TÜRKİYE ODALAR VE BORSALAR BİRLİĞİ

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Konu : Uganda - Deniz Taşımacılığı Yatırım Olanakları Hk.

TÜM ODA VE BORSALARA
(Genel Sekreterlik)

İlgi : Ticaret Bakanlığı'nın 26.11.2024 tarih ve E-68460249-724.02.01-00103253986 sayılı yazısı.

İlgide kayıtlı yazı ile Uganda'nın, ülkenin güneyinde bulunan ve dünyanın üçüncü büyük tatlı su gölü olan Victoria Gölü'nden gerek yolcu gerek kargo taşımacılığı bakımından yeterince yararlanamadığı, bu kapsamda Türkiye'nin deniz platformları imalatındaki tecrübe ve imkanlarından yararlanmak istediği; gemi yapımı, mevcut limanların geliştirilmesi ve gölde turizm faaliyetlerinin artırılması konularında Uganda'da yatırım yapmaya ilgi duyacak Türk firmalarına kolaylık sağlanabileceği hususları iletilmektedir.

Bahse konu yatırım imkanlarına ilişkin iletilen bilgi dosyası ekte yer almakta olup detaylı bilgi için Kampala Ticaret Müşavirliği *(kampala@ticaret.gov.tr)* ile irtibata geçilebilir.

Bilgilerinizi ve ilgili üyelerinize e-posta ile duyurulmasını rica ederim.

Saygılarımla,

e-imza
Ali Emre YURDAKUL
Genel Sekreter Yardımcısı

EK: Uganda Deniz Taşımacılığı Yatırım Olanakları (12 sayfa)

Gelen Tarih Sayı: 02/12/2024 - 2904

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THE REPUBLIC OF UGANDA
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Our Ref: ADM/233/1 **Date:** 30th October, 2024

H.E. The Ambassador
Turkish Embassy
Elgon Terrace Plot 9 Kololo
P. O. Box 34718
KAMPALA

Your Excellency,

WATER TRANSPORT AND TOURISM IN UGANDA ON LAKE VICTORIA

I received a proposal from Mr. Sam Barasa concerning the need to develop the Water transport sector in Uganda. (proposal Attached)

Uganda is endowed with a number of water bodies sufficient enough to be developed into a elaborate marine transport sector but it is a largely untapped area of investment.

I therefore write to invite you for a consultative meeting on the matter on 12th November, 2024 in my office at Kingdom Kampala Building, 2nd Floor at 2.00 p.m.

Please accept your Excellency, the assurances of my highest consideration and esteem.

Rebecca Alitwala Kadaga (MP)
1ST DEPUTY PRIME MINISTER/
MINISTER FOR EAST AFRICAN COMMUNITY AFFAIRS

Gelen Tarih Sayı: 02/12/2024 - 2904

WATER TRANSPORT AND TOURISM IN UGANDA ON LAKE VICTORIA.

[BY- SAM BARASA -JAN 2023]

Introduction:

Lake Victoria:

Lake Victoria was formed about 400 years ago as a result of Down Warping .It has a mean depth of 40 metres and at its deepest is about 80 metres. It is the second largest fresh water lake in the world after Lake Superior on the border of USA and Canada. It covers an area of 68,800 sq.Km or 26,000 sq. miles and its basin covers an area of 184,000sq.Km. It is shared by three East African countries with Kenya covering 6%,Tanzania covering 49% and Uganda covers 45% of the entire water body area of the Lake.

Major towns along the lake Victoria include: Musoma ,Mwanza ,Bukoba -in Tanzania, Entebbe ,Port bell, Jinja -in Uganda and Kisumu ,and Homa- Bay in Kenya. There are designated National Parks and Reserves Islands in the Lake ie: Rubondo National Park and Malsome Forest Reserve in Tanzania, Ndere National Park in Kenya and Bugala Chimpaze Is. National Park in Uganda. The lake has a number of animals and among others are :Hippos, Oaters ,Crocs, Turtles, Mangoes Marili, Sitatunga, water snakes, water buck and Reed buck etc. The rivers that feed into Lake Victoria as tributaries include :Simiyu,Isanga,Magogo,Ruwana ,Mori,Grumeti in Tanzania, in Kenya they include:Sio,Nzoia ,Yala,Nyando,Awach,Kisian,Sondu Miriu,Kuja andMara.In Uganda is Katonga.In Rwanda is Nyabarongo and in Burundi are Kagera and Ruvuvu. The main fish species in the lake include among others :Tilapia ,catfish ,Killifish ,Elephant fish , Nile Perch Cichnd ,Lung fish ,Spiny eel ,Victoria sardines etc.

