All Imports and Exports to be cleared under Single Customs Territory regime

- Goods under Single Customs Territory are cleared faster than those under Home use and Transit regimes
- Coffee, Tea, Fish, Hides and Skins exports are already being cleared under Single Customs Territory
From 28 to 31 May 2018, more than a hundred Stakeholders and Delegates from the Northern Corridor Member States gathered in Mombasa, Kenya, for reviewing and validating the 12th issue of the Northern Corridor Transport Observatory Report and holding Back to Back joint Technical Committee Meetings on the Northern Corridor programs, namely; Transport Policy and Planning, Customs and Trade Facilitation, Infrastructure Development and Management and Private Sector Investment Promotion.

The Northern Corridor joint Specialized Technical Committee Meetings were also attended by a high level delegation from Maputo Corridor Logistics Initiative (MCLI) with the aim to share experiences and best practices from the two Corridors’ activities and achievements.

NORTHERN CORRIDOR
GREEN FREIGHT PROGRAMME

The ultimate goal of Northern Corridor Green Freight Program is to reduce fuel consumption and emissions by:

2. Advocating for a shift of traffic to more sustainable freight transport systems and modes.
3. Streamlining transport activities: optimizing routes, consolidating loads and reducing empty runs.
4. Identifying areas of action and overcoming barriers by enhancing capacity and mobilizing support.
5. Improving scientific understanding of climate pollutant impacts and mitigation strategies and promoting best practices and showcasing successful efforts.
6. Awareness on Road Safety and accidents mitigation.

SHORT-TERM TARGETS

1. Improved fuel economy litres per ton-km for trucks by at least 5% by 2021.
2. Reduction in Particulate Matter (PM), black carbon emissions and Oxides of Nitrogen (NOX) grams per ton-km by at least 10% by 2021.
3. Reduction of CO2 emission intensity grams per ton-km by 10% by 2021.
4. Reduction of road accidents by 10% per million truck-kilometer.
Joint Cross Border Committees: Multisector collaboration still needed

Five years after the Northern Corridor Council of Ministers’ resolution made in December 2013 to support the Member States in strengthening/formation of Joint Border Committees (JBCs) and Joint Cross-Border Committees”, it emerged that constraints in functioning of Joint Cross Border Committees (JBC’s) along the Northern Corridor still exist. These include communication gap between members of the Joint Border Committees and Policy makers, lack of lead agencies, composition of JBCs membership that leaves out the Private Sector representatives, lack of regular meetings, etc.

The rationale behind the institutionalisation of the JBCs was to formalize the multisector collaboration between the public and private sector stakeholders involved in the handling and clearance of goods at the border stations for the purpose of addressing operational challenges which may arise at the border stations.

At some border stations, Joint Border Committees do exist. However, their performance needed to be evaluated and measures taken to strengthen them whereas at some borders there are no JBCs and they need to be formed. Furthermore, there is need for formation of Joint Cross Border Committees where the public and private sector stakeholders operating in the adjoining States come together to discuss issues affecting their operations.

At the Kenya/Uganda border station of Malaba for example, each side has a Joint Border Committee. The JBCs at Malaba are chaired by Customs Authorities and expected to meet monthly. But it was observed that the meetings are not regularly held. Kenya has an institutional framework for formation of JBC’s but Uganda does not have one.

Following a mission led by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) Secretariat to Malaba and Elegu/Nimule to evaluate the implementation of the five year resolution by the Council of Ministers and institutionalisation of JBCs at the Kenya/Uganda Malaba border stations. Members and stakeholders of the JBCs agreed that each side of the border would hold a JBC meeting on a monthly basis, the two JBCs to hold Joint Cross Border Committee meetings on a quarterly basis and reports to be shared with higher authorities and the NCTTCA Secretariat.

At the Uganda/South Sudan Elegu-Nimule Border Station, it was observed that the current focus of the Border Management Committees at either side of the border is security. The Private Sector is also not part of these Committees. Joint Border Management Committee meetings at Elegu are held monthly whereas the meetings at Nimule are held when the need arises. Elegu Joint Border Management Committee meets regularly and chaired by the Border Internal Security Officer. The Committee comprises of government agencies. On the other hand Nimule also has and holds Border Management Meetings with membership drawn from Government agencies.

During the workshop for stakeholders from South Sudan and Uganda held at Elegu to strengthen the functioning of Joint Border Committees, it was agreed that Joint Border Management Committees at Elegu-Nimule formally evolve into Joint Border Committees as per the guidelines approved by the Northern Corridor Council of Ministers; the committees shall include the Private Sector and have working groups to address issues which are particularly for exclusive concern of the agencies such as security concerns. The two Joint Border Committees formed at either side of the border will form the Cross Joint Border Committee and should meet on a quarterly basis.

In putting the operationalisation of the JBCs at another level, the Revenue Authorities will collaborate with NCTTCA Secretariat to come up with Key Performance indicators to be reported periodically and also a mechanism for exchange of data needed to generate those performance indicators.
All Imports and Exports to be rolled out under Single Customs Territory regime by September 2018

The 14th Summit of the Northern Corridor Integration Projects (NCIP) held in Nairobi on 26th June 2018 commended the good progress made in the implementation of the Single Customs Territory and observed that Partner States have rolled out all imports into the SCT leading to a significant reduction of the cost of doing business. Leaders directed Partner States to fully roll out exports under the Single Customs Territory by September 2018, and implement measures to ensure efficient clearance and movement of cargo to and from the Port of Mombasa.

As reported by the Secretariat of the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) at the 14th NCIP Summit, the Northern Corridor Time Release Study revealed among others that Goods under Single Customs Territory (SCT) are cleared faster at the Port of origin (Mombasa Port), One Stop Centre level, Document Processing Centre and Various Border Posts.

This has been clearly evident at the Port of Mombasa through the analysis of the time taken by Single Customs Territory goods from offloading to arrival at the exit gate.

