UGANDA BUREAU OF STATISTICS

RAPID ASSESSMENT ON THE FLOODING INCIDENCE IN THE GREATER KAMPALA METROPOLITAN AREA (GKMA)

[1]

September 2025

[1] Photo: Flooding in Kampala along the Northern Bypass (26th March, 2025 at 7:30am)

FOREWORD

The Rapid Assessment on the flooding incidence in the Greater Kampala Metropolitan Area 2025 is the first flood rapid assessment undertaken by the Uganda Bureau of Statistics. It collected information on the flooding that occurred in the GKMA after a heavy downpour that was received on 26th March 2025. The main objective of the study was to identify and profile flood zones in the GKMA for further post-flood assessments.

The assessment comprised of sections on the spatial distribution of flooding, magnitude of the floods, impacts, possible causes, interventions, and a way forward.

This report presents the findings of the study. It shows the locations where flooding was observed by the respondents within the GKMA while also providing a historical reference of observed flooding to support recognizing them as flood prone zones or not; magnitude of the floods in reference to the risk attributes for road users and inhabitants of those zones based on the opinion of the respondents; possible causes as observed and perceived by the respondents and proposed interventions. It also provides limitations and recommendations for further studies.

We are grateful to UBOS management, all staff and respondents who provided us the information on which this report is based. The Bureau welcomes constructive comments from stakeholders that aim at enhancing the quality of similar studies.

Copies of this publication are available at the Bureau's Head office located at Statistics House, Plot 9, Colville Street, Kampala and the official UBOS website: www.ubos.org

It is my sincere hope that this statistical information in this report will be used by the readers to make informed decisions.

Chris N. Mukiza (PhD)
EXECUTIVE DIRECTOR/ CHIEF STATISTICIAN

Table of Contents

LIST OF TABLES

LIST OF FIGURES

GLOSSARY

Floods: Inundation of normally dry land areas by overflowing waters from rivers, streams or from rapid accumulation of surface runoff.

Flood Rapid Assessment: A quick and efficient method used to evaluate the impact of a flood event focusing on the immediate needs and priorities for affected persons.

Greater Kampala Metropolitan Area (GKMA): Area comprising of Kampala, Mukono, Wakiso and Mpigi

1.0 Introduction

The Uganda Bureau of Statistics is mandated to collect and compile high quality statistics to support evidence-based policy formulation and decision making. The department of production and Environment statistics regularly collects Environment and Climate Change data to compile relevant statistics to meet needs for the ever-increasing demand for this new emerging area of statistics. Extreme events and disasters are highlighted as areas of Environment and Climate Change Statistics under the United Nations Framework Development for Environment Statistics (UN-FDES), the United Nations Global Set of Climate Change Statistics and Indicators and the Sendai Framework of Disaster Risk Reduction.

Statistics on disasters are relevant for monitoring progress towards achieving disaster risk reduction targets at national and global level that include.

i. Reduce disaster mortality
ii. Reduce the number of affected people globally. SDG 1: aims to end poverty in all its forms everywhere, and it identifies that the impact of disasters undermines development gains, dragging the poor and most vulnerable even deeper into poverty, as they live in the most vulnerable areas and receive less support (UNISDR, 2015b). Precisely, target 1.5 states: “build the resilience of the poor and those in vulnerable situations and reduce their exposure and vulnerability to climate-related extreme events and other economic, social and environmental shocks and disasters”
iii. Reduce direct economic loss in relation to GDP and reduce disaster damage to critical infrastructure and disruption of basic services.

    SDG 11: recommends making cities and human settlements inclusive, safe, resilient, and sustainable. As the urban population is predicted to account for 66% of the world population before 2050, it is then therefore critical to try making cities less vulnerable to Natural Disasters as targets 11.5: “significantly reduce the number of deaths and the number of people affected and substantially decrease the direct economic losses caused by disasters, including water-related disasters” and 11.b: aims to “increase the number of

cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, resilience to disasters, and develop and implement holistic disaster risk management at all levels" (UNISDR, 2015b; UNDRR, 2023).

iv. Increase the number of countries, local governments with natural and local disaster risk reduction strategies

v. Increase the availability of and access to multi-hazard early warning systems.

Also, to achieve this, the Sendai Framework of disaster risk reduction highlights the need for focused action within and across sectors by States at local, national, regional and global levels in the identified four priority areas: Understanding disaster risk taking into consideration all the dimensions of vulnerability, capacity, exposure of persons and assets, hazard characteristics and the environment with a special focus on the relevance of baseline data; Strengthening disaster risk governance to manage disaster risk; Investing in disaster risk reduction for resilience; and Enhancing disaster preparedness for effective response and to "Build Back Better" in recovery, rehabilitation and reconstruction.

According to the *Notre Dame Global Adaptations Initiative Index 2021,* Uganda is **ranked 12th on vulnerability and 49th on readiness**. The country is very vulnerable, sadly, unprepared to respond to climate change impacts. Climate-related disasters pose significant challenges to Uganda's socio-economic development, impacting all sectors as established among the persistent challenges while implementing the National Development Plan III.

The National Policy for Disaster Preparedness and Management whose main goal is to establish institutions and mechanisms that will reduce the vulnerability of people, livestock, plants and wildlife to disasters in Uganda indicates that an effective disaster preparedness and management depends on multi-sectoral planning and programming. It should be based on a rational assessment of disaster risk and on the analysis of the vulnerability of the communities. It recommends that planning for disaster has to be undertaken at all levels – from the national to the village level.

The policy recognizes floods among the natural hazards experienced in Uganda. These have become more common, and the increased rate of occurrence has been largely linked to climate change characterized by weather conditions, extreme hot temperatures and rains.

The Greater Kampala Metropolitan Area is among the locations in Uganda which have in the last two decades experienced increased flooding which disrupts normal operations like mobility and damage to properties, injury to people and sometimes death. The situation has been heightened by the high population density and increased economic activities that have resulted into severe land use and land cover changes; hill slopes have seen increased impermeable surfaces reducing water infiltration and increasing run-off generation; natural drainage systems like wetlands have been converted to settlements and commercial establishments. These have exposed the area to huge disaster risk and increasing vulnerability, hence the need for prioritizing risk reduction strategies.

