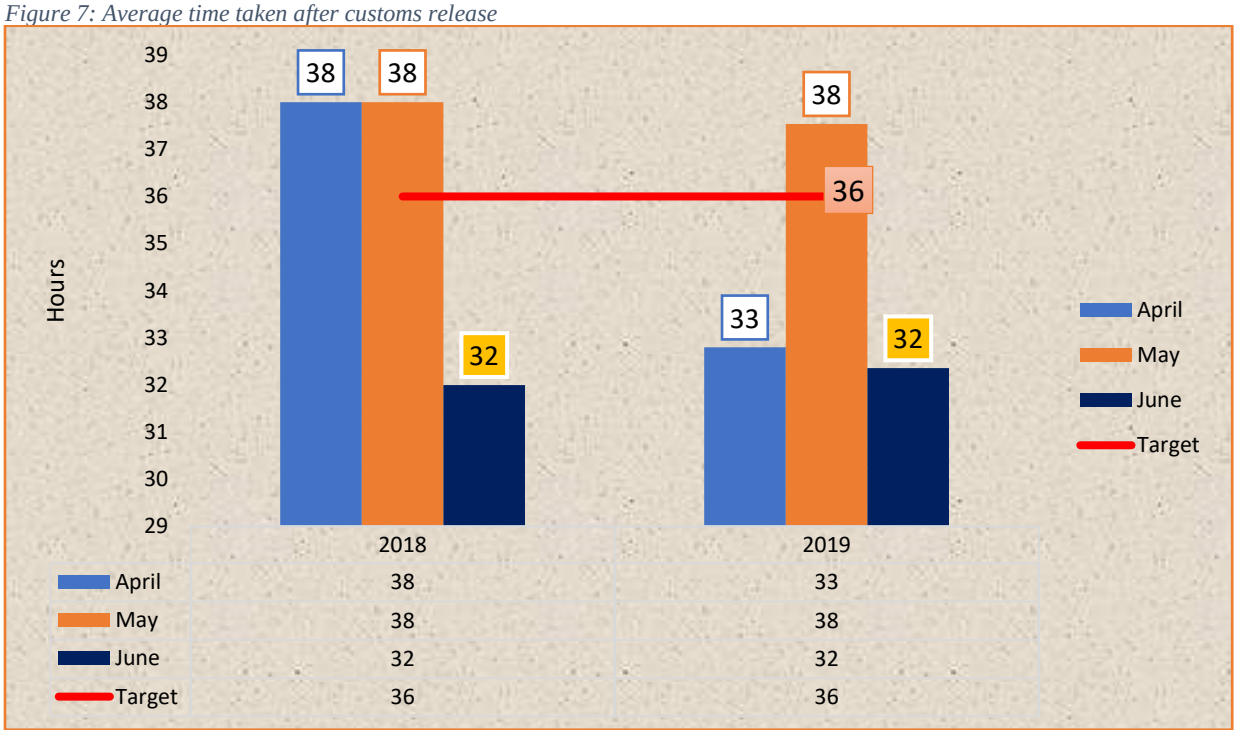
Source: KRA, April to June for the years 2018 and 2019

3.4 *Delay after customs release*

Delay after customs release refers to the period it takes to evacuate the cargo from the port after it is officially released by Customs.

Time taken after Customs have issued the transporter with a release order form authorizing their exit, fairly ranges between 33 hours in April 2019 to 32 hours in June 2019 during the quarter review period as shown in figure 7 below. The result shows a static performance in the rate of cargo pick up by transporters when compared to the previous year 2018. For instance, the average time taken after customs release in May and June 2018 and 2019 was static at 38 hours and 32 hours respectively. However, it can be noted that the target was attained in June 2018 suggesting improvements of roads infrastructure around the seaport and the corridor together with the implementation of standard gauge rail are bearing the desired outcomes to improve this indicator.

Figure 7: Average time taken after customs release



	2018	2019
April	38	33
May	38	38
June	32	32
Target	36	36

Source: KRA, April to June for the years 2018 and 2019

4 CORRIDOR INDICATORS

Corridor Indicators cover the period from the time goods are released up to exit at the border and final destinations. On this category, the indicators of interest are compliance levels at weighbridges, volume of traffic and transit time along the Northern Corridor.

