

FIRST AFRICAN BICYCLE INFORMATION ORGANISATION AND WORKSHOP (FABIO)

In Collaboration with

IGANGA TOWN COUNCIL

and ITDP Europe, GTZ and I-CE

NMT MASTER PLAN – IGANGA PILOT PROJECT

INTRODUCTORY NMT WORKSHOP FOR IGANGA TOWN COUNCIL

15TH – 16TH MARCH, 2005

AT SUNSET HOTEL, JINJA

INTRODUCTION:

The NMT Master plan is an idea, which was initiated to ensure planning and developing an integrated transport system that takes care of all the different mobility needs of the people. In view of the above, after the implementation process of the Non - Motorised Transport Master Plan – Jinja Pilot Project which had stalled, due to personal political undertones on the part of some members of the Executive Council of Jinja Municipality, a decision was reached that the project be relocated to another area, i.e. Iganga Town Council.

In light of this, various informal consultative meetings were held with officials of Iganga Town Council to introduce the idea of NMT Master Planning in Iganga Town Council which resulted into a formal letter of intent from the Town Clerk to GTZ and seeking for more information that could help the council to take a decision.

In response, GTZ positively responded to the request, highlighting a number of issues as pre – conditions to the project. In pursuit of this agenda, a formal meeting was held with the Technical Committee of Iganga Town Council with the aim of developing a short-term plan of action in relation to the Iganga Pilot Project.

As a result of this meeting, it was agreed that a one-day workshop be organised to help the key stakeholders in Iganga Town Council to conceptualise the idea of NMT Master Planning, to streamline the different roles, and develop a short term work plan for the implementation of the demonstration project.

WORKSHOP PARTICIPANTS:

Workshop participants at this workshop included members of the Executive Committee - Iganga Town Council, the Technical Committee, the Chairperson of the General Planning Committee, the District Engineer, the Chairperson- District Tender Board, the District Secretary for Works, the Chairperson District Works Committee, and the District Planner.

RATIONALE OF THE WORKSHOP:

The workshop was aimed at:

- Introducing the concept of transport and NMT Master Planning in particular in the development of Iganga Town Council.
- Formalising and harmonising the process of adopting and approving the project in Iganga Town Council.
- Helping the Iganga Town Council leaders to conceptualise the NMT Master Plan process for the short, medium and long term.
- Developing a harmonised direction as a way forward for the project for Iganga Town Council
- Introducing FABIO and its activities to the Iganga Town Council Local leaders.
- Identifying the existing opportunities and limitations for the project implementation.

EXPECTED OUTPUT:

- Harmonised position in regard to the way forward for the project
- Environment scanned for the effective project implementation
- Partnership development between FABIO and the Iganga Town Council plus other stakeholders.

SESSION ONE: *Moderator: Kisamaddu Richard – Co- ordinator FABIO*

WELCOME ADDRESS:

A welcome address was made by Patrick Kayemba the FABIO Programme Manager who welcomed Participants and pointed out that:

- The NMT Master Plan is a new ideology, which is further, aimed at addressing safety issues of particularly the non – motorised users like the cyclists. To have this seen in practical terms, a pilot project idea was developed for Jinja Municipality. Baseline preparations were done including but not limited to identification of intervention sites and prioritise the different interventions.
- NMT master planning was a new concept that looks very simple but is actually complicated.
- Introduced FABIO as an organisation that started in 1990, has been promoting non-motorised mobility and working in more than 17 districts.
- He explained how the NMT project had been relocated to Iganga, and that he had already been in partnership with some members of Iganga Town council all through the implementation process, in particular, Dr. Munhu and Jonnathan Kayemba with whose help the project was introduced to Iganga Town Council.
- He apologised for the change in date for the workshop due to unavoidable circumstances due to overbooking of all hotel venues for later dates.

Mr. Kayemba also commended Interface for Cycling Expertise (*I – ce*) for having enabled this workshop to take place. He also commended Iganga Town Council for their commitment and their good attendance of the workshop as all invited turned up and called for total participation.

