



MAKERERE UNIVERSITY

EXAMINING BENEFITS OF FORCE ACCOUNT MODALITY IN DISTRICT URBAN AND
COMMUNITY ACCESS ROADS MAINTENANCE;

A CASE OF LUWEERO DISTRICT.

BY

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ABSTRACT

Road sector accounts for 80-90% of cargo freight and passenger traffic in sub-Saharan Africa and 90% in Uganda. Out of 78,000KM of road network in Uganda, 57,000 Km are District, Urban and Community Access Roads (DUCAR) which are maintained solely by use of force account. The purpose of this research was to examine the benefits of force account modality in DUCAR roads maintenance in Uganda. The research was guided by three specific objectives; to establish the current average road condition in Luweero district, to examine the benefits of force account in road maintenance, and to examine the challenges faced during the implementation of force account in road maintenance.

The research was cross sectional in nature and data was collected from Luweero District using a questionnaire in which responses were collected from 40 key stake holders specified in the Force account guidelines. From these responses, it was established that road condition in Luweero District ranges from Fair...to..Bad. It was also established that by force account, the district was able to carry out road maintenance much faster, its personnel acquired skills and expertise whenever they are involved in road maintenance activities. Key challenges identified revolved around the road equipment supplied to the district. It was established that the equipment was quite inefficient and inadequate for district needs. While this equipment was to be shared by the District, Sub-counties and Town Councils, it was established that the sharing of this equipment was not feasible. This equipment is inefficient and activities throughout the district is carried out almost the same time. Thus, the equipment was actually inadequate.

From this research, it was concluded that while the policy benefited the district technical personnel in improving their skills and expertise, this achievement would not be translated into service delivery due to lack of proper equipment and facilitation to road gangs. It was therefore recommended that the government should provide more efficient equipment and adequate enough to handle the road maintenance activities needs in the district.