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**In any correspondence on this subject
please quote No. TRP 241/299/01**

10th September 2024

All Chief Administrative Officers
Rural Transport Infrastructure Project Implementing Districts (see list attached)

IMPLEMENTATION GUIDELINES FOR RURAL TRANSPORT INFRASTRUCTURE (RTI) PROJECT FOR FY 2025/26

The Government of Uganda through the Ministry of Works and Transport is implementing the Rural Transport Infrastructure (RTI) Project in 27 Districts of North and North Eastern Uganda. The Project started in 2010 and it was planned to end in June 2014. Due to a number of factors, the Government of Uganda resolved to continue funding the project until a time when the project objectives are achieved.

The RTI Project has targeted outputs which include the following:

- i. 500Km of district roads rehabilitated;
- ii. 300Km of district roads sealed;
- iii. 50No. small drainage structures constructed/rehabilitated; and
- iv. 175No. community access interventions implemented.

Whereas significant progress has been registered in outputs (i), (iii) and (iv), little has been achieved in output (ii). This is therefore to advise that all resources for FY 2024/25 be directed towards sealing of district roads using Low-Cost Sealing Technology. The project roads should be designed and constructed following the Ministry Design and Construction Manual, Volume V, for Low Volume Sealed Roads (2018). The District is also advised to ensure adequate quality checks at road design and implementation stages.

As part of the measures for ensuring quality works, all road design reports for low-cost sealing works should be submitted to the Ministry for review and approval prior to procurement of works contractors. It is necessary to appropriately design the road sections to be worked on ahead of time, to ensure timely execution of works and utilisation of funds.

To guard against non/underperforming contractors, admeasurement works contracts are highly recommended and they should have a performance security requirement.

It is also prudent that the district does not approve and pay for works, which do not meet the specified/acceptable standards. Therefore, use of quality materials and acceptable workmanship should be enforced during implementation of works. All construction materials should be tested for their suitability before using them and

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results kept on file. Pavement layers should also be tested and approved by Contract Managers.

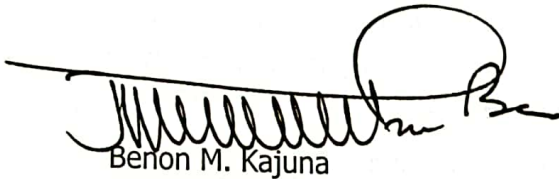
The quality test reports should be submitted to the Ministry alongside the Quarterly and Annual project progress reports.

As a way of conserving the environment, I advise that a provision is made within the budget to plant trees along the road reserve for every new project.

Sealed road sections should be maintained in a timely manner in order to protect the investment.

Always adhere to the RTI Project Implementation Guidelines issued by the Ministry on an annual basis to ensure value for money and consistency in implementing the Project.

The indicative planning figures for FY 2025/26 are herewith attached.

A handwritten signature in black ink, appearing to read 'Benon M. Kajuna', with a large circular flourish at the end.

Benon M. Kajuna

For: PERMANENT SECRETARY

**RURAL TRANSPORT INFRASTRUCTURE PROJECT INDICATIVE PLANNING
FIGURES FOR FY 2025/26**

SN	District	Approved Annual Budget (UGX)
1	Agago	403,776,798
2	Alebtong	403,125,798
3	Amolatar	512,002,281
4	Amuria	256,001,141
5	Amuru	512,002,281
6	Apac	256,001,141
7	Bukedea	512,002,281
8	Dokolo	512,002,281
9	Gulu	256,001,141
10	Kaberamaido	256,001,141
11	Kalaki	256,001,141
12	Kapelebyong	256,001,141
13	Katakwi	512,002,281
14	Kitgum	512,002,281
15	Kole	403,776,798
16	Kumi	512,002,281
17	Kwania	256,001,141
18	Lamwo	403,776,798
19	Lira	512,002,218
20	Ngora	403,776,798
21	Nwoya	403,776,798
22	Omoro	256,001,141
23	Otuke	403,776,798
24	Oyam	512,002,281
25	Pader	512,002,281
26	Sererere	403,776,798
27	Soroti	512,002,281
Total		10,910,248,603

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