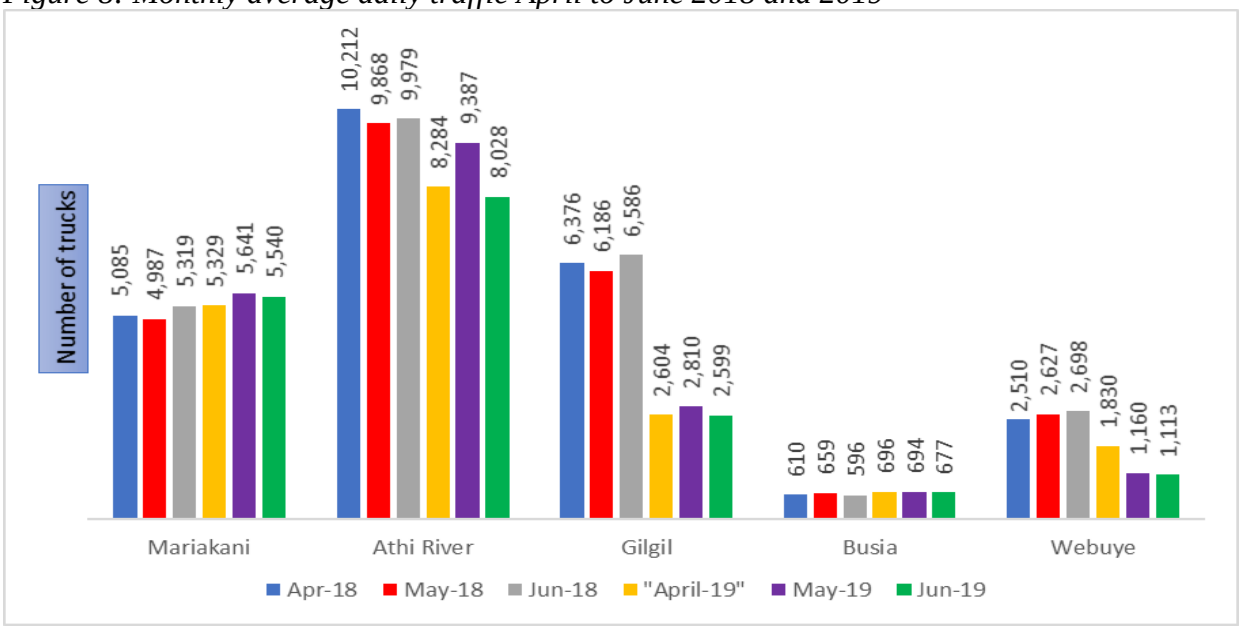
4.1 *Weighbridge traffic in Northern corridor Member States*

The indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya along the Northern Corridor.

Kenya has a total of 5 weighbridges along the Northern Corridor out of which 4 weighbridges have implemented High Speed Weigh in Motion (Mariakani, Athi River, Gilgil and Webuye). Data on average daily traffic at weighbrigdes captures traffice information on both inbound and outbound trucks. Results from the data analyzed show that Busia and Athi River registered the least and highest average number of traffic weighed respectively in the fourth quarter of April – June 2019 as demonstrated in figure 8.

The traffic at Mariakani weighbridge mainly originates from the Mombasa Port and is comprises of both Local and transist cargo. The Athi River weighbridge recorded the highest traffic in the quarter and it is attributable to cargo that is originating from Namanga route, Nairobi City and its environs. This traffic further reduces as registered at Gilgil weighbridge partly due to cargo being offloaded in the Nairobi City which is one of the main destinations centers. Webuye and Busia Weighbrigdes recorded lower traffic which comprises of transit cargo heading to the border points of Malaba and Busia. When compared to 2018 same quarter, traffic in 2019 reduced marginally on all the weighbridges; this could be attributable to increase in cargo offtake by standard gauge railway.

