

# ROAD FUND FOCUS

A PUBLICATION ON ROAD  
MAINTENANCE FINANCING



**FOURTH EDITION**  
**MAY 2022 - JULY 2022**

MESSAGE FROM THE  
EXECUTIVE DIRECTOR

## CUSTODIANS OF UGANDA'S MOST IMPORTANT NATIONAL ASSET

Dear Reader,

Welcome to our fourth edition of *The Uganda Road Focus* Newsletter. Newsletter shares what the Fund has been up to in the months of May, June, and July 2022.

Our key operations priority remains keeping roads motorable for a better road experience all the year, despite inadequate funding. What we want to see this year is the Government undertaking to facilitate the full operationalization of the Fund in line with the Parliamentary resolution of 12th May 2022 and spontaneous implementation of the five-year road maintenance strategic plan.

Roads remain Uganda's national most valued asset. Yes, the impact of road maintenance financing on the economy and lives is significant. We believe that sustainable road maintenance lies in the actualization of the 2G fund since Parliament appropriations are not sufficient, hence the increased backlog. The fund requires about UGX 1.2Tn – UGX 1.7Tn per year to finance public road maintenance.

Balancing funds towards road development and road maintenance can be realized if the fund directly accesses all road user charges. URF continues strategic engagements with MFPED and other stakeholders on the amendment of URA law. As a result, the 2G Fund status actualization debate has found its way to the floor of parliament, which is good progress. Once amended, the anomaly in Section 14 of the URA Act will enable direct remittance of Road User Charges (RUCS) to the Funds Account in line with Section 21 (3) of the URF Act.

The Fund released The Annual FY 2020/21 Report and The Road Maintenance Monitoring Report Q1 FY 2021/22 (July– September



2021). The Fund received UGX 512.18b n in FY 2020/21 which contributed to improving road conditions above by up to 5%. The key FY 2020/21 achievements included moving into the URF permanent office block, conducting periodic Road Users' Satisfaction Survey (RUSS), building and enhancing partnerships with stakeholders to strengthen interests of the fund, regular monitoring, and periodic evaluation of funded maintenance programmes. Through Technical Support Unit (TSU), the institutional capacities of DUCAR Designated Agencies was boosted to aid in effective DUCAR programme implementation and accountability.

The Fund has embraced stakeholder engagements as the only way to have everyone involved in road maintenance and get feedback. We are engaging leaders through District Roads Committees and opening our communication channels to hear from every road user. We ask you to share feedback about our operations and reports to enable us improve.

**Dr Eng Andrew Naimanye,**  
Executive Director.

## BACKGROUND

The Uganda Road Fund (URF) was established in 2008 by an Act of Parliament (URF Act, 2008). Its purpose is to finance routine and periodic maintenance of public roads in the country. It started operations in January 2010. The Fund derives its mandate from section 6 of the URF Act 2008. URF has a mandate to provide adequate and stable financing to maintain the 80,000km public roads in Uganda, principally from road user charges (RUCs).

### VISION

To provide Adequate, Reliable, Timely and Sustainable financing for road maintenance for a safe and efficient network.

### MISSION

To provide effective and sustainable financing of maintenance for public roads, build partnerships with stakeholders and serve with integrity

### CORE VALUES

- Prudence
- Transparency
- Integrity
- Value

### MANDATE

To Collect Road User Charges (RUCs) and manage the funds so collected to finance road maintenance programmes.



## ROAD SUB-SECTOR BY THE NUMBERS



Road transport is the most dominant mode, carrying **96.5% and 95%** of freight cargo and passenger traffic.



The total national paved road network has increased by **41%** from **3,800** kilometres in 2016 to **5,400** kilometres today. (Budget Speech for Financial Year 2021/22)