Major Islands in Lake Victoria include:In Tanzania: Ukerewe, Ukara, Rubondo ,Masome ,Bumbiri, Kome, Komasi ,Gona,Ikuza ,and Nazinzinga. In Uganda Victoria waters we have the following major Is : Bugala, Bukasa,

Bubeeke, .Kome ,Damba ,Buvuma ,Sugulu ,Lolwe In Kenya we have : Mfangano ,Rusinga ,Ndere , Kimabon,Takawiri ,Kiwa ,koyamo and Mageta.

Uganda is endowed with water bodies as a natural resource sufficient enough to be developed into an elaborate marine transport to cater for both ordinary passengers and tourists to a number of destinations on the shorelines of these water bodies which include Lakes: Victoria, Kyoga ,George ,Albert as well as on the mighty River Nile.

In order to tap these marine transport networks, an inter-ministerial effort is required to include a number of ministries-Ministry of Transport and Works, Ministry Water and Environment, Ministry of Finance and Planning and Ministry of Tourism and Antiquities etc.

Most of the rivers are not easily navigable for long distances as they have numerous cataracts rapids and dams.

Within these lakes are beautiful sceneries, surrounded by different species of birds, flora and fauna and different species of animals and aquatic life of different fish and animals.

Uganda lies astride the Equator with a favorable warm Equatorial climate. Overland we have tropical vegetation ranging from Savannah to tropical forests; then temperate vegetation mainly in the highlands in the west with the alpine vegetation in the Mountains of the Moon -Mt. Rwenzori in the West and Mt. Elgon in the East. It lies on the East African plateau interrupted by the Great Rift Valley in the West along the Albertine Graben where vast Oil resources were discovered in 2006.No wonder these beautiful natural vegetation and good climate was dabbed by . Churchill as The Pearl of Africa full of all kinds of wild bird and animal species including the rare Great Mountain Gorillas.

The theme-:

Railway.

Most of Uganda's transport is by road. The railway which was build by the British colonial government, played a big role in opening up Uganda as one of the hinterlands from the Indian Ocean. Uganda is a land locked country and so access to the coastal land on the Indian ocean is paramount for it's economic development.

The railway network in Uganda is very minimal with two lines from Tororo in the East to Kampala through Jinja and the line continues in the west to Kasese. The other arm of the railway moves from Tororo to Gulu with an arm to Pakwach. The Government is planning to build a Standard Guarge Railway line in the near future.

Road Network:

However, the road network in Uganda is quite good now with well over 5000 km of paved (tarmacked) roads with a backup of thousands of kilometers murram roads.

It should however be noted that Malaba/Busia Highways are the main road networks artery into Uganda from the Port of Mombasa in Kenya and is responsible for the main economic activity of exporting and importing goods into the country.

There are other roads in the South west and Western as well as Northern and North western parts of the country which play a complimentary role. This is because the bulk of Uganda's imports and exports are currently from the port of Mombasa in Kenya.

Air transport:

Entebbe International Airport, plays a smaller role in export and import but biggest role in the in-coming tourists. Alternative in-land routes to boost export/import are being opened up by the government. These alternative routes to the sea through Tanzania go through the port of Dar-es-Salaam

through either boarder port of Mutukula or over Lake Victoria by ferries to the port of Mwanza. However, there are a number of aerodromes in the country and an international airport is being constructed in Hoima at Kaabale to cover mainly the oil Albertine region. Regional and Districts highways play a very key röle in the economic, social, and cultural development in the country.

Inter-city roads:

Greater Kampala Highway motor systems are currently chocked. This is mainly between Jinja, Mukono, Kampala and Entebbe.

Traffic congestion between Jinja City and Kampala City with it's environs (Mukono and Entebbe) is worsening day by day.

The road movements between these urban centers is made worse as there are no alternative means of transport.

However, the government has it's development plans to construct Kampala-Jinja express way just as it has put in place Kampala-Entebbe express way. This will ease a bit of traffic congestion, however much more is needed to bring about comfortable motoring between these major metropolitan cities and beyond.

The Project area-

Lake Victoria:

The existing road network, surging numbers of vehicles on the narrow roads within the Kampala City and it's adjoining urban centers are factors that continue to impact negatively on road transport. It is time consuming , expensive and a hinderance to Economic activity and development. It takes about 2 hours or more to travel from Jinja to Kampala by road a distance of about 84 kms only.

