Northern Corridor
RSSs in Uganda.

PROJECT
INFORMATION
PAPER

RoadSide Stations (RSS)

www.roadsidestations.org

Northern Corridor Transit and Transport Coordination Authority
Contents

RoadSide stations \hspace{1cm} pg. 2

Uganda Northern Corridor Transport Infrastructure Network

RSSs in Uganda \hspace{1cm} pg. 4 - 58
RoadSide Stations

The Project Information Paper highlights the following information:

- Traffic foreseen in the area of the RSS
- Number of vehicles stopping in the RSS
- Number of users per day
- Average time parked in the RSS
- Map of location in the corridor
- Design scheme
- Investment cost
- Maintenance and operating cost
- Global financial feasibility
- Sponsors financial return
- Solvency/Bankability
- Weighted Average Cost of Capital (WACC), Debt
- Summary of Financing Potential
- Financial Cash Flow (FCF)
- Equity cash flows
The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) was established under the legal framework of the Northern Corridor Transit Agreement (NCTA) to co-ordinate the implementation of the Agreement and to carry out decisions and resolutions reached by policy organs of the Authority.

The Agreement mandates NCTTCA to promote cooperative transport policies and foster an efficient and cost-effective transit transport system within the Corridor.

Vision
To be a seamless Transport Corridor with the most efficient trade and transport logistics chain in the Region.

Mission
To transform the Northern Corridor into an economic development corridor that offers internationally competitive transit transport services and promote regional integration.
RoadSide Stations in Uganda

1. Busitema
2. Naluwerere
3. Idudi
4. Mbiko
5. Lugazi
6. Buwama
7. Lukaya
8. Masaka Rd.
9. Lyantonde
10. Biharwe
11. Ishaka
12. Mpondwe
13. Mbarara
14. Ntungamo
15. Kabale
16. Mirama Hills
17. Kumi
18. Lira
19. Kamdini
20. Gulu
21. Elegu
22. Migeera
23. Karuma
24. Purongo
25. Pakwach
26. Arua
27. Oraba
Global Financial Feasibility Summary

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>1,252,881</th>
</tr>
</thead>
</table>

**Maintenance and Operating Cost (US$/Yr)**

| Maintenance and Operating Cost (US$/Yr) | 36,441 |

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,142</td>
<td>120</td>
<td>151</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>428</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>300</td>
<td>1,357</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bank
6. Bar
7. Car workshop
8. Hotel
9. Police checkpoint
10. Supermarket
11. Truck parking
12. Minibuses parking
13. Large buses parking
14. Passenger car parking
15. Pedestrian and green areas
16. Green areas

**Proposed Design**

![Diagram of Proposed Design]

**Vehicle Statistics**

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<td>1</td>
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</tbody>
</table>

**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>1.27 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>17.03%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>11y</td>
</tr>
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</table>

**Summary**

HIGH PRIVATE Financing Potential
Busitema
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Sponsors

25.52 %

Equity FIRR

DSCR 5/yr

1.67

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

Project Information Paper
Naluwerere
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau office
6. Hotel
7. Parking for trucks in transit
8. Parking for trucks in domestic traffic
9. Pedestrian and green areas
10. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,619</td>
<td>120</td>
<td>168</td>
<td>837</td>
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<tr>
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<td>2</td>
<td>10</td>
<td>30</td>
<td>234</td>
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<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>234</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 774,117
- Maintenance and Operating Cost (US$/Yr): 25,643

Global Financial Feasibility

- FNPV: -0.94 Mill. US$
- FIRR: --
- Disc. P/B period: --

Summary

LOW PRIVATE Financing Potential
Naluwerere
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Solvency/Bankability

Equity FIRR

WACC Rate

Cost of capital (ke)

Sponsors

Financial Return

Equity FIRR

-0.09

General Assumptions

DSCR 5/yr

8.19%

11.5%

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

0 -100 000 -200 000 -300 000 -400 000 -500 000 -600 000 -700 000 -800 000 -900 000 -1 000 000

USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

0 -200 000 -250 000 -150 000 -100 000 -50 000

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

0 -200 000 -250 000 -150 000 -100 000 -50 000
## Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

## Vehicle Statistics

<table>
<thead>
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<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,176</td>
<td>120</td>
<td>166</td>
<td>1,019</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>435</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Number of users per day</td>
<td>2</td>
<td>10</td>
<td>300</td>
<td>510</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

## Estimated Investment Cost

- **Investment Cost (US $)**: 1,649,884
- **Maintenance and Operating Cost (US$/Yr)**: 44,313

## Global Financial Feasibility

- **FNPV**: 1.27 Mill. US$
- **FIRR**: --
- **Disc. P/B period**: --

## Proposed Design

- RSS | RoadSide Stations in Uganda

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**Idudi RoadSide Station**

- Uganda Map with RoadSide Station locations:
  - L. Victoria
  - Entebbe
  - Kampala
  - Bunia