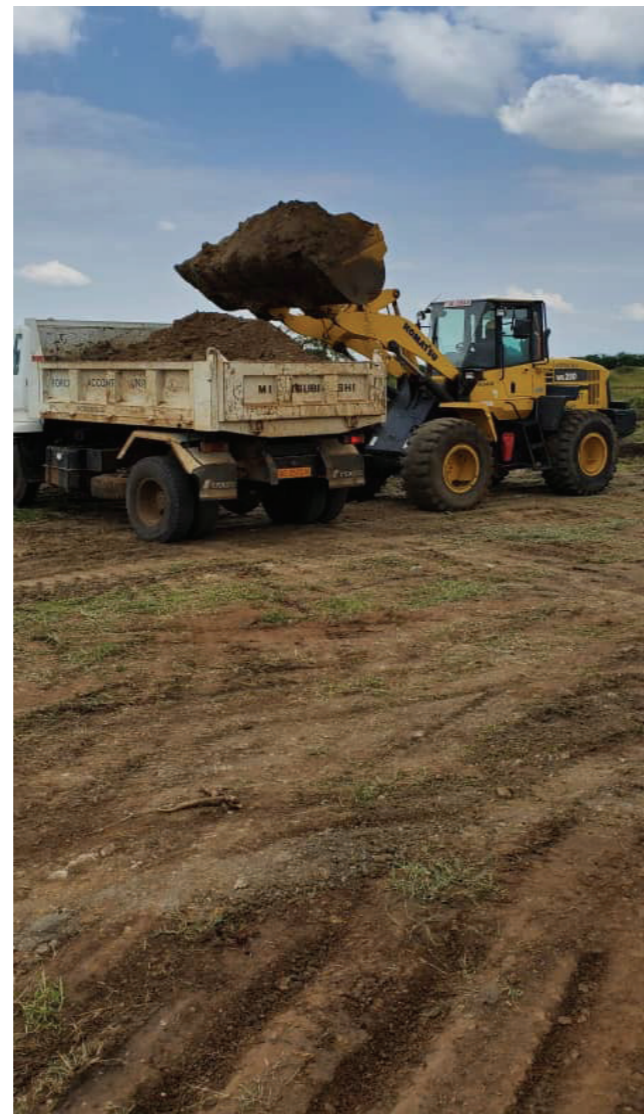
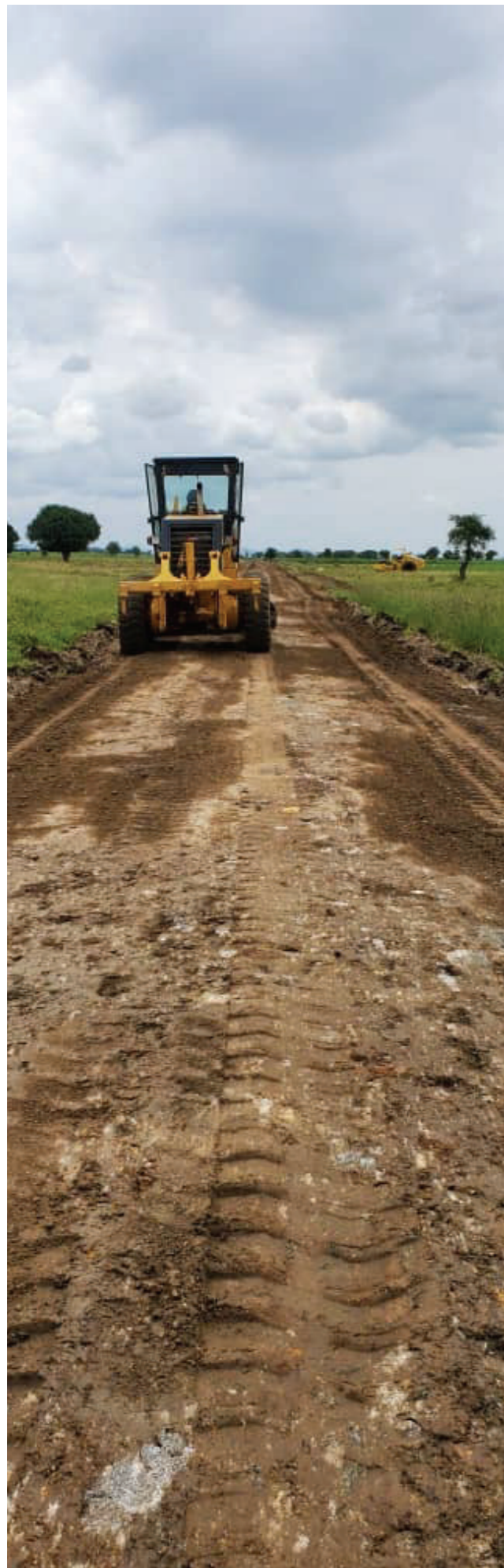
**UGX 5.1 trillion** has been allocated in the budget for the development of the integrated transport infrastructure and related services in FY 2021/2022. Out of this, Shs. **487.4 billion** is for road maintenance, and **Shs.135.9 billion** is for community roads improvement. (Budget Speech for Financial Year 2021/22)



### Our Current Designated Agencies

- 135 districts
- 31 municipals
- 10 cities
- KCCA
- UNRA





## KOBOKO: DOPETH NAKORETO LOPUYO ROAD

Gravelling project of Dopeth Nakoreto lopuyo road is under our emergency funding for FY 2021/22. Well-maintained roads enhance development of local economies.



