

QUOTE OF
THE DAYPrincipal Judge Jane
speak up. When a girl or

EDITORIAL

Govt must develop
the transport sector

Last week, Kampala Capital City Authority (KCCA) unveiled plans to regulate the operations of commuter taxis and boda bodas.

The planned regulation will entail, among other things, strict guidelines on where to stop for purposes of offloading passengers and the introduction of no-go areas. This is sweet music to the ears, especially since it is coming at a time when a modicum of order has just returned to the streets following the eviction of street traders.

These regulations should, however, be matched with commitment to developing and returning order to the transport sector. That commitment can only be seen through government funding and non-interference in KCCA's work.

The issue:

Transport.

Our view:

Regulations should be matched with commitment to developing and returning order to the transport sector. That commitment can only be seen through government funding and non-interference in KCCA's work.

In May 2005, the government unveiled the National Transport Master Plan (NTMP) and Transport Master Plan for the Greater Kampala Metropolitan Area (GKMA), which emphasised investment in the transport sector, which it recognised as the "blood circulation system" of the economy.

The NTMP/GKMA sought to address the challenges of transport in Kampala by introducing a Bus Rapid Transport System (BRTS) for the Greater Kampala Metropolitan Area (GKMA), under which speedy long buses, each with a capacity to carry 150 people, were to be introduced.

Other planned interventions were the designing and construction of dual carriageways on at least 122kms of the main arteries, inner parts of the city centre and the Southern by-pass; upgrading of at least 572.9kms of single carriageways to double lane roads with adequate shoulders and proper drainages; investments in other modes of transport including non-motorized transport; revamping railway transport and; investing in development of air and water transport.

The NTMP/GKMA was meant to be implemented over a 15-year period starting in 2008, but most of the planned activities under it had not been implemented by the time it lapsed in 2023.

Again in October 2018, KCCA unveiled the Multi-Modal Urban Transport Master plan, part of the second phase of the Kampala Institutional and Infrastructural Development Project (KIIDP). KIIDP-2, a five-year \$183.7m World Bank-funded project, which is intended to phase boda bodas out of Kampala and have them replaced with buses, light trains and cable cars. Planned activities under this, too, were never implemented due to lack of funds.

The planned activities under the NTMP/GKMA and the Multi-Modal Urban Transport Masterplan are, however, as relevant today as they were when the plans were first unveiled.

It is high time these plans were revisited with a view to implementing some of the activities therein, but revisiting them must come with serious investments and a commitment on the part of the government. There are no two ways about it.

Our commitment to you

We pledge:

- To be accurate and fair in all we do.
- To be respectful to all in our pursuit of the truth.
- To refuse to accept any compensation beyond that provided by Monitor Publications Ltd. for what we do in our news gathering and decision-making.

Further, we ask that we be informed whenever you feel that we have fallen short in our attempt to keep these commitments.