IHO Capacity Building Programme

TECHNICAL ASSESSMENT VISIT REPORT

The State of Hydrography and Nautical Charting in The Republic of Uganda

Ministry of Works and Transport
Ministry of Lands, Housing and Urban Development
Ministry of Water and Environment
Ministry of Agriculture, Animal Industry and Fisheries
Petroleum Authority Uganda
Marine Police

January 2025

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ABBREVIATIONS

AGL&RsWG	African Great Lakes and Rivers Working Group
AtoN	Aids to Navigation
CBSC	IHO Capacity Building Sub-Committee
CB	Capacity Building
ENC	Electronic Navigational Chart
GMDSS	Global Maritime Distress and Safety System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHO	International Hydrographic Organization
IMO	International Maritime Organization
IMSAS	IMO Member State Audit Scheme
LVBC	Lake Victoria Basin Commission
MOESNA	Maritime Organisation for Eastern, Southern and Northern Africa
MoLHUD	Ministry of Lands Housing and Urban Development
MoWE	Ministry of Water and Environment
MoWT	Ministry of Works and Transport
MRCC	Maritime Rescue Coordination Centre
MSDI	Marine Spatial Data Infrastructure
MSI	Maritime Safety Information
NHC	National Hydrographic Committee
PCA	Primary Charting Authority
PMAESA	Port Management Association of Eastern & Southern Africa
RHC	Regional Hydrographic Commission
SAIHC	Southern African and Islands Hydrographic Commission
SAR	Search and Rescue
SOLAS	[United Nations] Convention for the Safety of Life at Sea
TAV	Technical Assessment Visit
UKHO	UK Hydrographic Office
UNCLOS	United Nations Convention on the Law of the Sea
UPDF	Uganda’s People’s Defence Forces

EXECUTIVE SUMMARY

A Technical Assessment Visit (TAV) to The Republic of Uganda, henceforth referred to as Uganda was conducted by International Hydrographic Organization (IHO) Director Dr John Nyberg alongside Mr Nicholas Swadling and Ms Lucy Fieldhouse, both from the UK Hydrographic Office (UKHO). This was the first visit by the IHO and focused on building awareness amongst stakeholders on the work of the IHO, the importance of hydrography and sought to establish the current capability and plans for hydrography in Uganda.

The team met with representatives of some of the main stakeholders identified from the IHO Technical Visit Questionnaire that was shared with the Ministry of Works and Transport ahead of the visit. It was agreed to hold a workshop of all the stakeholders in the city of Kampala to achieve the following benefits: to simplify logistics; to increase engagement; to promote stakeholder collaboration and to ensure consistent messaging amongst participants. The TAV Team was very grateful for the efforts of the Maritime Administration, under the Ministry of Works and Transport, for arranging the logistics for the visit and was also grateful for the enthusiasm and active engagement of the stakeholders during the workshop. This demonstrates the importance that is placed upon development by Uganda in the hydrographic field. This combined workshop of stakeholders enabled a useful discussion to take place. The team was able to outline: the benefits of IHO Membership; the value of collaboration; and the benefits of establishing a National Hydrographic Committee (NHC) all of which will support the development of the national capabilities and coordination of resources. Participation of Mr Jonah Mumbya (Programs Manager - Ports and Shipping Services), from the Maritime Organisation for Eastern, Southern and Northern Africa (MOESNA) in the workshop also added considerable value.

It was clear that there is a requirement to foster improved communication and collaboration between the stakeholders by establishing a National Hydrographic Committee with Terms of Reference to be developed at the earliest opportunity. The Ministry of Works and Transport undertook to set up a meeting schedule to take this forward.

It was clear that current national hydrographic capability is limited in terms of relevant policy, Maritime Safety Information (MSI), survey or charting capacity, but there was evidence of some isolated ability in this sphere within individual Ministries, specific to their remit but the sharing of this information for wider benefit does not occur.

Several recommendations were made during the visit and are provided in this report.

SCOPE OF THE VISIT

As a land-linked nation this TAV focused upon the hydrographic capability of Uganda and its lakes and rivers.

It is important to note that within the Southern African and Islands Hydrographic Commission (SAIHC) a dedicated African Great Lakes and Rivers Sub-Working Group (AGL&RsWG) was established in 2021 to provide a platform for support and development in these important areas. Uganda forms part of this group and has been actively engaged in the RHC meetings since the 18th meeting of the SAIHC in 2022 with the support of the IHO Capacity Building Fund.

TECHNICAL VISITS

This was the first TAV to Uganda. The visit was requested during the 18th meeting of the

Southern African and Islands Hydrographic Commission held in Maputo, Mozambique.

Terms of Reference for this TAV can be seen at **Annex A.**

The schedule of events is outlined at **Annex B**.

Uganda is scheduled to be audited by the IMO in October 2025. This will be their first IMO audit.

IHO Director John Nyberg was able to join this TAV and his participation in this workshop added considerable value to the event, enabled rich discussions to take place and was welcomed by the Stakeholders who for many this was their first introduction to the IHO.

A Joint technical Mission by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and the Maritime Organization for Eastern, Southern and Northern Africa (MOESNA) was undertaken around Lake Victoria which included Uganda in September 2024. The Recommendations and Outcomes of the visit have not been seen by the IHO TAV team, so consequently have not been able to be considered in the formation of this report however Jonah Mumbya's participation in this visit highlighted some of the key findings.

STAKEHOLDERS MET / ENGAGED WITH ON THIS TAV

Stakeholders from the following departments were met during this TAV. The roles and responsibilities of the organisations are examined at Section 10.

- Ministry of Works and Transport (MoWT)
- Department of Maritime Administration
- Department of Transport, Services and Infrastructure
- Ministry of Lands, Housing and Urban Development (MoLHUD)
- Ministry of Water and Environment (MoWE)
- Ministry of Agriculture, Animal Industry and Fisheries
- Marine Police
- Petroleum Authority of Uganda
- Maritime Organization for Eastern, Southern and Northern Africa (MOESNA)

The list of contacts is at **Annex C.**

GENERAL AWARENESS IN THE COASTAL STATE

Uganda is a member of the IMO with accession to the International Convention for the Safety of Life at Sea (SOLAS), 1974 in 2019.

Uganda is not a member of IALA but has participated in IALA training events such as a risk assessment course (France, 2023) and has received a technical visit, 2024.

Uganda is not a member of the IHO. The benefits of IHO Membership and the process for proceeding with membership were explained during the TAV and shared subsequently.

There is a good understanding of the obligations required under the International Convention of SOLAS and the importance of hydrography by the Department of Maritime Administration. However, there are limited resources to fulfil these, and support is required. Other National

and Regional legislation that is relevant includes the Lake Victoria Transport Act 2007 and the Inland Water Transport Act 2021.

Additional complexities for hydrography exist as Uganda shares a number of boundaries with other countries bordering its Lakes and Rivers and also the influence of activities of downstream countries that impact water movement.

The UKHO is the main provider of nautical charts of Lake Victoria and the nominal Primary Charting Authority (PCA), though this is not formally recognised through a bilateral arrangement. There has been little contact between UKHO and the Uganda Authorities in many years. Due to a lack of incoming information the charts ceased being maintained in the 1980's.

A proposal to withdraw the charts, due to safety concerns and lack of modern data was suggested however, despite the age of the data these charts still represent the main navigational products for the lake.

No official nautical products have been produced for Lake Albert, Lake Edward or Lake Kyoga.

IHO/RHC MEMBERSHIP OF THE REPUBLIC OF UGANDA

Uganda is currently not a member of the International Hydrographic Organization (IHO). However, Uganda's Department of Maritime Administration has attended several meetings of the Southern African and Islands Hydrographic Commission (SAIHC) with support from the IHO Capacity Building Fund and the UK Gender Balance Fund. Uganda is an observer of the SAIHC and is encouraged to become an Associate Member due to its active participation in meetings and the African Great Lakes and Rivers Working Group. This group addresses the significant challenges of the region's inland waterways.

It was highlighted that Uganda should consider becoming an IHO member, which would enable it to become a full member of the SAIHC. Stakeholders see the value of membership and indicated plans to progress this within their Ministries.

INTERNATIONAL OBLIGATIONS OF UGANDA

Uganda joined the IMO in 2009 becoming its 169th member and the 7th non-coastal state. As an IMO member, Uganda through its Maritime Administration as a signatory, is aware of its obligations and will be subject to its first IMSAS audit in October 2025.

