

Uganda



(Information taken from Hope Has Wings, Operation World, Microsoft Encarta, Government etc)



Country Information

Geography

Long known as “Pearl of Africa” – much of land is well watered and fertile.

Area: *total*: 236,040 sq km

water: 36,330 sq km

land: 199,710 sq km

Land Boundaries: *total*: 2,698 km *border countries*: Democratic Republic of the Congo 765 km, Kenya 933 km, Rwanda 169 km, Sudan 435 km, Tanzania 396 km

Primary access to Indian Ocean is through the Kenyan port of Mombasa.

Major lakes: Victoria, Albert, Edward & Kyogo. Terrain varies from elevated plains to low swamps, arid depressions to snow-capped peaks. Highest mountain at 5,109m (16,763') is Margherita in the Ruwenzori range in the southwest. L.Victoria is the source of the Nile. Kampala is at 1200m (4,000') amsl.

Environment –current issues: draining of wetlands for agricultural use; deforestation; overgrazing; soil erosion.

Politics

Great Britain ruled Uganda for almost 70 years. Uganda became independent on 9 October 1962 under Prime Minister Milton Obote. Dissension continued and in 1966 Obote sent the army into the Kingdom of Buganda and drove the *kabaka* (king) into exile. He then proclaimed a new republican constitution, which formally abolished the kingships, and became Uganda's first president of a united government.

The British had favoured the business community—largely Hindus of Asian origin—and the Buganda, placing much wealth in their hands. These groups were not happy with the harsh measures taken to restructure the economy, especially the process of decolonization. This led to a general dissatisfaction, and while Obote was on a state visit, a military coup took place on 25 January 1971. Idi Amin, the army commander, overthrew the regime and replaced it with a military dictatorship that lasted for eight years. He increased the size of the army, ruthlessly eliminated his political opponents, and began a reign of terror directed at the people of the Kingdom of Buganda, Obote's Lango people, and their neighbours, the Acholi. He also expelled 60,000 Asians from the country. By 1978 Uganda was bankrupt, and the government was dependent on massive loans from Arab states friendly to Amin. Uganda went to war with neighbouring Tanzania in late 1978, and Tanzanian forces allied with Ugandan rebels drove Amin from the country early the following year.

In elections held in December 1980, under a new constitution, Obote's party was successful, and he became president again. However, the economic situation was severe with an inflation rate of more than 200 per cent, no consumer goods, few jobs, rampant theft, famine in the north, and no effective government in the countryside. In 1982, after Tanzanian troops had been withdrawn, anti-government guerrillas became active, and thousands of young men were arrested, suspected of being guerrillas. Thereafter, more than 100,000 Ugandans were either killed or starved to death.

A coup in July 1985 overthrew the constitutional government, and Obote fled the country and settled in Zambia. The military chief, Bazilo Olara Okello, who led the coup, installed Tito Okello as president. The National Resistance Army led by Yoweri Museveni, which had been trying to overthrow Obote since 1981, intensified its rebellion. In a bloody fight, Okello's short regime was ousted, and on 30 January 1986 Museveni formed a government under the broad-based National Resistance Movement, with the National Resistance Council as its supreme body.

In 1994 the Constituent Assembly was elected to discuss the constitutional amendments proposed by the Odoki Constitutional Commission and reach a consensus, and it completed its task in October 1995. Among its many provisions, the new constitution extends the current ban on activities by opposition political parties for five more years; President Museveni has long maintained that partisan politics threaten to divide Uganda along tribal and racial lines. However, the president and legislature are now elected by popular vote.

Ongoing rebel activity in the north by the Lords Resistance Army (LRA) continues to bring instability to that region.

Legal system: in 1995, the government restored the legal system to one based on English common law and customary law; accepts compulsory ICJ jurisdiction, with reservations.