PARTICIPANTS EXPECTATIONS:

Participants expected the NMT master plan to:

- help decongest Iganga Town .
- help reduce accidents in Iganga Town
- provide a face lift to the town and make it more orderly
- provide employment to residents of Iganga Town.
- to result in improved transport convenience for the people travelling in the town.

Participants also expected that by the end of the workshop they would have:

- acquired knowledge about NMT master planning
- would have been entrusted some tasks at the end of the workshop
- learnt more information and got new ideas from the workshop which could be shared with others back home.

OPENING REMARKS:

Opening remarks were made by His Worship the Mayor of Iganga Town Council, Mr. Constantine Bukyabubi who commended FABIO for the workshop, and pointed out that:

- by the time they leave the workshop they will have learnt something.
- he had not been with us in the beginning though the Technical committee had had dialogue.
- with this initiative there are bound to be some set backs but FABIO should keep going. If there is a problem, FABIO and other stakeholders can come and meet the executive, which is very willing to help.

He also called upon the team from Iganga to have a concerted effort to ensure that they improve on Iganga Town Council and also look at the project as a strategy to help in this effort.

INTRODUCTION AND BACKGROUND OF FABIO / NMT MASTERPLAN – IGANGA PILOT PROJECT:

Background of FABIO: By Richard Kisamaddu, Co - Founder:

Mr. Kisamaddu Richard the founder of FABIO enlightened participants that FABIO started small in St. Moses Orphanage in Bukaya. The Founder of St Moses was a close family friend of his family who took him in as an orphan during the trying time when his father had been imprisoned during the early Obote Regime. This helped him gain a new experience and also enabled him to get in touch with his co founder Emmaram Rashoffer and another colleague who were volunteer social workers with the orphanage.

These two youths liked cycling too much and so he encouraged them to visit some villages in Uganda and see what life in a village was like. So in this short time the trio were able to look at places in Iganga, Budondo. The idea was that the trio gets an understanding of how other youths were getting on with their living. One striking idea was the heavy dependence on the bicycle and that most community needs involved moving long distances and majority of these distances and tasks were accomplished by bicycle.

After this tour the trio fundraised for some money to help these communities and with these funds they managed to get the first 4 bikes which were given to a group of youths in Budondo, then under the Patronship of Fr. Picavet. This marked the beginning of the Bicycle Sponsorship Project and Workshop / First African Bicycle Information Organisation and Workshop and later many more bicycles were secured and distributed, as the project grew older.

However in the pipeline other staff joined the organisation and during the early years of the project the general public had misconceptions about the project and the bikes which were conceived as probably rejects, stolen or otherwise. Yet the aim of the project's efforts was to help reduce the burden in the rural areas especially that of women.

The project has so far distributed more than 18,000 bikes. A research was made about the cost benefit analysis and the impact of bikes on rural households, that was done by a friend and partner of FABIO, Dr. Jurgen Heyen Perschon.

The first funder of the organisation was a German organisation, German Development Services (DED – Uganda). As the project grew five programme areas were developed i.e:

- 1. *Advocacy, lobby and networking***
- 2. *Bicycle accessibility and affordability***
 - Bicycle For peace
 - Bicycle for health
 - Women on the move
 - Boda Boda Sector
 - Bicycle for agriculture
- 3. *Research, information exchange and dissemination***
- 4. *Appropriate technology***
- 5. *Sensitisation and capacity building***

Background of NMT Master Plan: By Patrick Kayemba, Programme Manager – FABIO

Mr. Kayemba Patrick, Programme Manager FABIO enlightened participants that in November 2001 FABIO organised an international conference, the Pan African Bicycle Conference (PABIC) to advocate for NMTs in particular the Bicycle.

The above mentioned conference was attended by delegates from a number of countries and organisations world-wide. It was meant to lobby governments and policy makers to recognise the significance of bicycles in development and in policy issues.