Wider government support and policy development is required to support Uganda in meeting its obligations. Whilst elements of SOLAS are addressed such as the sharing of safety information these are not formally or robustly standardized. The stakeholders during the TAV demonstrated their clear desire to develop national capability to support the ongoing development of Uganda.

Stakeholders understand how increased collaboration through the implementation of an NHC would support the sharing and better use of national resources, particularly in terms of hydrographic surveying and data collection. The NHC will support Ministries when reviewing their policies in consideration of and alignment with wider government work.

The Ministry of Works and Transport (MoWT) through its Maritime Administration Department indicated its long-term goal of establishing a National Hydrographic Service. It was proposed during the TAV to consider establishing a formal arrangement with UKHO as its PCA until it can meet its charting obligations independently.

There was particular interest in UNCLOS for defining boundaries in view of the exploration of natural resources in the lakes and it is understood the importance of hydrography in supporting this.

CERTIFIED PERSONNEL

Uganda has no Cat 'A' or Cat 'B' qualified Hydrographers or Cartographers; however, it does have qualified personnel within the various ministries, and it is their long-term aim to further develop this capability, but support is required to do so. The challenge of retaining qualified staff was noted by the MoLHUD.

HYDROGRAPHIC SURVEY & NAUTICAL CARTOGRAPHY CAPABILITY

Uganda currently has limited surveying capability:

- MoLHUD – Outdated single beam survey equipment that is no longer implemented.
- MoWE – Surveying undertaken to establish water volume and as part of environmental monitoring using Acoustic Doppler Current Profiler (ADCP).
- Marine Police – Diving unit and lead line.
- Ferry's department – Acoustic Doppler Current Profiler (ADCP) utilised for route checking (due to outdated charting not supporting transit).

There is no nautical cartography capability (paper or digital) within Uganda.

MSI RESPONSIBILITY

It is evident that whilst MSI obligations are understood, there is still much to be done to develop this capability. Stakeholders currently communicate some information between them, but this is not formalised. Additionally, safety information is shared amongst riparian communities and settlements through in person visits and direct communication rather than through coordinated and formalised methods. The information is also shared through numerous stakeholders rather than through a recognised coordinator.

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REPORT OF TECHNICAL ASSESSMENT VISIT TO THE REPUBLIC OF UGANDA
January 2025

Reference(s):
A. IHO Publication M-2 *The Need of National Hydrographic Services* - Version 3.0.7 Jun 18
B. IHO CB Procedure 9: *Guidelines to Conduct Technical Visits*
C. Republic of Uganda National Report, 20th SAIHC meeting – Kisumu, Kenya Sep 2024

The purpose of this IHO Technical Assessment Visit (TAV) was:

- To provide an overview of regional IHO activity incorporating Capacity Building initiatives.
- To provide an understanding of the wider benefits of hydrography
- To hold a rich group discussion on hydrographic matters with all stakeholders
- To identify opportunities for collaboration between stakeholders
- To understand future ambitions and next steps for Uganda to develop in this sphere to support its national infrastructure and economic wealth.

1. Background.

At the 18th meeting of the SAIHC it was requested that the CB Coordinator submit a proposal for an IHO Funded Technical Assessment Visit to be undertaken at the earliest opportunity in the Republic of Uganda. A Proposal was submitted to the Capacity Building Sub-Committee (CBSC) and funding for the visit was secured in 2024. Due to the availability of participants the planned visit was undertaken in January 2025.

2. Composition of the Team.

The RHC TAV Team is comprised by:

Name	Role
Dr John Nyberg	IHO Director
Mr Nicholas Swadling, UK Hydrographic Office Geographic Technical Lead, Africa Interim SAIHC AGL&RsWG Chair	Team Leader
Ms Lucy Fieldhouse, UK Hydrographic Office International Capacity Building Manager, SAIHC CB Coordinator	Co-Team Leader

IHO Secretariat and UKHO liaised over the booking of accommodation and flights. Logistics including meeting arrangements and timetabling of the TAV, were coordinated by Uganda's Department of Maritime Administration.

PART A - OVERALL ASSESSMENT OF THE SITUATION IN REGION

3. Efficacy of the Technical Assessment Visit.

The terms of reference for this TAV can be found at **Annex A**.

This TAV was the first visit by the IHO to Uganda. The Department of Maritime Administration assisted the TAV team in identifying the stakeholders to be included in the visit. The TAV workshop was well attended, and the TAV team was very pleased to note the level of participation and engagement in discussions.

Stakeholders who were not able to attend the meeting were the Uganda Peoples Defense Force (UPDF), the Department of Fisheries and the University of Makerere.

4. Cooperative Arrangements and Potential.

a. Regional Organisations and Collaboration.

Uganda is a member of the following regional organisations that offer opportunities for collaboration and capacity building.

African Union (AU) was officially launched in July 2002 in Durban, South Africa, following a decision in September 1999 by its predecessor, the OAU to create a new continental organisation to build on its work to focus on increased cooperation and integration of African states to drive Africa's growth and economic development.

Association of African Maritime Administrations (AAMA) The association aims to progress the maritime agenda as envisaged in the African Maritime Transport Charter; To strengthen cooperation at the regional, continental and international levels in harmonizing policies and goals necessary for the growth of the African Maritime Sector and enhancement of continental collaboration; To lay a firm foundation for regular consultations to enable African Maritime Administrations to build joint positions on issues of common concern in the maritime sector; and To promote sharing of best practices among the African Maritime Administrations in the overall management and operation of maritime authorities and other maritime entities in the continent.

International Maritime Rescue Federation (IMRF) International non-governmental organisation (NGO) working to develop and improve maritime search and rescue (SAR) capacity around the world. Uganda is a member through its Royal Lifesaving Society. In December 2019 the IMRF and the IMO held The East Africa SAR Regional Meeting in Dar es Salaam, Tanzania which included SAR professionals from Uganda.

Lake Victoria Basin Commission (LVBC) Is a specialized institution of the East African Community (EAC) located in the City of Kisumu, Republic of Kenya and within the Lake Victoria Basin (LVB). The Commission is mandated to coordinate the sustainable development and management of the Lake Victoria Basin for the 5 EAC Partner States.

Lake Victoria Fisheries Organization (LVFO) is a specialized institution of the East African Community (EAC) whose mandate is to coordinate the management and development of fisheries and aquaculture resources in the EAC region. It aims to foster cooperation among the Partner States, harmonise national measures for the sustainable utilisation of the fisheries and aquaculture resources of the EAC water bodies, and to develop and adopt conservation and management measures.

The Maritime Organization for Eastern, Southern, and Northern Africa (MOESNA) (originally the Intergovernmental Standing Committee on Shipping (ISCOS)), was formed in 1967 by the regional states of Kenya, Tanzania, Uganda and Zambia and is a regional Intergovernmental body mandated with the Promotion, Protection, and Coordination of regional Shipping and Maritime interests.

Port Management Association of Eastern & Southern Africa (PMAESA) of which the MoWT is a member. PMAESA is an association of port authorities, maritime authorities, and government ministries in Eastern and Southern Africa. The benefits of being a PMAESA member are wide and implicit in the Association's Vision. The Association's prime objective is to promote the exchange of best practice ideas, experience, and information between members, in the port, transport and trade arenas with the rest of the world.

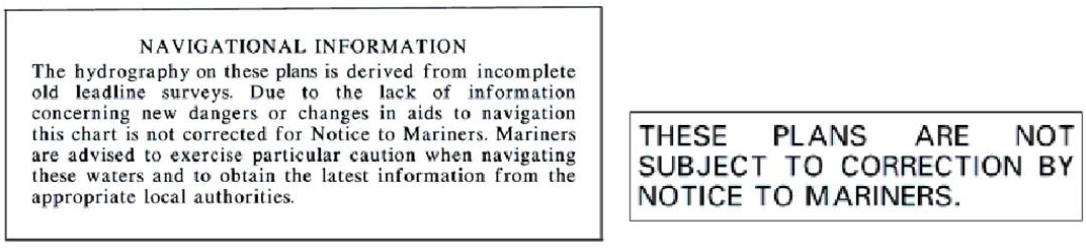
SAIHC – Uganda is an Observer of the IHO RHC SAIHC. This group fosters regional collaboration and sharing of information, expertise and through the IHO Capacity Building (CB) funds enables Uganda to receive Phase 0 and Phase 1 IHO CB funded support. Uganda has attended SAIHC meetings since 2021.

a. Defense and Security Arrangements.