In view of generating baseline statistics on the flooding incidence in the GKMA, the Bureau undertook an online study after a heavy downpour that was received on 26th March 2025. As a result of the heavy rain, there were multiple floods across different locations. Normal Business was disrupted, property was lost, and lives were lost. To understand the extent of the hazard events, the Bureau administered an online Google questionnaire to gather information on flooding in GKMA.

2.0 Objective of the Study

The main objective of the rapid assessment of the floods in the GKMA was to identify and document the flood-prone areas. Specifically, the study was intended to;

i. Establish locations where flooding occurs to provide a frame for undertaking the post-flood surveys in the GKMA
ii. Establish the effect of these floods on traffic and Man work hours
iii. Establish potential causes and interventions to mitigate the occurrences

3.0 Methodology and Tools

As a rapid assessment, an electronic questionnaire was immediately designed using a google form. It comprised of fifteen (15) simple questions. It had both coded and non-coded questions that sought for opinion on location and incidence of the event. The google tool was circulated on social media specifically using WhatsApp directly to individuals and platforms with a high likelihood of a composition of people who are residents of the GKMA. Another characteristic consideration for the selection of individuals of the target population was prior knowledge about the location of their places of work (GKMA) using the referral approach.

Responses were received from the morning of 26th March 2025 to the morning of 27th March 2025. The responses were received on the UBOS server for analysis and generation of information as indicated below. Data cleaning included dropping records of respondents who were out of the target group (Respondents whose place of origin and destination were not the GKMA)

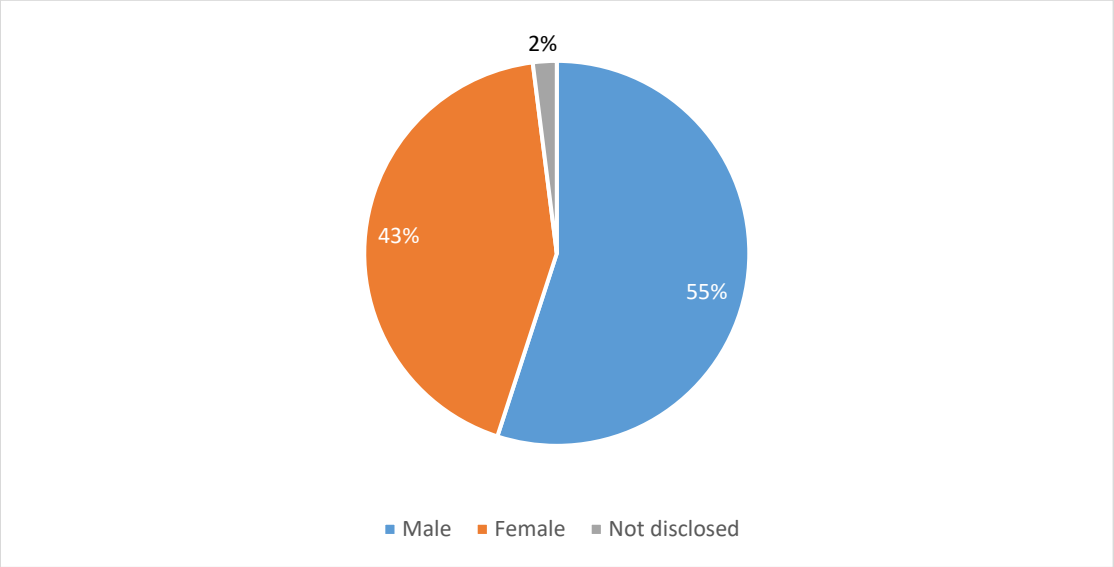
4.0 Summary Findings of the Study

Overall, a total of 452 responses were received.

4.1 Response by Gender

The study responses were disaggregated by gender. Of the 452 responses, 249 representing 55.1 percent were male respondents, 194 (42.9%) were female, while nine people never disclosed their gender, See figure 1.

Figure 1: Response by gender



4.2 Respondent by Place of residence

The respondents were asked to know where they reside to establish the routes used by different respondents from places of residence to places of destination. This was intended to study the spatial representativeness of the data for the GKMA with regard to flooding areas.

The findings indicated that a wide route coverage for the GKMA was achieved and hence a representative outlook of flooding across the GKMA. Over 20 routes had the Central Business District as their destination while a significant number had different destinations. Specifically, respondents from Mukono to Central Business District (CBD) were the majority (58), followed by those from Entebbe to CBD (37), Gayaza to CBD (18), Namugongo to CBD (17). See details in Table 1 below.

Table 1: Coverage of Routes used to the Central Business District

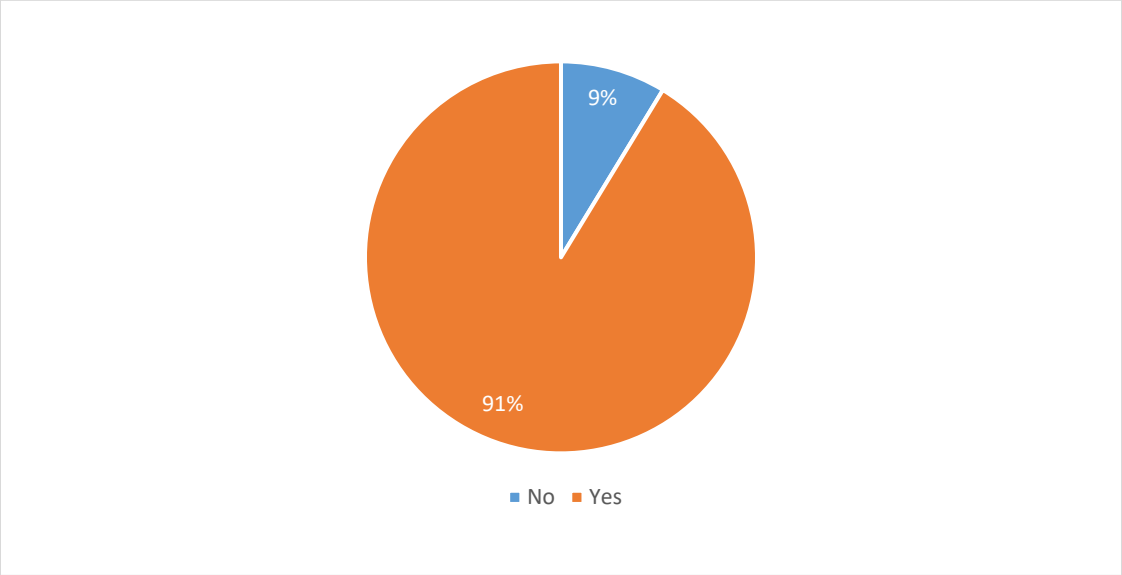
Routes	Respondents Route distribution
1. Entebbe-CBD	37
2. Mukono - CBD	58
3. Kyebando - CBD	9
4. Nansana – CBD	6