This conference marked the start of the fight for rights for non – motorised mobility users. This conference resulted in a Jinja Declaration that was signed on 21st November 2005 by all delegates from the different countries world-wide. This declaration was circulated to all governments of Africa through their line ministries. This declaration is where the NMT Master Plan emanates.

Therefore FABIO is called first African because it is the first organisation to look at the concept of the bicycle in terms of all aspects of mobility i.e. in terms of poverty eradication, safety and policy review. He called on all policy makers to take to riding the bicycle in Iganga especially the mayor as it will help change attitudes in Iganga Town Council and that until we understand the importance of the bicycle and change our attitudes we shall not effectively understand the concept of the NMT master planning process. Therefore in future when approving tenders for roads, they should take care of road shoulders for purposes of NMTs.

He pointed out that the project was frustrated by the Mayor of Jinja Municipality who technically manipulated the decision of the General Council leading to the disapproval of the project by rejecting one major component of the project and yet the project was meant to be implemented in a holistic manner.

This was unacceptable to us as FABIO and to all partners of the project. The Boda Boda operators wanted to demonstrate, but FABIO advised against this as the JMC was bound to mistake FABIO as a political issue. So the idea was then discussed with officials of Iganga Town council. He pointed out that the master planning process has developed into strategic plan, a mission and a vision.

He pointed out that FABIO has been and will be playing the role of back stoppers but the project should belong to the Iganga Town Council, it is to be implemented by the latter and the funds are coming to Iganga Town council and not to FABIO.

He therefore hoped that in the 2005 / 2006 financial plan, this process and project would be part and parcel of the programmes of Iganga Town Council.

He took the participants through the vision and mission of the project as it was perceived in the Jinja perspective, which if adopted could work for Iganga too.

NMT Master Plan Vision: To have an integrated urban transport system (network) which is accommodative of all transport needs of the different categories of people for enhanced productivity, liveability and sustainable development of the municipality.

NMT Master Plan Mission: To facilitate the process of integrating the process of integrating NMT particularly bicycle transport, by improving on its image, infrastructure and mainstreaming it in Iganga Town Council's development programmes.

Objectives of the Master plan:

- a) Promote urban and peri - urban road safety for NMTs by providing safe riding conditions
- b) Advocate for the integration of NMT issues in the local government policy frameworks
- c) Improve accessibility for all people in Iganga Town Council by taking specific care of the mobility needs of all marginalized groups.
- d) Promote sustainable economic development through poverty relief and women empowerment
- e) Improve the urban bicycle culture (Low image of the bicycle in the eyes of the privileged classes, decision-makers, women are not allowed to ride) among the people of Iganga Town Council. He defined the NMT master planning process as:

PROJECT DESCRIPTION:

- *What does the NMT Master Plan involve?*

This project is divided into three phases:

- a) short term intervention

This involves the demonstration phase. This phase is for the following purposes:

- To test the commitment
- To see how it works, it should be implemented in a participatory manner involving every stakeholder.
- It shall be bottom – top in approach to ensure participation and sustainability

He pointed out that at this stage we have the mandate of GTZ, which is prepared to fund the different activities. This phase may involve the following proposed NMT interventions and their respective activities according to priorities in Jinja:

- a) Intervention one:

Construction of bicycle tracks and lanes

- Road shoulder separation using T- Blocks
- Painting of lane and demarcations
- Sign posting
- Lane marking with road signs in line with traffic safety

- b) Intervention two:

Construction of bicycle sheds (2 units)

- Designing and construction of bicycle sheds at key areas
- Painting

- c) Intervention three:

Speed reductions

- *Road Narrowing*
- Construction of traffic islands

- Construction of humps
- Road marking in line with traffic safety
- Construction of raised pedestrian crossings and zebras
- ***Road safety / Sign posting***
- Marking / painting of pedestrian crossing areas
- Construction and erection of relevant sign posts along areas of intervention

However, he pointed out that not all may be taken up, considering the small budget but priorities could be made by the Iganga Town Council to see what could be possible for Iganga.

