

## A) Microeconomic Developments

Issue	Market Updates
<b>Employment</b>	The number of migrant workers captured by the Immigration Department reduced by 52% from 3,962 migrant workers in February 2026 to 1,897 migrant workers in March 2026. The reduction is largely attributed to the USA/Israel-Iran conflict in the Middle East. Formal employment returns, as captured under the PAYE Register, reduced by 10.4% from 873,507 employees in February 2026 to 782,623 employees in March 2026.
<b>Living Standards</b>	Monthly inflation for Food & Non-alcoholic Beverages reduced by 0.1% in March 2026, compared to the 0.8% increase registered in February 2026. On the other hand, monthly Energy, Fuels and Utilities (EFU) inflation registered a 1.0% increase in March 2026, compared to a 0.6% increase registered in February 2026. The Residential Property Price Index for Greater Kampala Metropolitan Area (GKMA) increased by 1.9% in Q3 FY2025/26 compared to the 2.6% increase registered in Q2 FY2025/26. This was attributed to an increase in residential property inflation in Kawempe and Rubaga, which increased by 6.5% in Q3 FY2025/26 compared to the 2.7% rise registered in Q2 FY2025/26. The national crime rate reduced by 10% from 476 crimes per 100,000 people in 2024 to 427.8 crimes per 100,000 people in 2025.
<b>Equity and Economic Inclusion</b>	The Retirement Benefits Sector Assets Under Management increased by 21% from Ushs 25.4 trillion in FY2023/24 to Ushs 30.7 trillion in FY2024/25. Members' benefits increased by 14.3% from Ushs 1.4 trillion in FY2023/24 to Ushs 1.6 trillion in FY2024/25. In addition, member accounts increased by 25% from 3.2 million in FY2023/24 to 4 million in FY2024/25.
<b>Environmental Sustainability</b>	Air quality in Kampala improved, with particulate matter dropping by 8.07% from 32.2µg/m <sup>3</sup> in February 2026 to 29.6µg/m <sup>3</sup> in March 2026. The month of March 2026 generally experienced near-normal rainfall in most parts of the country.
<b>Productivity</b>	Malaria prevalence increased by 26.7% from 1.5 deaths per 1,000 persons in February 2026 to 1.9 deaths in March 2026.
<b>Competitiveness</b>	Monthly inflation for Liquid Energy Fuels registered a 0.9% increase in March 2026, compared to the 1% increase recorded in February 2026. This was mainly attributed to a 4.4% rise in petrol prices in March 2026, compared to 3.4% rise in February 2026.
<b>Markets &amp; Regulation</b>	The USE All-Share Price Index increased by 9.2% from 1,826.07 in February 2026 to 1,994.43 in March 2026, thus signaling improved investor confidence about future performance of Uganda's companies in the stock market. New business registrations reduced by 37.3% from 3,746 new businesses in February 2026 to 2,349 in March 2026. The International Monetary Fund Primary Commodity Price Index increased by 19% from 183.83 in February 2026 to 218.81 in March 2026. The increase was attributed to increase in the energy prices especially petroleum prices.
<b>Local Content</b>	The monthly trade deficit reduced by 58% from US\$147.3 million in January 2026 to US\$61.9 million in February 2026. This was mainly attributed to an increase in coffee export receipts from US\$161 million in January 2026 to US\$180.98 million in February 2026.

**B) Policy Response Measures:** This edition of the MIND focuses on Competitiveness as a thematic area, with specific focus on reducing Transit Time (Mombasa-Kampala).

