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Geography paper 3: Transport in Uganda

1. (a) Explain the contribution of air transport to the development of Uganda (15marks)

Candidates are expected to come up with the current status of air transport in Uganda. These may include the following

- Dominated by foreign companies with a few National carrier (Uganda airline)
- Entebbe airport is being expanded and modernized
- Internal flights are on increase
- Same airstrips are being upgraded to Airport status
- Plans are underway to construct an airport in Hoima due to the oil/petroleum discovery

Candidates are expected to identify the air transport routes. These may include

East Africa

- Entebbe – Nairobi – Dar-es-salaam – Juba – Kenya – Kigali – Mwanza

Flights within Africa

- Entebbe – Johannesburg
- Entebbe – Addis Ababa
- Entebbe – Cairo

International flights

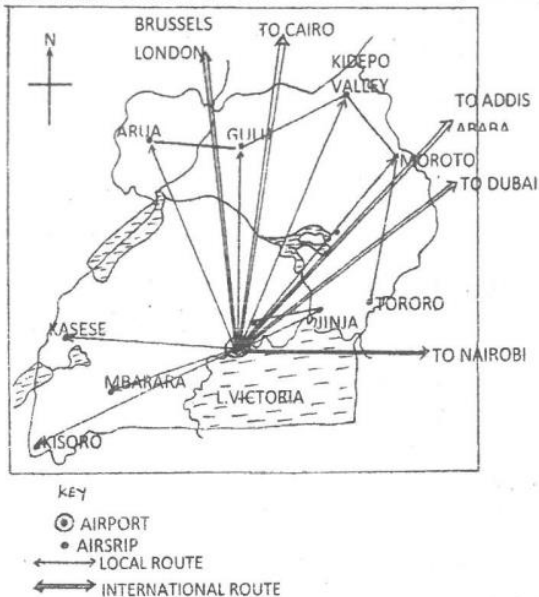
- Entebbe – Brussels – Cologne – London – Amsterdam – Rome
- Entebbe – Dubai – Doha – China – Singapore – Korea
- Entebbe – Dubai – Dehli - Bombay

Domestic flights

- Entebbe – Mbarara
- Entebbe – Kasese
- Entebbe – Kisoro
- Entebbe – Arua

- Entebbe – Gulu
- Entebbe – Soroti
- Entebbe – Kidepo/Kaabong
- Entebbe – Jinja
- Entebbe - Hoima

A SKETCH MAP OF UGANDA SHOWING AIR ROUTES, AIRPORT AND AIR STRIPS /AIR FIELDS



Candidates are expected to come up with contributions of air transport and these include

- Promote trade
- Development of Airport/Airfields/ Urbanization
- Promote development of other transport networks like road network
- Promotes tourism by facilitating movement of tourists
- Promote international relations
- Provides employment to the pilots, and people working on airports
- Source of foreign exchange
- Source of government revenue from taxes
- Diversification of the economy
- Promote resource utilization
- Promotes labour mobility say to Middle East

(b) Outline the problems affecting air transport in Uganda (10marks)

Candidates are expected to come up with problems affecting air transport in Uganda. These include

- Limited capital (too expensive to maintain)
- Over dependence on foreign Airlines which over charge customers
- Restrictions when allocating air routes/government policy
- Competition with other means of transport such as road transport for domestic flight.
- Few customers due to high costs
- Does not cheaply carry bulky products.
- Do not reach all areas of the country
- Limited skilled man power
- Low level of technology/limited spare parts
- Political instability
- Poorly developed infrastructure
- Flying birds interfere with air movement
- Operating old air crafts that cause accidents
- Corruption and embezzlement like the CAA, procurement committees etc.
- Profit repatriation
- Weather changes/visibility
- Relief-steep slopes limits construction of Air strips.