During the 13th NCIP Summit held in Kampala, the Single Customs Territory (SCT) Cluster and the NCTTCA Secretariat were directed to closely follow up on the Time Release Study (TRS) and report to the next NCIP Summit. The NCTTCA Secretariat was at the same time directed to report on the Northern Corridor performances and to identify areas for improvements.

At the time of the Time Release Study, all imports to Rwanda were under SCT and only selected products to Uganda were cleared following the SCT procedures. Other Imports to South Sudan, Burundi and DRC were still using the previous transit regime.

Comparing times taken to move goods through three Customs regimes that were in place namely; Home Use, SCT and Transit Goods, Cargoes travelling under the Single Customs Territory are cleared and arrive at the Port Exit Gate within 13.5 hours of being offloaded; while those travelling under Home use and Transit regimes take over 72 hours (3 days) and 144 hours (6 days) respectively.

At the Malaba border post, the impact of the Single Customs Territory was also seen through the total time taken at the Malaba border crossing being substantially less than 7 hours for goods travelling under Single Customs Territory compared to 5 Days for Home Use Goods or 19 Hours for others goods in Transit.

The impact of the Single Customs Territory was also seen in the lower dwell times for trucks at the inland stations.

At the time of the Time Release Study, all imports to Rwanda were under SCT and only selected products to Uganda were cleared following the SCT procedures. Other Imports to South Sudan, Burundi and DRC were still using the previous transit regime.

The NCTTCA Secretariat reported that recommendations from the Time Release Study were discussed with Revenue...
Authorities and other Stakeholders (Road Authorities, Ports and Inland Container Depots) and a number of the recommendations have already been implemented.

Those recommendations/challenges include: Putting in place interconnected computer systems; Ensuring that when unplanned outages inevitably occur, electronic processing can still take place and so that there is no requirement to rely on manual processes; Establishing a regional “Authorized Economic Operators” programme.

The Terms of Reference, for the Northern Corridor Time Release Study did not however include impact of the Single Customs Territory on the Cost of Doing business along the Northern Corridor.

The 14th Northern Corridor Integration Projects (NCIP) Summit held on 26th June 2018 in Nairobi directed once again the NCTTCA Secretariat to continue monitoring the Performance of the Corridor and report to every NCIP Summit.

Coffee, Tea, Fish, Hides and Skins exports are already being cleared under Single Customs Territory

From June 2018, regional exporters of coffee, tea, fish, hides and skins were set to enjoy faster transit times when exports of the commodities started being cleared under the Single Customs Territory.

The new regime seeks to minimise delays and associated costs for goods moving across borders to export markets by having them cleared at the point of origin.

This implies minimizing further customs controls at border points and ports when being loaded for shipping overseas.

East Africa Community member states agreed to begin with the five commodities, for which a pilot exercise was started on 10th May 2018.

This followed a directive of the 19th East African Community Summit meeting held in February 2018 which directed the Single Customs Territory regime to cover all products.


Rwanda was in 87th position in the ease of facilitating cross-border trade. Kenya followed closely at number 106, Uganda at 127, Burundi at 164 while Tanzania was at position 182.

Trade experts say removing non-tariff barriers can reduce the cost of moving goods across borders by between 12.5 per cent and 17 per cent.

Progress has been made in the region with goods taking only about three to five days to get from the ports of Mombasa or Dar es Salaam to Kampala, Kigali or Bujumbura.
Among the key projects that featured prominently during the meeting is the Standard Gauge Railway (SGR), which is a flagship project aiming to connect the port of Mombasa to Kigali and Juba via Uganda.

On the SGR, the Summit directed that the concerned to expedite financing options for Kampala-Bihanga-Mirama-Kigali, Tororo-Gulu-Nimule/Gulu-Pakwach sections.

The Summit lauds the completion and commissioning of Mombasa-Nairobi section of the SGR in 2017 which is already transporting an increasing number of passengers and cargo.

President Kenyatta underscored the immense benefits of the joint interventions initiated under the NCIP since its inception in 2013.

“IT is definitely good news for our citizens,” said President Kenyatta as he cited joint actions such as the Single Customs Territory that has resulted in reduced transit times and cost of goods.

He assured his regional colleagues that Kenya would sustain the momentum in the implementation of the remaining phases of the SGR to reach the Kenya-Uganda border town of Malaba.

President Museveni emphasized to the Summit that, Uganda’s economy relied largely on its neighbours such as Kenya that buy its excess produce such as maize and milk.

“I used to take milk from Kenya, but now it’s Kenya and other East African countries that are consuming our milk. We have about 2.5 billion litres of milk but we can only consume 800 million litres, the remaining 1.7 million is being consumed by other East African countries,” said President Museveni.

He directed Uganda Revenue Authority officials based at the port of Mombasa to ensure that there is no backlog of cargo destined to Uganda at the port.

President Kagame thanked President Kenyatta for reconvening the Summit after a two-year break. He called for the re-examining of the efforts required to enable the implementation of joint projects that will develop lives of citizens.

“We had made headway in bringing government, businesses, local and foreign investors in partnership to enable these projects that are important to the development of our citizens. We can now keep up the momentum in fashioning and implementing joint initiatives and projects for the benefit of our region,” said President Kagame.

To ease the circulation of petroleum products in the region as a key source of industrial and domestic energy, the leaders agreed to come up with “the Lake Victoria intermodal transport system” pending consultations on re-scoping of refined petroleum products pipeline.

Further, the leaders agreed to allocate more funding for the development of centres of excellence to support creation of requisite human resource capacities needed for the implementation and sustenance of NCIP projects.

On the setting up of a commodities exchange mechanism, the Summit received an update on the harmonisation of standards for commonly traded commodities and directed partner states to fast track the process.

“The summit directs partner states to expedite development of interlined trading platforms,” this was highlighted in the communiqué.

The summit also considered and adopted the Accession Treaty to the Mutual Defence Pact and agreed to finalise an agreement on the establishment of a Centralised Aeronautical Database for the Northern Corridor Airspace bloc.