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**Summary**

**LOW PRIVATE Financing Potential**
Idudi
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Assumptions
Solvency/Bankability
Equity FIRR
WACC Rate
Cost of capital (ke)

Sponsors
Financial Return

Equity FIRR
-8.19 %

Solvency/Bankability

DSCR 5/yr
-0.1

General Assumptions

WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
## Mbiko
RoadSide Station

### Proposed Amenities

<table>
<thead>
<tr>
<th>Proposed Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Service station</td>
</tr>
<tr>
<td>3. Washrooms</td>
</tr>
<tr>
<td>4. Restaurant</td>
</tr>
<tr>
<td>5. Bureau stations</td>
</tr>
<tr>
<td>6. Truck repair</td>
</tr>
</tbody>
</table>

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,733</td>
<td>120</td>
<td>1,202</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>601</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV** = -0.015 Mill. US$
- **FIRR** = 7.99%
- **Disc. P/B period** = --

### Summary

**MEDIUM PRIVATE Financing Potential**
Mbiko
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Period in Years

Cash Flow USD

RoadSide Station

Sponsors

Financial Return

Equity FIRR
8.57%

Solvency/Bankability

DSCR 5/yr
0.86

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%
Lugazi
RoadSide Station

Proposed Amenities

<table>
<thead>
<tr>
<th>Proposed Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Service stations</td>
</tr>
<tr>
<td>2. Shops</td>
</tr>
<tr>
<td>4. Restaurant</td>
</tr>
<tr>
<td>5. Health clinic</td>
</tr>
<tr>
<td>6. Car workshop</td>
</tr>
<tr>
<td>7. Bank</td>
</tr>
<tr>
<td>8. Vehicle cleaning</td>
</tr>
<tr>
<td>9. Truck repair</td>
</tr>
<tr>
<td>10. Security services</td>
</tr>
</tbody>
</table>

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,290</td>
<td>120</td>
<td>1,384</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>658</td>
<td>2</td>
<td>415</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>1,516</td>
<td>30</td>
<td>830</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,422,241</td>
<td>40,377</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>1.25 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>15.65%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>12y</td>
</tr>
</tbody>
</table>

Summary

HIGH PRIVATE Financing Potential
Lugazi
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Sponsors
Financial Return
Equity FIRR
22.63 %

Solvency/Bankability
DSCR 5/yr
1.53

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
**Global Financial Feasibility Summary**

<table>
<thead>
<tr>
<th>Proposed Amenities</th>
<th>Proposed Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Service station</td>
<td></td>
</tr>
<tr>
<td>2. Shops</td>
<td></td>
</tr>
<tr>
<td>3. Washrooms</td>
<td></td>
</tr>
<tr>
<td>4. Bureau office</td>
<td></td>
</tr>
<tr>
<td>5. Restaurant</td>
<td></td>
</tr>
<tr>
<td>6. Hotel</td>
<td></td>
</tr>
<tr>
<td>7. Truck repair</td>
<td></td>
</tr>
<tr>
<td>8. Bar</td>
<td></td>
</tr>
<tr>
<td>9. Truck parking</td>
<td></td>
</tr>
<tr>
<td>10. Pedestrian and green areas</td>
<td></td>
</tr>
<tr>
<td>11. Green areas</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,856</td>
<td>257</td>
<td>103</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $) | 722,533
- Maintenance and Operating Cost (US$/Yr) | 26,774
- FNPV | -0.94 Mill. US$
- FIRR | --
- Disc. P/B period | --

**Summary**

- LOW PRIVATE Financing Potential
Buwama
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Sponsors

Equity FIRR
--

Solventcy/Bankability

DSCR 5/yr
-0.1

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%

Buwama
CUMULATED DISC.FCF
value creation
2015
-1 000 000
-900 000
-800 000
-700 000
-600 000
-500 000
-400 000
-300 000
-200 000
-100 000
0

2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

USD

BUWAMA RSS
EQUITY CASH FLOWS

16
pg.
UGANDA

Project Information Paper
**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-0.79 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>6.91%</td>
</tr>
</tbody>
</table>

**Summary**

**Proposed Design**

- Service station
- Shops
- Washrooms
- Restaurant
- Bureau station
- Truck repair
- Vehicle cleaning
- Police check point
- Security services
- Hotel
- Truck parking
- Pedestrian and green areas
- Green areas

**Proposed Amenities**

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel

**Vehicle Statistics**

<table>
<thead>
<tr>
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<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,779</td>
<td>257</td>
<td>103</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

- Investment Cost (US $) **850,204**
- Maintenance and Operating Cost (US$/Yr) **30,327**

**Estimated Investment Cost**

- Investment Cost (US $) **850,204**
- Maintenance and Operating Cost (US$/Yr) **30,327**