WHAT URF FUNDS	IMPACT OF URF FUNDING
<ul style="list-style-type: none"> <li>Financing Routine and Periodic maintenance of Public roads. (paved and unpaved roads)</li> <li>Funding Road safety initiatives through Designated Agencies like maintenance of street lights and traffic junctions; installation of road signs and guardrails; marking of roads; demarcation of road reserves; improvement of road humps; and road Kerb painting.</li> <li>Emergency maintenance funding towards roads damaged by unexpected natural occurrences.</li> <li>Financing operations and maintenance of Ferries.</li> <li>Financing operations and maintenance of weighbridges.</li> <li>Finance maintenance of Bridges on the National Road network.</li> <li>Finances the Road User Satisfaction Survey (RUSS).</li> <li>Road Fund finances research of alternative technology for maintenance of Public roads.</li> <li>Financing Special Roads Projects. Special Projects are multi-billion road transformational projects that The Uganda Fund annually embarks on. The special projects are outside the routine planned works of Designated Agencies.</li> </ul>	<ul style="list-style-type: none"> <li>Supporting local economies.</li> <li>Making roads safer for everyone.Reduce the incidence of fatal and personal injury.</li> <li>Creation of employment.</li> <li>Seamless connectivity on Uganda's road network all-year round.</li> <li>Supporting Tourism.</li> <li>Supporting trade and agriculture.</li> <li>Easing access to social services and other amenities because maintenance makes the road network motorable.</li> <li>Ensuring gender equity and environmental safeguards.</li> <li>Better road user experience.</li> <li>Linking communities.</li> <li>Protecting and preserving Uganda's road asset by checking excess loading.</li> <li>Special roads project interventions are spurring local economic growth, addressing traffic congestion, road safety, drainage systems, and interconnectivity.</li> </ul>



**ROAD MAINTENANCE TO SUPPORT TOURISM AND CONNECTIVITY.** Masindi -Pakwach Road through Murchison Falls National Park.

# REPORT: 2021 ANNUAL PERFORMANCE OF THE FUND

This is the report for the eleventh year of URF operation. The report responds to section 39 of the URF Act by reporting achievements of the Fund for the resources appropriated to it by Parliament to finance maintenance of public roads in FY 2020/21. Our ANNUAL REPORT FY 2020/21 report is out and accessible via our website.

During the FY 2020/21, the public roads network was managed by 177 DAs (2 authorities that is UNRA and KCCA and 134 DLGs and 31 MCs, and 10 New Cities). The districts oversaw Town Councils and Sub-counties as their sub-agencies. The funded road maintenance programmes during the year included routine and periodic maintenance of public roads, road safety aspects, and various categories of bridge maintenance.

The DAs and sub-agencies collectively looked after a total of 107,020km of public roads made up of 20,856km of national roads under UNRA management; 1,105km of KCCA roads; 30,000km of district roads; 8,500km of urban roads managed by town councils; 3,600km of urban roads managed by Municipal Councils; and

42,248km of Community Access Roads (CARs) managed by sub-counties. During FY 2020/21, the only source of funds was appropriation by parliament.

FY 2020/21 challenges of the Fund were inadequate funding; increased maintenance backlog; funding gap of UGX 1.20 Trillion; persistent weak institutional capacities of DA's to plan and deliver road works in time; weakness in oversight by District Road Committees (DRCs); extreme deterioration of some sections of the public road network; poor reporting and accountability of DAs; and slow procurement of periodic maintenance.

Critical road maintenance budget allocations in FY 2020/21 changed as follows:

- a) National roads maintenance (under UNRA) increased by UGX 40.29bn;
- b) DUCAR network increased by UGX 10.94bn
- c) KCCA network increased by UGX 3.16bn;
- d) URF Secretariat increased by UGX 0.91bn.
- e) Technical assistance to projects increased by UGX 9.77bn

## FY 2020/21 PERFORMANCE SUMMARY

The Fund was unable to implement all its programmes in line with the Budget and Annual Work plan of the FY 2020/21 owing to the 99% release of the budget. FY 2020/21 had COVID-19 disruptions that resulted in delay in maintenance funds release for Q1 of FY 2020/21.

