

**THINK TANK & CITIZEN ENGAGEMENT  
ROLL OUT IN MASAKA DISTRICT**

**AT BROVARD HOTEL**



**NOVEMBER,**

**2015**

## MASAKA THINK TANK & CITIZEN ENGAGEMENT FORUM REPORT

### INTRODUCTION

FABIO in conjunction with HOVITA & ATWGU on behalf of CISCOT with support from CROSSROADS are implementing an interface code named **“Think Tank & Citizen Engagement Forum”** having realized the existing gap between the local citizenry and the sector, the fact that the sector is being looked at as no gone for any ordinary citizens, this interface was initiated by CISCOT

FABIO embarked on pilot implementations in the districts of Wakiso, Kampala and Iganga to justify the fact that it's not true that the citizens have nothing to say about the transport sector but they don't have a clear platform to contemplate on their issues in their respective districts.

As a result of the intervention, it was realized during the pilot implementations that the local citizenry have always had a number of issues concerning the sector both at the national and the district level but have always been left out by the technical people.

A number of issues emerged from these pilot forums and were then amalgamated into a working document called the **‘issue paper’** which shall at later stage be petitioned to parliament for contemplation and this in the long run can lead to improvement in the sector the fact that the parliament is an authority that can make wise decisions for the country.

### THE SCALING UP PROCESS

Having successfully finalized the pilot implementation of the Think Tank Project in the three pilot districts, CISCOT realized the more need for generating more issues from the different parts/scope of the Country since the issues affecting the sector are the same but they vary basing on the geographical location.

It's in view of the above that Mbale district and Masaka were randomly selected for the scaling up phase of implementation in this project the fact that they are among the few traditional districts we are left with in Uganda.

The scaling up phase begun with Mbale on 9<sup>th</sup>/10/2015 where a number of issues were raised basing on their geographical location not forgetting the fact that Mbale is a mountainous district. Having successfully scaled up in Mbale, FABIO together with HOVITA and ATGWU embarked on implementation in Masaka district on 17<sup>th</sup>/11/2015.

### THE MASAKA THINK TANK MEETING

This meeting attracted a number of female and male stake holders among which included: the RDC, Municipal Engineer, the CSO, Boda boda representation, tax representation, PWD's representation, Aspirants, leaders in the Market zone, Mayor, Physical planner, Environmental

officer among others. Not different from the other forums, a number of issues emerged from the different stakeholders as it shall be discussed in this report.

## **THE PROCESS FOR THE MEETING**

### **Remarks from the different stake holders**

#### **CISCOT-VIANNEY (CORDINATOR)**

Welcoming remarks were given by the CISCOT coordinator who appreciated the participants for turning up .he gave a hint on the major objective of the forum and urged members to freely open up since the forum was not apolitical one and we were not accusing any one but paving a way forward for the improvement of the sector in masaka district.

#### **VICE CHAIR PERSON CISCOT-MRS NAMANSA FAITH**

In her remarks she welcomed the participants and thanked them for honoring CISCOT's invitation. Namansa gave a back ground of what makes up CISCOT, what CISCOT does and on this she focused on the pilot implementations that were finalized in the districts of kampala, wakiso and masaka.

She also hinted on some of the achievements CISCOT has encountered which included;

- ❖ Adaptation of the NMT policy 2012 by government
- ❖ Authoring and presentation of the CSO statement annually in a joint transport work shop
- ❖ Sector monitoring through field evaluation
- ❖ Established think tank committees
- ❖ Influenced government on the establishment of contractor classification and registration
- ❖ Still influencing government to pass UCICO Bill
- ❖ Lobbying government to establish the road safety authority to start in 2016.

She also talked about the upcoming event on 7/12/2015 a road safety week in Uganda and therefore urged the participants to attend. In her concluding Remarks Ms Namansa called upon the participants in their respective categories to freely articulate on the different transport issues in masaka.

#### **RDC-CAPTAIN KIGOZI KAWESA**

The meeting was officially inaugurated by the RDC of Masaka district who begun his speech by urging the participants to front Uganda first in whatever they do the fact that they have the same problems across the country to the extent of not having what he called a “uniting language”.

He called upon the participants to play their roles as a team and in this he cited an example of a fish being very important in water but cannot survive with out water. Therefore Ugandans without security are like a fish without water.

He also urged Ugandans to be responsible for their actions and reflected this to an example that if we were responsible for our actions, we would not be talking about roads as a serious problem in masaka /Uganda the fact that roads /their raw materials are made out of rocks that requires little access.

In his closing remarks during the inauguration argued participants to elaborate on what is relevant for the improvement of the sector in masaka.