**Proposed Design**

- Service station
- Shops
- Washrooms
- Restaurant
- Bureau station
- Truck repair
- Vehicle cleaning
- Police check point
- Security services
- Hotel
- Truck parking
- Pedestrian and green areas
- Green areas

**Proposed Amenities**

1. Service station
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3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel

**Vehicle Statistics**

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<td>1</td>
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**Estimated Investment Cost**

- Investment Cost (US $) **850,204**
- Maintenance and Operating Cost (US$/Yr) **30,327**

**Global Financial Feasibility**

- FNPV -0.79 Mill. US$
- FIRR 6.91%

**Summary**

**MEDIUM PRIVATE**

Financing Potential
Lukaya
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Sponsors

Financial Return

Equity FIRR
6.81 %

Solvency/Bankability

DSCR 5/yr
0.79

General Assumptions

WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
Masaka RoadSide Station

### Proposed Amenities

1. Service stations
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bureau office
12. Truck parking
13. Minibuses parking
14. Large buses parking
15. Passenger cars parking
16. Pedestrian and green areas
17. Green areas

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles Stopping Daily</th>
<th>Average Number of Passengers per Vehicle</th>
<th>Number of users per day</th>
<th>Average length of time parked (hours) per vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>3,779</td>
<td>2</td>
<td>206</td>
<td>0.5</td>
</tr>
<tr>
<td>Minibuses</td>
<td>257</td>
<td>10</td>
<td>2,468</td>
<td>1</td>
</tr>
<tr>
<td>Large Buses</td>
<td>103</td>
<td>30</td>
<td>2,056</td>
<td>1</td>
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<tr>
<td>Trucks</td>
<td>1,030</td>
<td>2</td>
<td>1,481</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- Investment Cost (US $): **1,723,099**
- Maintenance and Operating Cost (US$/Yr): **49,946**

### Global Financial Feasibility

- **FNPV**: 1.37 Mill. US$
- **FIRR**: 15.12%
- **Disc. P/B period**: 12y

### Summary

- **Financing Potential**: HIGH PRIVATE
Masaka
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD
Period in Years

Sponsors
Financial Return
Equity FIRR
21.55%

Solvency/Bankability
DSCR 5/yr
1.48

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

### Proposed Design

![Proposed Design Diagram]

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
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<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
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<td>3,336</td>
<td>257</td>
<td>103</td>
<td>1,030</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of Users per Day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average Length of Time Parked (hours) per Vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 722,533
- **Maintenance and Operating Cost (US$/Yr)**: 26,744

### Global Financial Feasibility

- **FNPV**: -0.004 Mill. US$
- **FIRR**: 8.12%
- **Disc. P/B period**: --

### Summary

**MEDIUM PRIVATE Financing Potential**
Lyantonde
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD
Period in Years

RoadSide Station
Sponsors
Financial Return
Equity FIRR
8.79 %

Solvency/Bankability
DSCR 5/yr
0.87

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
**Biharwe**

**RoadSide Station**

<table>
<thead>
<tr>
<th>Proposed Amenities</th>
<th>Proposed Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Service station</td>
<td>![Image of Proposed Design]</td>
</tr>
<tr>
<td>2. Shops</td>
<td></td>
</tr>
<tr>
<td>3. Washrooms</td>
<td></td>
</tr>
<tr>
<td>4. Restaurant</td>
<td></td>
</tr>
<tr>
<td>5. Bureau station</td>
<td></td>
</tr>
<tr>
<td>6. Truck repair</td>
<td></td>
</tr>
<tr>
<td>7. Vehicle cleaning</td>
<td></td>
</tr>
<tr>
<td>8. Police check point</td>
<td></td>
</tr>
<tr>
<td>9. Security services</td>
<td></td>
</tr>
<tr>
<td>10. Hotel</td>
<td></td>
</tr>
<tr>
<td>11. Truck parking</td>
<td></td>
</tr>
<tr>
<td>12. Pedestrian and green areas</td>
<td></td>
</tr>
<tr>
<td>13. Green areas</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,605</td>
<td>257</td>
<td>103</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1,252,881</strong></td>
<td><strong>36,441</strong></td>
</tr>
</tbody>
</table>

**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>1.27 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>17.03%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>11</td>
</tr>
</tbody>
</table>

**Summary**

**HIGH PRIVATE**

Financing Potential
**Biharwe**  
**RoadSide Station**

**Financial Cash Flow | Value Creation**

![Graph showing financial cash flow over time](image)

**Equity Cash Flow**

![Graph showing equity cash flow over time](image)

<table>
<thead>
<tr>
<th>Sponsors Financial Return</th>
<th>Solvency/Bankability</th>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity FIRR</td>
<td>DSCR 5/yr</td>
<td>WACC Rate</td>
</tr>
<tr>
<td>25.52%</td>
<td>1.67</td>
<td>8.19%</td>
</tr>
</tbody>
</table>