Uganda manages its Defense and Security Arrangements through the Uganda People's Defense Force (UPDF). Along with the Marine Police the UPDF participates in Search and Rescue (SAR), fishery protection, maritime patrols and operations to counter trafficking in narcotics and illegal migration.

b. Primary Charting Authority.

The UKHO is the main provider of nautical charts of Lake Victoria and the nominal Primary Charting Authority (PCA), though this is not formally recognised through a bilateral arrangement. There has been little contact between UKHO and Uganda Authorities in many years. The charts are some of the oldest in the UKHO series and are imperial with surveys circa 1900, lead line. Due to a lack of incoming information the charts ceased being maintained for Notice to Mariners or New Editions in the 1980's. To alert Marine users the charts carry a warning that the products are not updated for Notice to Mariners and that they are out of date, as shown below.



A proposal to withdraw the charts, due to safety concerns and lack of modern data has been suggested. However, despite the age of the data, these charts still represent the main navigational products for the lake, and as such they represent significant value to the region and remain available to Marine Users, evident through their continued use and reference during the TAV.

Vessels on Lake Victoria do not use ECDIS and there is no current requirement for ENCs. However, larger, modern vessels are using digital data in chart plotters. It is believed that this digital data is derived from the UKHOs charts and contains the same aged data.

The other Great Lakes of Uganda have not been officially charted. However, it was noted by the Marine Police that Lake Albert enforcement agents do use local charts for their work.

PART B – UGANDA ASSESSMENT

5. RHC Involvement.

Uganda is not currently a member of the IHO. Uganda's Department of Maritime Administration attended the 18th and 19th meetings of the SAIHC through the support of the IHO Capacity Building Fund and attended the 20th meeting with the support of the UK Gender Balance Fund.

Uganda is an observer of the SAIHC but is encouraged to become an Associate Member due to its active participation at the meetings and in the African Great Lakes and Rivers Working Group (AGL&RsWG). This working Group was established at the 17th meeting of SAIHC with the aim of giving focus to the regions significant inland waterways and recognises their specific challenges which deserve recognition and discussion. This group also highlights the importance of land linked nations to the IHO which has predominantly focused on the hydrographic capability of coastal states.

During the TAV it was highlighted that Uganda should consider becoming an IHO Member. Stakeholders recognised the value of membership and indicated that they would progress this within their Ministries. Becoming an IHO member would enable Uganda to become a full member of the SAIHC.

6. Preliminary Liaison.

The assistance provided by the Department of Maritime Administration contributed directly to the success of the visit and much effort was put into arranging the workshop by Commissioner Robert J Ntambi and his team.

The TAV team would like to record their sincere appreciation for this support.

7. Points of Contact.

The lead point of contact is incorrect in the current IHO Yearbook P-5, at the time of this report (**Annex D**). Updated details for Uganda have been acquired.

DESCRIPTION OF MARITIME ACTIVITIES

8. Trade and Maritime Traffic.

Lake Victoria's transport infrastructure has the potential to generate around US$60 billion worth of trade annually. Currently, it only realises around USD$6 billion (EAC, 2019).

The main international shipping routes on Lake Victoria are:
- Port Bell (Uganda) - Mwanza (Tanzania)
- Jinja (Uganda) - Mwanza (Tanzania)
- Port Bell (Uganda) – Kisumu (Kenya)
- Jinja (Uganda) - Kisumu (Kenya)

This report provides details of trade and maritime traffic for Uganda[1].

PORTS OF THE GREAT LAKES are the responsibility of the Ugandan Port Authority (UPA)

Port Bell

Port Bell is the main Ugandan port and is strategically situated close to Entebbe and Kampala at the northern most point of the lake. It handles most of its import and export trade. The government is negotiating with the World Bank for modernizing the port since it needs to be dredged in order to accommodate larger vessels.

Figure 1 https://infrastructure.go.ug/ports/

The area around the port has grown into a small industrial region as it is adjacent to Uganda's commercial centre of Kampala with goods transported to the neighbouring regions through ferries and small boats.

The port facility is connected to other ports on Lake Victoria through a wharf for ferries operating between Jinja, Kisumu (Kenya), Musoma, Mwanza and Dar-es-salaam (Tanzania). It is also directly linked to the railways, lying on the Kampala to Jinja line.

Port Jinja

Port Jinja is the second-most important Ugandan port. The town of Jinja is an important trade centre and the port facility requires expansion and modernization. Many factories and industries are situated in the town, near Jinja port such as a steel mill, a copper smelting unit, plywood works and tobacco units. The finished products of these manufacturing units are transported through Jinja port, which is also connected to Mombasa port through railways and roads.

Figure 2 https://infrastructure.go.ug/ports/

Mahathi Fuel Transportation and Storage Facility

Construction was completed in March 2022 on this inland facility, located northeast of Entebbe. The first shipment of fuel was received at the facility in December 2022. Further funding was secured in 2023 to acquire infrastructure and to support the expansion of the fuel depot.

Situated on the northeastern coast of Nalubaale lake, spanning 12 hectares and just 35 km from Uganda's capital Kampala, this facility is crucial for the Ugandan economy as it has led to the generation of employment opportunities for people from Kenya and Uganda.

The port has 14 tanks for storing around 70,000,000l of diesel and fuel. Uganda requires only 4,550,000 litres a day, hence the remaining can be transported to neighbouring countries. A dock measuring 220m connected with four oil pipelines has also been constructed. Berths for the docking of oil carriers and four barges with a capacity of 4,500,000 litres each were also part of the last phase of the project.

Tororo inland port

[1] Source: https://infrastructure.go.ug/ports/

The dry port of Tororo lies in the Ugandan city of Malaba, situated near the Kenyan border. The port facility spans 100 hectares, and its construction began in 2010, however political and socio-economic issues have stalled the completion of this port project, and it is unclear if it will be completed.

The port was being refurbished by the Great Lakes Ports Limited which would serve as the port authority after its completion. The government has envisaged it to be a container storage terminal for containerised goods shipped to Uganda, Burundi, Sudan and Congo.

The port would replace the requirement for the storage facilities utilised by Uganda at Mombasa port for storing its containers before customs clearances and finally their import to Port Bell. This would aid decongestion at Mombasa and reduce transportation costs, reducing delivery time from 18/20 days to 4/5 days.

Bukasa Inland Port

The Bukasa Inland port development started in May 2024 with completion of its first phase expected in 2025. The port is expected to become fully operational by 2030 and would comprise administration offices, wharves, multi-purpose terminals and shipyards. The port would handle around 5 million tonnes of goods every year.

Figure 3 https://www.gauff.net/en/referenzen/uganda/bukasa-port.html

The development of Bukasa will reduce Uganda's dependency on the port of Mombasa. Goods shipped from the Tanzanian ports of Tanga and Dar es Salaam to Mwanza can then be shipped to Bukasa by barge.

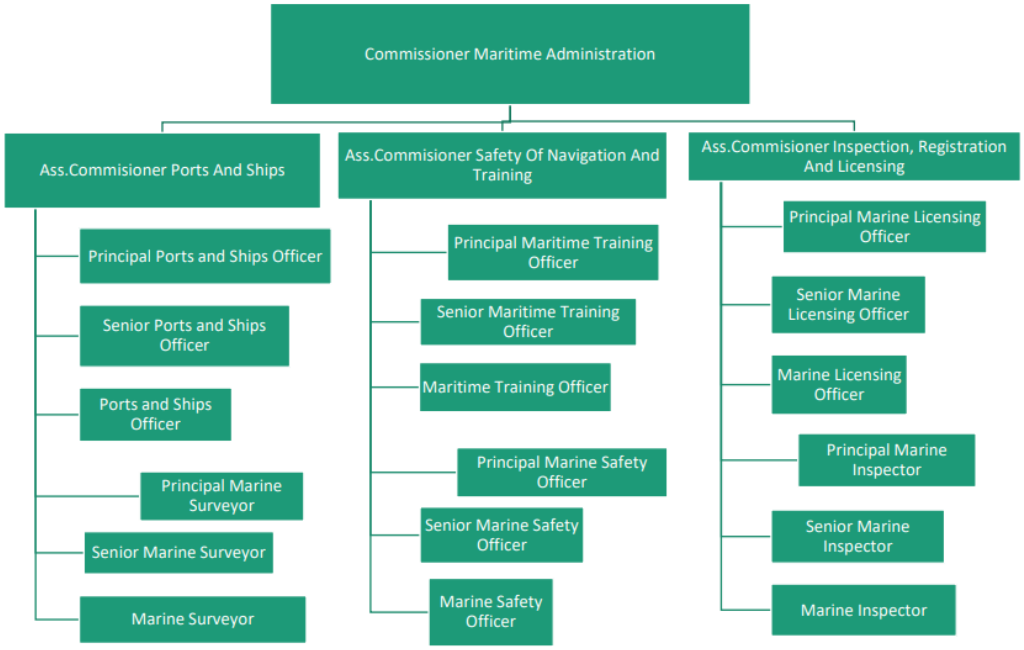
Port of Butiaba

The port facility of Butiaba lies on the eastern coastline of Lake Albert in the northwestern region of Uganda. Butiaba harbour was an important maritime point for transporting goods from Congo and Sudan. From Butiaba, the goods were transported by road to Masindi port from where they were ferried to Soroti. Finally, loaded into trains, these were sent to Mombasa for export.