**ISSUES FROM THE PANNELISTS**

DISTRICT ENGINEER MASAKA-MR JUUKO	CSO REP-MR MIIRO MICHEAL
<ul style="list-style-type: none"> <li>❖ The roads being distorted after construction due to unclear coordination between the district and NWSC</li> <li>❖ Low community participation in the sector</li> <li>❖ Frequent break down in road maintenance equipments</li> <li>❖ Lack of rehabilitation budgets</li> <li>❖ Low levels of road maitainace funding</li> <li>❖ There is conflict of interest in masaka i.e. the physical planner cannot do anything however productive it may be on the sector when the land board has decided on something else</li> <li>❖ Its very expensive to make wide roads since we are operating on the old road designs</li> <li>❖</li> </ul>	<ul style="list-style-type: none"> <li>❖ There are a few active CSOs in masaka that sensitize people about the sector</li> <li>❖ There is limited Human resource capacity in the sector</li> <li>❖ The poor attitude and mind set of the people in regard to the sector.</li> <li>❖ There is too much duplication of work in the sector</li> <li>❖ Inadequate information flow to the citizens on the sector</li> <li>❖ Lack of citizens participation</li> <li>❖ Lack of road signs and markings in masaka like zebra crossing there are only “two zebra crossing in masaka town”</li> <li>❖ Human right activists have abandoned their roles which has turned people’s expectations down.</li> <li>❖ The market vendors have turned masaka town into a market(they stage in places reserved as path ways) which inconveniences peoples movements</li> <li>❖ Most Boda bodas in masaka do not have any qualifications like the driving permits, reflectors and helmets</li> <li>❖</li> </ul>
TRAFFIC POLICE REGIONAL TRAFFIC OFFICER MS NAMPIJJA GRACE	OC TRAFFIC MASAKA-MR TIBIJUKA
<ul style="list-style-type: none"> <li>❖ Most of the human errors encountered are caused by the poor road usage</li> <li>❖ The current road designs in masaka is very</li> </ul>	<ul style="list-style-type: none"> <li>❖ Conductors and drivers connive and black mail the traffic before their bosses</li> <li>❖ Most of the streets in masaka are one way</li> </ul>

<p>poor</p> <ul style="list-style-type: none"> <li>❖ Theft of the sign post especially along Kampala masaka road</li> <li>❖ Ignorance of drivers on road usage and on other important documents like driving permits. Most elderly men don't even know what they call a driving permit</li> <li>❖ Harsh climatic conditions especially during the rainy season which increases accidents</li> <li>❖ Many vehicles in very poor mechanical conditions(DMCs) which has increased accidents and breakdowns</li> <li>❖ Drunkard drivers</li> <li>❖ Arrogant drivers that even abuse the traffic officers</li> <li>❖ Most drivers do not have driving permits</li> </ul>	<ul style="list-style-type: none"> <li>❖ Excess carriage of passengers by the drivers and protective passengers whenever the drivers are being blamed for excess carriage.</li> <li>❖ Inadequate man power in traffic police in masaka district "he disclosed that masaka has only 8 traffic officers as a district". This promotes inefficiency in their execution of duties.</li> <li>❖ Inadequate traffic vehicles to used by traffic officers in patrolling</li> <li>❖ The few traffic officers in masaka district are overworked which violates the worker's rights and also affects their out put</li> <li>❖ The inadequacy in man power in traffic police has led to human resource Vs Nuptial issues which has increased domestic violence in their families</li> </ul>
<p>❖ <b>BODA BODA REPRESENTATIVE-MR GABULA JOSEPH</b></p>	<p><b>TAX REPRESENTATIVE-MR BUYONDO DENIS</b></p>
<ul style="list-style-type: none"> <li>❖ Reckless driving happens because the bodaboda riders are also trying to protect themselves from the potholes on the roads which exposes their lives at very high risk the fact that the roads are too narrow (Nyendo to Masaka town)</li> </ul>	<ul style="list-style-type: none"> <li>❖ Excess loading is not done in parks because the tax park leaders are so strict but the traffic on streets are sometimes reluctant to follow up on the drivers that reload when they are out of the parks.</li> <li>❖ The traffic are not strict on DM's because even they are arrested, they are always released in a few days</li> <li>❖ The failure to replace the stolen road posters by the engineers.</li> </ul>

**ISSUES BY THE OTHER PARTICIPANTS**

1. The existence of policies that are functional in some selected parts of the country unlike Masaka emerged as a very vital issue in this forum.
2. It was disclosed during this forum that the Marrum roads in masaka don't have sign posts to give direction to the road users
3. It was also disclosed by the participants during the Masaka Think Tank that most of the roads in masaka a very poor condition
4. The transport systems in Masaka do not cater for NMT road users yet the roads are too narrow which imposes NMT road users to a high risk
5. The need for road related organizations in masaka to come under one umbrella and speak one voice for the betterment of the sector was realized during this meeting