- **Cost of capital (ke)**: 11.5%
Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,546</td>
<td>220</td>
<td>88</td>
<td>883</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>441</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>722,533</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>26,774</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>0.06 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>9.08%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>20y</td>
</tr>
</tbody>
</table>

Summary

MEDIUM PRIVATE Financing Potential
Ishaka
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

RoadSide Station

Sponsors

Financial Return

Equity FIRR

10.41 %

Solvency/Bankability

DSCR 5/yr

0.95

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
Mpondwe
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,122</td>
<td>184</td>
<td>73</td>
<td>736</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>424</td>
<td>10</td>
<td>46</td>
<td>18</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>459</td>
<td>551</td>
<td>551</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 1,649,884
- Maintenance and Operating Cost (US$/Yr): 44,313

Global Financial Feasibility

- FNPV: 1.07 Mill. US$
- FIRR: 14.18%
- Disc. P/B period: 13y

Summary

HIGH PRIVATE Financing Potential
Mpondwe
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Solvency/Bankability

Equity FIRR

WACC Rate

Cost of capital (ke)

Sponsors

Financial Return

Solvency/Bankability

General Assumptions

<table>
<thead>
<tr>
<th>Sponsors</th>
<th>Financial Return</th>
<th>Solvency/Bankability</th>
<th>General Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity FIRR</td>
<td>19.69 %</td>
<td>DSCR 5/yr</td>
<td>WACC Rate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.39</td>
<td>8.19%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cost of capital (ke)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>11.5%</td>
</tr>
</tbody>
</table>

Project Information Paper
### Proposed Amenities

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Service station</td>
</tr>
<tr>
<td>2.</td>
<td>Shops</td>
</tr>
<tr>
<td>3.</td>
<td>Washrooms</td>
</tr>
<tr>
<td>4.</td>
<td>Restaurant</td>
</tr>
<tr>
<td>5.</td>
<td>Health clinic</td>
</tr>
<tr>
<td>6.</td>
<td>Car workshop</td>
</tr>
<tr>
<td>7.</td>
<td>Truck repair</td>
</tr>
<tr>
<td>8.</td>
<td>Vehicle cleaning</td>
</tr>
<tr>
<td>9.</td>
<td>Supermarket</td>
</tr>
<tr>
<td>10.</td>
<td>Hotel</td>
</tr>
<tr>
<td>11.</td>
<td>Bank</td>
</tr>
<tr>
<td>12.</td>
<td>Police check point</td>
</tr>
<tr>
<td>13.</td>
<td>Security services</td>
</tr>
<tr>
<td>14.</td>
<td>Truck parking</td>
</tr>
<tr>
<td>15.</td>
<td>Minibuses parking</td>
</tr>
<tr>
<td>16.</td>
<td>Large buses parking</td>
</tr>
<tr>
<td>17.</td>
<td>Passenger car parking</td>
</tr>
<tr>
<td>18.</td>
<td>Pedestrian and green areas</td>
</tr>
<tr>
<td>19.</td>
<td>Green areas</td>
</tr>
</tbody>
</table>

### Proposed Design

![Proposed Design](image)

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Description</th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,970</td>
<td>0</td>
<td>0</td>
<td>257</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>1,388</td>
<td>643</td>
<td>771</td>
<td>515</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 1,649,884
- **Maintenance and Operating Cost (US$/Yr)**: 44,313

### Global Financial Feasibility

- **FNPV**: 1.08 Mill. US$
- **FIRR**: 13.98%
- **Disc. P/B period**: 13y

### Summary

**HIGH PRIVATE Financing Potential**
Mbarara
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD
Period in Years

RoadSide Station

Sponsors
Financial Return
Equity FIRR
19.29 %

Solvency/Bankability
DSCR 5/yr
1.37

General Assumptions
WACC Rate
8.19%
Cost of capital (ke)
11.5%

MBARARA RSS
CUMULATED DISC.FCF

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035
USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035
USD
**Proposed Amenities**

1. Service stations
2. Shops
3. Restaurant
4. Bureau office
5. Hotel
6. Restaurant
7. Health clinic
8. Bank
9. Truck repair
10. Supermarket
11. Parking for trucks in transit
12. Parking for trucks in domestic traffic
13. Pedestrian and green areas
14. Green areas
15. Fence

**Vehicle Statistics**

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>3,016</td>
<td>252</td>
<td>91</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Estimated Investment Cost**

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>978,940</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operating Cost (US$/Yr)</td>
<td>30,856</td>
</tr>
</tbody>
</table>

**Global Financial Feasibility**

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-1.30 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>--</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