In the late 90s and 2000s, the railways in the region became defunct due to lack of maintenance, leading to the degeneration of the port. However, recent discoveries of petroleum and oil reserves near Lake may lead to the rejuvenation of the port.

9. Responsibility for Safety of Navigation and National Maritime Affairs.

The Maritime Administration Department (MoWT) is responsible for National Maritime Affairs and administers the responsibility through the Department of Maritime Administration. The Department is headed by the Commissioner of Maritime Administration. The following diagram shows the organizational structure of the Department:



The Maritime Administration undertakes the following activities:

- Policy Development: Initiating, developing, and reviewing policies and strategies to promote safety, security, and environmentally friendly water transport.
- Regulation and Licensing: Surveying, inspecting, registering, and licensing vessels to comply with national and international standards.
- Legislation: Formulating and reviewing water transport laws, regulations, and standards and monitoring their effectiveness.
- Incident Coordination: Coordinating and investigating incidents of water transport to identify causes and propose mitigation measures.
- Public Safety Campaigns: Sensitizing, educating, and conducting advocacy safety campaigns for the public on water transport.
- International Agreements: Coordinating the formulation and implementation of national, regional, and international agreements to enhance safety, security, and environmental protection in water transport.
- Search and Rescue: Coordinating maritime search and rescue activities.
- Training: Implementing and domesticating national and international conventions and protocols, as well as training seafarers and supervising training centres to maintain standards.
- Maintenance of Aids to Navigation
- Operation and management of Ports

Ministry of Water and Environment (MoWE) (Where relevant to this report) is primarily

responsible for the management and regulation of water and environmental resources and also for the receiving, transmitting and processing of weather data from stations nationwide and to international centres. One of its strategic objectives is to increase the functionality and usage of meteorological information to support sector specific early warning to combat the effects of climate change and disaster risks.

Petroleum Authority of Uganda (PAU) is responsible for regulating and overseeing the country's oil and gas sector. The PAU ensures that oil and gas activities are conducted in a manner that conserves the environment and biodiversity, preserves human health, and maintains safety and security standards.

The Directorate of Environment, Health, Safety, and Security (EHSS) within the PAU plays a crucial role in achieving these goals. The EHSS Directorate ensures that licensees take necessary measures to prevent incidents, hazards, and accidents, and limit their consequences to human health and the environment.

10. Defence Force Responsibilities.

Uganda's People Defence Force (UPDF) is the military force of Uganda. The UPDF is established and mandated to carry out the following functions:

- To preserve and defend the sovereignty and internal integrity of Uganda.
- To cooperate with civilian authority in emergency situations in cases of natural disasters.
- To foster harmony and understanding between the defence forces and civilians.
- To engage in productive activities for the development of Uganda.

The UPDF Land Force is comprised of the Marine, Artillery, Infantry and Armoured Brigade. The Special Forces Command (SFC) is a specialized component tasked with patrolling Uganda's territorial waters in order to detect any illegal activity. They are able to carry out rescue operations, navigation, boat searches and seizure operations.

Whilst the UPDF was not part of this TAV, it appears that it does not have any hydrographic surveying capability.

Marine Police as part of the Uganda Police Force carry out patrols and enforcement of law including illegal fishing.

SAR responsibility of the MoWT but functionally is operated by the UPDF and Marine Police with some support from NGOs.

The Multinational Lake Victoria Maritime Communications and Transport (MLVMCT) Project is establishing a network of Maritime Rescue Coordination Centres (MRCC) and sub centres throughout Lake Victoria, Lake Albert and Lake Kyoga, funded by the African Development Bank. The sub centre in Entebbe is due to become operational later in 2025.

The telephone number 110 has been designated for SAR in Uganda and is planned to be rolled out in Kenya and Tanzania.

Figure 4 MRCC Entebbe, under construction

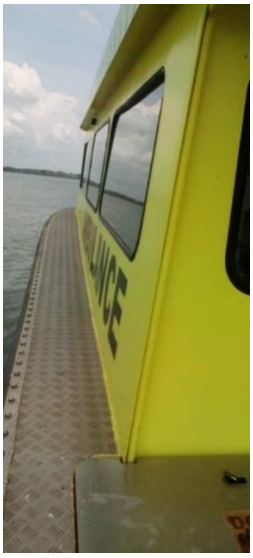


Figure 5 Ambulance Vessel, Lake Victoria

11. Coastal Zone Management and Environmental Protection.

MoWE has made significant strides in Coastal Zone Management and Environmental Protection. They have developed a comprehensive Coastal Zone Management Plan, which includes catchment management plans updated every five years. Additionally, the MoWE has formulated Waterfront Management Zone plans that cover the entire country and regional spatial plans. These plans are guided by the MoWE to ensure sustainable use and conservation of natural resources. Furthermore, the MoWE undertakes climate monitoring through numerous stations across the country, helping to track and respond to environmental changes effectively.

Uganda has a National Fisheries and Aquaculture Policy, which was established in 2017. This policy aims to address the decline in fish catches and promote sustainable management of fisheries and aquaculture. It focuses on increasing production, improving governance, and using appropriate technologies for sustainable development. The policy also emphasizes inclusivity, transparency, and collaboration among stakeholders.

Uganda has a National Oil Spill Contingency Plan. This plan was launched in March 2022 and is a collaborative effort between the Government of Uganda, the Petroleum Authority of Uganda (PAU), the Office of the Prime Minister, and the National Environment Management Authority (NEMA). The plan outlines measures for preventing, preparing for, and responding to oil spills to protect human health and the environment. It includes detailed procedures for early detection, notification, containment, and recovery in the event of an oil spill. Uganda's oil spill contingency plan highlights the responsibility of licensees and operators for the prevention of oil spills and the need for investing in preparedness for response to oil spills even if unlikely within the country's territory and shared water bodies.

Uganda does not have a specific National Hydrographic Strategy. However, the country has a comprehensive National Water Resources Strategy, which addresses various aspects of water resource management, including hydrographic elements. This strategy is part of Uganda's broader efforts to manage its water resources effectively for socio-economic transformation.

OUTLINE C-55 ANALYSIS

12. Status of surveys within the National Maritime Zone.

Whilst some surveys have been conducted by the various Ministries with capability in Uganda these have not been shared with the Primary Charting Authority for inclusion on Navigational products and have been conducted for specific purposes.

Surveys of Lake Victoria (Port Bell and Jinja) through World Bank funding conducted by MMT and Royal Haskoning in 2007 and 2018 respectively have been shared indirectly with the PCA but not included in products.