Figure 8: Monthly average daily traffic April to June 2018 and 2019



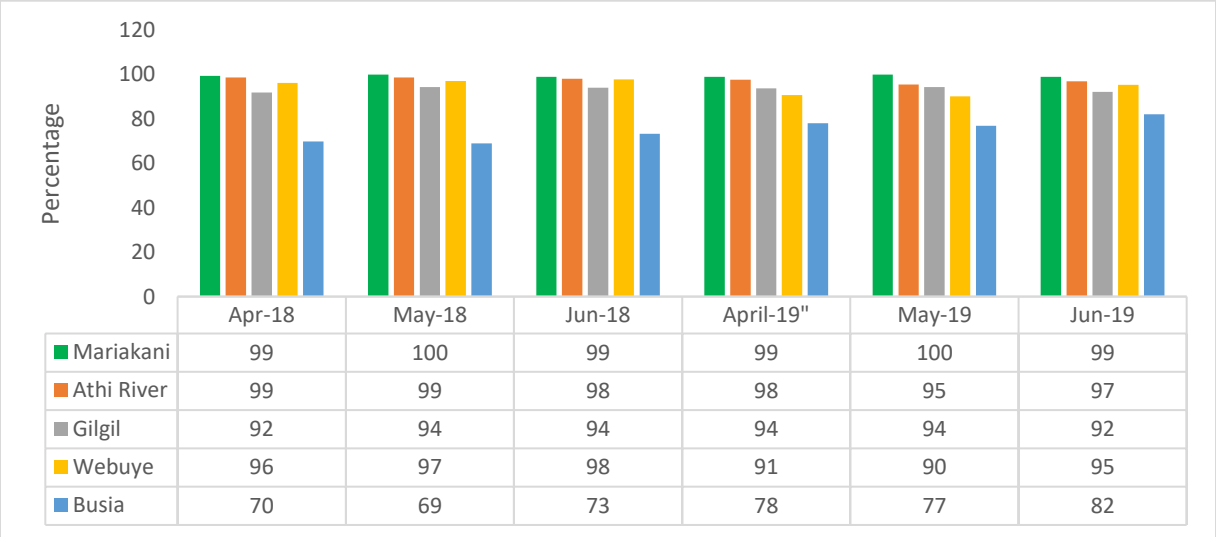
Source: KeNHA, April to June 2018 and 2019

4.2 *Weight Compliance at the Weighbridge*

Weight compliance measures the percentage of trucks that comply with the vehicle load limits before and after re-distribution of the weights.

From figure 9 below, the weighbridges in Kenya recorded a steady performance in terms of compliance levels of over 90 percent performance except for Busia weighbridge. The compliance over the 2019 quarter period also improved when compared to the same quarter in 2018. Low compliance at the Busia weighbridge could be attributed to the fact that most of the cargo through Busia are exports originating from Kenya and the Busia weighbridge offers the first opportunity for the loaded trucks to be weighed. Low compliance at the Busia weighbridge suggests that trucks plying the Busia root could be exceeding axle load limits. Strategies have to be put in place to ensure truckers are able to verify load limits at the point of loading of trucks.

Figure 9: Weighbridge Compliance



	Apr-18	May-18	Jun-18	April-19"	May-19	Jun-19
Mariakani	99	100	99	99	100	99
Athi River	99	99	98	98	95	97
Gilgil	92	94	94	94	94	92
Webuye	96	97	98	91	90	95
Busia	70	69	73	78	77	82

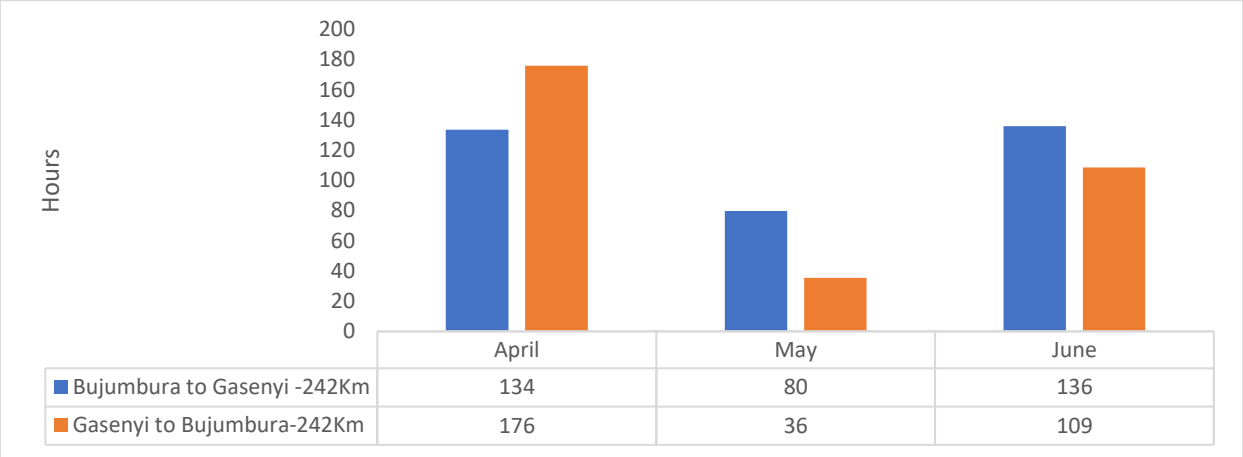
Source: KeNHA, April to June 2018 and 2019

4.3 Transit Time in Burundi

The main Northern Corridor route runs from Kanyaru –Haut to Bujumbura through Kayanza and connects with DRC through Gatumba border station. In addition, the route through Gasenyi connects with the main route at Kayanza. Transit time in Burundi was measured from Kanyaru Haut and Gasenyi to the major nodes and customs border points of Bujumbura Port and Kayanza.