**Summary**

LOW PRIVATE Financing Potential
**Ntungamo**  
RoadSide Station

### Financial Cash Flow | Value Creation

**Equity Cash Flow**

**Sponsors**  
**Financial Return**

Equity FIRR  
--

**Solvency/Bankability**

DSCR 5/yr  
-0.1

**General Assumptions**

WACC Rate  
8.19%

Cost of capital (ke)  
11.5%

---

Project Information Paper
### Kabale
RoadSide Station

#### Proposed Amenities

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Health clinic  
6. Car workshop  
7. Truck repair  
8. Vehicle cleaning  
9. Supermarket  
10. Hotel  
11. Bank  
12. Police check point  
13. Security services  
14. Truck parking  
15. Minibuses parking  
16. Large buses parking  
17. Passenger car parking  
18. Pedestrian and green areas  
19. Green areas

#### Proposed Design

![Proposed Design Image]

#### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>4,603</td>
<td>252</td>
<td>91</td>
<td>612</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>921</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>1,841</td>
<td>630</td>
<td>630</td>
<td>630</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

#### Estimated Investment Cost

- **Investment Cost (US $)**: 1,649,884
- **Maintenance and Operating Cost (US$/Yr)**: 44,313

#### Global Financial Feasibility

- **FNPV**: 1.08 Mill. US$
- **FIRR**: 13.98%
- **Disc. P/B period**: 13y
- **Financing Potential**: HIGH PRIVATE

#### Summary

In summary, the proposed road station in Kabale is financially feasible with a positive FNPV and a project period of 13 years. The station offers a wide range of amenities including service stations, shops, restrooms, restaurants, and security services. The vehicle statistics indicate a significant daily volume of vehicle movement, with minibuses and large buses being the most frequent. The investment cost is substantial but is expected to be recovered over the project period with a strong financial return.
Kabale
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

Cost of capital (ke)

DSCR 5/yr

Project Information Paper

Sponsors

Financial Return

Equity FIRR

19.29 %

Solvency/Bankability

DSCR 5/yr

1.37

General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%
Mirama Hills
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,262</td>
<td>189</td>
<td>68</td>
<td>483</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Vehicles Stopping Daily</th>
<th>0</th>
<th>0</th>
<th>0</th>
<th>121</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>NaN</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)

850,204

Maintenance and Operating Cost (US$/Yr)

30,327

Global Financial Feasibility

FNPV

-1.04 Mill. US$

FIRR

--

Disc. P/B period

--

Summary

LOW PRIVATE Financing Potential
Mirama Hills
RoadSide Station

**Financial Cash Flow | Value Creation**

![Graph of Financial Cash Flow]

**Equity Cash Flow**

![Graph of Equity Cash Flow]

**Sponsors**

**Financial Return**

- Equity FIRR: **--**

**Solvency/Bankability**

- DSCR 5/yr: **-0.11**

**General Assumptions**

- WACC Rate: **8.19%**
- Cost of capital (ke): **11.5%**

Project Information Paper
### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

### Proposed Design

![Diagram of RoadSide Station]

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,460</td>
<td>105</td>
<td>132</td>
<td>1,973</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 722,533
- **Maintenance and Operating Cost (US$/Yr)**: 26,744

### Global Financial Feasibility

<table>
<thead>
<tr>
<th></th>
<th>FNPV</th>
<th>FIRR</th>
<th>Disc. P/B period</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.47 Mill. US$</strong></td>
<td>25.2%</td>
<td>7y</td>
<td></td>
</tr>
</tbody>
</table>

### Summary

**VERY HIGH PRIVATE Financing Potential**
**Kumi**

RoadSide Station

### Financial Cash Flow | Value Creation

- **Cash Flow USD**
- **Period in Years**

### Equity Cash Flow

<table>
<thead>
<tr>
<th>Year</th>
<th>Equity Cash Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2017</td>
<td>1,000,000</td>
</tr>
<tr>
<td>2019</td>
<td>1,500,000</td>
</tr>
</tbody>
</table>

### Sponsors

**Financial Return**

- Equity FIRR: 44.71%

**Solvency/Bankability**

- DSCR 5/yr: 2.55

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%

---

Project Information Paper
Lira
RoadSide Station

Proposed Amenities

1. Service station 8. Police check point
3. Washrooms 10. Hotel
4. Restaurant 11. Truck parking
5. Bureau station 12. Pedestrian and green areas
6. Truck repair 13. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Type</th>
<th>Daily</th>
<th>Per Vehicle</th>
<th>Daily</th>
<th>Per Vehicle</th>
<th>Daily</th>
<th>Per Vehicle</th>
<th>Daily</th>
<th>Per Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>2,114</td>
<td>0</td>
<td>90</td>
<td>0</td>
<td>114</td>
<td>1</td>
<td>1,693</td>
<td>2</td>
</tr>
<tr>
<td>Average Length</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Vehicle Statistics