2. Assess the role of road transport in development of Uganda (25marks)

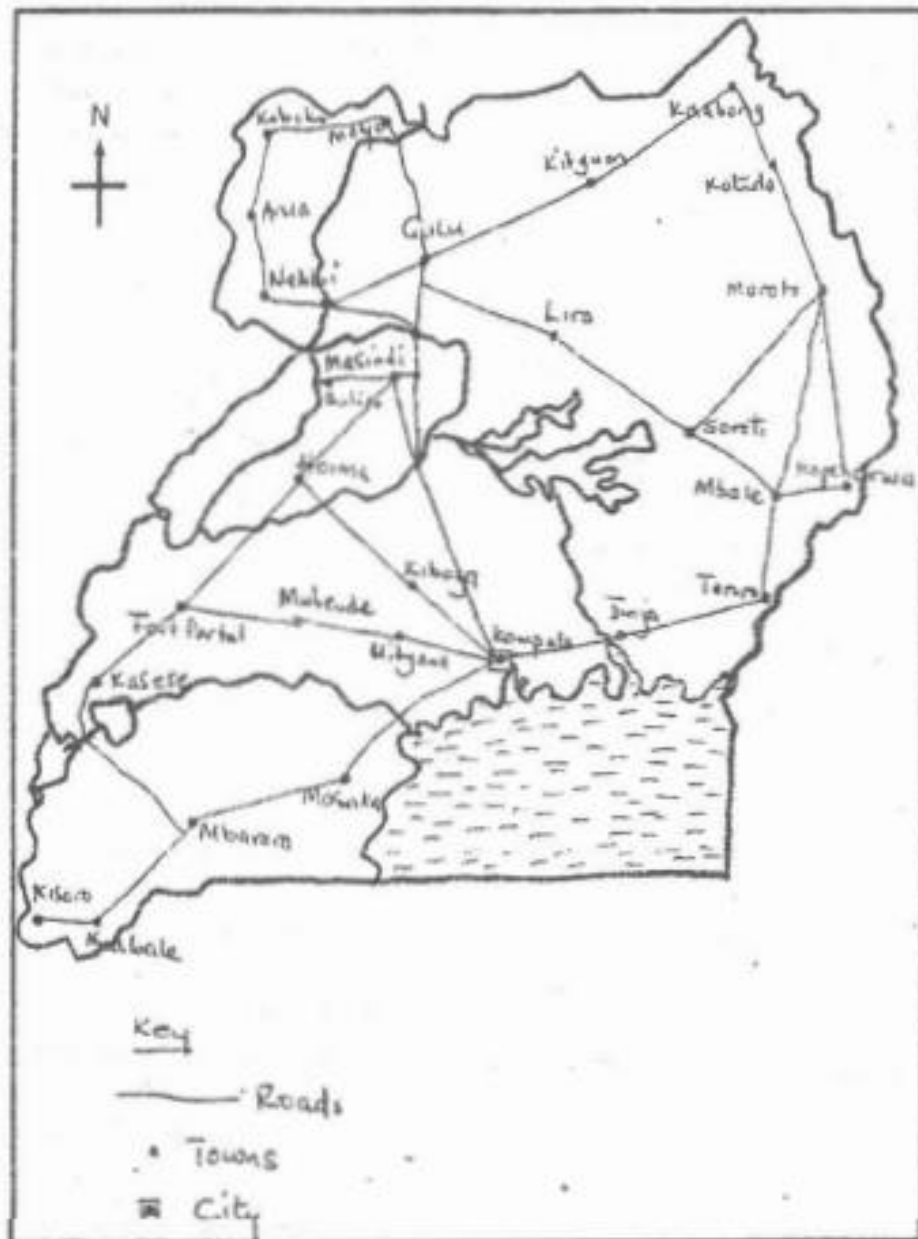
Candidates are expected to come up with the current status of transport in Uganda such as

- Road transport is the most dominant type of transport in Uganda with 99% passenger traffic and 95% freight
- Many of the murrum roads have been upgraded to tarmac roads.
- Many of the roads that were under local government have been taken over by the central government under UNRA.
- Many feeder roads have been opened especially in rural areas.
- Rehabilitation of major roads is continuously carried out.

Candidates are expected to draw a sketch map of Uganda showing road networks e.g

- Kampala – Jinja – Tororo – Malaba
- Kampala – Masaka – Mbarara – Kabale
- Kampala – Mubende – Fort Portal
- Kampala – Kiboga – Hoima
- Kampala – Nakasongola – Gulu
- Mbale – Moroto – Kotido
- Tororo – Mbale – Soroti – Lira

SKETCH MAP OF UGANDA SHOWING ROAD TRANSPORT NETWORK



Candidates are expected to bring out the positive and negative roles of road transport in Uganda

Positive Contributions

- It opens up remote areas for trade and the service industry.
- Promotes international trade enabling imports and exports in the country.
- Promotes the development of urban areas leading to provision of accommodation, intellectual and health services thus improving people's standards of living.