	Activity	Performance
1	Bridges	<ul style="list-style-type: none"> <li>The achieved bridges maintenance stood at 6 in FY 2020/21 compared 16 in FY 2019/20 equivalent to 62.50% decrease.</li> </ul>
2	Funds absorption	<ul style="list-style-type: none"> <li>The DLGs funds absorption by region ranged from 83% to 92% in FY 2020/21 compared to 75% to 96% in FY 2019/20;</li> <li>The highest funds absorption was by the Central and Western region at 92% and lowest by the Northern region at 83%.</li> </ul>
3	Maintenance activities	<ul style="list-style-type: none"> <li>Overall there was a slight increase in the key road maintenance activities in FY 2020/21 compared to that achieved in FY 2019/20. In FY 2020/21, a total of 61,650km of combined routine and periodic maintenance was achieved by the DA's compared to 60,476km in FY 2019/20 equivalent to an increase of 1.90%.</li> <li>The overall realised funding against the first year of the 5YRMP targets was 80% in FY 2020/21; The achieved National roads, KCCA and DUCAR maintenance activities against the 5YRMP targets in FY 2020/21 stood at 84%, 83% and 31% respectively.</li> <li>Overall in FY 2020/21, only 89% of the road maintenance strategic plan actions were funded. Periodic maintenance performance for National and DUCAR networks stood at 13.35 % and 61.71% respectively in FY 2020/21.</li> </ul>
4	Timely funds release	<ul style="list-style-type: none"> <li>The average time delay of funds released from MFPED in FY 2020/21 was 12.5 days which was within the target time.</li> <li>On average, the Treasury quarterly releases took 13 calendar days. While disbursements from URF to the designated agencies took 16.7 calendar days from the dates of receipt from MFPED.</li> </ul>
5	Financial performance.	<ul style="list-style-type: none"> <li>URF financial performance slightly improved with the resource envelope of UGX 512.18 slightly higher than the UGX 447.11 received in FY 2019/20.</li> </ul>
6	URF Operations	<ul style="list-style-type: none"> <li>FY 2020/21 coincided with the 1st year of implementation of the second URF 5-year Road maintenance financing strategic plan (for the period 2020/21 – 2024/25).</li> <li>The achieved milestones of the Fund included successful substantial completion of the Construction of the URF/PPDA permanent office.</li> <li>URF undertook monitoring and evaluation in 27 agencies, representing 27.3% of the target 99 funded DA's portfolio. The</li> </ul>

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THE FULL REPORT



# STRATEGIC STAKEHOLDER ENGAGEMENTS FOR BETTER ROAD EXPERIENCE FOR EVERY ROAD USER THROUGH DISTRICT ROADS COMMITTEES

## QUICK FACTS: DISTRICT ROADS COMMITTEE(DRC)

- Every District is required to constitute and operationalize a District Roads Committee (DRC) in fulfillment of section 25(2) of Uganda Road Fund Act, 2008. The Committee plays an important role in the prioritization and approval of annual road maintenance programmes.
- The members are District Chairman, Mayors of local authorities in the District, Members of Parliament from the District, Chief Administrative Officer, District Engineer, Secretary for Works and Municipal Engineer as listed in Section 25(2) of the URF Act.
- The law recognizes the district engineer as the secretary of the committee.
- Through meetings and field visits, the committee tracks the performance of the programmes, ensuring all physical and financial accountability of resources.
- DRC files reports with URF. If the committee does not perform, there is poor maintenance of feeder and community access roads in that area.

## DRC ENGAGEMENT: PAKWACH

Pakwach held a District Roads Committee on June 1, 2022. URF team led by Manager Policy & Strategy, Engineer Ronald Namugera attended the District Roads Committee meeting and later inspected the Town council Project Road. Jonam MP attended. Pakwach District Roads Committee members thanked URF for the visit and timely funding. All the Town Council Project materials have been purchased and final sealing starts was to start that month. Pakwach has so far received a total of UGX 800m for tarmac from URF.



## DRC ENGAGEMENT: RAKAI

As part of the URF-DRC outreach sensitization in Q4 FY 2021/22, Rakai Rakai Town Council teams inspected the Circular Kabumbuli-Hospital Road under the TC Tarmac Project Road in Rakai Town Council after a meeting. Rakai Town Council Team was led by Chairman LCV, and also had CAO, Mayor, the Town Clerk, Town Eng, and MP for Kooki.



## DRC ENGAGEMENT: BUHWEJU

Our team attended a Buhweju DRC Meeting chaired by Hon Francis Mwijukye, the DRC Chairman on June 24, 2022. Others who attended were LCV Chairman, CAO, DEng, Sec Works, and the RDC. The URF team was headed by the Manager Policy & Strategy, Engineer Ronald Namugera. The Fund will support all districts with road supervision vehicles in the 2023/24 financial year. Eng. Ronald Namugera, the URF Manager Policy and Strategy said that Uganda Road Fund will consider Buhweju in hard to reach category. Hon Francis Mwijukye the DRC Chairman told the URF team that their district has rough and rocky terrain that has made it hard for road construction and maintenance. The Uganda Road Fund has a duty to finance the implementation of the Annual Road Maintenance Programmes that are carried out by the Uganda National Roads Authority (UNRA), Kampala Capital City Authority (KCCA), and the other designated agencies responsible for District, Urban and Community Access Roads.