The distance between Bujumbura to Gasenyi is 242 Kilometers. Figure 10 shows transit time from Bujumbura port to Gasenyi both export route and import route. The average transit time for Bujumbura to Gasenyi increased from 134 hours to 136 hours during the period April to June 2019. Average transit time on this route was inconsistent over the period varying from as high as 176 hours to a low of 80 hours. The performance implies that barriers to cargo movement still exist along the route pointing to prevailing inefficiencies.

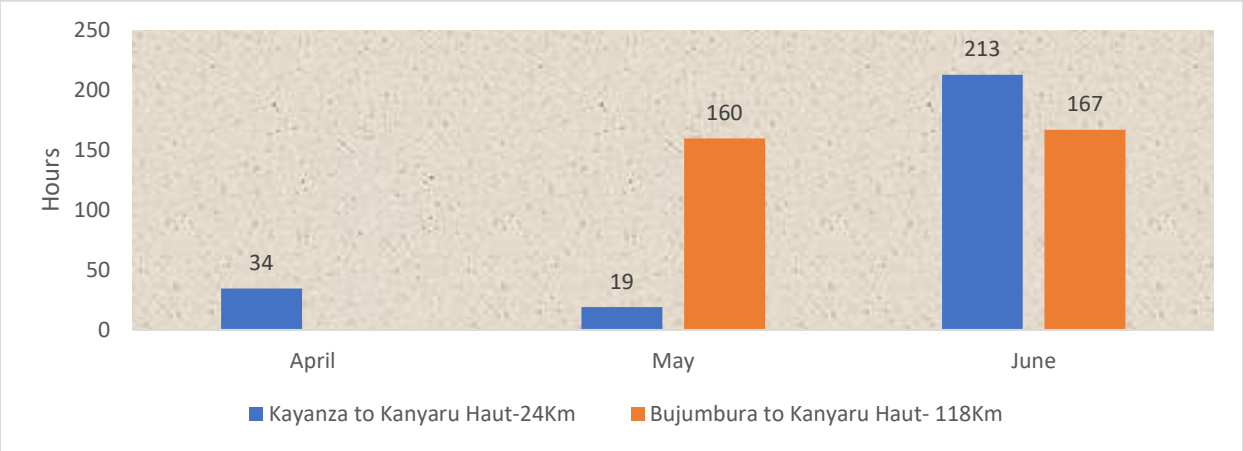
Figure 10: Transit Time from Bujumbura to Gasenyi



Source: OBR, April – June 2019

The average transit time for Kayanza to Kanyaru-Haut route was significantly high increasing from 34 hours in April 2019 to 213 hours in June 2019 despite the fact it is a shorter distance compared with Bujumbura port to Kanyaru-Haut pointing to prevailing inefficiencies. The long transit delays on the routes were attributable to the steep terrain and road conditions resulting from damage by rain and overloaded vehicles. The best performance transit time for the same route was recorded at 19 hours.