Routes	Respondents Route distribution
5. Najjera - CBD	6
6. Luzira - CBD	13
7. Kyengera - CBD	6
8. Kamwokya -CBD	4
9. Kisaasi - CBD	6
10. Kyanja - CBD	15
11. Komamboga - CBD	2
12. Munyonyo - CBD	12
13. Gayaza - CBD	18
14. Namugongo - CBD	17
15. Wakiso – CBD	15
16. Kasangati - CBD	8
17. Kira - CBD	14
18. CBD-CBD	6
19. Mengo – CBD	6
20. Makerere - CBD	3
21. Kawempe - CBD	9
22. Ntinda - CBD	3
23. Bulindo – CBD	4
Others (Other destinations and not CBD)	153

4.3 Respondent's Experience of Flooding in the GKMA

Respondents were asked whether they observed or experienced flooding on their way to the Central Business District and other destinations within the GKMA. They were required to select yes or no. Majority of the respondents (91%) indicated that they had experienced flooding on their way while only 9 percent indicated otherwise, Figure 2.

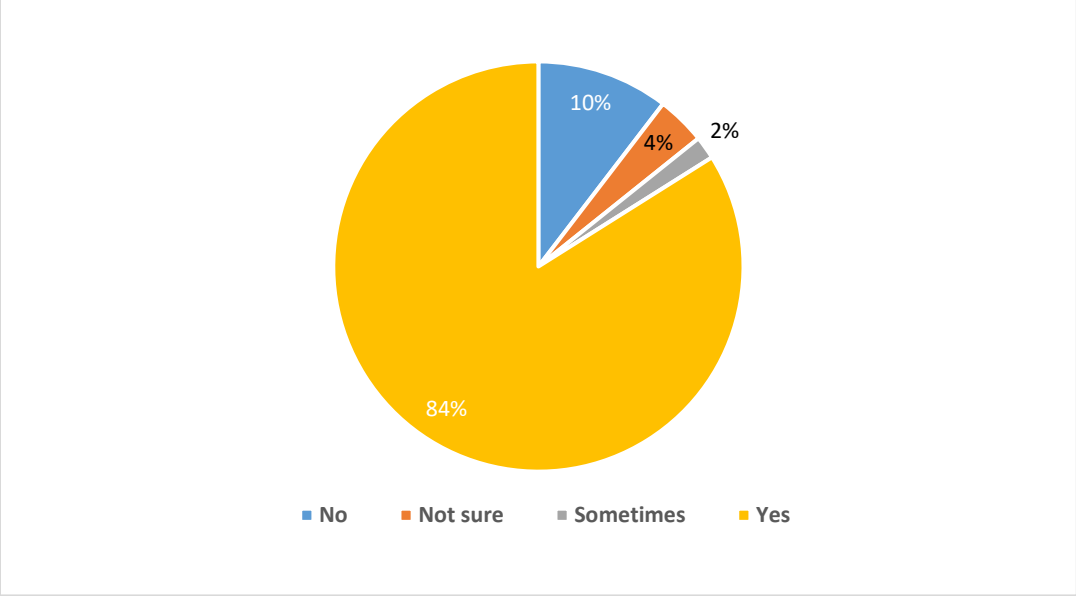
Figure 2: Respondent's Experience of Flooding in the GKMA



4.4 Frequency of Flooding

The study also sought response on the historical frequency of flooding as observed by the respondents. From the findings, 84 percent of the respondents indicated that most of the areas that flooded that day, regularly flood whenever it rains. Flagging these places as flood zones and rendering them a focus for intervention especially in understanding the key contributors to the situation, Figure 3.