### DRC ENGAGEMENT: RUBANDA

July 28,2022,URF ED Dr Eng Andrew Naimanye, oversaw a Rubanda District Roads Committee meeting at URF Towers on July 28,2022, to discuss road maintenance. In a attendance was DRC Chair,Hon. Kamuntu (Rubanda West), LC5,Mr.Kasaba,CAO,Mr. Kwizera and other URF staff.



### DRC ENGAGEMENT: KYOTERA

There was an induction of Kyotera District Roads Committee by the URF team headed by the Manager Policy & Strategy,Engineer Ronald Namugera. In attendance was Chairman LCV, CAO, District Eng, Mayor Kyotera TC, Town

Clerk,Sec for Works and Hon. Mpalanyi John Paul, the MP for Kyotera.The Meeting was chaired by the Woman MP who doubles as the DRC Chairperson Hon.Nantongo Fortunate Rose.The activity on June 22,2022 was part of URF - DRC outreach and sensitization plan in Q4 FY 2021/22



### DRC ENGAGEMENT: RUBANDA

Maracha held a District Roads Committee meeting on May 31,2022. URF team led by Manager Policy & Strategy attended the DRC meeting to sensitise members about their roles as per The URF Act 2008. In attendance was LCV Obitre Stephen who is also the DRC Chair, Hon. Aguzu Lee (MP), CAO, DE, and DISO.



### DRC ENGAGEMENT: ARUA

Arua held a District Roads Committee meeting chaired by Okuonzi Alfred on May 18,2022. The meeting attended by URF staff discussed induction of new Members, Workplan 4 FY 2022/23 and DRC oversight roles for road Funds. Hon.Paparu Lillian Obiale-Woman MP, Hon. Adriko Youan-MP Vurra attended.



### DRC ENGAGEMENT: TEREKO

URF team headed by Manager Policy Strategy was in West Nile for District Roads Committee sensitization meetings. They attended one in Terego DLG. In attendance was had Hon.Obigah Rose, Woman MP Terego; Hon. Leku Joel, MP Terego West and other officials who inspected roads after the meeting.





## MEDIA LAUNCH OF THE 2021 ROAD USER SATISFACTION SURVEY

Uganda Road Fund unveiled the RUSS 2021 report to the media and had dialogue later on at the PPDA-URF Towers on May 18, 2022. The 2021 Road User Satisfaction Survey established gaps in driver training. The RUSS report indicated that 54 per cent of motorists had not gone through a licensed driving school to obtain appropriate training. Over 50 percent of Ugandan drivers didn't go through licensed driving schools. On Driver training, the URF ED Dr. Eng. Andrew G. Naimanye challenged the media to try driving on Entebbe Expressway and try ticking how many drivers are following the right lane changing rules. URF ED Dr. Eng. Andrew G. Naimanye said that Uganda lacked a road safety champion.

URF ED emphasized the importance of the survey. "When a road is done, people forget how the road



was before. The whole country is not Salaama road. The RUSS covered the entire country." Executive Director, Uganda Road Fund, Dr. Eng. Andrew G. Naimanye

The 2021 Road User Satisfaction Survey (RUSS) report at the PPDA-URF Towers before media. RUSS a mechanism for feedback about perceptions of road users on the state and quality of Uganda's Public roads. The 2021 Road User Satisfaction Survey was fully funded by Government of Uganda off the URF Secretariat budget for FY 2020/21. The 2021 RUSS is the 4th to be implemented by Uganda Road Fund. Driver training is fundamental to road safety. The overall RUSS objective is providing an outcome accountability mechanism and associated monitoring system through which road users can provide feedback to providers of services in the road sector and other key stakeholders.

## APPOINTMENT

### OUR MANAGER, POLICY AND STRATEGY, ENG NAMUGERA, IS THE NEW REGISTRAR AT ENGINEERS REGISTRATION BOARD – UGANDA.

The Minister of Works and Transport, General Edward Katumba wamala, appointed Engineer Ronald Namugera as the New Registrar of Engineers Registration Board – Uganda under section (6) of the Engineers Registration Act Cap 271 effective August 1, 2022. His appointment comes at a time when the country is pushing for strong and quality infrastructure works. Quality and Sustainable Infrastructure Development is only possible with Professional Engineers.

Ronald holds a BSc (Hons) in civil engineering from Makerere University (First Class), an MSc from the University of Nottingham, UK (Distinction), MBA from Edinburgh Business School, Heriot-Watt University, UK (Distinction). He is a Chevening Alumni (Chevening Scholar 2008/9). He has also acquired experience in public road infrastructure services procurement, road maintenance management, and financing.