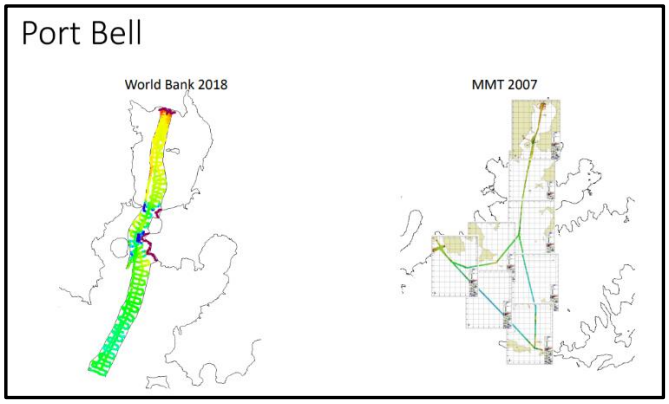


Figure 6 Single beam survey - Port Bell

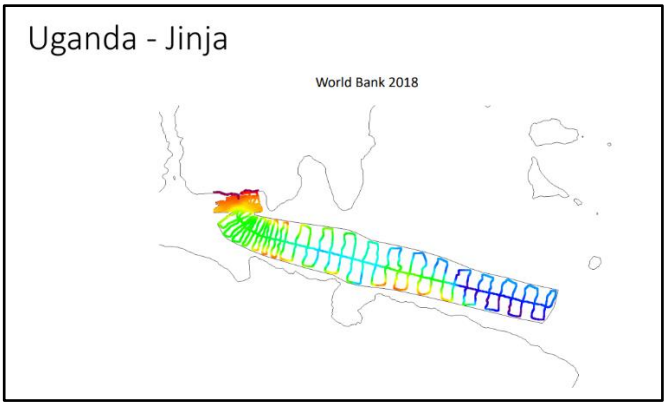


Figure 7 Single beam survey - Jinja

In 2022 Mahathi Infra Ltd conducted a route survey for its oil tankers that ply from Kisumu to Bukasa (location of the oil jetty), this data was shared with the PCA via Kenya Ports Authority.

Figure 8 Survey Kenya to Uganda for Oil terminal access

It was noted that whilst Lake Victoria has historically been a focus and has been charted to an extent, there is a requirement to survey the other Lakes and Rivers. There is a national requirement to establish the international boundaries throughout its Lakes and Rivers.

The Lake Victoria Basin Commission (LVBC), representing the East African Community (EAC) is managing a Multisectoral Multiphase Programme funded by the World Bank. One of the key priorities for the programme is to improve the safety of navigation and maritime security on Lake Victoria. This will include bathymetric surveys of the main regional navigational routes in order to produce up to date navigational charts. Further opportunities for investment under the programme include, mapping and installation of Aids to Navigation, equipping of SAR stations and training and capacity building.

13. Collection and Circulation of Nautical Information.

The MoWT under the Transport Act is the primary organisation responsible for addressing maritime safety and the sharing of information. The Ministry working in a coordination role works in collaboration with the marine police who directly share the safety related information with settlements and water users. The MoWT undertake Statistical analysis of safety related information to note trends, from which they develop Safety interventions that are implemented. No dedicated coordinator has been identified.

Uganda is in the process of enhancing its Global Maritime Distress and Safety System (GMDSS) capabilities as part of the broader Multinational Lake Victoria Maritime Communication and Transport (MLVMCT) project. Entebbe MRCC is under construction with a completion date of 30th September 2025 and once operational will significantly enhance Uganda's capacity to collect and circulate nautical information.

Current Status

- **Maritime Rescue Coordination Centres (MRCCs)**: are being established across Lake Victoria to improve maritime safety and communication, with a sub centre under construction in Entebbe.
- **VHF and MF Capabilities**: The Sub Centre in Entebbe is expected to have VHF and MF facilities capable of receiving and transmitting on a range of frequencies.
- **GMDSS Facilities**: The Sub Centre will be equipped with GMDSS capabilities, including VHF DSC (Digital Selective Calling) and MF DSC for distress and safety communications.

GMDSS Areas

- **A1 Area**: No dedicated VHF DSC coast stations currently listed for Sea Area A1.

- **A2 Area**: No dedicated MF DSC coast stations currently listed for Sea Area A2.
- **A3 and A4 Areas**: No dedicated HF DSC coast stations currently listed for Sea Areas A3 and A4.
- NAVTEX and SafetyNET: Uganda does not currently have NAVTEX or SafetyNET services operational

Table 1: Status of GMDSS in local waters.

Master Plan	A1 Area	A2 Area	A3 Area	NAVTEX	SafetyNET	Notes
No	No	No	No	No	No	

Maritime Safety Information / Renseignements sur la sécurité maritime / Información sobre seguridad marítima

GMDSS implementation Mise en œuvre du SMDSM Implementación SMSSM		Status Status Estado	Notes Notes Notas
	Master plan Plan cadre Plan principal	N/A	
	A1 area Zone A1 Zona A1	N/A	
	A2 area Zone A2 Zona A2	N/A	
	A3 area Zone A3 Zona A3	N/A	
	NAVTEX NAVTEX NAVTEX	N/A	
	Safety NET Safety NET Safety NET	N/A	

Maritime Safety Information / Renseignements sur la sécurité maritime / Información sobre seguridad marítima

Navigational information Informations nautiques Información náutica		Status Status Estado	Notes Notes Notas
	Local warnings Avertissements locaux Avisos locales	N/A	
	Coastal warnings Avertissements côtiers Avisos costeros	N/A	
	NAVAREA warnings Avertissements NAVAREA Avisos NAVAREA	N/A	
	Information on ports and harbours Information sur les ports et rades Información sobre puertos	N/A	

Last updated in 2010

14. Survey Capability.

The MoLHUD currently possesses a boat to conduct surveys, but the capability is hindered by limited technology, potentially lacking essential tools like sonar. While the ministry recognizes the need for more surveyors, retaining trained personnel can be difficult as many skilled individuals tend to move on to other jobs, including a notable migration of talent to the US. Additionally, MoLHUD has started certifying hydrographers in the past year—a departure from their previous focus solely on land surveyors—with most of the newly certified professionals already having practical experience. However, there is minimal collaboration in survey efforts, as they are predominantly concentrated on their primary objectives.

The MoWE possesses some surveying capabilities, primarily utilising Acoustic Doppler Current Profilers (ADCP) and GPS. Their surveys aim to determine lake and river capacities, rather than for navigational purposes. Due to the complexity of certain areas and inherent risks in surveying (such as rapids and dams), the ministry often relies on estimated values. MoWE does not have trained hydrographers but employs engineers and hydrologists. Additionally, the ministry has benefited from training collaborations with Denmark, which has helped enhance its technical expertise.

The one-day consolidated single venue TAV workshop did not afford the opportunity to fully investigate wider survey capability.

15. Independent Chart Production Capability.

No independent chart production is taking place within Uganda. However, it was raised by the stakeholders that inland water transport plans are being developed and along with the requirement to establish boundary data, modern charting is required.

PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING

16. National Hydrographic Committee.

The visit highlighted that currently there is little consideration of hydrography in national policy with the maritime element only making up a small part of legislation. Uganda's lakes and rivers account for over 15% of the total area of the country and as such their importance should be addressed. These water bodies provide Uganda with essential natural resources, supporting the nation's economy and its trade routes. Furthermore, Uganda has around 90 islands around half of which are inhabited with their populations depending on the water for transport, communication and their livelihoods.

Uganda is developing a NSDI framework but who will host this is undecided and its composition is not confirmed, with some Ministries that work with spatial data not being included to date. Whilst many ministries and their departments create and collect spatial data this is not often shared with all relevant stakeholders such as the MoLHUD. There is an awareness amongst stakeholders of the importance and the need to share data and that interoperability is essential. However, it was noted that at present Ministries are developing policies in isolation. Uganda should consider the implementation of a data storage system that allows access by all relevant stakeholders so that data can be collected once and used many times for the benefit of Uganda.

It is a priority recommendation of this TAV that a NHC is established. A NHC will help address and encourage collaboration, coordinate an overall assessment of Uganda's hydrographic status and identify opportunities to share data and resources for the benefit of the country. It is proposed that the Department of Maritime Administration leads on engaging and coordinating with stakeholders to develop and endorse appropriate ToRs. A plan of future meetings should be developed with stakeholders committing to engaging in these meetings. This will provide a vehicle to identify opportunities for collaboration and sharing of resources and encourage a cohesive unified approach. This may be a first step in establishing the NHC, with opportunities to develop roles as the NHC matures. IHO Publication M-2 was not known to all the Stakeholders within Uganda. The document was shared during the TAV to support the development of a NHC and to support discussions of the scope of the Committee and the benefits its formation will bring.

17. Phase 1 Hydrographic Capability: MSI Organization and GMDSS.

Work to develop Phase 1 Capability has been undertaken, however the TAV Team recommends that more focus is placed on developing robust capability through identification of Points of Contact and National Coordinators.

The completion of the MRCC in 2025 will significantly assist in developing and supporting Phase 1 capability.

a. MSI (Navigational Warnings).

Little to no MSI data is being promulgated beyond that shared directly with Lake communities. This is in part hindered as there is no dedicated MSI Coordinator identified and there is limited capability to transmit safety information until the completion of the MRCC and the centre becomes operational.