Objective	Interventions
<p><b>Reduced Transit Time</b></p>	<p>The NDPIV Integrated Transport Infrastructure and Services Programme is aimed at developing seamless intermodal transport infrastructure as well as services that are essential for enhancing economic connectivity and efficiency. This is expected to facilitate faster movement of goods and services, lower logistics costs and reduce transit time across borders. To realize the above outcomes, Government is undertaking the following interventions:</p> <ol style="list-style-type: none"> <li><b>1. Facilitation of infrastructure development along Trade Corridors by:</b> <ol style="list-style-type: none"> <li>a) Upgrading road infrastructure, notably the upgrade of the Busia border road into a dual carriageway, as a key segment of the Northern Corridor. This is expected to significantly reduce congestion caused by approximately 1,500 trucks crossing the border daily, transporting fuel and goods to Uganda, Rwanda, Burundi, the DRC and South Sudan.</li> <li>b) Facilitating the rehabilitation of the 375 km meter gauge railway from Tororo to Gulu, which is expected to be completed by October 2026. The Project is expected to restore a critical cargo route linking Uganda to the Port of Mombasa and facilitate trade with neighboring countries like South Sudan and Democratic Republic of Congo.</li> <li>c) Constructing the Kampala-Jinja Expressway. The project, which is under procurement, is aimed at reducing urban congestion and facilitating faster movement of passengers and cargo, thereby reducing transit time between Kampala and Jinja.</li> <li>d) Fast-tracking financing for the Malaba-Kampala Standard Gauge Railway, with talks underway with Islamic Development Bank and World Bank to provide about Ushs. 13 trillion for the Project. The Project, once complete, is expected to promote faster and cheaper cargo movements.</li> </ol> </li> <li><b>2. Digitization and automation of trade documentation processes. Government has continued to facilitate the implementation of:</b> <ol style="list-style-type: none"> <li>a) The Electronic Single Window System, where traders submit import and export documents through an online platform. This has facilitated faster processing of cargo before arrival at borders and reduced delays.</li> <li>b) The Electronic Cargo Tracking System (ECTS) that uses GPS Technology to monitor transit goods from entry to destination. This has reduced cargo diversion and unnecessary stopovers.</li> <li>c) The automated Customs System using the ASYCUDA, to facilitate electronic declaration, processing and clearance of goods. This has resulted in faster processing and reduced clearance time at borders.</li> </ol> </li> <li><b>3. Adoption of the Single Customs Territory (SCT),</b> where Customs clearance is done at the first point of entry, and goods move inland without repeated checks. This has eliminated duplication of procedures across borders and reduced transit delays.</li> <li><b>4. Establishment of One-Stop Border Posts (OSBPs) at borders such as Malaba, Busia, Mutukula, Elegu/Nimule, Goli/Mahagi, Mpondwe/Kasindi, Mirama Hills and Katuna.</b> This has eased collaboration, joint inspections and harmonized procedures among border agencies from neighboring countries, thus reducing border crossing time and congestion.</li> </ol>

**C) Microeconomic Outlook:** Further public investments in the Standard Gauge Railway and rehabilitation of the Meter Gauge Railway as well as road infrastructure will reduce transit time in Uganda. These investments are expected to facilitate faster movement of cargo and passengers from origin to destinations. This in turn, will lower logistics costs and reduce delays and congestion at the borders.