The Heads of State were also briefed on the progress being made in ICT and were keen on the status of the One Network Area (ONA) for voice which is fully operational in all the partner states, while ONA for data is operational in Kenya, Uganda and Rwanda.

Operations at the Mombasa port, a key entry and exit point for cargo in the region, was also discussed, the leaders directed responsible agencies to ensure efficient and seamless clearance and movement of cargo. To this, Kenya was to convene a meeting of Stakeholders by 31st July 2018 to consider proposals to decongest and enhance efficiency at the Port of Mombasa.

The 14th NCIP Summit: Leaders reaffirmed their commitment to advancing regional integration

The 14th Summit of the Northern Corridor Integration Projects (NCIP) held in Nairobi on 26th June 2018 reaffirmed the Leaders’ commitment to advancing regional integration while underscoring the importance of accelerating socio-economic transformation, industrialisation and employment creation. The Summit hosted by H.E Uhuru Kenyatta, President of the Republic of Kenya, was attended by H.E Paul Kagame, President of the Republic of Burundi, Democratic Republic of Congo, Federal Democratic Republic of Ethiopia and the United Republic of Tanzania. The Ag. Executive Secretary of the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and the Private Sector representatives from the Partner States also attended the 14th Summit of the NCIP.

During the summit which was preceded by a ministerial meeting, the leaders reviewed the progress made in the implementation of the various resolutions reached at the 13th NCIP Summit.

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The 14th NCIP Summit Directives as regards the NCTTCA’s Mandate

1. On Standard Gauge Railway (SGR)

The 14th NCIP Summit directed the Ministers concerned to conclude the financing agreements for the Naivasha-Kisumu, Kisumu-Malaba, Malaba-Kampala sections by September 2018. They further directed that application for finance of Kampala-Bihanga-Mirama-Kigali, Tororo-Gulu-Nimule/Gulu-Pakwach sections be expedited.

The Summit directed Uganda and South Sudan to fast track the bankable feasibility studies for the remaining Northern, Western and Bihanga-Kasese-Mpondwe; Nimule-Juba sections.

2. On ICT Infrastructure Development

The Summit directed Partner States to expedite cross-border mobile financial services. In view of increased threats posed by cybercrime, the Summit directed that the MOU on Cyber Security be fully implemented. The Heads of States noted the One Network Area and directed States to ensure full compliance by all Operators. The Summit directed Ministers of ICT to consider establishing an East Africa Single Digital Market and Partner States owned Communication Satellite. In this regard, they directed their respective Ministers to carry out feasibility studies on these projects.

3. On financing of projects and private sector participation

The Summit noted the progress made in the sourcing of funding as well as the involvement of the private sector in the implementation of the Northern Corridor Integration Projects. The Summit directed the responsible Ministers to finalize bankable projects for implementation through Public-Private Partnerships.

4. On the development of refined petroleum products pipeline

The Summit decided that pending consultations on re-scoping of the refined products pipeline, Partner States will develop the Lake Victoria inter-modal transport system.

5. On Commodities Exchange

The Summit received an update on the harmonisation of standards for 18 commonly traded commodities. The Summit directed Partner States to expedite development of interlinked trading platforms.

6. On Human Resource Capacity Building

The Summit underscored the importance of developing the requisite skills for critical infrastructure such as SGR, oil pipelines and energy projects. In this regard, the Summit directed that Centres of Excellence be allocated adequate resources.

7. On Land for Infrastructure Corridor

The Summit noted the progress made in acquisition of land, geospatial data and valuation processes for the Northern Corridor Integration Projects.

8. On Single Customs Territory (SCT)

The Summit noted the good progress made in the implementation of the Single Customs Territory and observed that Partner States have rolled out all imports into the SCT leading to a significant reduction of the cost of doing business. The Summit directed Partner States to implement measures to ensure efficient clearance and movement of cargo from the Port of Mombasa.

9. Frequency of the NCIP Summit

The Heads of State decided to hold Northern Corridor Integration Projects Summit once every four (04) months. They directed their respective Ministers to ensure that Cluster meetings are held once every two (02) months to effectively follow up on implementation of Summit directives.

Northern Corridor: Free movements of Labour and Services not yet achieved

During the 14th NCIP Summit held in Nairobi on 26th June 2018, it was noted that although free movement of people was guaranteed among Partner States, free movement of labour and services had not been achieved yet. Partner States were then requested to re-examine what has been done and what is still to be done in order to implement the agreements.

The biggest achievement in free movement of people is that citizens have been using national identification cards to travel between Rwanda, Kenya and Uganda since 2014.

Partner states also waived work permit fees for citizens. However, certain jobs in Member States are restricted to nationals on the basis of promoting local skills.

On tourism, the launch of the East African Tourist Visa in 2014, allowed travellers to visit Kenya, Rwanda and Uganda using a single visa over a 90-day period.

On trade, the implementation and developments of one-stop-border posts significantly easing the movement of trucks and goods.

Implementation of the Single Customs Territory (SCT) has been also praised for reducing the cost of imports though there is still a need to roll out all exports under the Single Customs regime to be cleared more quickly.

A deadline of September 2018 was agreed on for Partner States to fully roll out export-support mechanisms under the SCT.

Partner States were urged to hasten the implementation of liberalised air service agreements that will lead to reduced travel fares for citizens.

Currently, no significant progress has been made on lowering air travel costs in the region.

Protectionism among national carriers is blamed for exorbitant airfares, which have made travel in the region expensive, according to a survey by research firm InterVISTAS.

The survey showed that liberalisation of East Africa’s airspace would contribute $200 million to the bloc’s annual GDP, increase passenger traffic by 46 per cent each year and create 46,000 new jobs.
TMEA commits $1.05m for strengthening and enhancing the Northern Corridor Transport Observatory

On 17th April 2018, in Nairobi, TradeMark East Africa (TMEA) and the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) signed a 3 year period (2018-2021) grant extension agreement worth US$ 1.05 million for Strengthening and Enhancing the Northern Corridor Transport Observatory.