OTHER ESSENTIAL INTERVENTIONS / ACTIVITIES:

- Data collection and analysis before intervention on demo sites and establishment of transport related problems in Iganga Town Council, and dissemination of information to relevant stakeholders.
- Policy review (*i.e. Iganga Town Council, District and National*)
- Tendering process (*By the Department Concerned*)
- Establishment of Iganga NMT Task Force
- Capacity Building and sensitisation of all road users at the demo sites
- Monitoring and evaluation (*Before, during and after analysis*)
- Holding awareness meetings with the different stakeholders
- ***Who are the different actors in the NMT Master Planning process?***

PROJECT PARTNERSHIP:

- GEF through the Sustainable Transport Network for Africa (SUSTRAN Africa)
- GTZ Germany
 - *GTZ is also providing the initial funding for the demonstration phase.*
- Interface for cycling Expertise (I-ce) Netherlands
 - *Supports FABIO 's role and provides experts from the North*
- Institute For Transport Development Policy (ITDP – Europe)
 - *backstops the entire process creating and following up linkages*
- The First African Bicycle Information Organisation and Workshop (FABIO)
 - *backstops the entire process creating and following up linkages*
- Iganga Town Council
 - *Prime implementers*
- The Ministry of Works, Housing and Communication (MOWHC)
 - *Bi – lateral partner in the NMT Process representing the Government of Uganda*
- Other stakeholders
 - *backstopping, pressure group, ensuring community participation*

- ***When will the NMT Master Plan take place, what are the processes and what is involved?***

PLAN OF ACTION:

a) Short term phase

- To segregate two metres on both sides of a road for bicycle lanes.
- Town council to decide which roads and where to put the two units of bicycle parks
- GTZ to give 10,000 US dollars but Town Council has to make contribution whose percentage is yet to be established.
- Need to identify and prioritise the pilot area.
- Need to open up a separate bank account for the NMT project
- Have the project formally adopted by the legal organ i.e the General Council
- FABIO's role is to backstop the project in terms of implementation, keeping in touch with the partners, ensuring success of the project, and looking for funds.
- Next workshop for all the other stakeholders in Iganga is scheduled for May. So by May we should have done a lot of things.

d) Medium Term phase.

After the short interventions, then we shall sit and decide on what to improve and add. We have to think about re organising the town today. In this process one is bound to find some opposition and there fore votes should be a second thought.

Have already developed a proposal for this phase to the GEF. Endorsement yet to be realised.

e) In the long term, (see - *Draft Work plan Document - NMT Master Plan- Jinja Pilot project for details*)

We also hope to see a change in Kampala in terms of NMT master planning and a new intervention of Bus Rapid Transit, which intervention we have started to think about it. In future we may have a big role to play in this perspective.

- ***How long is the duration of the project?***

The project is expected to run from 2004 – 2010.

- ***Where do we get the mandate to talk about NMT Master Planning?***

The mandate for NMT Master Planning falls within the broad mandate of the Housing, transport and Communications sector in Uganda which mandate is to:

- **Plan, develop and maintain adequate and effective infrastructure, to facilitate provision of safe and efficient transport services by road, rail, water and air.**
- Promote an efficient communication system throughout the country
- Promote and foster sustainable human settlements.
- Manage works on government buildings.

OBSERVATION:

The three roundabouts in Iganga are not helping to effectively reduce speed so we need other interventions.

SESSION TWO:

BRIEF ON IGANGA POSITION:

The Town Clerk – Iganga Town Council, Mr. Batwawula Moses briefed participants that on hearing about the NMT project, they made a preliminary research about the project with FABIO and other stakeholders. As Iganga council, they have not officially accepted the project as it is necessary for the project to be co – opted / approved by council given the process of local governments. He has since then encouraged FABIO and GTZ to provide more information about the project that will help the Council to take a decision.

He also pointed out that this workshop has helped clarify some of their information gaps in as far as who are the partners involved and what was expected of Iganga Town Council.