# MICROECONOMIC ISSUES IN THE NEWS & REPORTS

MARCH 2026

## TRANSIT TIME AND ACHOLI ZONAL SUMMARY

<p><b>Transit Time in Uganda</b></p>	<p><b>The Northern Corridor Quarterly Performance Dashboard for July-September 2025 highlighted the following:</b></p> <ol style="list-style-type: none"> <li>Kampala to Mombasa route had the longest delay, averaging 125 hours (5.2 days), compared to Kampala to Malaba route with shortest average transit time of 21 hours. In response to these delays, the Government of Kenya aims to reduce transit time to 36-48 hours by extending the Standard Gauge Railway from Naivasha to Malaba and eliminating police roadblocks.</li> <li>The average transit time from Mombasa to Kampala totaled 115 hours (4.8 days) by end of September 2025.</li> <li>Routes linking Kampala to border posts with the Democratic Republic of Congo recorded relatively faster speeds, even over longer distances. For example, the average transit time from Kampala to Goli, and from Kampala to Lia was about 53 hours and 43 hours, respectively.</li> <li>The Report recommends a focused Survey to identify the exact locations and causes of delays, such as at weighbridges and specific border crossings, enabling targeted interventions that can optimize cargo flow and strengthen the Northern Corridor's overall trade competitiveness.</li> </ol>
<p><b>Acholi Sub-Region:</b></p> <p>Economy, Public Services, Industry and Transit time</p>	<p><b>Acholi sub-region</b> is located in the Northern part of Uganda, with a population size of 2 million people (4.5% of the national population in 2024). On average, households in the sub-region comprise 4.3 persons.</p> <ol style="list-style-type: none"> <li><b>State of the Economy:</b> The income poverty rate of the sub-region reduced from 67.65% in 2019/20 to 20.5% in 2023/24, while income inequality reduced from 0.345 in 2019/20 to 0.307 in 2023/24. About 50% of the households in the sub-region are in the subsistence economy, above the national average of 33% in 2024. Furthermore, unemployment in the sub-region stands at 10.6%, below the national average of 12.2%.</li> <li><b>Public Spending and Service Delivery:</b> The sub-region has branch Offices of National Social Security Fund, Uganda Registration Services Bureau and a Ministerial Lands Zonal located in Gulu City. There are three URA branch Offices located in Gulu, Kitgum and Amuru-Elegu. All the districts in the Sub-region have a NIRA Office. The sub-region has Gulu Regional Referral Hospital and Gulu University located in Gulu.</li> <li><b>Trade, Industry and Local Economic Development:</b> The leading value chains are cassava and cereals, including millet and sorghum. Approximately 6.6% (148,709MT) of cassava, 41% (72,471MT) of sorghum, and 25% (16,152MT) of millet are produced in the sub-region. In addition, the sub-region has a Zonal Presidential Industrial Hub located in Gulu.</li> <li><b>Transit time related infrastructure in Acholi sub-region:</b> The sub-region is home to a One Stop Border Post at Elegu/Nimule, serving as a key entry point to the South Sudan market. As of September 2025, the average transit time from Kampala to Elegu was 35 hours, compared to 48.3 hours in March 2025. Additionally, the Tororo-Gulu-Pakwach Meter-Gauge Railway is being rehabilitated and will significantly enhance trade and cargo movement in the area once completed.</li> </ol>

MIND is compiled by Economic Development Policy and Research Department (EDP&amp;RD) in the Ministry of Finance, Planning and Economic Development

EDPRD: We generate and manage knowledge for effective formulation, implementation and communication of Uganda's economic development policy