Engineers Registration Board – Uganda is currently focusing on raising awareness and fulfilling the regulatory function of the Board. The Board and the Registrar are to serve for a 2-year term with effect from August 1, 2022. The Engineers Registration Board (ERB) is a statutory body mandated to regulate and control engineering practice in Uganda. Uganda Road Fund is a corporate member of Engineers Registration Board – Uganda. Join us to wish him success in his role as he takes the lead in professionalisation of the engineering fraternity in Uganda.



## URF BIDS FAREWELL TO ENGINEER RACHEAL BABIRYE

URF is a family that values personal growth. “The growth and development of people is the highest calling of leadership.” — Harvey S. Firestone. On July 8, 2022, URF bid farewell to Engineer Racheal Babirye who was at the fund for 18 months in the Monitoring and Evaluation department. She left for further studies. Engineer Racheal Babirye will be returning to Leeds University for an MSc in Transport Infrastructure: Design and Construction. We wish Racheal all the success both personally and professionally.



## STAKEHOLDER DISCUSSION WITH OWC: ROADS FOR POVERTY ALLEVIATION

The Fund Board and Management had a stakeholder meeting in Kapeeka with Operation Wealth Creation (OWC) on matters concerning road maintenance in Uganda to enhance development. The meeting was on May 15, 2022. OWC is an Intervention to efficiently facilitate National socio-economic transformation with a focus on raising household incomes and wealth creation by transforming subsistence farmers into commercial farmers to end poverty.





# FOLLOWING THE MONEY

## THE ROAD MAINTENANCE MONITORING REPORT Q 1 FY 2021/22 (JULY – SEPTEMBER 2021) IS OUT NOW!

Monitoring is a tool the Fund employs in measuring the effectiveness of its road maintenance funding strategies as mandated in the URF Act, 2008. The report presents the findings, policy issues, performance scores, and recommendations regarding road maintenance programmes for National and DUCAR roads. The report also tracked environmental and gender equity safeguards like gender hiring and tree planting.

Monitoring field visits were undertaken by our staff to ascertain the performance of selected Designated Agencies at the end of Q1 against annual work plans for FY 2021/22. At the end of Q1 FY 2021/22, public roads maintenance programmes were monitored at 15 agencies, specifically 3 UNRA stations namely Mbale, Tororo, and Gulu; 9 district local governments namely Kumi, Namutumba, Sironko, Tororo, Luuka, Mayuge, Luwero, Nakasongola, and Omoro; and 3 urban councils namely Kumi MC, Tororo MC, and Gulu City.

### DETAILED RELEASE

- The Uganda Road Fund received a total of UGX 78.602 bn (15.5% of the annual budget) from the Treasury and disbursed UGX 72.382bn (99% of receipts to be disbursed)

to the DAs during Q 1 FY 2021/22. A total of UGX 506.172 bn under the road maintenance financing plan was passed by Parliament on 20 May 2021, as part of the Works and Transport Sector Ministerial Policy Statement for FY 2021/22.

- In FY 2021/22, there was a total of 178 Designated Agencies (DAs) responsible for the management of maintenance of the public road network. These included 2 Authorities (KCCA and UNRA), 135 District Local Governments (DLGs), 10 Cities, and 31 Municipalities. The DLGs oversee town councils and sub-counties as their sub-agencies. In total, there were 1,174 sub-counties and 227 town councils receiving funding for road maintenance as sub-agencies of the DLGs.
- The DAs and sub-agencies collectively looked after a total of 159,520 km of public roads made up of 21,010 km of national roads under UNRA management; 2,110 km of KCCA roads; 38,603 km of district roads; 7,554 km of urban roads managed by town councils; 7,741 km of urban roads managed by cities, 2,554 km of urban roads managed by municipal councils; and 79,948 km of Community Access Roads (CARs) managed by sub-counties.

### Performance score of monitored Designated Agencies

#### 1. National Roads Maintenance Programme

Agency	Performance Rating (%)		
	Physical Performance	Financial Performance	Overall Performance
Mbale UNRA	89.3	71.2	85.7
Tororo UNRA	115.7	88.8	102.2
Gulu UNRA	82.5	91.6	84.3
Average Performance UNRA	95.8	83.9	85.0

