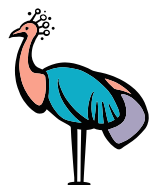




**tumi**  
E-Bus Mission



Deep Dive City  
**Kampala**  
Uganda

## General Information about the City



### Population

1.7 million  
6.7 million metropolitan area



### City Area

189 km<sup>2</sup>  
8,450 km<sup>2</sup> metropolitan area



### Average Temperature

21 °C



### Annual Rainfall

1,747 mm/year



### Climate risks

- Flood
- Decreased water availability



### Number of car ownership

2.3 million cars in Uganda

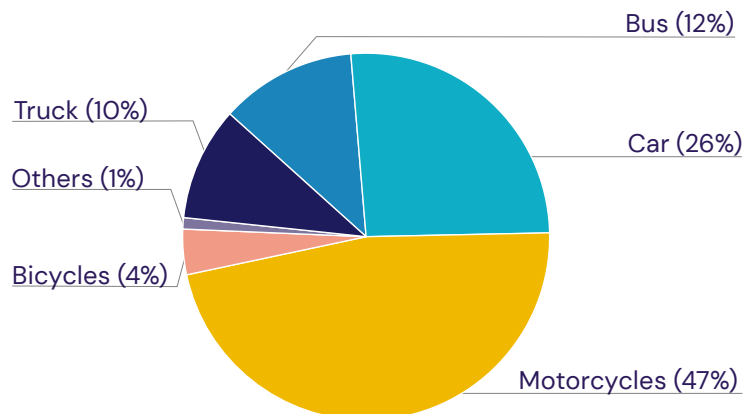


### GDP (US Dollars)

13.80221 billion

## Urban Mobility System<sup>1</sup>

### Modal split



### Public transport modes

- 14-seater mini-bus taxis (matatus)
- lower capacity motorcyclists (boda boda)
- ICE city buses

### Total No. of routes / buses

6 routes (Pioneer Easy Bus and Awakula Ennume bus companies)

### Carried passengers

28,000



# Climate and Urban Mobility Policies<sup>2</sup>

## Vision for net zero urban mobility

National Development Plan:

develop a seamless, safe, inclusive, and sustainable multi-modal transport system. The objectives that serve urban mobility include optimizing transport infrastructure and services investment across all modes including provision of NMT infrastructure in urban areas, implementing inclusive mass rapid transport system. This is line with Uganda's Vision 2040 targets on transport infrastructure services.



## Ongoing projects and planned projects

The National Enterprise Corporation is working with Kiira Motors to construct a facility for bus design and construction. Facilities in place include production area, assembling facility, quality inspections and testing area, parking area. Kiira Motors and Tondeka Metro Bus Company have pledged to deliver 1030 buses in Greater Kampala Metropolitan Area (GKMA) by 2024, 50 of these will be e-buses.

## Political commitments

- Government of Uganda is funding Kiira Motors, indicating the level of government commitment to electric mobility and mass transit. Kiira motors ownership is 96% government and 4% owned by Makerere University;
- National Development Plan (NDP III);
- To promote sustainable mobility, the Ugandan government imposed a moratorium banning the importation of buses. In addition, non-motorized transport (cycling and walking) was recommended and supported.

References:

1 Draft National Integrated Transport Master Plan 2021-2040

2 National Development Plan (NDP III) 2020/2021-2024/2025, 2020 National Integrated Transport Master Plan 2021-2040 (Draft) Uganda Vision 2040

# Electric Buses

## Targets for electric bus adoption

- 1 Kiira motors corporation plans to manufacture 22 vehicles per year starting 2022, with 100% local assembly and a target of 65% local components by 2030.
- 2 Tondeka bus company plans to start with 50 electric buses in its initial fleet operation and grow to 100% in the next 10 years.
- 3 Adopt electric buses in the mass fleet starting with a pilot.

## Electrification Model

- Generation and distribution: leased out to private operators on long-term concession while transmission remains a public function in the medium term;
- Regulatory system for the electricity subsector: based on UEB unbundling, private concession for generation and distribution, and "single buyer" model;
- Renewable energy generation (REFIT): designed to provide price certainty to renewable energy generators – case-by-case basis.

## Experiences

- Kiira Motors is compiling a data sheet on their experience running pilot e-buses;
- Kampala Capital City Authority (KCCA) with support from TUMI is currently undertaking a project, TUMI electric – bus mission, in Kampala, with the aim of scaling-up electric bus operation in Kampala.

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## Status

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