- Promotes development of industries through facilitation of raw material transportation.
- Promotes agricultural development through improved transportation inputs to the farms and outputs to the market.
- Encourages settlement along the road sides such as on Kampala – Masaka Road.
- Promotes tourism by transporting tourists to tourist centers such as Mabere Caves in Fort Portal.
- The transport strengthens international Cooperation by enabling trade between Uganda and DRC, Rwanda, South Sudan, Kenya etc.
- Source of government revenue used for development through taxation (customs) and fees Charged on vehicle and fuel used in these vehicle.
- Leads technological development such as vehicle mechanic, development of roads, railways, water canal and airports.
- Transport means stimulate exploitation of natural resources e.g. minerals, fisheries, forestry etc.
- Transport stimulates provision of social services such as H.E.P, health care and education
- Transport means lead to creation of employment to people of different categories such as drivers, road engineers, ship builders, air craft builder etc.
- Transport ways form boundaries between local and international administration units.

Negative contributions

- Urban development lead to Congestion, increased crime rate, poor hygiene etc.
- Pollution from oil spills, gaseous emissions in urban centres affecting both aquatic life and man.
- Involve high costs of maintenance of roads.
- Transport vehicles cause accidents leading to loss of property and life.
- Improved transport leads to over exploitation of resources such as minerals and forestry threatening future uses.
- Construction of roads leads to displacement of people, loss property and heavy compensation from government.
- Have led to regional imbalances in development because areas along roads develop faster than those far away thus affecting balanced economic development.
- Road construction lead to destruction of vegetation and wildlife affecting tourism and climate.

3. (a) Explain the factors limiting the use of water transport in Uganda
Or examine factors that limit effective utilization of water transport in Uganda

Candidates should draw a sketch map showing water transport

It should have three routes on different water bodies with relevant ports/landing sites

The routes and water bodies include

Lake Victoria

- Portbell – Kisumu
- Portbel – Jinja

- Jinja – Mwanza
- Nakiwogo – Kampala

Lake Kyoga

- Kayunga – Lira – Luwero
- Kamuli – Soroti
- Ntoroko – Butiaba

Lake George

- Katunguru – Kasenyi
- Kahandoro – Hamukungu

River Nile

- Masindi port – Kuni
- Pakwach – Nimule
- Lalopi – Adjuman

Lake Albert

- Butiaba – Buliisa
- Butiaba- Muhangi

- Inadequate landing sites as well as poorly equipped port facilities for example at Kasenyi, Masese landing sites where passengers have to step in water before climbing boats
- Competition from relatively safe and faster means of transport like roads.
- Lack of skilled manpower to handle water transport in form of trained captains, engineers, life saver for example Kabalega ship collided with Kaawa ship on Lake Victoria due to semi-skilled captains.
- Presence of thieves along water routes

(b) Outline the steps being taken to improve water transport in Uganda

Candidates should explain and illustrate the steps being taken to improve water transport like

- There is construction of modern ports like Portbell, Masese etc.
- Building of motor boats and large safer boats.
- Introduction of ferry services like Kalangala ferry, Panyior (L. Albert) etc.
- Introduction of life saving jackets and gadgets
- Government policy such as limiting over loading of boats
- Removal of water weeds and floating islands by mechanical and biological means.
- Ensuring security on the lakes by UPDF
- Privatization and liberalization of water transport which attracts investors.
- Construction of roads linking landing sites like Nabagereka road to L. Victoria
- Port rehabilitation
- Game cropping/reallocating wild animals.

4. (a) Account for the decline in railway transport in Uganda.

Candidates are expected to come up with current status of the railways transport in Uganda.