Figure 3: Reported Historical frequency of Flooding

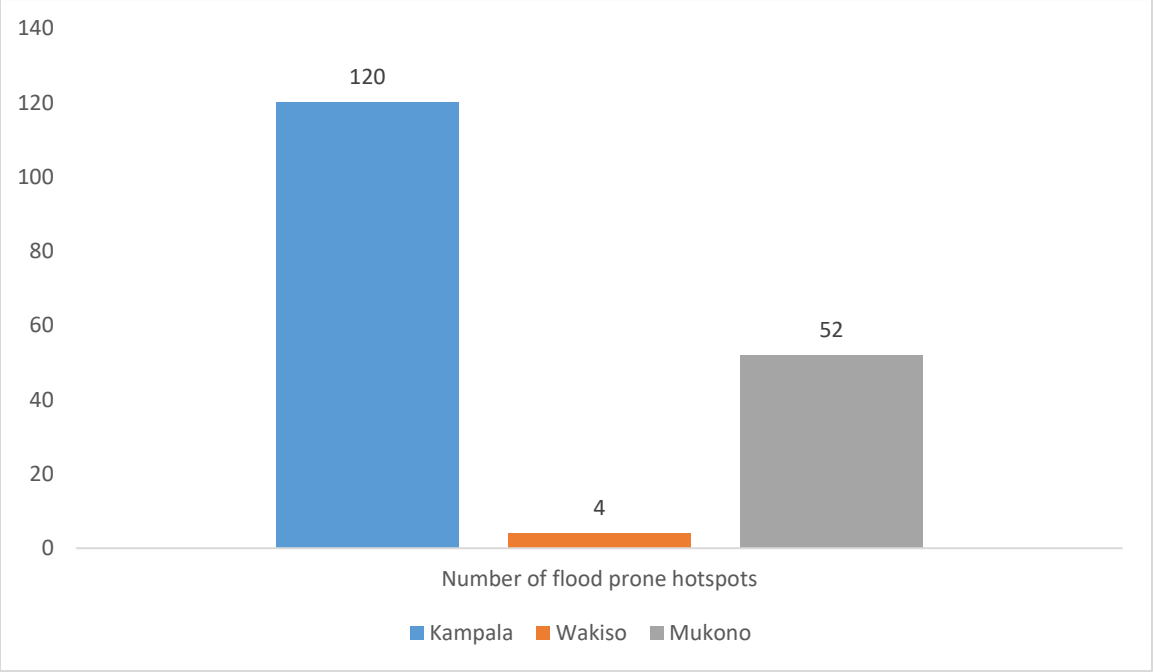


4.5 Flood Hot Spots

According to the results, flooding in the GKMA occurred in more than 100 spots on that day. The most reported spots are Kireka-Banda stretch (58 responses), followed by Bwaise (43 responses), Kyambogo road (42 responses), Kyebando Northern bypass and Lugogo each with 29 responses, Queens' Way/Clock Tower and other sections of the Northern bypass with 24 responses each. A number of these are earmarked as flood hot spots and further data collection is recommended for them, especially post disaster surveys and studies on the actual causes. Details are in Annex table 1.

Additionally, Kampala had the highest number of flood-prone hotspots with 120 locations, followed by Wakiso with 52 and Mukono with four (4) as seen in Figure 4 below.

Figure 4: Flood-prone hotspots in GKMA

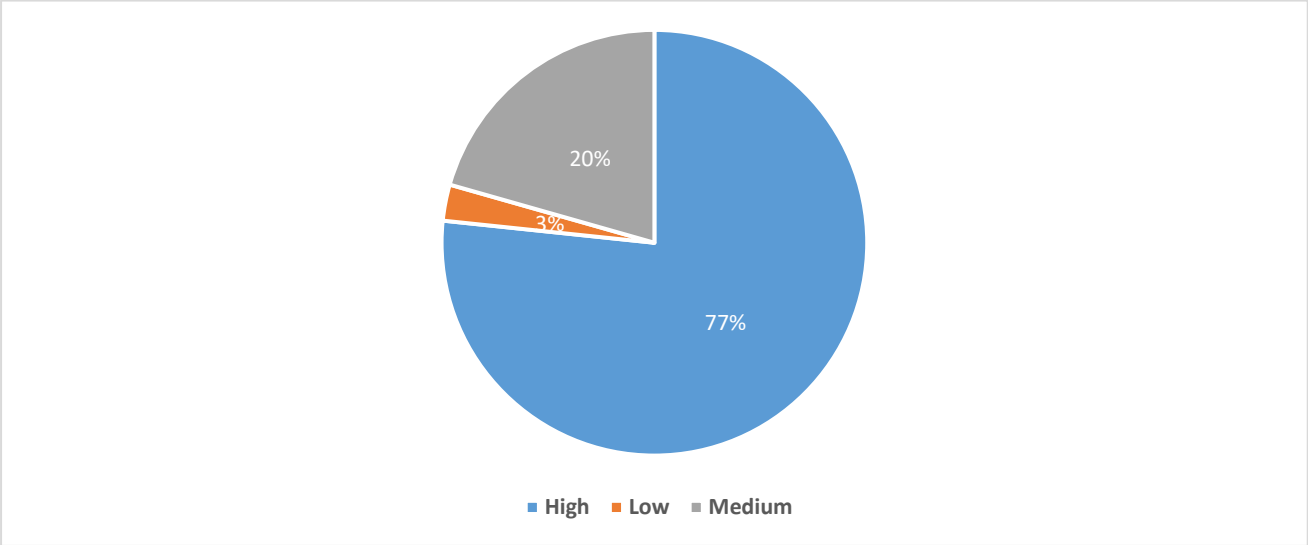


4.6 Magnitude of Flooding

Respondents were asked about the magnitude of the flooding in the areas mentioned above. Responses were ranked as low, medium and high. The findings indicated that the floods that occurred in 77 percent of the locations were of a high magnitude with high volumes of water. This they said posed a great threat to motorists, cyclists and pedestrians. Those ranked medium represented 20 percent while only 3 percent were of

low magnitude. Overall, 97 percent of the spots present medium to high risk to the users of these spots whenever it rains, Figure 5 below.

Figure 5: Magnitude of Flooding

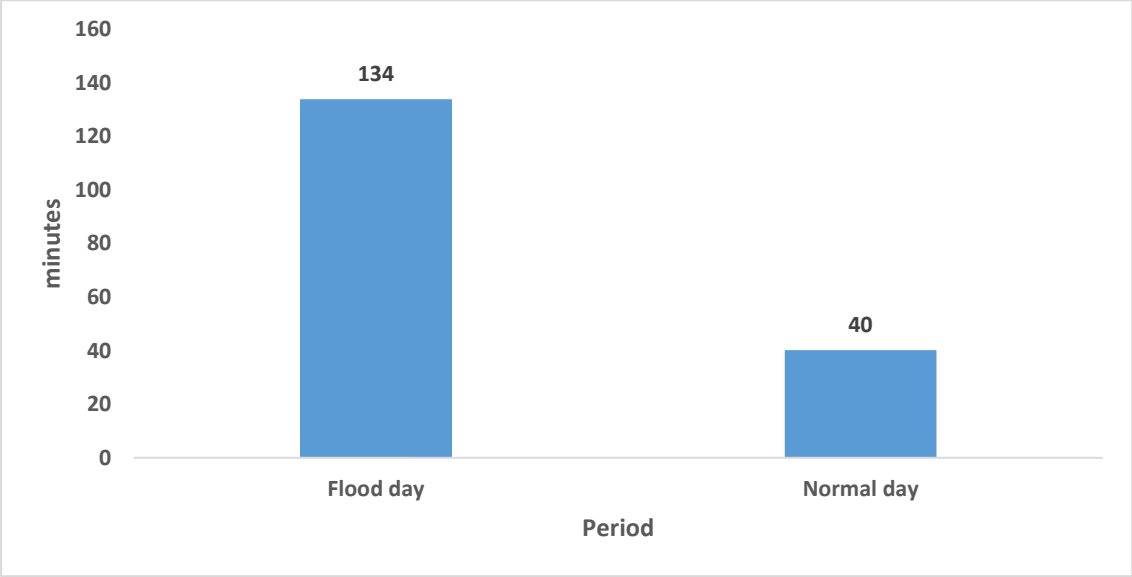


4.7 Time taken to reach CBD on a normal day versus a flood day

Floods slow down traffic since some roads are cut off and the remaining alternative routes are highly congested.