Administrative divisions:

55 districts; Adjumani, Apac, Arua, Bugiri, Bundibugyo, Bushenyi, Busia, Gulu, Hoima, Iganga, Jinja, Kabale, Kabarole, Kalangala, Kampala, Kamuli, Kamwenge, Kanungu, Kapchorwa, Kasese, Katakwi, Kayunga, Kibale, Kiboga, Kisoro, Kitgum, Kotido, Kumi, Kyenjojo, Lira, Luwero, Masaka, Masindi, Mayuge, Mbale, Mbarara, Moroto, Moyo, Mpigi, Mubende, Mukono, Nakapiripirit, Nakasongola, Nebbi, Ntungamo, Pader, Pallisa, Rakai, Rukungiri, Sembabule, Sironko, Soroti, Tororo, Wakiso, Yumbe

note: there may be one additional district: Kaberamaido

Chief of state: President Lt. Gen. Yoweri Kaguta Museveni (since seizing power 26 January 1986); *note* - the president is both chief of state and head of government

Head of government: President Lt. Gen. Yoweri Kaguta Museveni (since seizing power 29 January 1986); Prime Minister Apollo Nsibambi (since 5 April 1999); *note* - the president is both chief of state and head of government; the prime minister assists the president in the supervision of the cabinet

Cabinet: Cabinet appointed by the president from among elected legislators

People

Population 25,632,794

note: estimates for this country explicitly take into account the effects of excess mortality due to AIDS; this can result in lower life expectancy, higher infant mortality and death rates, lower population and growth rates, and changes in the distribution of population by age and sex than would otherwise be expected (July 2003 est.)

Capital Kampala 1.2m

Age Structure:

0-14 years: 50.8% (male 6,528,724; female 6,486,736)

15-64 years: 46.8% (male 5,985,911; female 6,024,798)

65 years and over: 2.4% (male 266,930; female 339,695) (2003 est.)

Population growth rate: 2.96%

Birth rate: 46.57 births/1,000 population (2003 est.)

Death rate: 16.95 deaths/1,000 population (2003 est.)

Infant mortality rate: 87.9 deaths/1,000 live births

Life expectancy:

total population: 44.88 years

male: 43.42 years

female: 46.38 years (2003 est.)

Languages: English (official national language, taught in grade schools, used in courts of law and by most newspapers and some radio broadcasts), Ganda or Luganda (most widely used of the Niger-Congo languages, preferred for native language publications in the capital and may be taught in school), other Niger-Congo languages, Nilo-Saharan languages, Swahili, Arabic. All languages total 46.

Literacy: *definition:* age 15 and over can read and write

total population: 69.9%

male: 79.5%

female: 60.4% (2003 est.)

Ethnic groups: 55 - 4 major divisions:

Bantu – 64.8%

Nilotic – 27.9%

Sudanic – 5.4%

Other – 1.9%

Rural population – 87.5%

Economy

A healthy economy in the 1960s (N.B. Education – Makomere University) was spoiled by Amin's expulsion of the Asians in 1972 and then ruined by years of warfare. The economy has begun to recover under Museveni.

Uganda has substantial natural resources, including fertile soils, regular rainfall, and sizable mineral deposits of copper and cobalt. Agriculture is the most important sector of the economy, employing over 80% of the work force. Coffee accounts for the bulk of export revenues. Since 1986, the government - with the support of foreign countries and international agencies - has acted to rehabilitate and stabilize the economy by undertaking currency reform, raising producer prices on export crops, increasing prices of petroleum products, and improving civil service wages. The policy changes are especially aimed at dampening inflation and boosting production and export earnings. During 1990-2001, the economy turned in a solid performance based on continued investment in the rehabilitation of infrastructure, improved incentives for production and exports, reduced inflation, gradually improved domestic security, and the return of exiled Indian-Ugandan entrepreneurs. In 2000, Uganda qualified for enhanced Highly Indebted Poor Countries (HIPC) debt relief worth \$1.3 billion and Paris Club debt relief worth \$145 million. These amounts combined with the original HIPC debt relief added up to about \$2 billion. Growth for 2001-2 was solid despite continued decline in the price of coffee, Uganda's principal export. Prospects for 2003 are mixed, with probable strengthening of coffee prices yet with halting growth in the economies of major export customers.

GDP - *per capita*: purchasing power parity - \$1,260 (2002 est.)

GDP – composition by sector:

agriculture: 43%

industry: 19%

services: 38% (2001 est.)

Population below poverty line: 35% (2001 est.)

Labour force: 12 million (2001 est.)