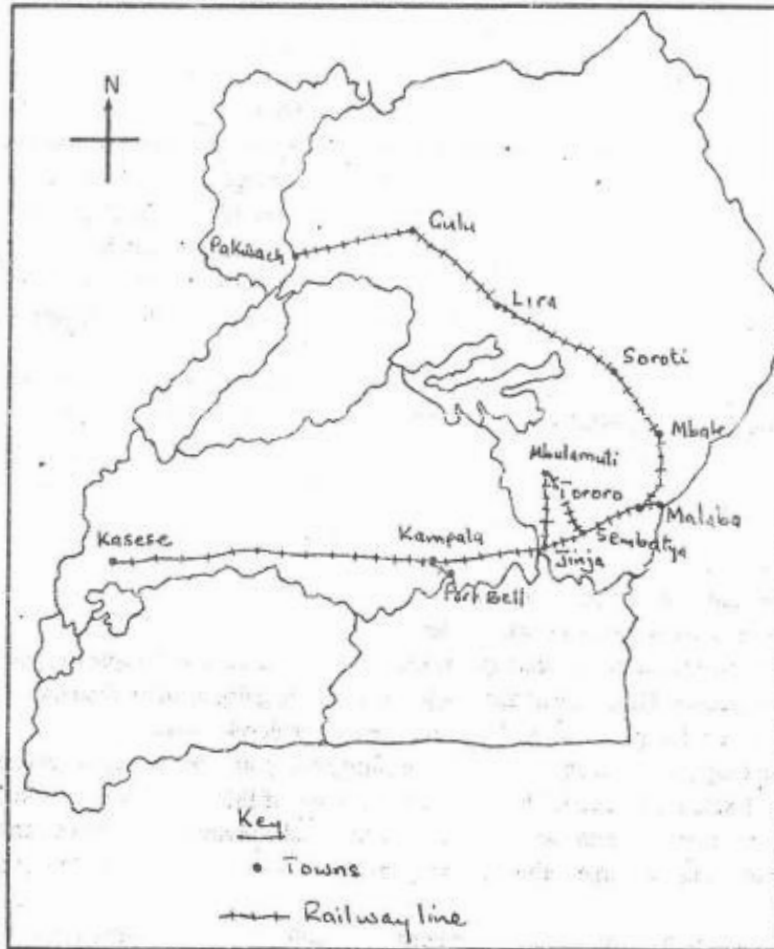
- At the moment railway transport operates at its minimum handling between 30 to 40% of Uganda's Bulky Cargo to and from Mombasa and Dar-es-salaam port.
- Most of the major routes are no longer operational except the Tororo – Kampala – Portbell route
- There is rehabilitation of railway route from Malaba to Kampala expected to complete by 2024
- Uganda Railways is purchasing new trucks and coaches for the railway by 2025.

There are four major railway routes in Uganda namely

- Eastern line consisting of Tororo – Jinja - Kamuli routes
- The Northern line consists of Tororo – Soroti – Lira – Gulu – Pakwach route
- The western line consists of Kampala – Kasere route.

- The central line consists of Kampala – Portbell route. The can be seen on the sketch map below

A SKETCH MAP OF UGANDA SHOWING RAILWAY NET WORK DISTRIBUTION.



Several factors are responsible for the decline of railway transport in Uganda

- The collapse of the East African Community which was the major customer of the railway.
- The closure of the Kilembe mine in 1975 that was the major customer of the Kampala-Kasese line
- The decline in production of cotton reflected by the closure of Lira spinning mill made Tororo – Pakwach line redundant
- Political instability between 1970 and 1996 lead to destruction railway properties.
- Vandalization of railway properties by metal scrap dealers
- Stiff competition from flexible road transport
- Lack skilled man power to handle railway operations
- Inadequate capital to fund railways activities
- Poor management and corruption
- Encroachment on railway land.

(b) Outline the steps being taken to revive railway transport in Uganda.

Several measures have been undertaken to revive railway transport in Uganda

- Railway services were privatized to Rift Valley Railways a South African company based in Kenya
- There is progressive rehabilitation of the rail line
- Steps are being taken to protect railway properties from vandalism by security organs
- Diversification of economy to provide customers for railway services
- Strengthening of East African community to provide market for railway services
- The government of Uganda established a railway and locomotive workshop at Nalukolung In Kampala for training man power
- Restoration of political stability in Northern Uganda.
- Linking railway transport with water and road transport.

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