The Northern Corridor Transport Observatory is a performance monitoring tool with an online portal to track and monitor the performance of the Northern Corridor. The observatory has three components namely the main observatory, the GIS component, and the northern corridor performance dashboard.

The main Transport Observatory tool monitors 35 performance indicators on a regular basis while the dashboard is used in monitoring the implementation of the Port Community Charter that commits various stakeholders, both public and private to increase efficiency at the Mombasa Port and along the transport logistics chain in Kenya on a weekly, quarterly basis.

Through these monitoring tools, the NCTTCA Secretariat is able to track the performance of the Corridor as per indicators categories namely; Volume and capacity, Transport rates/costs, Transit time/delays, Efficiency and productivity, Intra-regional trade and Road safety and provide evidence-based recommendations to the stakeholders and policymakers.

The Northern Corridor, a multimodal transport system which includes the Port of Mombasa, roads, railways, pipeline, inland waterways, border stations, weighbridges, transit parking yards and inland container depots designated by the Member States, links the landlocked countries of Burundi, Democratic Republic of Congo (DRC), Rwanda, South Sudan and Uganda to the sea port of Mombasa-Kenya.

With the new financing, the Northern Corridor Transit and Transport Coordination Authority will improve monitoring of the Northern Corridor performance with regards to movement of people and goods. The expected outputs from the grant are, but not limited to the following:

- Operationalization of the Transport Observatory Information Platforms;
- Operationalization of the Transport Observatory Data Collection frameworks;
- Wide Dissemination of the Transport Observatory Information;
- Formulation and Implementation of the Transport Observatory Communications and Advocacy Strategy;
- Establishing the Transport Observatory Engagement Forums.

Collected and analysed Data will continue to support evidence-based policy formulation, advocacy and decision making in the Northern Corridor Member States.

TradeMark East Africa has been supporting the Transport Observatory project since 2012.

Consistent positive trend on most Performance indicators

The Northern Corridor Transport Observatory which is a performance monitoring tool with an online platform that tracks over 35 performance indicators reveals that the Northern Corridor region has consistently been registering positive trend on most indicators, with maritime indicators performing particularly well. However, there still are rooms for more improvements thus all initiatives in place should be enhanced.

The improvement enablers include the ongoing roads infrastructure development around the Port of Mombasa and beyond, the launch of the SGR cargo train and the full implementation of the Regional Electronic Cargo Tracking System along the Northern Corridor which will help in in collecting better and accurate data in tracking transit time.

The performance of the Corridor is measured through a range of indicators whose data is obtained from multiple sources. The main sources of the Transport Observatory data include Electronic data from Stakeholders’ business systems; Global Positioning System (GPS) Surveys; Geographical Information System (GIS); Road Transport Surveys; mobile phones surveys and secondary data from existing reports and policies.

The Northern Corridor Transport Observatory indicates that during the period between October 2017 and March 2018, average Ship Turnaround Time was 77.9 hours which is an improvement from an average of 102.7 hours registered during the previous six months period (April-Sept. 2017).
UNLOCKING THE NORTHERN CORRIDOR POTENTIAL

The Ship Turnaround performance is partly attributed to availability of equipment, improved productivity of the gangs and the implementation of Fixed Berthing Window by Kenya Ports Authority (KPA).

Ship Turnaround Time is an indicator which is measured from the time the ship arrives at the port area (Fairway Buoy) to the time it leaves the port area. It comprises of the ship waiting time and the ship working time (time when the vessel is being offloaded or loaded with cargo).

The average Ship Waiting Time before Berth for the period Oct 2017-March 2018 was 20.5 hours. During the same period (Oct. 2016 - March 2017), the average Ship waiting time was 22.8 hours. However, in March 2018, the vessel waiting time before berth increased up to 47.83 Hours.

Ship Waiting Time before Berth is an indicator which is measured from the time the ship arrives at the fairway buoy to the time of its first berth. It is a subset of the Ship Turnaround time.

On Cargo Dwell Time at the Port of Mombasa which refers to the period from the time the cargo is offloaded at the Port to the time goods leave the port premises after all clearances have been obtained, the target of 72 hours (3 days) is about to be achieved. Congestion, inefficiencies and multiple interventions by various agencies at the Port are the main causes for increase in the port dwell time. It is expected that this performance will improve as soon as the SGR operations are streamlined.

For the period between October 2017 and March 2018, Delay after Customs Release which refers to the period it takes to evacuate the cargo from the port of Mombasa after it is officially released by Customs, its average time was 42.97 hours. The previous similar period between October 2016 and March 2017 was 43.33 hours. These delays are mainly attributed to the owners of cargo and their agents. The roads infrastructure improvements around the Port together with the launch of SGR are expected to also improve further this indicator.

On Road Condition Status along the Northern Corridor, between 2012 and 2017, the total length of the Northern Corridor Road Network increased from 11,217 km to 13,264 km. In general, the percentage of roads in Good and Fair conditions increased and those in bad condition decreased. Following on the next page is the table of highlights from the comparison of the Northern Corridor Road conditions in Member States between 2012 and 2017.

Average Daily Traffic Volume per Roads in Kenya is particularly high at Athi-River weighbridge with 10,949 trucks, followed by Gigilgi with 6,586 and Mariakani with 4,973 trucks daily. Without a system such as High Speed Weighing-In-Motion (HSWIM), it could be impossible to weigh all these trucks using static weighbridges. However, any incident is likely to cause serious delays in traffic.

Compliance with Vehicle Load limits (both Gross Vehicle Weight & Axle Vehicle Weight Limits) in Kenya has been above 90% all the time except at Busia weighbridge where compliance has been on the decline (below 80%). This performance is attributed to various reasons including the implementation of the Self-Regulatory Charter on Vehicle Load Compliance and the sensitization campaign.