Labour force by occupation: agriculture 82%, industry 5%, services 13% (1999 est.)

Electricity by source:

fossil fuel: 0.9%

hydro: 99.1%

other: 0% (2001)

Agriculture products: coffee, tea, cotton, tobacco, cassava (tapioca), potatoes, corn, millet, pulses; beef, goat meat, milk, poultry, cut flowers

Exports: coffee, fish and fish products, tea; gold, cotton, flowers, horticultural products

Climate

Tropical; generally rainy with two dry seasons (December to February, June to August); semi-arid in northeast. Temperate conditions. Temperature ranges from 16-25°C. Rainfall varies from 76cm (30 inches) in the northeast to 152cm (60 inches) near Lake Victoria.

Transport

Railways:

total: 1,241 km

narrow gauge: 1,241 km 1.000-m gauge (2002) within Uganda total 1300km and link with Kenyan railways to facilitate rail travel from Kampala to Mombasa via Nairobi, Kenya. All railway lines are now closed due to repeated derailments except the line to Nairobi and this for 'freight-only' beyond Jinja.

Highways:

total: 27,000 km

paved: 1,800 km

unpaved: 25,200 km (of which about 4,200 km are all-weather roads) (1990)

Waterways: Lake Victoria, Lake Albert, Lake Kyoga, Lake George, Lake Edward, Victoria Nile, Albert Nile

Ports & Harbours: Entebbe, Jinja, Port Bell

Airports – paved runways:

total: 4

over 3,047 m: 3

1,524 to 2,437 m: 1 (2002)

Airports – unpaved runways:

total: 23

2,438 to 3,047 m: 1

1,524 to 2,437 m: 6

914 to 1,523 m: 9

under 914 m: 7 (2002)

Uganda Airlines has amalgamated with airlines from two other countries (Tanzania & South Africa) for international flights. There are also agreements with two others, Gulf Air and British Airways both of which are now operating regularly between Entebbe and Nairobi on behalf of Uganda Airlines. There are no internal services by the national airline. There are a growing number of small commercial operators based in Uganda. They provide charter and scheduled services particularly to the west Nile area.

Communications

Telephone system:

general assessment: seriously inadequate; two cellular systems have been introduced, but a sharp increase in the number of main lines is essential; e-mail and Internet services are available

domestic: intercity traffic by wire, microwave radio relay, and radiotelephone communication stations, fixed and mobile cellular systems for short-range traffic

international: satellite earth stations - 1 Intelsat (Atlantic Ocean) and 1 Inmarsat; analog links to Kenya and Tanzania

Telephone – main lines in use: 50,074; however, 80,868 main lines have been installed (1998)

Telephone – mobiles: 9,000 (1998)

Radio broadcast stations: AM 7, FM 33, shortwave 2 (2001)

Television broadcast stations: 8 (plus one low-power repeater) (2001)

Internet service providers: 2 (2000)

Internet users: 60,000 (2002)

Religion

Intense persecution of Christians under Amin. Now freedom of religion.

- Traditional religion – 4.15% - mainly amongst Karamajong, Pokot etc in northeast
- Muslim – 6% - mainly in northwest
- Baha'i – 0.4%
- Non-religious/other – 0.6%
- Hindu – 0.2%
- Christian – 88.65%
 - Roman Catholic – 41.92%
 - Non-Catholic – 46.73%
 - Protestant – 6.39% - growth +7.1%
39 denominations
 - Independent –2.67% - growth +2.9%
24 congregations
 - Church of Uganda – 39.4% - growth + 3%

Congregations

Catholic	432		
Church of Uganda	13,000		
AOG	2,400		
Other Pentecostal	2,600		
Baptist	785		
Evangelicals	46.3%	10,079,000	Growth +3.6%
Charismatic	19.5%	4,251,000	+4.1%
Pentecostal	6.0%	1,299,000	+6.9%

Missionaries *to* Uganda – 552 (93 agencies)

Missionaries *from* Uganda – 773 (19 agencies)

Uganda famed for revival, suffered spectacular moral collapse during 20 years of terror and war.

