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This sounds a promising move. But Bujenje county MP Ephraim Biraro told The Observer he had made enough lobbying for the road to be included on the list of figures analysts say could do much of the country's roads if well utilised.

In the last three years, the national roads infrastructure budget has soared to over Shs 1 trillion annually - with the 2013/14 budget stretching to Shs 2.3 trillion - the central government. However, not even a penny has been allocated to work on it.

This is Buhweju district's only main road. Two saloon cars can hardly bypass each other. And right from the district's main entry at Kabwohe in Sheema or Bwizibwera in the roots of a mountain. The weak-hearted will never wish for a ride on the road. 

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Aboard a motorcycle, the rider asks me to hold him firmly. He warily rolls over stones; we jump in the air and firmly get back to the road.

"Don't worry; just hold me," he calms me.

"You see, I must say we [the people of Buhweju] have been neglected so much. Whenever it rains, you can't move out just [because] there is 'no road';" she says strongly.

"You have to call those who can [afford to transport the goods] to the market to buy it from here."

And the residents, mostly farmers, must use this road for their errands, which appears impossible sometimes, especially when it rains. Welcome to Kikondere village, Kisenyi sub-county, home to Constance Bamuyaga, one of the residents who eke a living through farming.

At her residence, you are welcomed to a banana grove, jack fruit trees, and apple garden. Seated under a jack fruit tree in her compound, Bamuyaga smiles brightly, seeing the healthy fruits any farmer would wish to have.

Big as the fruits are, she may not get someone to buy them or she may be compelled to sell them at giveaway price, as low as Shs 300 each.

"It is impossible to get any goods to the next market," she says.

"And they will give you a price of their choice because you called them."

She means brokers - call them middlemen, who come from the neighbouring districts of Ibanda, Mbarara and Bushenyi to buy the farmer's produce in Buhweju.

"They are few," she says, "Not many [traders] can risk this side [Buhweju]."

To understand Bamuyaga's agony, picture this. In the recent rainy season, when the road was muddy and slippery, she sold a bunch of matooke at Shs 3,000. At the market, the same bunch goes for between Shs 15,000 and Shs 20,000.

"This isn't worth my efforts." And who took the profit - the middleman.

Bamuyaga is but one of the thousands of residents who are cursing because of the pitiable road network. It's a Friday afternoon and 57-year-old Angelica Kurmesiga is sorting beans for sale at her retail shop in Omukagyera village, Kibimba parish.

Desperate for buyers, she welcomes me with enthusiasm, but turns peevish when I tell her I am not a buyer. In a couple of days, Kurmesiga's children will head back to school for second term and she surely needs money.

The problem is not that she doesn't know where the market is; it is how to get there. Hiring a boda boda to the nearest market in Bwizibwera, about 13km away, costs between Shs 15,000 and Shs 20,000. The charge is exorbitant because it is equivalent to a sacrifice to ride through the district.

"And how much will I get after selling?" she asks.

In rainy seasons, the roads are muddy and slippery- leaving left residents at the mercy of the middlemen, looking for a kill. In his 2011 visit to the district, President Museveni's convoy got stuck in an extremely muddy and slippery road in Rugongo village in Karungu sub-county, forcing the president to walk about 4km to commission Tamu hospital in Karungu, Buhweju.

Many who saw him that day thought the roads would finally be fixed, but little has been done. Michael Tumwesigye, 34, owns a commercial truck which he uses to fend for Tamu hospital in Karungu, Buhweju.

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On a good day, I earn Shs 70,000," he says, adding: "If the road was paved, I'm sure I would be making about Shs 140,000, double what I earn now."

Buhweju district was carved out of Bushenyi in 2009, with the aim of 'bringing services closer to the people'.

Residents expected access to clean water, health services and paved roads. Three years down the road, there is nothing tangible to show.

The district's only main road, from Kabwohe through Nsiika sub-county, which houses the district's headquarters, connecting to Katerera in Bunyaruguru, is under the central government. However, not even a penny has been allocated to work on it.

In the last three years, the national roads infrastructure budget has soared to over Shs 1 trillion annually - with the 2013/14 budget stretching to Shs 2.3 trillion - the figure analysts say could do much of the country's roads if well utilised.

On his recent visit to the district, minister of Works Eng Abraham Byandala told the residents: "I feel for you; given the nature of your terrain, I will make sure that we send machines tailored to work in such geographical terrain," he said.

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