Transit Time is an other key indicator of efficiency on the Corridor. Between October 2017 and March 2018, the average Transit time in Kenya to Mombasa from Malaba was 2.6 days (64.2 h) in Malaba and 2.9 days (71.3 h) in Busia. Transit Time in Kenya is measured from the time the truck starts the journey in Mombasa to the time it reaches the border at Malaba (933 Km) or Busia (947 Km).

In March 2018, the average Transit Time in Uganda between Malaba and Katuna (688 Km) at the border with Rwanda has decreased from 81.8 hours (Oct. 2012) to 42.2 hours (Mar 2018). From Malaba to Kampala (236 Km) the average transit time is 38.7 Hours.

From November 2014 to March 2018, the number of trains increased from 16,581 to 184,486 Tons. From January to April 2018, the number of Trains increased from 14 to 120 and the total tonnage increased from 16,581 to 184,486 Tons.

As Stops Duration and Reasons are concerned, the Northern Corridor Transport Observatory reveals that there are three least stop reasons namely: stops for police checks; weighbridges and road conditions. It mentions that three other major stop reasons include: Rest/Meals that take 6.2 hours, Border post procedures 6 hours and Vehicle breakdowns 5.1 hours respectively. Stakeholders should work towards minimizing stops duration under their control.

The Standard Gauge Rail (SGR) Cargo is also captured in the Northern Corridor Transport Observatory to measure SGR Cargo Service Performance from Mombasa to Inland Container Depot (ICD) Nairobi.

The SGR service commenced operation on 1st January 2018 with transportation of containerized cargo to and from the Mombasa Port and ICD Nairobi.
Northern Corridor Performance Indicators explained

**CORRIDOR PERFORMANCE INDICATORS**

**TRANSPORT OBSERVATORY**

top.ttcanc.org

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**SHIP TURNAROUND TIME**

**Description:** The average time spent by the ship in the port area.

**Formula:** Time of Exit minus Time of Entry at Port Area.

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**VESSEL WAITING TIME BEFORE Berth**

**Description:** The average time taken by the ship before berthing. It is measured from the time the vessel arrives at the anchorage area to the time it is tied up.

**Formula:** Time at Berthing minus Time of Arrival at Port Area.

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**TIME FOR CUSTOMS CLEARANCE AT THE DOCUMENT PROCESSING CENTER (DPC)**

**Description:** This is the time it takes for an entry lodged by a clearing agent to pass customs.

**Formula:** Time of Passing of Entry minus Time of Registration of Entry.

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**TIME AT MOMBASA ONE STOP CENTER**

**Description:** Average time of document processing at One Stop Center.

**Formula:** Time at Entry Release Order minus Time of Passing Entry.

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**VOLUME & CAPACITY**

**MOMBASA PORT TOTAL CARGO THROUGHPUT VS TRANSIT TRAFFIC**

**Description:** Summation of weight of all cargo transported through the Port of Mombasa.

**Formula:** Summation of weight of all cargo transported through the Port of Mombasa per month.

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**PRODUCTIVITY AND EFFICIENCY**

**NUMBER OF CHECK POINTS PER COUNTRY PER ROUTE**

**Description:** Summation of check points (weightbridge, police, customs, Road Toll) by country, by route.

**Formula:** Summation of volume of General Cargo handled per day/month/quarterly at the Port of Mombasa.

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**RATE OF CONTAINERIZATION OF TRANSIT TRAFFIC AT THE PORT OF MOMBASA**

**Description:** Total weight of containerized transit cargo divided by total weight of all transit cargo.

**Formula:** (Total containerized transit cargo) / (Total transit cargo)

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**WEIGHT COMPLIANCE**

**Description:** The percentage of trucks that comply with the axle load limits before and after re-distribution.

**Formula:** (Total compliant trucks in a weightbridge) / (Total trucks traverred in a weightbridge)

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**GROSS MOVES PER SHIP PER HARBOR AT THE PORT OF MOMBASA**

**Description:** Average number of truck passes in a weightbridge per day.

**Formula:** Average number of truck passes in a weightbridge per day

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**EMISSIONS INDICATORS**

**CORRIDOR EMISSIONS**

**Description:** Considers only road transport emissions along the corridor such as: Particulate Matter (PM), black carbon emissions and Sulphur Oxides (SOx) and CO2 emission in grams per ton-km.

**Formula:** (Emissions levels for CO, VOC, NOx, PM, black carbon emissions and Sulphur Oxides (SOx) and CO2 emission in grams per ton-km).
EAC developing a tool to measure Border Crossing Efficiency

The East African Community is developing a tool to measure the performance of the 12 one-stop border posts (OSBPs) so far built across the region to spur intra-regional trade. The 2016 EAC Trade and Investments Report says that the intra-regional trade is still low, as it constitutes only 9.4 per cent of the total trade, despite the implementation of the Single Customs Territory which provides for removal of tariffs and other barriers to trade among partner states.

The tool will involve a range of measurements for expected economic benefits of the OSBPs, including the reduction of time spent on administrative procedures, reduction of transport cost, reduction of inventory cost and increase of revenue collection and trade. The EAC Committee on Customs further said the OSBPs performance measurement tool would be developed with the support from the East African Development Bank (EADB), TradeMark East Africa (TMEA) and Japan International Cooperation Agency (JICA).

Currently, 10 out of the 12 constructed OSBPs are operational and Heads of State have launched four of them, namely Taveta/Holili, Mutukula, Busia and Rusumo. Other OSBPs whose construction has been accomplished are Nemba/Gasenyi, Ruhwa, Lunga Lunga/Horohoro, Kagitumba/Mirama Hills, Koboro/Kabanga, Malaba and Isebania/Sirari.

TradeMark East Africa has so far spent over $117 million on the construction of OSBPs in the region. The tool will involve a range of measurements for expected economic benefits of the OSBPs, including the reduction of time spent on administrative procedures, reduction of transport cost, reduction of inventory cost and increase of revenue collection and trade.