<table>
<thead>
<tr>
<th>Type</th>
<th>Daily</th>
<th>Per Vehicle</th>
<th>Daily</th>
<th>Per Vehicle</th>
<th>Daily</th>
<th>Per Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars</td>
<td>2,114</td>
<td>0</td>
<td>90</td>
<td>0</td>
<td>114</td>
<td>1</td>
</tr>
<tr>
<td>Average Length</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $) 850,204
Maintenance and Operating Cost (US$/Yr) 30,327

Global Financial Feasibility

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>FNPV</td>
<td>1.27 Mill. US$</td>
</tr>
<tr>
<td>FIRR</td>
<td>21.37%</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>9y</td>
</tr>
</tbody>
</table>

Summary

VERY HIGH PRIVATE Financing Potential
### Lira

#### RoadSide Station

#### Financial Cash Flow | Value Creation

![Financial Cash Flow Chart]

#### Equity Cash Flow

![Equity Cash Flow Chart]

### Sponsors

**Financial Return**

Equity FIRR

35.3 %

### Solvency/Bankability

DSCR 5/yr

2.12

### General Assumptions

WACC Rate

8.19%

Cost of capital (ke)

11.5%

---

Project Information Paper
Kamdini
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,767</td>
<td>75</td>
<td>95</td>
<td>1,414</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of Users per Day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>707</td>
</tr>
<tr>
<td>Average Length of Time Parked (hours) per Vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>722,533</strong></td>
<td><strong>26,774</strong></td>
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</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>FIRR</th>
<th>Disc. P/B period</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.07 Mill. US$</td>
<td>9.3%</td>
<td>19y</td>
</tr>
</tbody>
</table>

Summary

MEDIUM PRIVATE Financing Potential
Kamdini
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Period in Years

Cash Flow USD

2015 2017 2019 2021 2023 2025 2027 2029 2031 2033 2035

Equity FIRR

General Assumptions

WACC Rate
8.19%
Cost of capital (ke)
11.5%

Project Information Paper
Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,421</td>
<td>61</td>
<td>76</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>10</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

| Investment Cost (US $) | 850,204 |
| Maintenance and Operating Cost (US$/Yr) | 30,327 |

Global Financial Feasibility

| FNPV | -0.07 Mill. US$ |
| FIRR | 7.29% |

Summary

MEDIUM PRIVATE Financing Potential
Gulu
RoadSide Station

Financial Cash Flow | Value Creation

Equity Cash Flow

Cash Flow USD

Period in Years

GULU RSS

CUMULATED DISC.FCF

<table>
<thead>
<tr>
<th>2015</th>
<th>2017</th>
<th>2019</th>
<th>2021</th>
<th>2023</th>
<th>2025</th>
<th>2027</th>
<th>2029</th>
<th>2031</th>
<th>2033</th>
<th>2035</th>
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<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
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<td>-800000</td>
<td>-700000</td>
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<td>-500000</td>
<td>-400000</td>
<td>-300000</td>
<td>-200000</td>
<td>-100000</td>
<td>0</td>
</tr>
</tbody>
</table>

Equity FIRR

WACC Rate

Cost of capital (ke)

Sponsors

Financial Return

Equity FIRR

7.43 %

Solvency/Bankability

DSCR 5/yr

0.81

General Assumptions

8.19%

11.5%

Project Information Paper
Elegu
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Health clinic
6. Car workshop
7. Truck repair
8. Vehicle cleaning
9. Supermarket
10. Hotel
11. Bank
12. Police check point
13. Security services
14. Truck parking
15. Minibuses parking
16. Large buses parking
17. Passenger car parking
18. Pedestrian and green areas
19. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="Image" alt="Passenger Cars" /></td>
<td><img src="Image" alt="Minibuses" /></td>
<td><img src="Image" alt="Large Buses" /></td>
<td><img src="Image" alt="Trucks" /></td>
</tr>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,074</td>
<td>46</td>
<td>58</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>215</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>2</td>
<td>430</td>
<td>114</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

- Investment Cost (US $): 1,649,884
- Maintenance and Operating Cost (US$/Yr): 44,313

Global Financial Feasibility

- FNPV: 1.27 Mill. US$
- FIRR: 14.07%
- Disc. P/B period: 13y

Summary

HIGH PRIVATE Financing Potential
Elegu RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>0</td>
</tr>
<tr>
<td>2017</td>
<td>-200,000</td>
</tr>
<tr>
<td>2019</td>
<td>-500,000</td>
</tr>
<tr>
<td>2021</td>
<td>-400,000</td>
</tr>
<tr>
<td>2023</td>
<td>-300,000</td>
</tr>
<tr>
<td>2025</td>
<td>-200,000</td>
</tr>
<tr>
<td>2027</td>
<td>0</td>
</tr>
<tr>
<td>2029</td>
<td>100,000</td>
</tr>
<tr>
<td>2031</td>
<td>200,000</td>
</tr>
<tr>
<td>2033</td>
<td>300,000</td>
</tr>
<tr>
<td>2035</td>
<td>400,000</td>
</tr>
</tbody>
</table>