Figure 11: Transit Time from Kayanza and Bujumbura to Kanyaru Haut in hours-2019



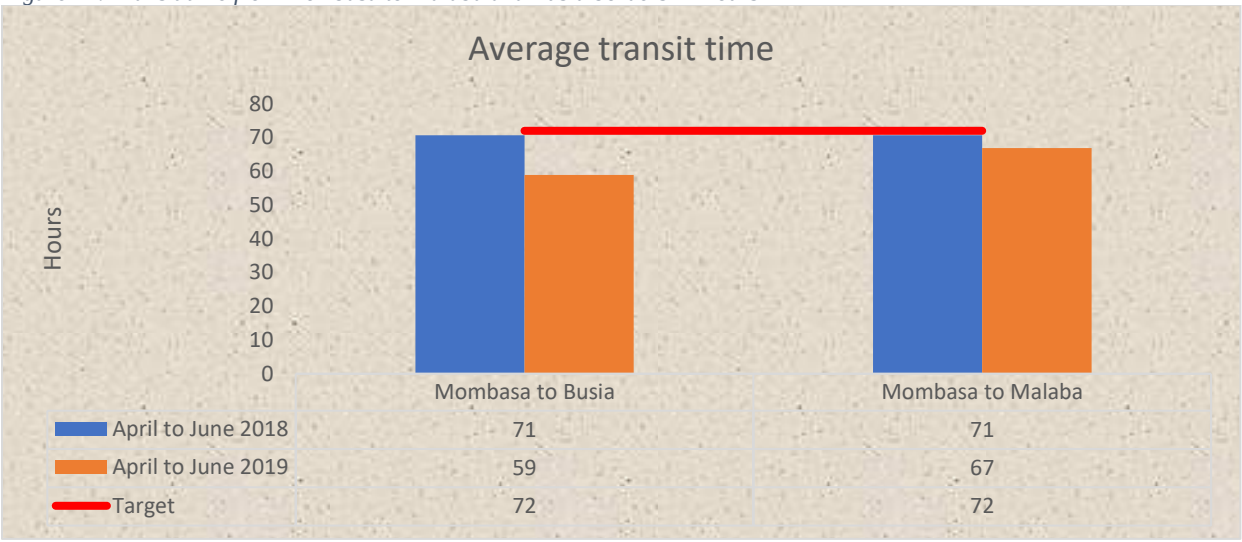
Source: OBR, ASYCUDA DATA, April – June 2019.

4.4 Transit time in Kenya -using RECTS

Figure 12 gives trends of transit time from Mombasa port to Malaba and Busia borders from April to June in 2018 and 2019 for the trucks that were armed with RECTs. The distance between Mombasa port to Malaba is 933 km and from Mombasa port to Busia is 947 km. The average transit time target for trucks plying these routes is 3 days. Over the review period, average transit time from Mombasa to Busia for the quarter under review improved tremendously from 71 hours in 2018 to 59 hours in 2019. Similarly, average transit time from Mombasa to Malaba improved steadily from 71 hours in 2018 to 67 hours in 2019. This performance suggests an enhanced efficiency along the route over time. The remarkable performance could be attributed to the infrastructure improvement along the route including construction

of Port Reitz- Moi International airport access road, Miritini –Mwache Kipevu links road, Nairobi Southern by-pass and Nairobi Eastern by-pass, construction of 3 interchanges at Nakuru, Njoro and Mau Summit which have succeeded in diverting traffic from congestion in the major urban areas along the Corridor.

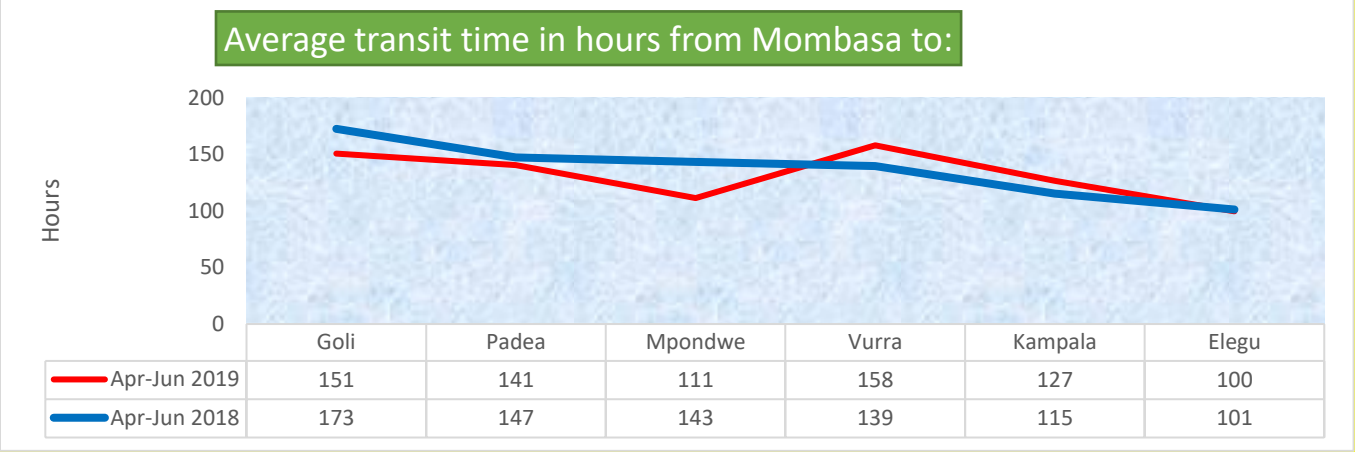
Figure 12: Transit time from Mombasa to Malaba and Busia borders in Hours