#### 2. DUCAR Maintenance Programme

	Agency	Performance Rating (%)		
		Physical Performance	Financial Performance	Overall Performance
1	Kumi DLG	63	76.5	65.7
2	Kumi MC	76.2	71.7	75.3
3	Luuka DLG	39	73.7	45.9
4	Mayuge DLG	0	0	0
5	Namutumba DLG	0	13.3	2.7
6	Sironko DLG	8.1	9.4	8.4
7	Tororo DLG	33	83.7	43.2
8	Tororo MC	74.1	100	79.3
9	Luwero DLG	0	15.7	3.7
10	Nakasongola DLG	50.7	77.2	56
11	Omoro DLG	95.2	93.6	94.9
12	Gulu City	31.6	61.9	37.7
	Average Performance DUCAR	39.2	56.4	42.7

#### 2. DUCAR Maintenance Programme

Performance Rating Range	Performance Category
0 -49%	Poor
50-69%	Fair
70-89%	Good
90 – 100%	Very Good

Activity	Performance
Inadequate road maintenance funds from URF which lead to continued degradation of the road network and increasing maintenance backlog.	<ul style="list-style-type: none"> <li>• URF should engage MoWT and MoFPED more often on the rebalancing of road sector funds towards maintenance, away from development in a bid to grow the road maintenance budgets in the short to medium term.</li> <li>• URF should progress pursuance of 2G Fund status as a long-term solution to</li> </ul>
Lack of reliable supervision transport. This results in shoddy work remianly unsupervised hence loss of public funds. The Agencies visted lacked sound supervision cars and motorcycles; the JMC pickups were old with frequent breakdowns and high maintenance costs.	<ul style="list-style-type: none"> <li>• URF is to Secure funding to procure supervision vehicles for LGs in FY 2021/22 besides road maintenance funds.</li> </ul>
Growing scarcity of gravel with increasing haulage distances. Use of poor quality gravel on the roads; increased unit costs of road maintenance	<ul style="list-style-type: none"> <li>• URF AND MOWT to consider more low cost seal research.</li> </ul>
Some communities cultivating up to the side drains and hence impeding flow of water off the roads leading to Faster road deterioration.	<ul style="list-style-type: none"> <li>• Designated Agencies to sensitise communities and UNRA to actively protect road reserves on all national roads.</li> </ul>
Damage of recently maintained unpaved roads by overloaded trucks transporting various commodities.	<ul style="list-style-type: none"> <li>• UNRA should mount more mobile weighbridges on the unpaved roads to intercept unsuspecting drivers of overloaded trucks.</li> <li>• Come up with by-laws barring overloaded trucks from traversing their road network.</li> <li>• Work with Police to curb this vice.</li> </ul>
Vandalism and theft of road Furniture leading to constrained use of the roads by road users.	<ul style="list-style-type: none"> <li>• DAs should work with the Police to curb this vice.</li> <li>• DAs should sensitise communities on vandalism.</li> <li>• URF should consider funding research into tamper-proof materials and/or less reusable materials for road furniture (non-metallic materials).</li> </ul>

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# ROAD RAGE

We've all been there. You're in a hurry, you're running late, the person in front of you is driving too slowly, and then they hit the brakes for no reason. Or maybe someone cuts you off and you lose your cool. Road rage can be dangerous, not just for the person driving recklessly, but for other drivers on the road as well. In this post, we're going to discuss the dangers of road rage, as well as some tips on how to avoid it.

Road rage is a term used to describe a variety of reckless and dangerous behaviors exhibited by drivers when they feel frustrated or angry. Road rage can include speeding, tailgating, cutting people off, and yelling and gesturing at other drivers. These behaviors can often lead to accidents and violence on the road.

## What causes road rage?

Road rage can be caused by many different things. Some of the most common causes include: being cut off in traffic, getting caught in a traffic jam, being honked at, or being tailgated. But road rage can also be caused by other factors, such as stress, anger, and frustration. When you're already feeling angry or frustrated, the slightest provocation can set you off.

## How can you avoid road rage?

When it comes to avoiding road rage, we can boil it down to a few key points. First and foremost, always be aware of your surroundings. Be alert to the other drivers around you, and always keep in mind that someone else's mistake could easily lead to an accident. Second, always obey the speed limit. Not only is it safe, but you'll also avoid drawing the ire of other drivers. Finally, stay calm and be patient. Easier said than done, but remember that a little bit of patience can go a long way. If you find yourself getting angry, take

a deep breath and try to relax. You'll be glad you did.

## What to do if you're a victim of road rage

If you're a victim of road rage, don't panic. Just remember that you're in control and remain as calm as possible. If the other driver is in your car, tell them to stay calm and to not make any sudden movements. If you're outside of the car, try to get to a safe place as soon as possible. Once you're safe, call the police and give them a full report. Make sure to get the other driver's license plate number and any other important information. Stay safe out there!