US$100 million partnership agreement agreements Between the US and Kenyan companies

Kenya signed multi-billion shilling partnership agreements with the US government and companies—the majority of them targeting H.E President Uhuru Kenyatta’s growth pillars commonly known as the ‘Big Four’.

Mr. Kenyatta, who witnessed the signing of the deals, pledged to create a transparent and accountable business operating environment for investors.

The President said Kenya was working to improve trade ties with her peers in the East African Community to ensure that investors in the Big Four sectors have access to neighbouring countries such Tanzania, Uganda and Rwanda.

“Given our long and well-established relationship, we can do more together. I invite the US Companies to walk with us on the Big 4 journey,” he said.

The US mission, led by Under-Secretary for Commerce Gilbert Kaplan, has been scouting for investment opportunities in Kenya with a key focus on priority sectors for Mr. Kenyatta’s last term in office ending 2022.

“Kenya is first on the list of our priority countries in Africa,” Mr Kaplan said.

Trade between Kenya and the US was stood at Sh104 billion last year, making US the Seventh largest trading partner.

Mr. Kenyatta has allocated a big chunk of public resources to the Big Four Plan, which covers food and nutrition, manufacturing, universal healthcare and affordable and their enablers.

The plan, which requires heavy private sector investment, aims at ensuring access to medical services by all Kenyans and creating at least 800,000 new jobs for the youth in the manufacturing sector.

The plan is also targeted at enhancing food production and construction of at least 500,000 affordable housing units in major urban centres such as Nairobi, Mombasa, Kisumu, Nakuru and Eldoret.

About 12 deals worth more than $100 million (Sh10 billion) were signed on the second day of the three-day official visit by 60 US business executives from the US Presidential Advisory Council on Doing Business in Africa.

Most of the deals were negotiated during an economic summit that the American Chamber of Commerce held in Nairobi and diplomats said they were meant to show Nairobi’s high ranking in President Donald Trump’s economic agenda for Africa.

Six of the 12 agreements were signed during the Kenya-US summit at Nairobi’s United Nations Complex and the remainder left for a later date, Trade principal secretary Chris Kiptoo said.

Ministry of Health signed a $20 million (Sh2 billion) agreement with Medtronic that will see a US private firm set up medical dialysis centres in Kenya, while the Ministry of Energy reached an agreement with USAID Power Africa to support the supply of electricity to every Kenyan by 2022 through undiscounted grants.

The USAID grants will be channelled through the Kenya Electricity Transmission Company (Ketraco), Kenya Power and the Energy Regulatory Commission.

Bottom-tier lender Victoria Commercial Bank also reached an agreement for a $10 million (Sh1 billion) credit line, guaranteed by US government-owned OPIC, for on-lending to the SMEs.

Also signed was a $1.3 million (Sh130 million) deal between US energy company Tesla and Mettle OfGen for 1,260 kilowatt battery system to be installed at the Serena Safari Lodge in Amboseli National Park, the largest off-grid solar and battery system in East Africa.

Kenya Tea Development Agency (KTDA), which manages farms for small-scale tea farmers, also signed $772,615 grant with US Trade & Development Agency (USTDA) for a feasibility study on a solar and battery storage project.
USD 27.3 million Project to Revamp Water Transport, Boost Cross-Border Trade

Rwanda Transport Development Agency (RTDA), revealed that there is an ongoing marine transport system project aimed at greatly improving water travel on Lake Kivu between Rwanda and the Democratic Republic of Congo and boost trade. The first phase of Lake Kivu water transport project would start later in November 2018.

The first phase of the project, under the Ministry of Infrastructure, will cost $27.3 million (about Rw123 billion) and is expected to be completed by 2020. Whom completed, it is expected that the waterway on Lake Kivu will also connect Rubavu, Karongi and Rusizi districts. New ports and other facilities that will enable docking of bigger cargo and passenger vessels will also be catered for under the project.

The market is expected to accommodate over 600 people during market days, and it is these marketplaces where traders from DR Congo buy cattle, furniture, agricultural products like fruits and vegetables, as well as manufactured products.

There are over 331,800 Karongi residents in areas surrounding Lake Kivu, many of whom depend on the lake for their livelihoods.

According to officials in the Ministry of Infrastructure, it is expected that by June 2020 two big marine vessels with capacity to transport over 120 passengers will have been introduced to ply the Rubavu-Rusizi route.

“The project will provide an opportunity for the fishermen to get their cargo to the market faster,” said the officials. “This will create job opportunities and will lead to the economic growth of the whole region.”

The ports to be constructed will be equipped with different facilities, such as warehouses, offices, cold chain storage facilities for fish and horticulture produce, including vegetables, and police units, among others. Water transport on Lake Kivu will boost trade between Rwanda and DR Congo which is Rwanda’s largest regional trading partner with 79.7 per cent of the country’s total imports and exports. There are over 331,800 Karongi residents in areas surrounding Lake Kivu, many of whom depend on the lake for their livelihoods.

There will be three major ports with capacity of about 1.5 million passengers per year in 2020, projected to reach 2.8 million by 2036, while a smaller one in Karongi will start with a capacity of about 300,000 passengers per year by 2020 and 400,000 passengers by 2036.

On River Akagera, maritime transport will get another boost after completing an integral economic and technical viability analysis on developing inland water ways transport on River Akagera from Kagitumba (Rwanda) to Lake Victoria. An economical and navigability assessment as well as the required resources for the project is about to start. The result of the study will inform regional governments actions since the project is part of regional efforts to improve connectivity between Rwanda, Tanzania and Kenya with a view to easing cargo transport and promoting trade.

Other water transport projects in the country will be undertaken after completion of the current undertakings on Lake Kivu and River Akagera. A revised legal framework was expected to be put in place by June 2018 to guide implementation of the waterways transport projects.

