

Client: Uganda Ministry of Works and Transport
 Value: ~R4 million (fees)
 Services: Airport transport study (airport planning)
 Project Duration: Nov 2014 – Jan 2015

National Transport Master Plan, Uganda

Strategic Implementation Plan for the NTMP

The Task

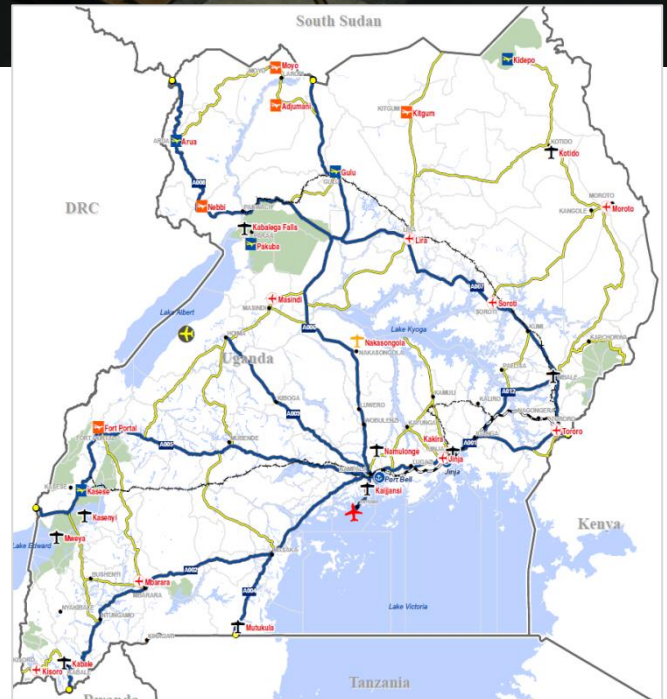
Nurizon, together with Aurecon and Air Water Earth Ltd, was appointed to undertake the preparation of a detailed strategic implementation plan for the National (Ugandan) Transport Master Plan (NTMP). The aim of the assignment was to update and design an overall investment and implementation plan for multi-modal development in the transport sector in Uganda, including the potential for private sector participation.

The project was subdivided into three phases – Phases 1 and 2: the production of Working Papers 1 and 2 (data collection and review, and data analysis respectively); and Phase 3: the Strategic Implementation Plan (draft and final).

Design Services

Nurizon was involved in Phases 1 and 2 of the project, with input specifically related to aviation and air transport in Uganda. Working paper inclusions focussed on the proposal for an airport/airfield classification system for the country, the current airport ownership and responsibility structure in Uganda and the split between civil aviation and military operations. The papers also included sections on Uganda’s existing airport infrastructure in terms of infrastructure condition and capacity; specifically a terminal and airside capacity analysis for and Entebbe International Airport (EIA) and an air transport route investigation.

Data sources for the aviation portion of the project used a combination of secondary (historic) information, industry texts and data from a primary evidence gathering exercise. The latter incorporated interviews with the local CAA, airline operators and visits to



several 'upcountry network' airfields. Future network developments and upgrade plans were listed and compared to a market analysis and traffic forecasts undertaken by Aurecon to determine whether investment (and investment timelines) could be rationalised, e.g. oil block concession exploitation and development of a new (primary) international airport in the Lake Albert region of the country.

A project gap analysis exercise revealed that there were definite gaps between published documents related to future airport upgrades (and investment) and also between primary information which was gathered from meetings with the CAA.

The Result

An interesting and challenging project which provided an intimate insight, with primary evidence confirmation, into future airport (and aviation) development within Uganda.



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