Uganda is strongly recommended to nominate participants on any future IHO funded MSI activities to build Ugandan capability.

Closer collaboration and sharing of information with PCA partners are strongly encouraged to support future development of navigational products and meet Uganda's SOLAS obligations.

b. GMDSS Status

Uganda should continue to focus on the development of its MRCCs to improve maritime safety and communication. Uganda should consider the development of NAVTEX or SafetyNET services.

18. Phase 2 Hydrographic Capability: Survey.

a. Survey Capability.

Uganda has limited hydrographic survey equipment capability

Establishment of Chart Datum for Lake Victoria - The chart datum used on the existing charts of Lake Victoria produced by the PCA is referenced to a benchmark in Kisumu, Kenya, measured above Mean Low Water in Mombasa. Modern surveys undertaken and shared with the PCA have been conducted to varying sounding datums and at varying states of the lake water level.

In order to chart Lake Victoria for modern navigational purposes, Uganda should consider working with the PCA to investigate whether a modern Chart datum can be established, either referred to a level defined by water level observations or a geodetic datum. Comparison with satellite altimetry shows a dip in the middle of the lake surface when using some common geoid models, further work is required to confirm the most suitable surface/vertical reference and understand whether the effects of geoid modelling errors, environmental effects, and the choice of heights should be accounted for in the chart datum level chosen.

Uganda is a member of the PMAESA and MOESNA. These regional meetings could be used to request assistance through its objective of regional collaboration.

Membership of the IHO would unlock phase two and three Capacity Building opportunities. Other SAIHC members in the region could be approached to request assistance.

b. Potential for Regional Activity.

There is potential for regional collaboration through the regional port meetings, the African Great Lakes and River Sub Working Group (AGL&RsWG), and the LVBC which provide opportunities to share information on the activities being undertaken by the neighbouring states. Uganda is encouraged to continue its active participation in this SAIHC Working Group

Through programmes of the LVBC such as the Multinational Lake Victoria Maritime Communications and Transport (MLVMCT) Project.
The primary objective of the MLVMCT project is to enhance maritime safety and communication on Lake Victoria. This initiative aims to reduce maritime accidents, save lives, improve security, and provide efficient and affordable communication systems for the communities around Lake Victoria. Uganda should continue to collaborate with the LVBC and engage in its key activities.

19. Phase 3 Hydrographic Capability: Chart Production.

There is no chart production capability in Uganda. The UKHO is the PCA for Ugandan waters, however no formal MOU is in place and no data has been shared in recent years. The charts of Lake Victoria are not maintained. However, if this changes it will be important for Uganda to understand the requirements of working with the PCA and systems put in place to ensure the flow of information to maintain navigational products.

Uganda will be subject to an IMSAS audit in 2025, and it is expected that a recommendation from this will be to establish an MOU between its PCA and the relevant authorities in Uganda.

For chart coverage: See **Annex E**

20. Summary of the Assessment of the National Hydrographic Capability.

Table 2 summarizes the assessment of the national hydrographic capability.

Table 2: Assessment of National Hydrographic Capability.

IHO Member	RHC	NHC	Phase 1 Capacity	Phase 2 Capacity	Phase 3 Capacity	Notes
No	SAIHC Observer	No	Partial	Partial/No	No	1 to 2

Notes:
1. Ugandas Phase 3 Capacity is currently met through its PCA partnerships.
2. It is unlikely that Uganda will have the resources to aid other states in the short term.

PROPOSALS FOR ASSISTANCE

21. Training

It is recommended that Uganda prioritize capability building in Phase 0 (Hydrographic Governance) and Phase 1 (MSI Capability) spheres.

MSI training - is required to strengthen the capability in this area. Attendance at a regional activity would benefit Uganda and they are strongly encouraged to nominate a participant at the next IHO funded MSI Course.

Chart Awareness Training - to the relevant stakeholders to increase awareness of the information it is necessary to share to support the safety of navigation within Uganda waters.

Hydrographic Governance Training - to increase awareness across all relevant Stakeholders and across all levels to raise the importance of Hydrography for Coastal State development.

Development of Phase 2 capability will require Hydrographic Surveying Training. Such opportunities would be available if Uganda progresses its IHO Membership.

22. Equipment

It is proposed that one of the first tasks of the NHC is to review the types of survey equipment currently required to ensure the needs of all stakeholders can be met and to assist in meeting Uganda's SOLAS obligations.

A full audit, led by the NHC will confirm the current inventory, inform the equipment requirements and identify resources that may be shared across the hydrographic community.

23. Funding.

The specific subject of funding was not tabled during this condensed one-day workshop. However, it would be beneficial for the NHC to investigate the current level of funding, and whether this meets the requirements for hydrographic development across Uganda.

Sources of potential funding for consideration:
Government and National Funding –
The importance of hydrography to states is understood by the stakeholders who met during the TAV but the lack of awareness at higher levels has impeded development. Improving this awareness and linking hydrographic development to Blue Economy initiatives will help unlock Government and National Funding. Potential sources are:

- **National Budget Allocation**: The NHC stakeholders may choose to advocate for dedicated budget allocations for hydrographic activities within the national budget.
- **Ministry of Water and Environment**: Utilize conditional grants and resources provided by the Ministry of Water and Environment for environmental and natural resource management.

Regional and Continental Initiatives -

- **IHO -** The role of the IHO CBSC was outlined and the proposal process for Capacity Building Submissions was also discussed. As a Non-Member of the IHO the Uganda can access funded Phase 0 and Phase 1 activities and Uganda is strongly encouraged to nominate applicants for activities where funding can support their participation.
- **African Union (AU)**: Leverage AU initiatives and funding programs aimed at enhancing regional cooperation and development.
- **Lake Victoria Basin Commission (LVBC)**: Collaborate with LVBC for projects related to the sustainable management of Lake Victoria and its resources.

FOLLOW-UP ACTIONS

24. Immediate Formation of an NHC and Development of a National Hydrographic Strategy.

It is suggested that the MoWT establish a NHC in line with the International Hydrographic Organisation (IHO) recommendations for a National Hydrographic Coordination Committee.

- Develop Terms of Reference (ToR) for the committee, including frequency of meetings and membership. Option to invite PCA as observer and participate remotely where possible.
- MoWT to act as Secretariat for the NHC and ensure regular meetings are organised in line with the ToR.

The NHC will agree roles and responsibilities of all partners in the context of SOLAS Hydrographic Services provision and formalise arrangements.

The formation of a National Hydrographic Strategy will be a key action that the NHC should address so that there is a cohesive approach to the development of hydrography for Uganda. This should be done in consideration of the National Water Resources Strategy which addresses aspects of water resource management including elements relating to hydrography. The strategy should consider:

i. **Assessment of Current Capabilities**: Conduct a comprehensive assessment of existing hydrographic capabilities, including equipment, personnel, and data management.
ii. **Strategic Objectives**: Define clear strategic objectives for hydrographic activities, aligned with national development goals and international standards.
iii. **Capacity Building**: Invest in training and capacity building for hydrographic surveyors and related personnel.
iv. **Infrastructure Development**: Upgrade and maintain hydrographic survey equipment and technology.
v. **Data Management and Sharing**: Establish systems for the collection, management, and sharing of hydrographic data with relevant stakeholders.
vi. **Funding and Resources**: Secure funding from national and international sources to support hydrographic activities.
vii. **Stakeholder Collaboration**: Foster collaboration among government agencies, private sector, and international partners to enhance hydrographic capabilities.
viii. **Policy and Legislation**: Develop and implement policies and legislation to support hydrographic activities and ensure compliance with international standards.

MoWT is to liaise with all stakeholders and arrange a schedule of meetings of the NHC.
Action: **MoWT**

25. Encouragement of IHO and RHC Membership.

Uganda has participated in SAIHC meetings, since SAIHC18 in 2022. They have added to the discussions within the SAIHCs AGL&RsWG and delivered their national reports to plenary. Whilst amongst the stakeholders who participated in this TAV the benefits of joining the IHO are acknowledged this needs to be further progressed at the Ministerial level to ensure full agreement.

Action: **RHC, IHO Secretariat and MoWT**

26. Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.

a. **Infrastructure Development**: Continued investment in infrastructure is needed to fully implement GMDSS capabilities.

b. **Training and Capacity Building**: Training programs for personnel to operate and maintain GMDSS equipment are essential.

c. **International Collaboration**: Collaboration with regional and international partners to ensure compliance with GMDSS standards and improve overall maritime safety.