Languages with scriptures – 15 Bible, 5 New Testament, 4 Portions; 9 Work in progress

MAF

History

MAF had flown *into* Uganda from Sudan and Kenya since 1950s. With good infrastructure, there was no need for MAF to be based in Uganda until Amin and Obote destroyed the country.

Responding to the needs of agencies that were seeking to rebuild Uganda after Museveni restored stability in 1986, the MAF programme in Kenya based a Cessna 210 in Kampala in 1987. It was operated by Gad & Lydia Gasaatura, a Ugandan couple who had been working with MAF USA in Zaire. They were soon joined by Emil & Margrit Kundig from Chad. Uganda became a MAF programme in its own right and Emil was appointed the first manager. Eventually the Gasaaturas left so that Gad could join the new government as an MP. He also serves on the Civil Aviation Board.

Much of the southern part of the country returned to normality but the roads to the north continued to be extremely dangerous as bands of guerrillas continued to control various parts of that area. It is complicated by rebel activities within Sudan and Congo. Surface transport is extremely dangerous during times of rebel activity and many people have been attacked on the roads. A number of road travellers have been injured in ambushes. Even military convoys are not immune from attack.

By 1991 the fleet had grown to three Cessna 210s, staffing had increased and flights to the northwest and northeast comprised the main programme activity. Occasionally, there have been periods of stability in the north as rebels have been defeated or have moved temporarily into Sudan or Congo. During those times, requests to use MAF have dropped only to rise again once rebel activity has re-commenced.

MAF is registered as a non-profit-making NGO with a limited aviation operating permission. The licence is currently restricted to Church, Mission and NGO clients only.

The programme began operating the Rapid Relief Wing Cessna Caravan in 1994 when MAF became involved in assisting organisations working amongst refugees from Rwanda and Sudan and in relief & development projects in Congo. In 1997 the programme obtained its own Cessna Caravan.

A Cessna 185 on floats was added to the fleet in 1994 to serve the isolated communities of the Ssesse Islands on L. Victoria.

Activities of the flight programme have included:

- Regular flights to West Nile for church & mission clients
- Regular flights to the North East, especially Karamoja
- Charters to the west, north and north-east regions
- Regular flights to carry 'safe' blood to the north for the hospital blood banks
- Refugee work amongst Sudanese in northern camps
- Showing of the *Jesus Film*
- Support of remote mission stations and hospitals

The programme has also operated an e-mail service that is being used by many missionaries and churches in Uganda. This is currently under review as local commercial services improve. There is great interest in the possibility of HF e-mail for those in remote locations.

A need for more Logistics assistance to missions has been identified and is being investigated further. Services mentioned for possible consideration are car-hire and car maintenance.

Kajjansi Airfield

MAF's attempts to build a hangar at Entebbe Airport proved to be impossible as government plans for the airport development could not be finalised. Eventually, another operator built a small airstrip at Kajjansi alongside Lake Victoria and offered MAF the possibility of also operating from it. Major benefits included the fact that it was only 15 km from Kampala versus 40+km for Entebbe. Work began on a hangar. Unfortunately, the owner ran into financial difficulties but, faced with an uncertain future and the possibility of losing title to the hangar, MAF was able to purchase the airfield from the creditors.

MAF now has full title to the Kajjansi field, which has secured a base for MAF in Uganda. The operation of the airport has been put under a specially formed company to separate airport activities from those of MAF Europe.

Civil Aviation Authority permissions for operation from Kajjansi were granted subject to MAF's willingness to allow all general aviation operators to use the airstrip. To facilitate such operations, the airstrip has been lengthened and fire facilities installed. Our aircraft can now be operated at full gross weight.

To date, full operating permission to use Kajjansi has been granted to MAF and one other company for domestic flights. The Civil Aviation Authority has based two officials at Kajjansi to check passengers and baggage. Security is provided by two armed policemen. The CAA has designated the Kajjansi airstrip as HUKJ, which confirms a secure future.

MAF USA

Another significant service provided by the Uganda operation has been the provision of a secure maintenance base for MAF USA to refurbish their Democratic Republic of Congo (DRC) fleet over the past few years. In 2002, MAF USA re-opened their base in northeast DRC at Nyankunde but renewed fighting, when the village was overrun by tribal militia, forced all 18,000 inhabitants to leave their homes. Hundreds were killed but the MAF staff were able to make a dramatic escape to Uganda. The MAF USA is now based at Kajjansi and operates two aircraft (C208 and C206) into DRC until the security situation significantly improves.