DASHBOARD: MARCH 2026

Version 1.0

Issues	Indicators	Frequency	Status		Issues	Indicators	Frequency	Status		
Employment	Jobs	Formal Sector <sup>1</sup>	Monthly	782,623 (10.4%)		Productivity	Literacy Rate (Grade 6) <sup>11</sup>	Yearly	42.7% (97.8%)	
		Informal Sector	Yearly (-1)	7,350,199 (-16.4%)			Numeracy Rate (Grade 6)	Yearly	58% (40.8%)	
		Migrant Workers	Monthly	1,897 (-52%)			Morbidity Rate (Malaria Incidence) <sup>12</sup>	Monthly	1.9 (26.7%)	
	Incomes	Per-capita GDP (US\$): 2024/25	Yearly	1,360 (9.5%)			PIP Budget Absorption (GoU, IFMS %) <sup>13</sup>	Yearly	83.3% (-8.5%)	
		Income Poverty (%)	Yearly (-2)	16.1% (20.6%)		Power Tariff (Ushs per Unit)	Medium	Quarterly	355.1(0%)	
		Remittances (US\$, M): FY2024/25	Yearly	1,568.9 (11.8%)			Large	300.4(0%)		
					Extra Large	203.6(0%)				
Living Standards	Utilities (Retail Tariff Rates)	Water (M <sup>3</sup> )	Quarterly	4,307 (1.96%)		Competitiveness	Av. Freight Costs (US\$, Mom-Kla, 40ft)	Monthly	3,500	
		Power/Domestic	Quarterly	756.2(0%)			Commercial Case Backlog <sup>14</sup>	Yearly (-1)	2,135 (29.8%)	
		Data (Ushs, 1GB)	Monthly	2,102 (3.2%)			Fuel Prices (Liquid Energy Fuel Inflation) <sup>15</sup>	Monthly	0.9%	
	Household Expenditure (HFCE), Ushs Bn	Quarterly (-1)	42,438 (-1.5%)		Customs Clearance (Hours)		Monthly	5.13 (0%)		
	Healthcare Expenditure (HH, Ushs)	Yearly (-2)	32,000 (113.3%)		Transit Times (Mom-Kla, Days)		Monthly	4.8 (0%)		
	Food Inflation (%)	Monthly	-0.1 (2.6)		Investment Registration (Days)		Yearly	2		
	EFU <sup>4</sup> Inflation (%)	Monthly	1.0 (4.1)		Export Growth		Quarterly (-1)	2.1%		
	Residential Property Price Index (RPPI) for GKMA	Quarterly	121.07 (1.9%)		Electricity Connection (Days)		Monthly	28 (0%)		
	Crime Rate (per 100,000):2025	Yearly	427.8 (-10%)		Water Connection (Days)		Monthly	3 (0%)		
					Investment Growth (GFCF)		Quarterly (-1)	6.9%		
Equity and Economic Inclusion	Private Pension: Active Members	Yearly (-2)	733,588 (12.5%)		Markets and Regulations	Communication Rates	Voice (Ushs Per Sec)	Quarterly	0.43 (-4.4%)	
	Private Pension: Registered Members	Yearly (-1)	3,604,189 (47%)				Data <sup>16</sup> (Unlimited)	Monthly	174,500(68%)	
	Public Pension (Beneficiaries)	Yearly (-1)	365,000 (-4.6%)			IMF Primary Commodity Price Index	Monthly	218.81 (19%)		
	SAGE (Beneficiaries)	Yearly (-1)	297,724 (-7%)			Average Monthly Net Salary (After Tax)	Yearly	628,611		
	Agent Banking (Volume of Transactions, Mn)	Yearly (-1)	12.5 (50.5%)			Retail Sales/EFRIS <sup>17</sup>	Quarterly (-1)	63% (-25%)		
Environmental Sustainability	Water Quality (PM <sub>2.5</sub> ) <sup>5</sup>	Quarterly	Low, 20.54		Local Content	USE All Share Price Index	Monthly	1,994.43 (10.3%)		
	Air Quality (PM <sub>2.5</sub> ) <sup>6</sup>	Monthly	29.6µg/m <sup>3</sup> (8.07%)			New Business Registrations	Monthly	2,349 (37.3%)		
	Noise Pollution (Decibels, Kampala)	Monthly	High, 64.17 (0.76%)			Hotel Occupancy Rate (Kla)	Yearly	53.2% (13.4%)		
	Seasonal Changes in Rainfall	Monthly	Near Normal			Plant Utilization Rates (SME-Large Firms)	Yearly	53.6%		
	Natural Disaster Incidences <sup>7</sup>	Monthly	120,936			MUG Shelf-Presence <sup>18</sup>	Yearly	N/A		
					Trade Balance <sup>19</sup> (US\$, Millions)	Monthly (-1)	-61.9 (-58%)			
					Contracts Awarded to Local Providers <sup>19</sup>	Yearly	77.12% (0%)			

\*Unless indicated all quarterly figures are for Q3, FY2025/26.<sup>1</sup> Active PAYE Register Jobs<sup>2</sup> Labour Intensive Public Works<sup>3</sup> Average household expenditure on Primary education |<sup>4</sup>Energy, Fuel and Utilities |<sup>5</sup>Particulate Matter (August 2025) |<sup>6</sup> 0-50 is good |<sup>7</sup> Total number of individuals affected by Natural Hazards |<sup>11</sup> Persons aged 10 years and above |<sup>12</sup> Cases per 1,000 population |<sup>13</sup> Cumulative Absorption in FY2024/25 |<sup>14</sup> June 2025 |<sup>15</sup> Percentage Average change |<sup>16</sup> Average monthly price of unlimited data bundles for MTN and Airtel |<sup>17</sup> Electronic Fiscal Receipting and Invoicing System |<sup>18</sup> Made in Uganda (MUG) |<sup>19</sup> By Value.