

A logistics hub under construction in Gulu will transform the Ugandan city in a strategic logistics point for trade

between

Uganda, Kenya, South Sudan and the Democratic Republic of Congo (DRC) by shifting part of road traffic to railway, as planned under

[Vision 2040](#)

, the strategic master plan for Uganda's development

which aims at developing by 2040 a multi-lane standard gauge railway system with high speed trains for both passenger transport and cargo freights linking Uganda to the Mombasa (Kenya), Dar-es-salaam and Tanga (Tanzania) and Djibouti ports.

The Gulu logistics hub is jointly funded by the EU and the UK Foreign, Commonwealth and Development Office (FCDO) and is set for [completion by the end of 2022](#).

Once

construction works will be finished, the Gulu logistics hub is expected to lower transport costs and trade barriers faced by traders

moving

goods

between

the two countries.

At the moment,

a two-kilometre access road connect

ing

the hub to the Gulu-Juba road

is still under construction, and

plans are ongoing for

linking the hub

with the Gulu

-

Tororo railway line

.

The Gulu logistics

hub aims to

serve

northern Uganda, South Sudan and the DR Congo by ensuring that

cargo

import

ed

through

the Kenyan port of Mombasa

will

move

straight to Gulu  
, from where it will be dispatched  
to DRC and South Sudan  
without passing through  
Kampala or Jinja  
, where traders have to pay  
extra costs of warehousing.

The hub will act as a center for consolidation of goods transported via road from northern  
Uganda, South Sudan and DR Congo  
, by putting at disposal of traders a series of  
container and break-bulk handling and storage facilities  
to be built within its boundaries. Additional  
on-site  
services such as customs inspections, tax payment, maintenance and repair, as well as banking  
and  
fast IT  
connections are part of the services to be located inside the facility, aimed at  
streamlining clearance of goods.

Once arrived at the hub, goods will be loaded on trains via a railway siding connected to the  
Gulu  
tororo  
railway  
line  
, a single-track line which is currently under refurbishment, after having been out of service for  
the past two decades. The  
Gulu -Tororo  
railway will  
allow goods to  
be transported  
up  
to the border town of Malaba  
, a border crossing point between Uganda and Kenya located about 13 Km. west of Tororo,  
which has been designated to operate as a One Stop Border Post. From Malaba, goods will be  
transported to the port of Mombasa through the SGR (Standard Gauge Railway) via Nakuru.

Similarly, goods from Kenya will be transported from Mombasa by rail and then picked up from  
the  
Gulu hub for last mile  
delivery at destination

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The project is  
an  
example of  
integrated multimodal transport network  
s in East Africa which aims at shifting to railway part of trade that occurs between  
Uganda, Kenya, South Sudan and  
DRC, with the aim of  
reduc  
ing  
transport costs  
of cargo (it is estimated that  
transport costs per tonne of containerized cargo  
will drop of about  
20 per cent  
, with  
increasing cargo trucks' round trip time  
increasing of about  
30 per cent  
)

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Compared  
to road transport, rail transport  
is cheaper,  
offers quicker transit time and reduces  
road consumption  
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