Source; KRA-RECTs April to June 2018/2019

Figure 13 provides transit time from the port of Mombasa to Vurra/Uganda, Kampala/ Uganda, Elegu-Nimule border/South Sudan, Mpondwe and Goli/DRC for the quarter covering April to June in 2018 and 2019. All the destinations from Mombasa have seen an improvement in average transit times except Vurra and Kampala. Mombasa to Elegu/Nimule which is 1,430 Km) averaged 14 Kms per hour while Mombasa to Goli (1,476Km) averaged 9.8 Kms per hour. However, Mombasa to Mpondwe (1,611 Km) is the fastest route averaging 15 Kms per hour compared to Mombasa to Kampala (1,169 Km) that averaged to 9 kms per hour; suggesting that there are factors constraining cargo movement on this route over the review period. Sometimes it takes longer for the RECTS gadgets to be disarmed when a truck has already arrived, which may contribute to an increase in transit time.

Figure 13: Average transit time from Mombasa Port to various destinations



Source; KRA-RECTs April to June 2018/2019

4.5 *Transit time in Rwanda*

Transit time in Rwanda is the time duration from the time a truck is allowed (electronically in Rwanda Revenue Authority's system) to commence the transit journey to the time of disarming the RECTS gadget. Rwanda is bordered by Uganda, Tanzania, Burundi and the DRC. Rwanda borders DRC through various borders among them is Rubavu, Bukavu and Bugarama. DRC is Rwanda's largest trading partner and provides the largest market share. Table 3 below shows the transit times in Rwanda to these borders where data was available for the quarter ending June 2019 using the Regional electronic cargo tracking system. A total number of 92 and 155 trucks were armed with RECTs gadgets from Kigali and Cyanika to Rubavu Corniche respectively. The distance from Kigali to Rubavu is approximately 160 kilometers while Cyanika to Rubavu/DRC is around 86 kilometers. From the analysis, average transit time from Kigali to Rubavu Corniche was recorded as 30 hours whereas the average transit time from Cyanika to Rubavu was 15 hours and from Kigali to Bugarama was 49 hours as shown in the table below.

Table 3: Transit time to Rubavu/Corniche in hours

	Kigali to Rubavu Corniche	Cyanika to Rubavu/Corniche	Kigali to Bugarama
Mean	30	15	49
Median	20	12	41
Minimum	4	2	3
Maximum	179	164	225
Count	92	155	106

Source; RRA-RECTs April to June 2019

Average transit times from Kagitumba/ Uganda to Kigali/Rwanda is as shown in table 4 below. Cumulatively 50 percent of trucks travelled within 7 hours from Kagitumba/ Uganda to Kigali in Rwanda.

Table 4: Transit time from Kagitumba to Kigali

	Kagitumba to Kigali
Mean	14
Median	7
Minimum	4
Count	83

Source; RRA-RECTs April to June 2019

4.6 *Transit time in Uganda*

Transits time in Uganda tracks the time taken to move cargo between Kampala and various borders between Uganda and Northern Corridor Member States of Rwanda, South Sudan, Kenya and DRC as illustrated in figure 14 below. Uganda borders South Sudan through Elegu/Nimule border and Oraba/Kaya border. Uganda borders DRC through Ntoroko, Goli and Mpondwe.

From the analysis time taken varies depending on the distance. However, Kampala to Ntoroko is the slowest route averaging 8 Kms per hour compared to Kampala to Oraba that averaged to 18 kms per hour. Kampala to Elegu, Goli and Mpondwe averaged 13, 10 and 9 Kms per hour

respectively over the review period. It was noted that there was a lot of traffic on the Ntoroko route; which could have attributed to long transit time by congestion.

Figure 14: Transit time from Kampala CBD in hours to various borders

	Oraba-581Km	Goli-465Km	Elegu- 457Km	Mpondwe-442Km	Padea	Ntoroko-372 Km
April to June 2019	35	46	35	50	40	44
April to June 2018	33	44	32	39	45	42

Source; URA-RECTs April to June 2018/2019

The average transit time between Malaba and Elegu (497 Km) was recorded as 23 hours during the quarter under review while average transit time from Malaba to Mpondwe (678 Km) was recorded as 42 hours.

Table 5: Transit time from Malaba to Mpondwe and Elegu

Transit Time	Malaba to Mpondwe	Malaba to Elegu
Mean	42	23
Median	35	19
Minimum	17	10
Maximum	256	257
Count	163	357

Source; URA-RECTs April to June 2019

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