## The consequences of road rage

Road rage incidents can have serious consequences. When drivers behave aggressively and speed, they're not only putting their own lives at risk, but also the lives of other motorists and pedestrians. In fact, road rage is responsible for many accidents every year. It can also lead to criminal activities such as assault and even murder. If you find yourself in the middle of a road rage incident, stay calm and do your best to diffuse the situation. It's always best to avoid confrontation if possible. If you feel like you're in danger, call the police and get to a safe place.

It is imperative that we are all aware of the dangers of road rage and how to prevent it. When drivers get angry and lose their temper, they not only put themselves in danger, but also the people around them. Road rage can lead to serious accidents and even death. By following these tips, we can all help keep the roads safe for everyone.

**Written by Faith Katarekwa , URF Corporate Communications Officer**

# A CHAT WITH STAFF

MEET **BRENDA NUWAGABA**,  
ROAD MAINTENANCE AND  
MONITORING ENGINEER.

## When did you join URF?

I Joined URF on 4th January 2021 as a Road Maintenance and Monitoring Engineer.

## What is your view on the planned merger of Government Agencies?

I believe that the merger of government institutions would not be a great idea. Firstly, I believe these mergers will likely resurrect past inefficiencies and undo gains realized since the early 2000s.

The gains include reduced risk for prospective investors wishing to invest in the country especially multilateral development banks e.g., World Bank, African Development Bank, and European Investment Bank.

Secondly, the recent focus on improving the management of state enterprises and incentives for greater efficiencies shall be derailed, since all the program management shall be centrally coordinated which is a catalyst for delayed approvals, bureaucracy, and increased expenditure in the long run.

Lastly, Separating the market segments guards against cross-subsidization between competing and regulated businesses. It also avoids conflicts of interest, which can arise when a single utility has more than one function.

## What do you like about URF?

I like how effectively and efficiently Uganda Road Fund is doing its mandate of fund management by financing the implementation of the Annual Road Maintenance Programmes.



## What do you hate about URF?

I hate the fact that in the current financial year, there has been a reduction in funds allocated for URF operations.

## What do you cherish most in life?

The fact is that in the middle of all our struggles, we are still alive and healthy.

## How can management improve?

The management should organize quarterly or monthly staff meetings where staff can share challenges faced and achievements within and outside the organization. This can, therefore, improve the mental health and wellbeing of staff in the work environment.

## What is your life motto?

Giving up is not an option in anything you undertake.

## What is your Favorite food?

Rice and Chicken

## What are your hobbies?

I enjoy Travelling, swimming and listening to music

# A CHAT WITH STAFF

MEET **ENG. OWORI W. MILWEN**, MONITORING & EVALUATION OFFICER (MEO)



## When did you join URF?

My URF journey started on 4th April 2022.

## What is your view on the planned merger of Government Agencies?

I find this particular said programme to be quite risky and deserves a proper evaluation of facts as well as a thorough case by case or sector by sector review. Specifically, the roads sector formed the basis of a success story for government to ride on in the recent presidential campaigns as a great performance in the infrastructure advancement. So now why reward the highly performing entities by eliminating them?

## What do you like about URF?

The office environment is quite unique with exceptional hygiene, safety, off-city noise - the kind that triggers critical thinking. The work environment is very unifying and greatly drives great teamwork - a

home away from home

## What do you hate about URF?

I hate the routine field monitoring exercises that I have to perform at the DAs yet due to continuous budget cuts our funding to the said DAs are most times so minimal.

## What do you cherish most in life?

The Lord God Almighty, then my family and friends

## How can management improve?

So far most areas seem to be doing well, apart from the stress and uncertainty due to the looming merger issue, this greatly affects performance and management can help restore hope and calm.

## What is your life motto?

Together we can make the world a better place

## What is your favorite food?

Fish Gnut, Luwombo - served with small (Matooke, Kalo, yams, sweet potatoes & plantain)

## What are your hobbies?

Traveling new places, adventure in the wild and nature walks, once in a while, I love quality me time.

## MEET **BABUMBA KYEYUNE ANDREW**, GRADUATE INTERN.



## When did you join URF?

I joined on 20th July 2020 as a graduate Intern.

## What is your view on the planned merger of Government Agencies?

It saddens me a lot that thousands are going to lose jobs and I think we could lose the efficiency in carrying out tasks these agencies have been doing.

## What do you like about URF?

Teamwork and a sense of community.

## What do you hate about URF?

Nothing

## What do you cherish most in life?

My Family.

## How can management improve?

More on-job trainings.

## What is your life motto?

It is not over until it's over

## What is your Favorite food?

Rice, matooke, and chicken

## What are your hobbies?

Art, music, traveling and reading.



#### LOCATION

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