Analysis of Road Asset Management Systems in Uganda: The Case of Mount Elgon Region.

By:

OPIO HENRY OGENYI

REGISTRATION NUMBER: 2012/HD06/4591U

A Research Report submitted in partial fulfillment of the requirements for the award of the degree of Masters in Public Infrastructure Management of Makerere University

SUPERVISOR: DR UMAR KAKUMBA

DATE: 1st September 2014
ABSTRACT

This research was carried out in the Mount Elgon region of Mbale specifically to determine the principal causes of road assets deterioration and the reasons the problem has become so widespread. The study describes some of the options and institutional framework for implementing road maintenance strategies in developing countries. Data collection was done by identification of all actors in the road infrastructure maintenance who gave their views on causes of road assets deterioration and how best the road infrastructure should be managed and maintained; the current state of the road was captured using a camera to reinforce the theoretical observation; face to face interview of some respondent was done to triangulate the information obtained from the questionnaires. The Researcher found out that drainage, axel loading, deferred and delayed maintenances due to insufficient funds for roads maintenance activities has greatly contributed to road assets deterioration. Monitoring road assets condition and intervention to road condition is done after three months which is a long period of time for adequate road maintenance and yet these roads are being used daily. Another finding was that there is no high technology equipment for monitoring road assets condition resulting into decisions on road assets maintenance not based on sufficient information resulting into wrong intervention. Therefore a need to create a well funded and self-accounting road maintenance unit to monitor and collect road assets data on a daily basis for timely decision making and intervention to salvage the deteriorating conditions of the infrastructure; financing of roads should be based on actual needs to avoid delayed and deferred maintenances; local community should be mandated to monitor road deteriorating activities; be sensitized on the usefulness of the road signs, bridge materials (rails) which could be vandalized if not protected; Strengthening other modes of transport such as rail systems, water systems as alternative transport will protect pavement from deteriorating.