It is interesting however to note that these urban centers/cities are geographically located along Lake Victoria which is a strategic resource that is under-utilized and with much un-tapped potential of promoting transport and tourism.

Water transport is many times cheaper than roads, railways or air and yet lake Victoria has not been harnest for transport and tourism effectively since independence in 1962. Over the lake Victoria there are to be found home built local canoes and boats operating without any safety guidelines according to international marine standards there are some few Government ferries plying on the lake covering Tanzania and Kenya but not to a large scale and mainly operating goods services.

Water transport for movement of goods and passengers and tourists specifically, would catapult Uganda's transport sector to another level.

The lake is navigable much of it now with surveyed safe routes for ships or vessels to navigate through.

Justification of water transport:

i. Water transport, apart from being the cheapest, can transform faster the economic development of the country.
ii. Water transport would ease pressure of the heavy trucks from the tarmacked roads and hence prolong their life span. This would therefore reduce on the maintenance costs of the roads and help allocate funds meant for maintenance to other areas of need in the country.
iii. Uganda has one of the highest cost of constructing roads per kilometer in the region. These funds can be saved for other priorities.
iv. Lake Victoria is a result of down warping of the earth during the Geological formation [Epirogenic forces]. It is like a pan and so most of it is navigable. This means that the ships/vessels which will be on the lake have many routes of their choice .
v. Water transport will not only be for transportation of people but will be used for cargo transportation and promote tourism.

vi. The Lake Victoria is full of beauty as part of the Pearl of Africa. The tourists should be exposed to these natural beauties of Uganda never seen before by not only tourist but also the locals.
It has too much to offer for the tourists who want to have quality time out of the hustle of the traffic jams on the roads.

vii. Shall offer jobs to majority of youths who constitute the largest majority of the population.

viii. All along the shores of this lake and others in the country ,is a rich agricultural countryside with much agricultural produce for Export through Entebbe International Airport which is one of the main routes to be covered under the project.

ix. Ssese Islands are located right in Western part of lake Victoria portion in Uganda and is the tourist attraction with already developed tourism infrastructures such as Accommodations and leisure .Next to Ssese Islands, you connect to tourist rich region of western and south western region of the country, with a breathtaking beautiful natural scenery full of African wild life such as the rare mountain gorillas and climbing of the Mountain of the Moons- The Rwenzoris. .

Routes:

There will be quite a wide range of routes by the ships/yatches / vessels on the lake for docking.

- The first port /dock will be Majanji in Busia district, bordering Kenya. It is about 20km drive from Busia Municipality along a newly tarmacked road to Majanji town council port overlooking Kenya. It has piped and treated water by National Water and Sewerage corporation ,a Government parastatal and there is main grid electricity supply. It is located in a very beautiful scenery overlooking hills in the Kenyan side of the boarder in a distance. This will be the main start of the Journey . We already have about two(2) acres of land and can add more depending on the need.

- The second port/dock will be in Namayingo District with so many Islands and beautiful nature scenery to see.
- The third dock will be in Mayuge District with a number of Historical sites to see.
- The fourth dock is in Iganga District with similar characteristics as Namayingo above .Here there are some historical sites to view.
- Fifth dock will be in Buvuma Islands at Magyo in Buvuma Island District with birds to watch ,beautiful scenery of natural curved rocks and aquatic animals .
- The Sixth dock is in Jinja City and an industrial hub. This is the SOURCE OF THE NILE with plenty to see. There is a possibility of connecting to Cairo -Egypt if the various obstacles can be looped over. Here we can explore the possibility of establishing a ship building and maintenance workshop as there is already one of the type functioning.
- The Seventh dock is in Port Bell about 10 kms from Kampala City. At this point there are government ferries to Tanzania and Kenya and some vessels to Ssese Islands in Kalangala District.
- The Eighth dock is at Entebbe where one can take a plane at the International Airport to outside Uganda or to other parts of Uganda.This is where all perishable agricultural products for export from all these rich agricultural hinterlands along the lake will end ready for airlifting to various destinations.
- The Ninth dock will be in Ssese Islands in Kalangala District for nature watch and tourism with Hotels and lodges for long stay tourists which connects to the west for re-known Mugahinga Gorilla Impenetrable Forest ,Queen Elizabeth National Park and Marchshion Falls National Park etc.

  *In the Second Phase of the project we shall plan to extend our Operations in to the Tanzanian and Kenyan ports of after having secured the start. It is noted that we can skip out some of the docks mentioned above along the Ugandan shorelines.