27. Encouragement of Development of Hydrographic Capability.

The following steps should be considered to assist with the development of hydrographic capability:

a. The NHC should seek to develop a 5-year survey plan, identifying where hydrographic data and capability can best benefit Uganda.

b. The NHC should undertake a gap analysis to determine the ability to deliver on the 5-year plan with the existing resources, identifying where equipment and training is required.

c. The NHC should commit to regional IHO engagement to maximise collaborative opportunities.

d. Uganda should consider the purchase of a central data storage facility that allows access by all NHC stakeholders.

e. Uganda should work with PCA to establish the Lake Datum to assist with robust data collection.

CONCLUSIONS

28. Cooperative Opportunities.

It is recognized that funding and access to data collection facilities is a significant challenge for Uganda, however this TAV proved to be very successful in highlighting areas of collaboration between Ugandan stakeholders. Whilst short in length, bringing all key stakeholders together to one venue fostered a collaborative and open dialogue. There is now a real understanding of the value of forming a NHC and the benefits it will deliver by working together.

The SAIHC meetings, and its working groups along with the IHO CB allocations are useful vehicles for cooperation and collaboration and will assist Uganda to build capability. For example, the AGL&RsWG activity and the provision of MSI training courses to increase awareness and capability.

29. National Hydrographic Committees (NHCs).

The establishment and continued operation of an NHC in Uganda is essential to ensure the long-term improvement of MSI, development of general hydrographic capability, prevention of duplication of effort and a vehicle for recognizing the importance of hydrography at the Ministerial level.

It should be considered that sub-working group meetings of the NHC Stakeholders are convened to allow more technical discussions to be undertaken to develop technical cooperation.

SUMMARY OF RECOMMENDATIONS AND ACTIONS

30. Actions / Recommendations.

a. Convene NHC

i. Set the terms of reference for the NHC to include all stakeholder requirements

ii. Formalise the roles and responsibilities of those involved in the NHC focusing on the needs of SOLAS and ensuring the reduction in duplicating effort.

b. Focus should be given on developing robust capability through identification of Points of Contact and National Coordinators for Maritime Safety Information.

c. It is recommended that Uganda nominate participants for any future IHO funded MSI activities to build Ugandan capability.

d. Establish closer collaboration and sharing of information with PCA partners to support future development of navigational products and meet Uganda's SOLAS obligations

e. Uganda should consider working with the PCA to investigate whether a modern Chart datum for Lake Victoria can be established

f. Establish MOUs, formalised arrangements with PCA Partners

g. Consider the implementation of a data storage system that allows access by all relevant stakeholders so that data can be collected once and used many times for the benefit of Uganda.

h. Share IMO IMSAS Recommendations where appropriate to leverage support and funding

i. Uganda should become a full member of the IHO to benefit from activities that will support development of hydrographic capability.

j. Engage with SAIHC including the AGL&RsWG.

31. RHC Follow up Actions.

a. Encourage Uganda via the Maritime Administration to report at the next SAIHC its status on MSI delivery and any further developments.

b. Support Uganda in raising its awareness for the need of hydrography

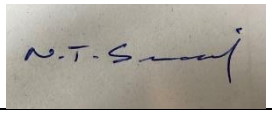
c. Support Uganda to access capacity building opportunities

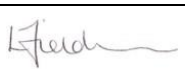
d. Identify training opportunities (including on the job training) for Cat 'A' and Cat 'B' Hydrographic survey courses.

e. Encourage relevant stakeholders to attend IHO funded MSI Courses for the SAIHC region to build domestic capability.

32. Follow up Opportunities.

- SAIHC21 Meeting, La Reunion, 15 – 18 September 2025

DATE	**25 January 2025**
RHC Technical Visit Team Leader	Mr Nicholas Swadling
SIGNATURE	

RHC Technical Visit Co-team Leader	Ms. Lucy Fieldhouse
SIGNATURE	

Annex List:

A. Terms of Reference of the RHC Technical Visit Team.
B. Summary of Events
C. List of Contacts
D. P-5 IHO Yearbook Template update
E. PCA Chart and ENC Coverage

DISTRIBUTION: **Chair RHC**
INFORMATION: **IHO Secretariat / visited coastal State**

ANNEX A

TERMS OF REFERENCE OF THE RHC TECHNICAL VISIT TEAM

1. The Technical Visit Team, comprising members of the staff from the UK Hydrographic Office, are to carry out a visit to The Republic of Uganda to discuss issues of mutual interest in the fields of hydrography and Maritime Safety Information (MSI).

Preparation.

2. The members of the Technical Visit team, with the assistance of Ugandas Department of Maritime Administration, are to plan the team visit having obtained access to material available from each related organisation, the International Hydrographic Organisation Secretariat, and the information supplied by The Republic of Uganda.

Work Objectives.

3. The Team is to:

- Obtain access to decision making levels of government in each country visited and liaise with senior officials, emphasizing the importance of hydrography to coastal states and, hence, the need to include hydrographic and associated charting activities within National Plans;

- Assess the National capacities to plan and execute the collection and rendering of hydrographic data to enable the production of charts and publications both locally and through the supply of data to Hydrographic Offices with international chart folios;

- Consider and advise on measures which can be taken to improve the capacity of nations to carry out the above;

- Emphasize the basic importance of a national system for the collection of data, such as engineering drawings and local Notices to Mariners, which have an effect on the interests of mariners;

- Advise on the assistance to be gained from close liaison with the IHO, IMO and funding agencies to enable viable and sustainable capability to be maintained;

Report.

4. A report on the activities and recommendations of the Team is to be submitted to the Chair of the Regional Hydrographic Commission (RHC).

ANNEX B

SUMMARY OF EVENTS FOR THE VISIT TO THE REPUBLIC OF UGANDA

The TAV team shared the IHO TAV questionnaire with the Department of Maritime Administration which assisted in identifying the appropriate stakeholders to engage with on the visit. It was agreed to hold a workshop of all the stakeholders in the city of Kampala to achieve the following benefits: to simplify logistics; to increase engagement; to promote stakeholder collaboration and to ensure consistent messaging amongst participants. Therefore, the scheduled programme for this TAV was limited to a one-day centrally located workshop. The Workshop was hosted at Hotel Africana, Kampala Uganda.

The TAV took place on 20th January 2025 and IHO Director Dr John Nyberg also participated.

Programme

0830 - 0900	Arrival
	Welcome
	Introductions and Aims of the day
Session 1	International Hydrographic Organization including SAIHC and its Working Groups Value of Hydrography
	Technical Assessment Visit (TAV) aims and objectives, benefits and opportunities / Capacity Building
1035 - 1105	Coffee Break
Session 2	MOESNA overview including IALA Visit
	Existing capability - Hydrographic Governance Safety of Navigation responsibilities Defense Force responsibilities Coastal Zone Management and environmental Protection
1230 -1330	Lunch with general discussions
Session 3	Existing capability - Hydrographic services Status of surveying Collection and circulation of nautical information Current Survey Capability Chart Production Capability
Session 4	Future ambitions to advance hydrography
	Summary and next steps
1630	Closing

ANNEX C

LIST OF CONTACTS

Organisation	Name	Role	Email Address
Ministry of Works and Transport **www.works.go.ug** Plot 57-59 Jinja Road, P.O Box 7174, Kampala, Central Region, Uganda	Robert J Ntambi	Commissioner Maritime Administration	ntambirobert2000@gmail.com
	Noel Oowokuhisa	Ferry Engineer	noelowokuhisa@gmail.com
	Mutyaba Herbert	Manager Ferry Service	herbert1mutyaba@gmail.com
	Brian Musinguzi	Marine surveyor	brynmusinguzi0@gmail.com
	Norman Gwebayanga	Marine Safety Officer	ngwebayanga@gmail.com
	Mawa James W	Principal Marine Training Officer	jpalox@yahoo.com
	Ayebare Diane	Graduate Trainee	ayebarediana29@gmail.com
	Amongin Anne	Marine Safety Officer	anneamongin@gmail.com
	John Ahumuza	Surveyor	ahmjohn@gmail.com
	Simon Peter Kwesiga	Marine Safety Officer	kwesiga.simon@works.go.ug
Ministry of Lands, Housing and Urban Development **www.mlhud.go.ug** Plot 13-15 Parliament Avenue, P.O. Box 7096, Kampala, Central Region, Uganda	Agaba Ronald	SS Carto	agabaronaldbigz@gmail.com
	Martha Mugarura	ACUD	masharing@gmail.com