The survey findings indicate that due to floods, the average time taken from places of residence to usual destinations, mostly workplaces, tripled from 40 minutes on a normal day to 134 minutes on the day the floods occurred as seen in Figure 6 below.

Figure 6: Average time taken to usual destination in minutes



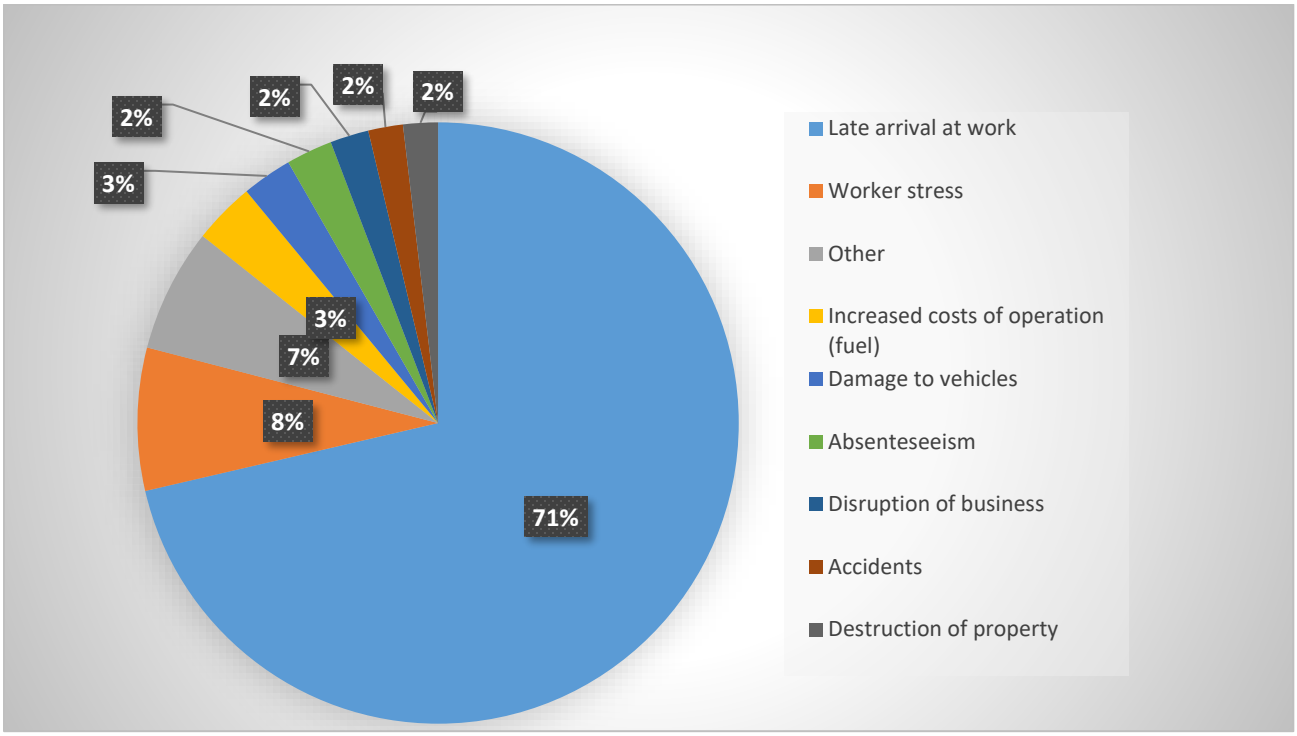
4.8 Impacts of Flooding

When asked about the impacts of the flooding, respondents indicated that floods are responsible for multiple effects on traffic, man work hours and other impacts.

The findings indicated that floods contributed highly to late work arrival due to increased traffic jam as the biggest challenge representing 71.4 percent. In addition, respondents revealed that many workers set off late from their homes as they wait for the rain and floods to reduce, for their safety. This, therefore, greatly affects the man work hours of workers when there is flooding.

More so, results indicate that there is worker stress representing 7.7 percent as many workers reach their places of work when they are tired due to many hours of traffic jam and anxiety about the consequences of delayed arrival where in some cases some lost jobs or had their hourly remuneration reduced due to reduced work hours. Other effects of floods were power blackouts, increased transport fares, damage of infrastructure, increased disease prevalence (allergy and other related diseases), increased car emissions, and loss of lives among others as reported by respondents 6.6 percent of the respondents, see Figure 7 below.

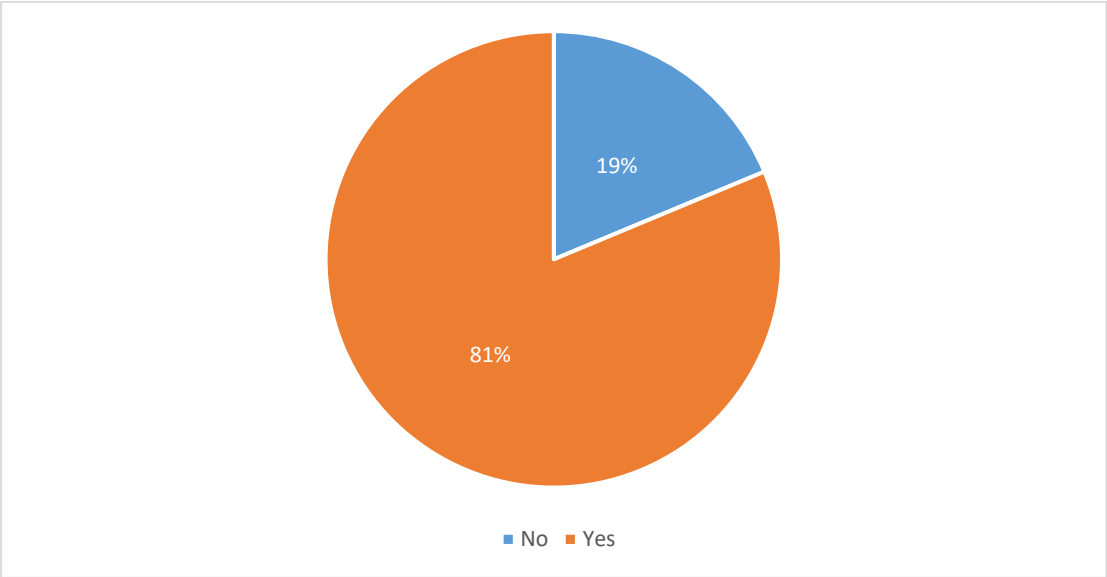
Figure 7: Impact of Floods



4.9 Observed Damage of Property Due to Floods

According to the findings, majority of the respondents travelling within the GKMA representing 81 percent indicated to have observed property damaged due to the floods while 19 percent indicated otherwise, Figure 8 below. This reveals the fact that every time it rains and there is flooding, there's a high likelihood that property is damaged in several locations across the GKMA.