QUESTIONS AND CLARIFICATIONS:

- What are the possible advantages and disadvantages of the project.
- How much is Iganga Town Council expected to contribute and what are the partners to contribute?
- What does FABIO expect from Iganga Town Council?
- FABIO has spent 13 years in the bicycle process, FABIO knows the advantages and the short comings of the process, what are they?
- What is the length of the first phase?
- The project will involve a lot of surveying, designing and tendering. Who will the project be tendered to, outside persons or Iganga people?
- Considering the budget size of Iganga Town Council, is it possible to reduce our contribution since Jinja has a bigger budget than us?

CLARIFICATIONS:

The FABIO Programme Manager enlightened participants that the organisation has lasted 13 years and that FABIO has been handling a number of programmes. However the component that has brought us here is 3 years old. The good things about it is that it is a new idea and has many supporters, It is also helping solve problems for grass roots, it is going to improve for tourism and the face of Iganga. The project is to attract more resources for the town. The project is going to increase on its development income. It also is a bottom up approach.

The project's disadvantage is that no one has any experience with it. And that the bad experience in Jinja is one case. The project is designed to benefit the people i.e. common person, but not the individual. The project is addressing inferior people i.e the cyclists and pedestrians and not the motorised and bound to face problems of poor attitudes of policy makers and the motorised who consider NMTs as inferior and these are people who take decisions to adopt the project or not to.

Mr. Kayemba clarified that besides the financial contribution, FABIO expects the Iganga Town Council to own the project. FABIO will not implement but backstop the process. He pointed out that he was informed by Iganga Town Council that the US \$ 5, 333 is too high and FABIO is in the process of negotiating with GTZ for a reduction of this contribution and also negotiating that the Town Council could pay it in two instalments. A conclusive figure for Town Council contribution is yet to be established. It is a policy that is internationally and nationally agreed that for any donor funds there must be a co – funding.

The project has many long-term advantages as stipulated below:

- *Improved liveability*

- Improved traffic flow
 - Easy access without many detours
 - Improved pavement quality for pedestrians
 - Reduced noise and dust levels
 - Lighting of dark areas / access routes used by cyclists and pedestrians
- ***Improved traffic and personal security for cyclists***
- NMT infrastructure established
 - Improved road signage
 - Increased awareness on traffic behaviour
 - Safe routes to schools, markets and hospitals
 - Bicycle sheds and parks constructed
 - Reduced traffic congestion and improved traffic flow in the evening
- ***Improved productivity***
- Increased bicycle credit facilities
 - Increased access to markets
 - Easier access to Central business district and business facilities
 - Increased attractiveness of the bicycle as a transport option as compared to vehicle means
- ***Improved image of the bicycle***
- Introduction of the California Bike on the Ugandan Market (Cali - bike – High quality bicycle made specifically for African conditions).
 - Better organisation and professionalisation of the boda boda sector

The project is working with the existing infrastructure and the existing capacity and resources. What will be done is to get experts from Netherlands to help build our capacity and help with designing in the short, medium and long term.

This project has the advantage of a direct donor, GTZ who wants to work with Iganga Town council without the bureaucracy of going through the Ministry of Works, Housing and Communication.

In the NMT Master planning process involvement of all stakeholders has been key; giving us a bottom up approach. However with the Iganga project we have less resources so some of these processes may not be possible, but we can organise a workshop to inform other stakeholders about the project in May. The project has other benefits as a flagship for other similar projects whose experiences can be shared with other similar projects world-wide. The implementers of the project are Iganga Town council on whom is the honours of deciding who to tender the project to.

SESSION THREE:

Group discussion of the existing opportunities (legal technical and environmental) and possible limitations of the project:

Participants were divided into two groups according to the political wing and the technical wing and both groups were required to answer the following questions:

1. What are the existing opportunities and limitations of the project (Legal, technical, and environmental)?
2. Suggest possible ways to overcome them.