Vehicle Load Compliance over 90 per cent due to SGR Cargo Train Transporting Heavy Containers

In the first quarter of the year 2018, Vehicle Load Compliance along the Northern Corridor Weightbridges and High Speed Weigh-in-Motion Weightbridges was over 90% and Mariakani was registering the highest level of compliance of over 99 per cent.

This was revealed by Prof. Paul M. Maringa, Principal Secretary, State Department of Transport, Ministry of Transport, Infrastructure, Housing and Urban Development in Kenya and Vice chairman of the Northern Corridor Executive Committee during his official opening of the joint Northern Corridor Specialised Technical Committees, held in Mombasa, Kenya, from 28th-31st May 2018.

“Between 2013 and 2017”, the Principal Secretary recalled, “several initiatives have been undertaken by the Member States and Private Sector players towards the improvement of trade and transport facilitation along the Northern Corridor such as the Development and maintenance of the Northern Corridor Road and Railway Networks; in particular implementation of the Standard Gauge Railway (SGR), completion and operationalization of 10 out of 15 One Stop Border Posts (OSBP)s across the region, Installation of High Speed Weigh-in-Motion weighbridges along the Northern Corridor and harmonization of Vehicle Load Controls.”

The highest level of Vehicle Load Compliance along the Northern Corridor Road Network was partly due to implementation of the SGR which was transporting a big proportion of the heavy containers. Prof. Paul Maringa, commended the implementation of Soft infrastructure such as the Regional Cargo Tracking System (R-ECTS), Regional Customs Transit Bond Guarantee (RCTG), EAC Single Customs Territory
Longer be allowed into ICDN… only exports by rail will be allowed into Inland Container Depot Nairobi (ICDN) improved to less than 9 hours, contributing to the reduction of the cost of transportation, delivery time and improving connectivity with the neighbouring landlocked countries.

SGR Cargo not only increased efficiency at the Port of Mombasa and ICDN through fast movement of cargo but also contributed a lot in the decongestion process of the Mombasa-Nairobi Highway due to many containerized traffic moving by Rail, resulting in reduction of road carnage as well.

The old train used to carry up to 30 containers, but now the new train can carry 216. Four trains will operate daily and we intend to increase these to eight,” said Symon Wahome, the KPA Head of Inland Container Depots. He added: “SGR Cargo train will revolutionise transportation of Cargo in Kenya”.

Before the launch of the service in January, the government had indicated that four freight trains would run daily—with a future outlook of eight daily train-each carrying 216 TEUs. This would mean that on each day, the ICD would receive a minimum of 800 TEUs, making 5,600 TEUs weekly and 291,200 TEUs annually.

SGR Cargo Service Performance: Mombasa to ICD Nairobi

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SGR Cargo Train: Operation Successes and Challenges

(n the period between January 2018 and April 2018, the Standard Gauge Rail (SGR) Cargo train moved a total of 33,046 TEUs and freight transit time between Mombasa and Inland Container Depot Nairobi (ICDN) improved to less than 9 hours, contributing to the reduction of the cost of transportation, delivery time and improving connectivity with the neighbouring landlocked countries.

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But, at the current 12,452 tonnes per week, the SGR will have hauled on average, a mere 647,504 tonnes by the end of the year, casting doubt on the viability of the project.

Across the world, rail transport dynamics are essentially market-driven, with the customer, and in the SGR case the cargo owners, having a major input. But the Kenya government directed that all imports coming in through the Mombasa port be transported by the SGR, setting off a round of protests from businesses.

“We arrived at this decision after consulting with other players, including container freight station (CFS) owners, and agreed to have goods moved by train,” said Kenya Railways managing director, Atanas Maina.

Other SGR Cargo Train Operation Challenges include: delays in evacuation of empty containers for return and exports at the port; clearing agents who are avoiding cash deposit payment requirement hence congesting the port. Delays in evacuation of import containers at ICBD by agents that has been slow affecting wagon turnaround and decongestion at ICBD; Guidelines for rail handling of Dangerous Goods (DG) which is yet to be finalized by the Operator; Challenges of systems integration between CIYOS, KWATOS and integrated Customs management System; Interface between CIYOS, KWATOS and integrated Customs management System; Interlace between CIYOS, KWATOS and integrated Customs management System; Integration of systems between CIYOS, KWATOS and integrated Customs management System; and other players, including container freight station (CFS) owners, and agreed to have goods moved by train,” said Kenya Railways managing director, Atanas Maina.

SGR Infrastructure Project Phase I

SGR Infrastructure Project Phase II

In the ongoing push to create more logistics efficiency and cost effectiveness, the Northern corridor will see more cargo transported by SGR Cargo train. All Stakeholders, including Shipping lines and the Government of the Republic of Kenya agreed to carry out an intensive campaign awareness on the benefits and incentives for Northern Corridor freighters to use a new model, where cargo terminates at the Nairobi Inland Container Depot Nairobi (ICDN) as opposed to the Port of Mombasa.

The model dubbed the “Through Bill of Lading” (TBL), is a legal document that details type, quantity and destination of goods carried beyond the sea port of destination. Under Through Bill of Lading, importers designate cargo directly to the Nairobi ICD, while the model that is widely used today is the merchant haulage where goods are off loaded at the Mombasa port.

The new model is expected to help in ensuring that more containers are loaded onto the trains thereby decongesting the port of Mombasa. The main challenge, according to the Kenya Ports Authority (KPA) operations officials, was on return of empty containers. But they confirmed that if the destination of the goods is listed as the Nairobi ICD, this would solve the problem.

SGR freight service will increase the number of daily trains on the Mombasa-Nairobi route in the next five months from June 2018 to facilitate faster movement of cargo between the port and the inland container depot Nairobi.

According to Lu Shan, the Chairman of the China Communications Construction Company (CCCC), the trains will have increased to 28 by December 2018 from 12 freight trains currently operating on daily basis.