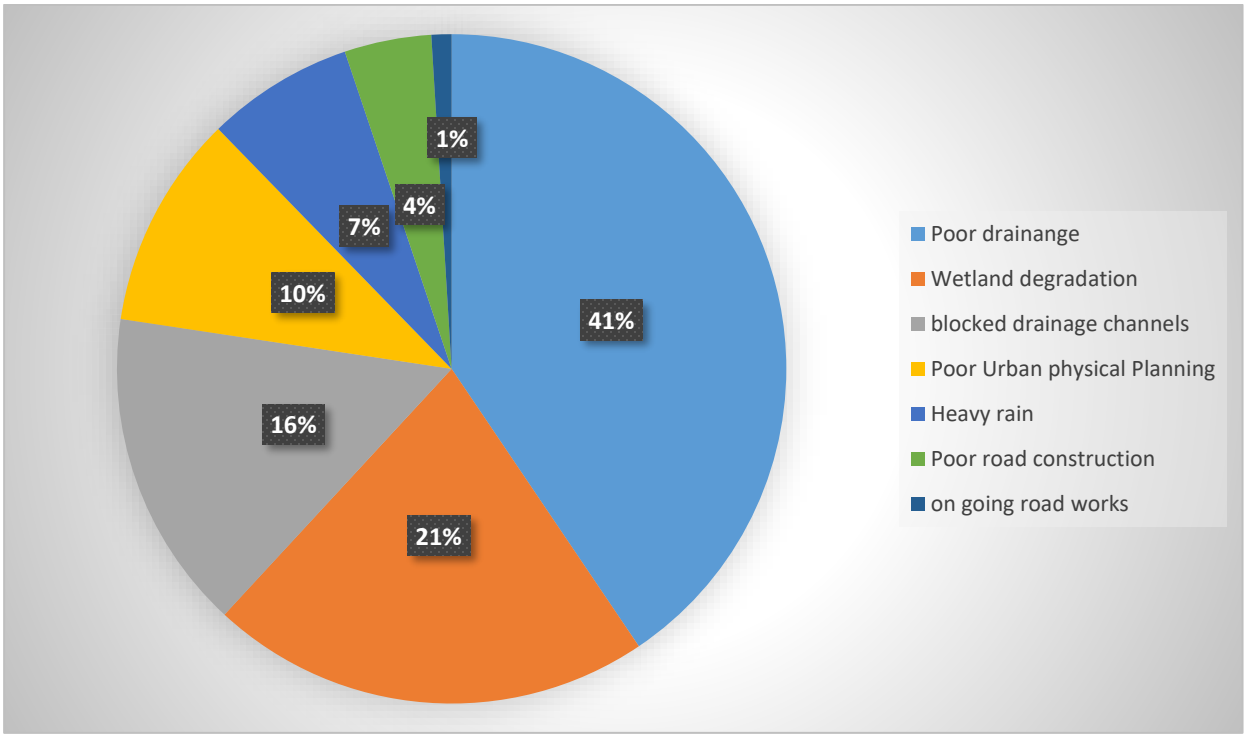
Figure 8: Observed damage of Property due to Floods



4.10 Possible Causes of Flooding

Respondents were asked about the causes of flooding in the various locations where flooding occurred. The findings indicate that poor drainage characterized by narrow drainage channels that can no longer effectively manage the high volumes of run off and in some other cases non-existence of these contributed most to the flooding representing 41 percent, followed by wetland degradation as by the observed mass of infrastructural developments in places formerly wetlands with 21 percent, blocked drainage channels due to mainly waste and silt from construction activities representing 16 percent. In addition, some respondents representing 7 percent attributed this to climate change, citing heavy rains. See Figure 9

Figure 9: Causes of Flooding



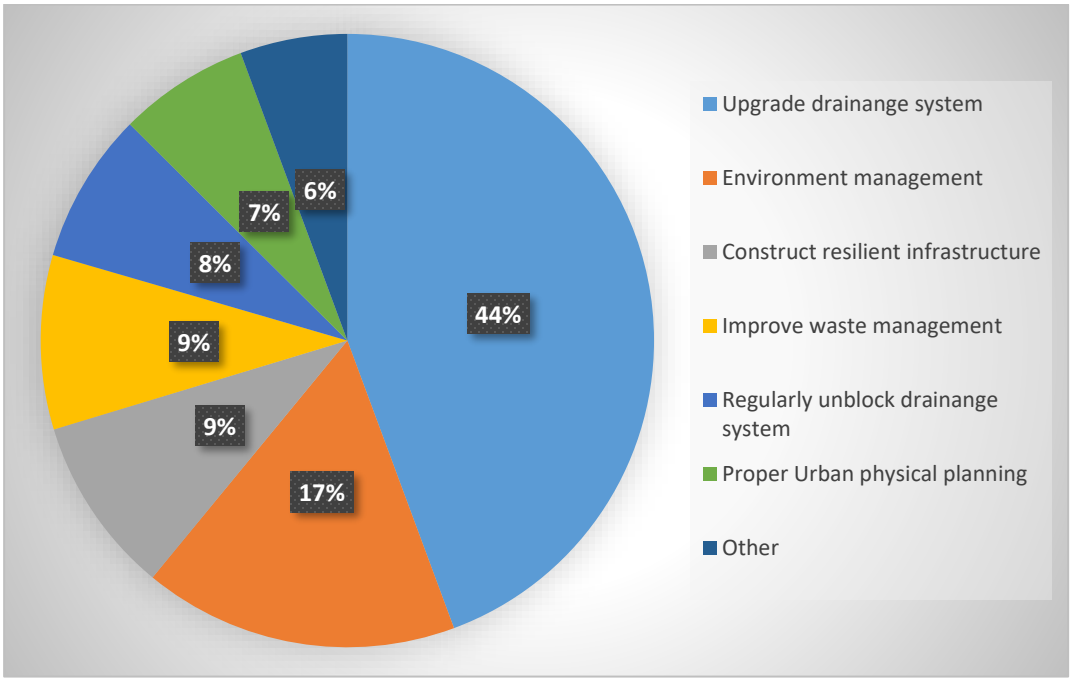
4.11 Interventions to combat the flooding