POLITICIANS GROUP

OPPORTUNITIES			LIMITATIONS		
Legal	Technical	Environmental	Legal	Technical	Environment
1. Council should support the project and come out with policies in line with existing laws.	1. There should be total support and commitment by the technical staff 2. Reduces accidents	1. It reduces air pollution 2. Face lifting of the town 3. Reducing congestion and commotion Already polluted town 4. Need for face-lift 5. Need for decongesting	1. Political sabotage	1. Road space available may be limiting 2. Lack of technical manpower and capacity 3. Lack of specialised staff 4. The highway (Tororo – Jinja) still undergoing construction	1. Resistance or negative attitude from the community 2. Negative attitudes from motorists towards NMT hence resistance 3. It being a new idea, it is not very clear 4. The small resource base at Iganga Town Council affects contribution
			WAYS TO OVERCOME THE ABOVE		
			1. Sensitisation of the stakeholders 2. The project will operate in areas where there is enough road space and will not encroach on other people’s land and properties 3. To build the capacities of the technical staff with required skills 4. To build the capacities and sensitise the general public about the project and involve them in the process.		


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TECHNICAL GROUP

OPPORTUNITIES			LIMITATIONS		
Legal	Technical	Environmental	Legal	Technical	Environment
<ol style="list-style-type: none"> Decentralisation gives the committee powers to plan and implement Under traffic road safety act, all road users are equal on the road. It is the responsibility of the local authority to ensure safety of its community on roads The project is handling national priority areas (Infrastructure). 	<ol style="list-style-type: none"> The council lay out can easily accommodate the project Availability of staff to supervise the implementation Available cheap labour Usability of the project is assured 	<ol style="list-style-type: none"> High level of unemployment The terrain allows easy implementation at affordable costs Availability of funds (economical) GTZ + I-ce FABIO's efforts to have the project off the ground 	<ol style="list-style-type: none"> There is a long bureaucratic process to have project approval Compensation for properties that may lie within the road reserves. 	<ol style="list-style-type: none"> Lack of skills in preparation of designs and tender documents General lack of experience as this is a newly introduced project Shortage of transport facilitation for surveying group and the task force 	<ol style="list-style-type: none"> Unpredictable political attitude Unwillingness of the community to accept new ideas Personalization of issues Economic status of the local authority EIA process in the long run
			SUGGESTIONS TO OVERCOME THE ABOVE LIMITATIONS		
			<ol style="list-style-type: none"> Capacity building of Iganga Town Council Staff (I.T.C Staff) <ul style="list-style-type: none"> Exposures Seminars Documents and materials Sensitisation and involvement of all the stakeholders Prior proper designs, tender documents and preparations Timely and effective communication among the stakeholder Involvement of key stakeholders at all levels 		

POINTS TO NOTE:

- Transfer of funds cannot be done unless the Iganga Town Council has approved the project
- The above cant also be done unless an account has been opened
- and unless we have identified areas where to put which interventions
- and also until Iganga Town Council has put its contribution on the account

PRIORITIZATION OF INTERVENTIONS:

Short term action plan and recommendations:

- Some roads may be turned into one ways (need to wait for expertise on cycle lanes)
- Should not suggest expansions in the short term as it may not be possible in the short term
- Need for a site visit to establish things on ground / site
- We are in agreement that cycle lanes take first priority intervention and sign posting, bicycle sheds be implemented as priority interventions.
- Cycle lanes on Saza road on both sides (to visit the sites and to get expert advice)
- We will start with shades as we plan for the cycle lanes.
- A team was appointed to help select the sites and also take up the role of the Implementing Task Force. This team is composed of :
 - The Town Engineer
 - The O.C Traffic
 - The Health Inspector
 - The Chairperson GPC
 - The Town Planner
 - An Official from FABIO

It was agreed that the Town Planner would lead the team, but work closely with the Town Engineer since they both sit in the same office.