**Sponsors Financial Return**
- Equity FIRR: 19.48%

**Solvency/Bankability**
- DSCR 5/yr: 1.38

**General Assumptions**
- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%

---

Project Information Paper

UGANDA

46
Migeera
RoadSide Station

### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

### Proposed Design

![RoadSide Station Design](image)

### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,820</td>
<td>103</td>
<td>140</td>
<td>1,186</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>30</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>593</td>
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<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV**
  - 0.06 Mill. US$
- **FIRR**
  - 7.4%
- **Disc. P/B period**
  - --

### Summary

**MEDIUM PRIVATE**
Financing Potential
**Migeera**
RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

---

**Sponsors**

**Financial Return**

- Equity FIRR: 7.6%

**Solvency/Bankability**

- DSCR 5/yr: 0.82

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%
Karuma
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>2,351</td>
<td>86</td>
<td>116</td>
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<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
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<td>10</td>
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<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $) 850,204
Maintenance and Operating Cost (US$/Yr) 30,327

Global Financial Feasibility

FNPV 1.27 Mill. US$
FIRR 6.75%

Summary

MEDIUM PRIVATE Financing Potential
Disc. P/B period --

RSS | RoadSide Stations in Uganda
Karuma
RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-100,000</td>
</tr>
<tr>
<td>2017</td>
<td>-90,000</td>
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<tr>
<td>2019</td>
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<td>2021</td>
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<td>2023</td>
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<tr>
<td>2027</td>
<td>-40,000</td>
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<tr>
<td>2029</td>
<td>-30,000</td>
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<tr>
<td>2031</td>
<td>-20,000</td>
</tr>
<tr>
<td>2033</td>
<td>-10,000</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

**Sponsors**
Financial Return

- Equity FIRR: 6.54%

**Solvency/Bankability**

- DSCR 5/yr: 0.78

**General Assumptions**

- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%
Purongo
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Bureau office
5. Restaurant
6. Hotel
7. Truck repair
8. Bar
9. Truck parking
10. Pedestrian and green areas
11. Green areas

Proposed Design

Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,881</td>
<td>69</td>
<td>93</td>
<td>791</td>
</tr>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>0</td>
<td>0</td>
<td>198</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>396</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

<table>
<thead>
<tr>
<th>Investment Cost (US $)</th>
<th>Maintenance and Operating Cost (US$/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>722,533</td>
<td>26,774</td>
</tr>
</tbody>
</table>

Global Financial Feasibility

<table>
<thead>
<tr>
<th>FNPV</th>
<th>-0.71 Mill. US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRR</td>
<td>-- %</td>
</tr>
<tr>
<td>Disc. P/B period</td>
<td>--</td>
</tr>
</tbody>
</table>

Summary

HIGH PRIVATE
Financing Potential
Purongo
RoadSide Station

Financial Cash Flow | Value Creation

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-800,000</td>
</tr>
<tr>
<td>2017</td>
<td>-400,000</td>
</tr>
<tr>
<td>2019</td>
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<td>2021</td>
<td>-600,000</td>
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<td>2023</td>
<td>-700,000</td>
</tr>
<tr>
<td>2025</td>
<td>-300,000</td>
</tr>
<tr>
<td>2027</td>
<td>-200,000</td>
</tr>
<tr>
<td>2029</td>
<td>-100,000</td>
</tr>
<tr>
<td>2031</td>
<td>0</td>
</tr>
<tr>
<td>2033</td>
<td>20,000</td>
</tr>
<tr>
<td>2035</td>
<td>40,000</td>
</tr>
</tbody>
</table>

Equity Cash Flow

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-120,000</td>
</tr>
<tr>
<td>2017</td>
<td>-200,000</td>
</tr>
<tr>
<td>2019</td>
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<td>2021</td>
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<td>2023</td>
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<td>2027</td>
<td>-40,000</td>
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<td>2029</td>
<td>-60,000</td>
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<tr>
<td>2031</td>
<td>-80,000</td>
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<tr>
<td>2033</td>
<td>-100,000</td>
</tr>
<tr>
<td>2035</td>
<td>20,000</td>
</tr>
</tbody>
</table>

Sponsors
Financial Return

Equity FIRR
--

Solvency/Bankability

DSCR 5/yr
0.05

General Assumptions

WACC Rate
8.19%

Cost of capital (ke)
11.5%
### Pakwach RoadSide Station

#### Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

#### Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>1,411</td>
<td>51</td>
<td>70</td>
<td>594</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td></td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

#### Estimated Investment Cost

- Investment Cost (US $): 850,204
- Maintenance and Operating Cost (US$/Yr): 30,327