Future

Uganda did not need a permanent MAF Base until the 1980s since the infrastructure within Uganda had previously been quite satisfactory. The war changed that situation. If the security situation were to be stabilised, many of the flights to the north, which comprise the bulk of MAF's flying, would no longer be necessary. Two airlines are now offering internal services. In addition, there are now several very adequate commercial operators with permanent bases in Uganda (not the case in the late 1980s and early 1990s) who are offering scheduled flights to the northwest Nile area in particular.

As conditions have changed within and outside Uganda, it has therefore been necessary to constantly re-evaluate MAF's service. A downsizing of activities and a re-focus of direction have resulted, which will ensure the maximising of MAF's service in Uganda in the future.

Unfortunately, in spite of the obvious need, there has not been sufficient use of the floatplane and a decision has now been made to discontinue support of the project.

Security on the ground will continue to affect MAF services in the whole region. Growing rebel activity by the Lords Resistance Army (LRA) has increased dramatically over the past few months with a consequent increase in requests for flight particularly to and from the area between Gulu and Kotido in the north. The LRA led by Joseph Koni has developed a violent track record of abduction and murder. Many young children have been kidnapped and brainwashed into joining the LRA – one of the initiation acts for instance is that they club their own parents to death and are then involved in widespread slaughter of people from their home village. Many people have died with the result that surface travel in the north, once difficult, is now almost impossible.

Also in the far west of Uganda there are groups of rebels coming over from the continuing tribal-based conflict in the DRC. It is a conflict that is almost unpublicised in the west but is killing many hundreds or even thousands of people. Consequently travel in that region of Uganda is also very difficult. In addition there are many refugees and some MAF staff have been involved in sheltering refugees from DRC.

Regular flights to the northwest have been discontinued in favour of local operators who now serve that area well.

Consequently, for internal flights it has been decided to concentrate on flights to the west, north and northeast. MAF will give particular emphasis to flights to Karamoja in the northeast, as this is an area that is currently neglected by commercial operators. Karamoja is the most under-developed region within Uganda and also suffers from insecurity due to banditry and the effects of the LRA. Road travel is particularly hazardous.

The programme has recently begun flights into Sudan following re-registration of the aircraft on to the Ugandan register. Under a Memorandum of Understanding with MAF EDRC the Uganda programme does not fly into DRC and MAF EDRC do not fly internal Uganda flights

To meet current and future needs, the aircraft fleet comprises of one Cessna Caravan and one Cessna 206 and a Cessna 210. All three aircraft are heavily used and it is hoped to get a second Cessna Caravan in 2005.

Due to the changes in the aircraft fleet within the next few months, staffing levels will be:

- 1 x Programme Manager
- 1 x Finance Manager
- 4 x Pilots
- 1 x Engineers
- Various national staff in administration – book-keeping, flight bookings etc

Logistic service developments will continue.

Summary

Many parts of Uganda are relatively stable but some very unstable areas surround the country. The growing opportunities to serve mission and church communities in these countries from the Entebbe base (instead of Kenya) confirm the need for MAF to maintain a Uganda-based service.

Internally, it is encouraging that MAF services have helped open up large areas of the country since the insecurity and devastation following the days of Obote and Amin. It is also gratifying that many flight services are now being run adequately by local operators. However, MAF has an ongoing role within Uganda while remote or insecure areas such as Karamoja have no aviation service.

On 8 January 2003, the BBC World Service reported that in North Eastern DRC rebel militia were reported as carrying out mass rapes, indiscriminate executions and were forcing prisoners to eat human flesh. There are now many refugees as people try to get out of the area. On the same day the newspaper reported that a grant of \$3m has just been given by the USA to assist the Uganda Army in the fight against the Lords Resistance Army in Northern Uganda.

Security considerations will continue to influence the activities of the programme. While insecurity grows in the region and within northern Uganda, MAF services will play a vital role for the churches, missions and development organisations.

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