When asked how flooding can be combatted, majority of the respondents representing 44 percent indicated that the entire drainage system in the GKMA needs to be upgraded to manage the increased volumes of run off and storm water with the current adverse climate effects, followed by proper environment management with 17 percent that includes restoring the degraded wetlands, protecting and conserving wetlands from further damage, strengthening enforcements and evicting those with infrastructural developments in wetlands.

Construction of resilient infrastructure, like flyovers over wetlands, raised roads, roads with wide drainage channels that can withstand climate shocks (heavy rains), especially in flood-prone zones, was suggested as a measure representing 9 percent. Also, improved waste management as a measure, considering that waste is a key source of blockage of the existing drainage channels, is recommended, representing 9 percent. Other interventions like public mindset change and awareness creation about proper

waste disposal and wetland conservation, development of flood risk maps for the GKMA, decongesting the city among others were suggested. See Figure 10 below.

Figure 10: Proposed Interventions



5.0 Limitations and Way Forward

Some of the limitations of the study include:

i. The study was undertaken using a google form and distributed using social media mostly WhatsApp. This favored mostly respondents with smart phones and on WhatsApp affecting the sample size and characteristics of the respondents.

ii. Also, it is observed that the certain routes had a dominant representation of respondents while others with a smaller representation which could have been attributed to the mode of distribution of the forms.

iii. The study was based on respondent opinion with no use of standard parameters/scientific tools for measuring magnitude of floods.

Therefore, to address the above limitations for further similar studies and other objectives of the assessment that have not been fully addressed by this phase of the study, the following recommendations and way forward are provided:

i. Spot Visits by the UBOS team should be carried out in those areas to document facts on the causes of the flooding:

ii. The team is developing a post disaster (flood) tool for piloting in the GKMA. The tool intends to collect more data that includes.

   a. Validating the data provided by establishing the exact spots, capturing GPS coordinates for the identified spots (to support generating a map of GKMA with the flood spots for flood risk mapping),
   b. Area affected including data on affected population and infrastructure
   c. Loss and damage to estimate direct economic loss,
   d. Risk and vulnerability parameters like landscape, status of drainage systems and other flood control systems in the zone,
   e. Activities in the zone,
   f. Magnitude including Height and duration of the flood,
   g. Services disrupted and other characteristics of the catchment area.

It is therefore the request of the team that support be granted to accomplish this pilot to support effective flood data collection across the country.

iii. To engage with the GKMA stakeholders

6.0 Conclusion

This is the first electronic flood rapid assessment survey undertaken by UBOS and the key findings are;

i. Majority (91%) of the respondents experienced/observed flooding as they travelled to the CBD and other destinations within the GKMA

ii. 84 percent of the respondents indicated that most of the areas that flooded that day regularly flood whenever it rains, flagging these places as potential flood zones/hot spots

iii. Flooding occurred in more than 100 spots. The most reported spots are Kireka-Banda stretch, Bwaise, Kyambogo road, Northern bypass and Queen's way/clock tower.

iv. Overall, 97 percent of the flood spots present a medium to high risk to the users (pedestrians and motorists) whenever it rains.
v. The average time taken from places of residence to usual destinations, mostly workplaces, more than tripled from 40 minutes on a normal day to 134 minutes when the floods occurred.
vi. Flooding mostly results in late arrival at work and also increases worker stress
vii. property damage is a common occurrence across different locations of the GKMA whenever it floods.
viii. Poor drainage is the major reported cause of flooding, followed by wetland degradation.
ix. The most proposed intervention to combat flooding is the upgrade of the drainage system as well as restoration and proper management of the environment.

Considering that Uganda experiences multi-hazards across different locations, it is key that the Bureau undertakes more surveys for the various hazards and their impacts on people, ecosystems and physical assets. This will support disaster preparedness and building resilience of communities and the economy against these shocks.

Also, it is the mandate of the bureau in collaboration with the Disaster Management Ministries, Departments and Agencies to produce high quality data and statistics on Extreme events and disasters for their various purposes locally and globally as enshrined in the Sendai Disaster Risk Reduction framework. This therefore is to request the bureau to consider undertaking regular activities to contribute to achieving a comprehensive State of Disaster outlook for Uganda.

ANNEX TABLES

Location (Flood prone Area)	District	Number of Responses
Kireka-Banda Stretch	Wakiso	58
Bwaise	Kampala	43
Kyambogo Road	Kampala	42
Lugogo	Kampala	39
Kyebando Northern Bypass	Kampala	29
Northern bypass	Kampala	24
Queen's way/Clock tower	Kampala	24
Industrial Area	Kampala	22
Kalerwe	Kampala	19
Bata bata along Entebbe Road	Kampala	18
Kinawataka Katoogo	Kampala	17
Jinja road traffic lights	Kampala	16
Kitetika (Kumbuzi)	Wakiso	15
Kubiri traffic lights	Kampala	14
Mukwano Road	Kampala	14
Zana	Wakiso	13
Nakiyanja swamp Nsasa	Wakiso	11
Kira Road Police Station	Kampala	10
Lubigi	Kampala	10
Nakawa	Kampala	7
Nateete	Kampala	6
Namanve	Mukono	6
Najjera	Wakiso	6
Namasuba	Wakiso	6
Acacia along Golf Course	Kampala	5
Mulago	Kampala	5
Entebbe road	Kampala	4
Kamwokya	Kampala	4
Kawempe	Kampala	4
Komamboga	Kampala	4
Nalukolongo	Kampala	4
Namungoona round about	Kampala	4
Ntinda	Kampala	4
Serena Hotel	Kampala	4
Watindo bombo rd	Kampala	4
Fuellex Petrol station – Lweza	Wakiso	4
Kira Kasangati valley	Wakiso	4
Nabweru	Wakiso	4
Centenary Park	Kampala	3
Kampala Road	Kampala	3