TERMS OF REFERENCE FOR ABOVE COMMITTEE:

Activity	Responsible	Time
• Site visit	Task Force	Before 23 rd March 2005
• Prepare report and Task Force reports to the Town Clerk	Town Planner	Before 23 rd March 2005
• Town Clerk reports to the Executive Committee for adoption	Town Clerk	Before 23 rd March 2005
• Executive Committee to report to the General Council	The Mayor	At least before May
• Formal approval obtained	The Mayor	By 30 th March 2005

CLOSING REMARKS BY FABIO PROGRAMME MANAGER – KAYEMBA PATRICK

The FABIO Programme Manager commended Iganga Town Council for their commitment to this project and for the contribution of transport for participants to and from Iganga to the workshop. This he pointed out was already a sign of commitment of not only time but money too. He hoped that this commitment could keep the candle burning until we see these activities in reality. He also requested the Technical Team to help to develop a plan in regard to what may be required to achieve the above proposals.

He then invited the Town Clerk – Iganga Town Council, Mr. Batwawula Moses to give a closing remark.

CLOSING REMARKS BY THE TOWN CLERK – IGANGA TOWN COUNCIL

Mr. Moses Batwawula, Town Clerk Iganga Town Council commended participants for their good turn up, their time given their calibre and their good participation during the workshop. He said he was grateful to

FABIO for taking this initiative to bring order in Iganga Town Council. He also commended FABIO for the workshop and for the financial support.

The Town Clerk – Iganga Town Council asked for total commitment in terms of time and character. He also called for trust and confidence among the different participants. He pointed out that this is a new project and that the technical staff input will either build or destroy the project, so there is need for a united voice. He commended the hotel management for their services.

The Town Clerk also asked for more support and that given Kayemba Patrick's (FABIO Programme Manager) political commitment, he shall be called upon by Iganga Town Council to help as a resource person in other for a to help the council to solve other problems of social and political nature.

CLOSURE:

The workshop was officially declared closed by the Town Clerk – Iganga Town Council at 5.50 pm.

FIRST AFRICAN BICYCLE INFORMATION ORGANISATION AND WORKSHOP (FABIO)
In Collaboration with
IGANGA TOWN COUNCIL (ITC)
NMT MASTER PLAN INTRODUCTORY WORKSHOP FOR THE TECHNICAL STAFF AND THE EXECUTIVE
15TH – 16TH MARCH 2005

REGISTRATION FORM:

NAME	DEPT.	POSTAL ADDRESS	EMAIL	TEL
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2. Batwawula Moses	Management ITC	P. O. Box 232, Iganga		077 - 468661
3. Isabirye Siraji	Audit ITC	P. O. Box 232, Iganga		071 - 381231
4. Mwembe Robert	Engineering ITC	P. O. Box 232, Iganga		075 - 610218
5. Sempa Bernard	Engineering ITC	P. O. Box 232, Iganga	Sempabernard @yahoo.com	077 - 605061
6. Bidondole Muzamiru	P.H.D - ITC	P. O. Box 232, Iganga		071 - 931925
7. Kadumule Charles	Water - ITC	P. O. Box 232, Iganga		077 - 580890
8. Kayemba Jonah Fred	Treasury- ITC	P. O. Box 232, Iganga	Kayembajonah @yahoo.com	077 - 446113
9. Munyu Nyende	T / B	P. O. Box 662, Iganga		071 - 192212
10. Musemya Margaret	Councillor - ITC	P. O. Box 232, Iganga		077 - 644708
11. Haji Muwayi Ali	Councillor - ITC	P. O. Box 232, Iganga		078 - 359611

12. Nabirye Madina	Councillor - ITC	P. O. Box 232, Iganga		
13. Mutalya Betty	Vice Chairperson - ITC	P.O.Box 232, Iganga	Bettymutalya@lycos.com	077 - 587103
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15. Bukyabubi C	Mayor - ITC	P.O.Box 217, Iganga		077 - 423984
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17. Lubogo Susan	General Purpose Committee	P.O.Box 232, Iganga		078 - 351587