Ministry of Water and Environment **www.mwe.go.ug** Plot 21/28 Port Bell Road, Luzira, P.O. Box 20026, Kampala, Central Region, Uganda	Eng Steven Ogwete	PWO	steven.ogwete@mowe.go.uk
	Mwebaze Caroline	Snr Hydrologist	carolinemwebaze@gmail.com
	David Katarata	SWO	davidkataratoubi44@gmail.com
Uganda Police Force	SSP Tabu Francis Ocen	Marine Police	francistabu@gmail.com
Ministry of Agriculture, Animal Industry and Fisheries **www.agriculture.go.ug** P.O Box 102, Entebbe Plot 16-18, Lugard Avenue, Entebbe	Eng Thomas Epeet	Civil Engineer	epeetthomas@gmail.com
Petroleum Authority of Uganda **www.pau.go.ug** Petroleum House (Block A), Plot 21-29 Johnston Road, P.O. Box 833, Entebbe, Uganda	Nundin Njabise	Geologist	Nundin.njabire@pau.go.ug
	Namara Bruce	Geophysicist	bruce.namara@pau.go.ug
MOESNA	Jonah Mumbya	Programs Manager Ports and Shipping Services	j.mumbya@moesna.org

ANNEX D

P-5 IHO YEARBOOK TEMPLATE UPDATE

Uganda / *Ouganda*

COMMISSIONER FOR TRANSPORT REGULATION

Contact information / Informations de contact / Información de contacto

National Hydrographer or equivalent **-Hydrographe national ou équivalent** **-Hidrógrafo Nacional o equivalente**	Commissioner Mr. Patrick SANYA Tel: + 256 41 320101 Fax: + 256 41 320 135 E-mail: mowhc@utlonline.co.ug Agency address: P.O. Box 10, ENTEBBE, Uganda

Agency information / Information sur l'agence / Información sobre la agencia

Top level parent organization **-Organisme mère** **-Organización asocieda de nivel superior**	Ministry of Works, Housing and Communication
Principal functions of the organization or the department **-Attribution principales de l'organisme ou du département** **-Principales funciones de la Organización o el departamento**	Hydrographic policy and planning. In due course these will be included in the responsibilities of a new Marine Division to be included in a multi-sector regulatory body.

Updated information:

National Hydrographer or Equivalent: Commissioner Maritime Administration Mr Robert Jims Ntambi
Tel: +256784473121/+256704190576
Email: ntambirobert@hotmail.com
Official Email: robert.ntambi@works.go.ug
Address:
Plot 57-59 Jinja Road,
P.O Box 7174,
Kampala,
Central Region,
Uganda
www.works.go.ug

Top Level Parent: Ministry of Works and Transport

Principal function:

- Initiate, develop and review policies and strategies intended to promote safety, security and environment friendly water transport undertake studies and engineering designs for water transport;
- Survey, inspect, register and license all vessels to comply with national and international standards
- Formulate and review water transport laws, regulations and standards
- Monitor and evaluate the effectiveness of water transport legislation
- Coordinate and investigate incidents of water transport to identify cause and propose mitigation measures
- Sensitize, educate and conduct advocacy safety campaigns to the general public on water transport
- Coordinate formulation and implementation of national, regional and international agreements to enhance safety, security and protection of the environment of water transport in liaison with other respective countries and organisations
- Coordinate maritime search and rescue activities
- Coordinate of hydrographic surveys, dredging works and charting of waterways, including

updating hydrographic information

- Implement and domesticate the required national and international conventions and protocols; and
- Implement the maritime training of seafarers and supervise training centres to maintain standards

ANNEX E

CHART COVERAGE

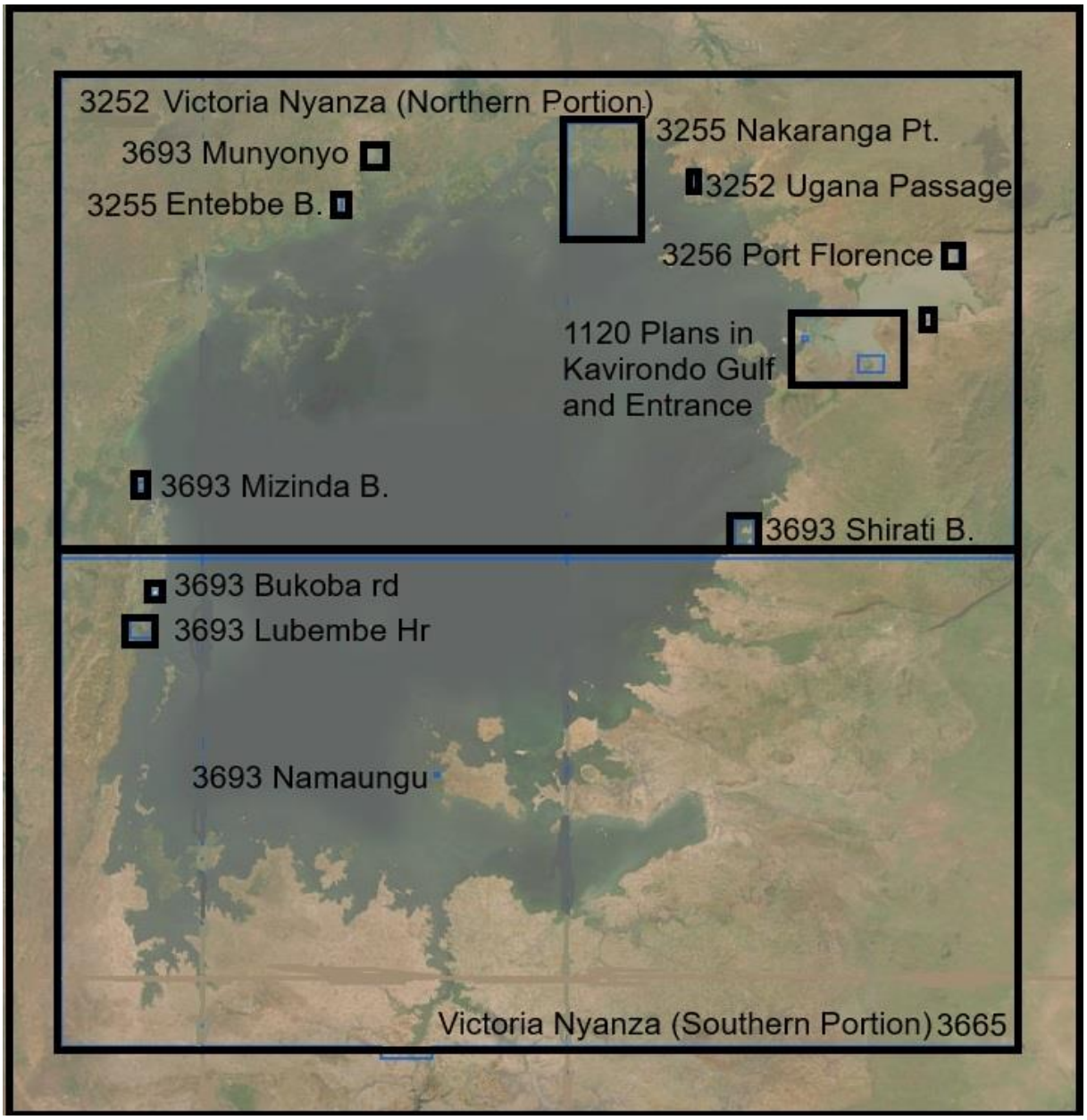


Chart Number / Title	Scale	Panel Title	Publication / Edition
1120 Plans in Kavirondo Gulf and Entrance	72500 24270 24270 4520	Homa Bay to Mbita Passage Homa Bay Kongo Bay Mbita Passage	Published 10/10/1911
3252 Victoria Nyanza (Northern Portion)	294000		Published 17/05/1902

			New Edition 13/12/1929
3255 Victoria Nyanza - North Shore	12090 100000	Entebbe Bay Nakaranga Point to Dagusi	Published 06/05/1902 New Edition 13/12/1929
3256 Port Florence (Kisumu)	10500		Published 06/05/1902
3665 Victoria Nyanza (Southern Portion)	294000		Published 23/04/1908 New Edition 17/02/1956
3693 Plans in Lake Victoria Nyanza	24430 24430 24430 12100 12100 6046	Munyonyo Lubembe Harbour Shirati Bay Mizinda Bay Bukoba Road Namaungu	Published 01/09/1908