6. Unequal distribution of funds in the road sector was also disclosed as one of the biggest challenges affecting the great masaka.
7. It was also noted by the participants that many different stake holders are ignorant about their responsibilities
8. There are a lot of funds required in the sector of masaka yet the funds allocated are meager
9. There emerged an issue of Swindling and misallocation of money released for road maintenance” it was disclosed by one of the participants Mr Migade , an LC Chairperson in kyanamukaka village that the money released for maintaining Rukindu Road was mishandled and misallocated for another road which was not even in the budget.he also cited out more examples of the other roads that did not reflect value for money even after maintaining them and these include: Kamuzungu,Lulembe and Kyangwa”
10. It also came out clearly that the Traffic officers are ignorant about driving yet they are meant to play a guidance and a supervisory role to the bad road users.
11. There is high levels of politicization in the transport sector of masaka
12. There also emerged an issue of too much corruption in the sector by the different stake holders.
13. It also came out clearly the most of the road reserves were used like during construction of Nyendo road to Masaka
14. The issue of Poor representation in councils strongly came out in this forum yet these leaders are responsible for allocating and monitoring the roads under construction. It was cited out that some councilors on the roads sector committee don’t even know what they call “a bill of quantity.”
15. The main source of revenue in masaka was masaka Tax Park but now it has been killed by political influence which is now affecting the revenue of masaka.
16. The restructuring of UNRA has affected some roads works in masaka like Nyendo masaka road has been under construction for 3 times now but things are stuck
17. Masaka participants also emphasized the issue Over loading by boda boda riders
18. There also emerged an issues of Reckless and irresponsible parents that give out their young children to boda boda riders to take them to school .An example was cited that “6children are often seen on boda bodas being taken to school”
19. Bad parking in masaka town came out as serious issue in this forum
20. There is a general weakness in the law enforcement since most of the taxis are owned by big people in big offices and therefore even when their drivers are arrested after poor road usage, they are released before the day breaks
21. The existence of humps without signals to notify the road users about their existence was also cited out during this forum.

#### WAYFORWARD/RECOMMENDATIONS DRAWN BY THE PARTICIPANTS

- The think tanks should be spread all over the country and sensitize people, make challenges practical so as to be realized by every one and hence can easily be solved.
- The road signs should always be replaced whenever stolen and in this case concrete ones should introduced.
- There should be demarcation to differentiate between a one way and a double way road.
- All traffic officers should be well conversant with all the driving skills and other road related road sign posts
- Laws should be functional in all parts of the country
- Politicization should be stopped in masaka for the betterment of the sector
- Helmets should be used by all passengers on boda bodas to reduce the high risks exposed to them
- There should be inspection and inspection fee on cars to avoid DMCs on the roads
- Barazas or local platforms should be brought on board so as to sensitize the people.
- There is need to disclose the number of companies contracted every year to the different stakeholders/public to reduce on shoddy works done by the contractors
- A toll free line should be given to the general public in case anything went wrong in absence of the police.
- All people of masaka should take responsibility in fighting recklessness among the boda boda riders by notifying the police in case of any recklessness.
- Different roles of different stake holders should clearly be articulated to the general public for the citizens to know who is responsible for what
- Road works should be commissioned before the general public to enhance transparency
- CSOs should continue sensitizing the people in order to change their poor attitude towards the sector.
- Traffic officers should be deployed even in masaka town to reduced on the rackless driving in town the fact that the drivers know that there are no traffic officers with in town
- Humps should be put out side town to avoid high speeding while entering the town
- Parents should play their by sensitizing their children about proper road usage to ensure their safety on the roads
- There should at least be meetings every after 2months to contemplate on transport related issues in masaka

### RESSOLUTIONS

ACTION POINTS	RESPONSIBLE ORGANISATION
A committee of 10 members was selected at the end of the meeting	Participants
There is need to engage the different radio stations in masaka since there is always free space for development	CISCOT/FABIO

programs that can benefit the local people	
Mobilize citizens and sensitize them on issues related to the sector	CDO
Space for meetings by the committee members to contemplate on the different issues in the sector	TIU
Secretary of the committee and shall be expected to keep in touch with CISCOT	TIU
Humps should be put on batch avenue around the hospital	Masaka Municipal Council
Concrete road sign posts should be put along side the roads in masaka	Masaka Municipal Council
UNRA officials should be invited in advance in every gathering related to the transport sector since most of the issues rotate around them	CISCOT

### COMMITTEE MEMBERS

NAME	DESIGNATION/ORGANIZATION
KITYO HENRY	TIU
JUUKO ELIAS	MASAKA DISTRICT L.G
GABULA JOSEPH	C/MAN BODA BODA
BWEKUMBULE FRANK	MEDIA
SSESANGA MOSES	MUTDOCS
SSENYONJO JESCA	BUSINESS WOMAN MASAKA CENTRAL MARKET
MICHEAL MIIRO	MSLDG/SCDO/PWD
NAMPIIJA GRACE	POLICE-TRAFFIC
PAULINE NABADDA	ENVIRONMENT OFFICER MDLG
WAMALA MAUSA	BUSINESS PERSON

### CHALLENGES

- ❖ There emerged a challenge of coordinating the different stake holders from a distance even when we had our partners at the grass root
- ❖ There was also a challenge of colliding programs in masaka like the Budget conference which was targeting the same participants especially in local government.
- ❖ We also encountered the challenge of a bad weather the fact that the activity was implemented in a rainy session and this affected our arrangements right from mobilization
- ❖ There was also a challenge of poor time management by the participants.

## CONCLUSION

Despite the fact that we encountered the above challenges, the Masaka Think Tank Meeting yielded a number of results and therefore met the objectives of the project.