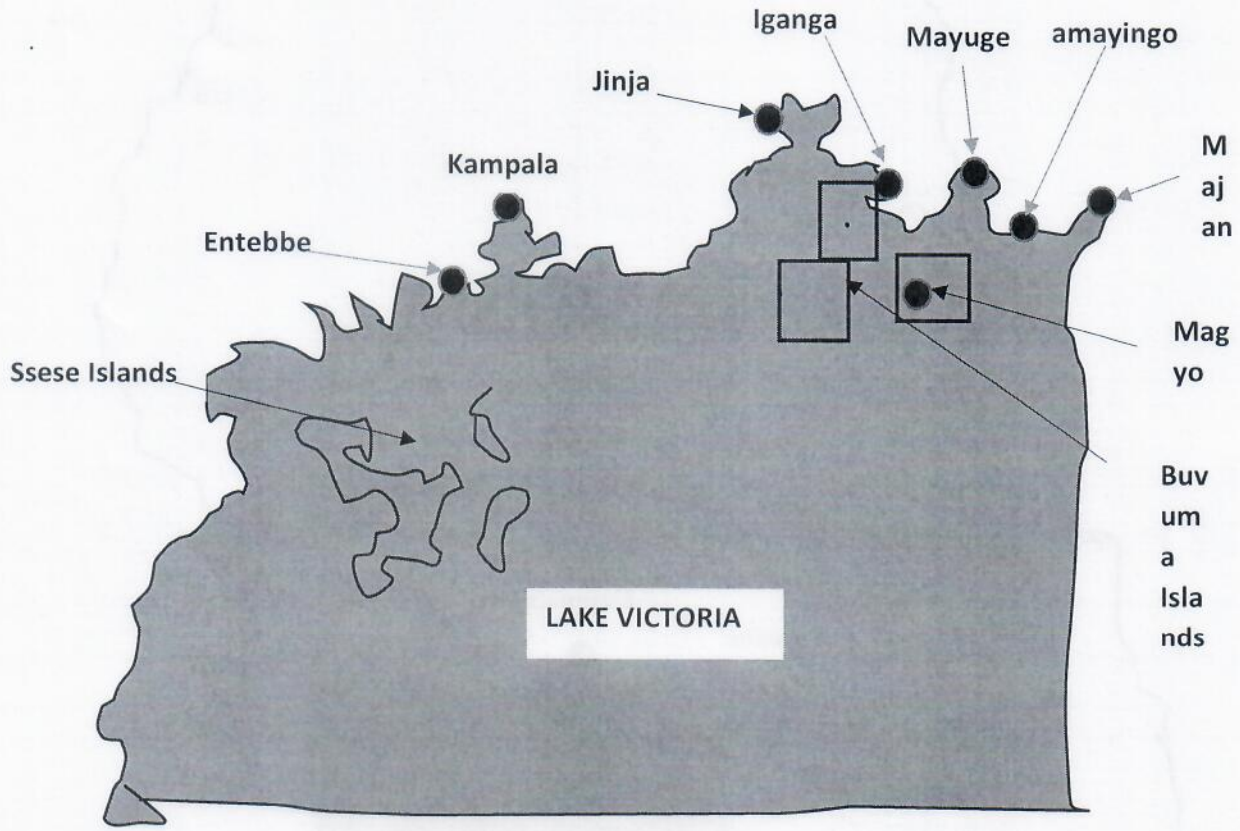
Depending on the financial capacity of the partner investor, this can be covered even in the first phase.

Services:

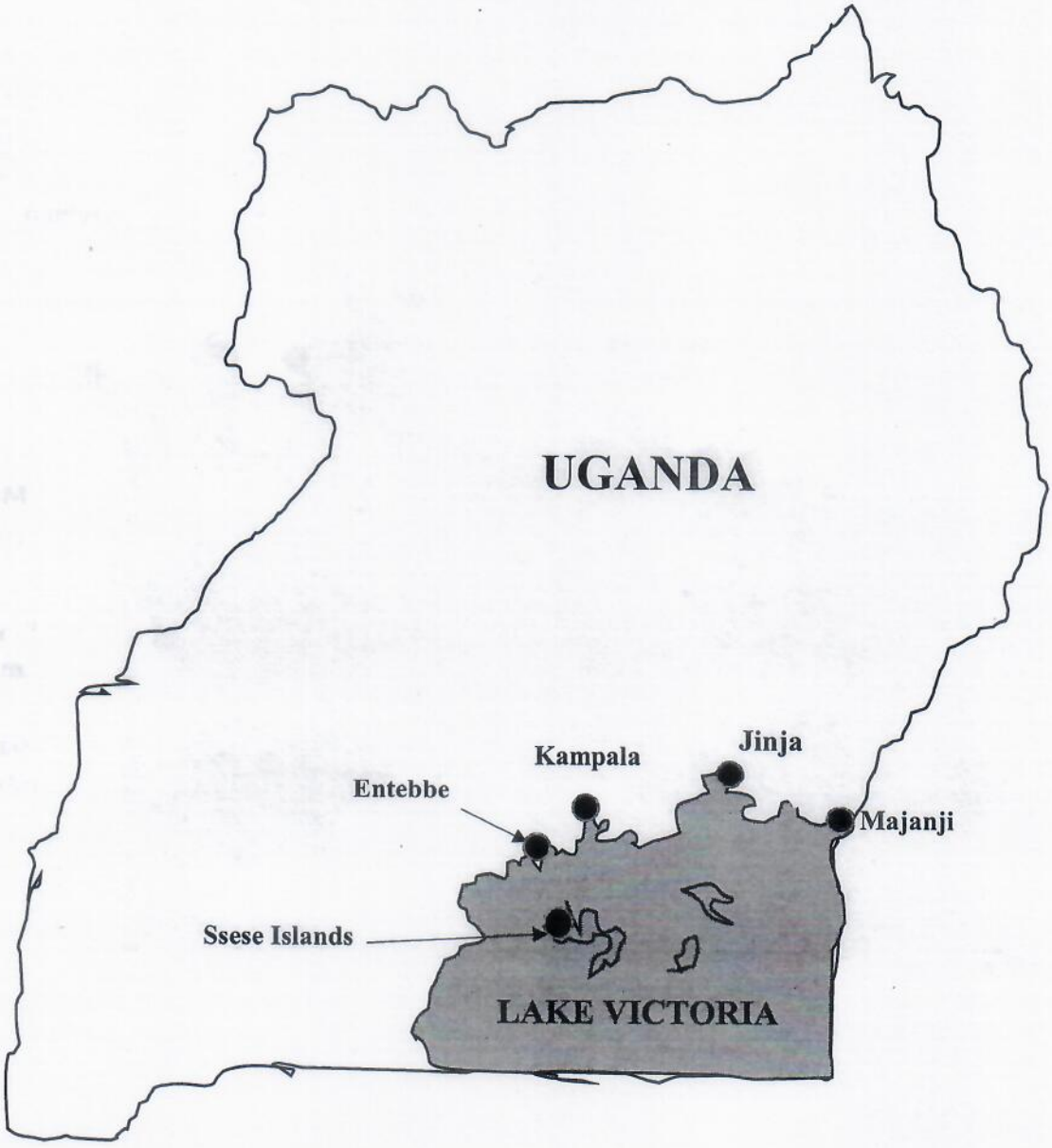
The services provided will include;

- Alternative transport to road/rail transport connecting all these destinations in record time free of congestion. This will provide much cheaper cargo and passenger transport giving a different experience in transportation.
- There shall be Executive class, and Ordinary class for passengers.
- The other services that will be offered is cargo services destined to the destinations above. For those exporting goods by air, refrigerated containers will offer the most reliable means e.g. those for export through Entebbe for perishable agricultural produce eg. fruits, vegetables, flowers, fresh fish and other products.
- Tourists will be given special treats to those destinations and could have stop overs at the various sites or nature points of great importance and interest such as fishing villages on islands, bird watch, beautiful sceneries- caves and beautiful beaches with bird life and other animals. The tourists will be booked in various lodges or hotels in Kalangala Ssese islands where we have already developed tourists facilities of International standards and good contacts.

Map: Location of the ports/Docks:



LOCATION OF LAKE VICTORIA IN UGANDA:



Conclusion:

Marine Transport for passangers, cargo and Tourism over Lake Victoria is a game changer in the field of transport in Uganda as it is many times cheaper reliable and more affordable to the majority. It is time saving, more comfortable and with least chances of accidents.This is a grey area of investment in Uganda's transport infrastructure sector:

Issues for consultations and discussions.

- ✓ Cost estimates
- ✓ Mode of investment
- ✓ Acquiring the licenses
- ✓ Mapping the routes officially by the respective water transport department.
- ✓ All enabling laws and regulations.
- ✓ Any others.