#### Global Financial Feasibility

- FNPV: 1.27 Mill. US$
- FIRR: --%
- Disc. P/B period: --

### Summary

LOW PRIVATE Financing Potential
### Pakwach RoadSide Station

#### Financial Cash Flow | Value Creation

#### Equity Cash Flow

<table>
<thead>
<tr>
<th>Year</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-1,200,000</td>
</tr>
<tr>
<td>2017</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2019</td>
<td>-800,000</td>
</tr>
<tr>
<td>2021</td>
<td>-600,000</td>
</tr>
<tr>
<td>2023</td>
<td>-400,000</td>
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<tr>
<td>2025</td>
<td>-200,000</td>
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<tr>
<td>2027</td>
<td>0</td>
</tr>
<tr>
<td>2029</td>
<td>0</td>
</tr>
<tr>
<td>2031</td>
<td>0</td>
</tr>
<tr>
<td>2033</td>
<td>0</td>
</tr>
<tr>
<td>2035</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Sponsors Financial Return
- Equity FIRR: -- %

#### Solvency/Bankability
- DSCR 5/yr: -0.07

#### General Assumptions
- WACC Rate: 8.19%
- Cost of capital (ke): 11.5%
Arua
RoadSide Station

Proposed Amenities

1. Service station
2. Shops
3. Washrooms
4. Restaurant
5. Bureau station
6. Truck repair
7. Vehicle cleaning
8. Police check point
9. Security services
10. Hotel
11. Truck parking
12. Pedestrian and green areas
13. Green areas

Vehicle Statistics

<table>
<thead>
<tr>
<th></th>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vehicles Stopping Daily</td>
<td>941</td>
<td>34</td>
<td>47</td>
<td>396</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>0</td>
<td>2</td>
<td>10</td>
<td>99</td>
</tr>
<tr>
<td>Number of users per day</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>108</td>
</tr>
<tr>
<td>Average length of time parked (hours) per vehicle</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Estimated Investment Cost

Investment Cost (US $)
850,204

Maintenance and Operating Cost (US$/Yr)
30,327

Global Financial Feasibility

FNPV
-1.03 Mill. US$

FIRR
--

Disc. P/B period
--

Summary

LOW PRIVATE Financing Potential
Arua
RoadSide Station

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

<table>
<thead>
<tr>
<th>Period in Years</th>
<th>Cash Flow USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>-1,200,000</td>
</tr>
<tr>
<td>2017</td>
<td>-1,000,000</td>
</tr>
<tr>
<td>2019</td>
<td>-800,000</td>
</tr>
<tr>
<td>2021</td>
<td>-600,000</td>
</tr>
<tr>
<td>2023</td>
<td>-400,000</td>
</tr>
<tr>
<td>2025</td>
<td>-200,000</td>
</tr>
<tr>
<td>2027</td>
<td>0</td>
</tr>
<tr>
<td>2029</td>
<td>200,000</td>
</tr>
<tr>
<td>2031</td>
<td>400,000</td>
</tr>
<tr>
<td>2033</td>
<td>600,000</td>
</tr>
<tr>
<td>2035</td>
<td>800,000</td>
</tr>
</tbody>
</table>

**Sponsors**

**Financial Return**

Equity FIRR

**--**

**Solvency/Bankability**

DSCR 5/yr

**-0.11**

**General Assumptions**

WACC Rate

**8.19%**

Cost of capital (ke)

**11.5%**
### Proposed Amenities

1. Service station  
2. Shops  
3. Washrooms  
4. Restaurant  
5. Bureau station  
6. Truck repair  
7. Vehicle cleaning  
8. Police check point  
9. Security services  
10. Hotel  
11. Truck parking  
12. Pedestrian and green areas  
13. Green areas

### Proposed Design

![Diagram of RoadSide Station]

### Vehicle Statistics

<table>
<thead>
<tr>
<th>Passenger Cars</th>
<th>Minibuses</th>
<th>Large Buses</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>471</td>
<td>17</td>
<td>23</td>
<td>198</td>
</tr>
<tr>
<td>Number of Vehicles Stopping Daily</td>
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<td>Number of Vehicles Stopping Daily</td>
<td>Number of Vehicles Stopping Daily</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
<td>Average Number of Passengers per Vehicle</td>
</tr>
<tr>
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<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Estimated Investment Cost

- **Investment Cost (US $)**: 850,204
- **Maintenance and Operating Cost (US$/Yr)**: 30,327

### Global Financial Feasibility

- **FNPV**: -1.06 Mill. US$
- **FIRR**: --%
- **Disc. P/B period**: --

### Summary

**LOW PRIVATE**

Financing Potential
**Oraba RoadSide Station**

**Financial Cash Flow | Value Creation**

**Equity Cash Flow**

---

**Sponsors Financial Return**

- **Equity FIRR**: --

---

**Solvency/Bankability**

- **DSCR 5/yr**: -0.13

---

**General Assumptions**

- **WACC Rate**: 8.19%
- **Cost of capital (ke)**: 11.5%
For Technical Information, Facilitation and Coordination Contact:

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