Location (Flood prone Area)	District	Number of Responses
Kitintale Gulf Zone 13	Kampala	3
Kiwatule Balintuma zone	Kampala	3
Kololo airtsrip	Kampala	3
Mbuya-Katoogo	Kampala	3
Mulwana Road	Kampala	3
Buwaate	Wakiso	3
Kasokoso	Wakiso	3
Ndeeba	Wakiso	3
Nansana Lubigi Area	Wakiso	3
Above lohana sec school	Kampala	2
Akamwesi kyebando road	Kampala	2
Along kisaasi kisota road before Mariam High school	Kampala	2
Bugolobi	Kampala	2
Garden City	Kampala	2
Kampala	Kampala	2
Katwe	Kampala	2
Kawala kyebando	Kampala	2
Kisasi Roundabout	Kampala	2
Kitante	Kampala	2
Kyanja	Kampala	2
Luzira	Kampala	2
Mayanja on Bombo Road	Kampala	2
nakawa Lugogo stretch	Kampala	2
Northern Bypass around Bwaise	Kampala	2
Waliggo Road	Kampala	2
Wampewo	Kampala	2
Gayaza Road	Wakiso	2
Kosovo	Wakiso	2
Namboole	Wakiso	2
Nansana	Wakiso	2
Namboole Bypass round about	Wakiso	2
After Prime Petrol station in Kyanja	Kampala	1
Aga Khan Kisekka Junction	Kampala	1
Around total Salama	Kampala	1
As you slope down at Nsibambi's place.	Kampala	1
Bukasa	Kampala	1
Bulamu road off kira kasangati	Kampala	1
Busega	Kampala	1
Capital City	Kampala	1
Ethiopian Embassy	Kampala	1

Location (Flood prone Area)	District	Number of Responses
Gaba road swamp crossing	Kampala	1
Infront of Kampala Parents	Kampala	1
Kabalagala	Kampala	1
Kabowa Diniya	Kampala	1
Kabuuma Katoogo,	Kampala	1
Kafunda	Kampala	1
Kasenyi	Kampala	1
Katanga	Kampala	1
Kazo Angola	Kampala	1
Kibaati	Kampala	1
Kimombasa	Kampala	1
Kisaasi	Kampala	1
Kisaasi guest house	Kampala	1
Kitebi railway	Kampala	1
Kiyanja zone(Kanyanya]	Kampala	1
Kulekaana	Kampala	1
Kungu	Kampala	1
Lufula	Kampala	1
Lusaze	Kampala	1
Lutunda zone	Kampala	1
Makerere Valley	Kampala	1
Masanavu along northern bypass	Kampala	1
Mawanda road	Kampala	1
Mengo	Kampala	1
Middle of town	Kampala	1
Ministers Village Ntinda	Kampala	1
Ministry of internal affairs	Kampala	1
most places of mengo	Kampala	1
Mulago- Kamwokya stretch	Kampala	1
Multiple spots along the Nothern Bypass	Kampala	1
Mutungo Zone 4	Kampala	1
Najjanakumbi	Kampala	1
Nakawa Spear Motors	Kampala	1
Nakivubo blue school area	Kampala	1
Namuwongo around meeting point	Kampala	1
Ndejje Kanaaba and Clock Tower	Kampala	1
Ndemba	Kampala	1
Nsambya	Kampala	1
Ntebe road	Kampala	1
Oasis Mall	Kampala	1
Old Kampala	Kampala	1

Location (Flood prone Area)	District	Number of Responses
Pass over	Kampala	1
Road junction between Liberty I'd and..	Kampala	1
Roads	Kampala	1
Salama road	Kampala	1
Sembule near kabusu	Kampala	1
shoprite lugogo	Kampala	1
Sir Apollo at junction	Kampala	1
Soya	Kampala	1
The entire capital city	Kampala	1
The road to st Catherine	Kampala	1
The valley after Kampala Quality Primary School	Kampala	1
Jinja road	Kampala	1
Northern Bypass	Kampala	1
Ttula kawempe	Kampala	1
Wakaliga zone 7	Kampala	1
Wankulukuku	Kampala	1
Yusuf Lule Road	Kampala	1
Ziranumbu	Kampala	1
Seeta	Mukono	1
Seeta around Victory church	Mukono	1
After ki bloka nansana lubiji	Wakiso	1
Below Roofings Lubowa	Wakiso	1
Between namasuba and batabata stage	Wakiso	1
Bunga	Wakiso	1
Bweyogerere	Wakiso	1
East African Road	Wakiso	1
Entebbe, Lugonjo Village	Wakiso	1
Express highway	Wakiso	1
Gayaza Kyanja route	Wakiso	1
Kageye	Wakiso	1
Kawanda mayanja	Wakiso	1
Kikaya toward Northern Bypass	Wakiso	1
Kitubulu	Wakiso	1
Kiwango	Wakiso	1
Kyaliwajjala	Wakiso	1
Landmark school-namasuba	Wakiso	1
Lubowa	Wakiso	1
Lusanja	Wakiso	1
Mamerito- kito road	Wakiso	1
Matuga	Wakiso	1

Location (Flood prone Area)	District	Number of Responses
Nabusugwe	Wakiso	1
Najeera	Wakiso	1
Nakasajja	Wakiso	1
Nakawuka road at lubumba village	Wakiso	1
Naluvule	Wakiso	1
Namasuba batabata	Wakiso	1
Namugongo	Wakiso	1
Namugongo Kyaliwajjala road	Wakiso	1
Near Homisdallen School Gayaza	Wakiso	1
Roundabout on kireka road	Wakiso	1
Ssebanakitta feeder road to Kalagi road	Mukono	1
Stabex near Munaku stage	Wakiso	1
The Nakiyanja valley	Wakiso	1
Wamala Centre	Wakiso	1