As of June 2018, the ICDN has capacity to handle 450,000 Twenty-Foot equivalent Units (TEUs) per year, up from its original design of 180,000 TEUs. It receives four trains daily, carrying 108 containers each.

As a hindrance to the use of the SGR Cargo trains to transport their goods to the 450,000 twenty-foot equivalent unit (TEUs) capacity Nairobi ICD, importers and agents were mentioning demands by shipping lines that empty containers be returned to designated yards in Mombasa.

Shipping lines charge USD 200 and USD 400 as deposit for the 20-foot and 40-foot containers respectively and to be refunded when the containers are returned within 11 days after arrival of the vessel. A fine is imposed beyond the deadline and damages attract fees.

The Shipping lines had also insisted the containers must be returned to the yards, presenting logistical nightmares for Kenya Railways which could only drop them at the port with importers incurring a cost of USD 100 to shunt each container to the designated yards.

The agreement between the shipping line and the importer using the through bill of lading model is that the container deposits will be refunded once the equipment is returned to the ICD in Nairobi.

Moving empty containers on SGR to designated yards has no extra costs to the importers and has no logistical nightmares for the shippers who have to ensure that empty containers make a quick turnaround thereby avoiding demurrage charges.

In the endeavour to encourage Northern Corridor Freighters to use the SGR Cargo trains, Kenya Railways lowered haulage rates to a flat fee of USD 350 for a 20-foot container and USD 400 for a 40-foot container from Mombasa to the Nairobi ICD.
High Transport Rates and Costs: Silent killers of Trade along the Northern Corridor

Since the year 2014, average Transport tariffs generally reduced on almost all the sections of the Northern Corridor Road Network except the route Mombasa-Bujumbura. This was mainly due to several initiatives being implemented including the reduction of Transit Times in each Member State, Single Customs Territory regime, Regional Electronic Cargo Tracking Systems, One Stop Border Posts development, improved Road Infrastructure, etc.

Sub-Saharan Africa and the Northern Corridor region in particular, has seen massive trade liberalisation in the last three decades. But the success of translating reduced tariffs into increased international trade has been limited and geographically unbalanced. One of the main reasons for this is the high cost of moving goods within countries.

A study by the Wold Bank, 2007, revealed that “the costs of moving goods within countries are generally higher in developing countries than in the rest of the world, and this is especially true in much of Africa. Transport in Africa is often unpredictable and unreliable, and the cost of transport is therefore often higher than the value of the goods being transported.”

In addition, the improvements in globalization’s lower or free trade tariffs do not necessarily translate into equal outcomes within a country due to the high cost of transporting goods. This impact is notably different between urban and rural areas. So the prices of imported goods might fall in urban/port city areas but by not as much in rural locations. This exacerbates regional inequalities.

The Northern Corridor Transport Observatory data reveals the road freight charges are still high at approximately USD 2.23 per Km for containerized cargo between Mombasa and Kigali. Mombasa to Kampala is USD 1.79 per container per kilometre while Mombasa to Bujumbura recorded USD 3.07 per container per kilometre. Also, different countries charge different freight charges even though there are common rates established for Transport.

By comparing the freight costs of alternative transport modes to the journey times, researchers have been able to come up with measures of the value of time saved in transit. For instance, delays at borders along the Northern Corridor have been estimated to cost USD 250 per day for a truck company. Moreover, distribution and transportation costs along the Northern Corridor have been more than 35 or 40 percent of final product costs. It is estimated that the total indirect (hidden) costs per day for delays are approximated at USD 384.4 for a loaded truck along the Northern Corridor. Road condition also plays a vital role in transport rates and costs.

According to the “12th Report of the Northern Corridor Transport Observatory”, the average transport charges from Mombasa to Nairobi in March 2018, was USD 832 for containerized cargo. For clinker whose destination is mostly Athi-river, the average rate is USD 25.2 per ton.

The average transport cost from Mombasa to Kampala was USD 2,165. However, larger companies serving to cooperate clients, charge up to USD 2,700. Road user charges only apply and they are paid to the countries where the trucks are not registered. For instance, Kenyan registered trucks transiting through Uganda would pay road user charges based on harmonized COMESA road user charges of USD 10 per 100Km for transit trucks. Kenya registered trucks travelling from Malaba to Kampala a distance approximately 250Km pay a Road User Charge of USD 50 for the return journey to and from Kampala.

From Mombasa to Bujumbura and/or Goma, the transport rates per kilometre are higher with the road user charges taking about 8.1% and 11% of the total cost of transport.

High transport charges as internal trade barriers, not only hinder trade and dampen economic growth, they also distort the benefits of globalisation and increased trade. As tariffs fall and international transportation improves, the benefits from the consequent price changes may not accrue to all consumers equally. Remote locations are generally harmed more by the burdens of intranational trade costs than areas close to borders or ports.

Findings of a research by International Growth Centre (IGC), March 2018, revealed that “the high cost of getting goods to and from borders or ports in Africa is restricting the continent’s potential gains from international trade”.

In order to reduce Transport Costs along the Northern Corridor, different stakeholders have to tackle the problem of Insecurity in some parts of the Corridor. As for high insurance costs, fresh insurance cover are needed given that the Republic of South Sudan is not under COMESA Yellow Card Insurance Scheme. There is also a need to eliminate the requirement to have both local and COMESA Yellow Card Insurance Scheme in some jurisdictions.

Additionally, Northern Corridor Member States have to reduce the imbalance between imports and exports. VISA requirement between some Member states with fee ranging between USD 50 and USD 100 within the Northern corridor contravenes article 43 of the Northern Corridor Agreement which calls for abolishing VISA fees;

Last but not least, the Transit goods license of USD 400 per year follows the calendar year. Transit goods license should be charged pro-rata. This should be followed up with the East African Community (EAC) Secretariat.
Member States of DRC and Uganda working together to boost Cross-Border Trade at Mpondwe-Kasindi border

The Northern Corridor Secretariat is working with the Road Authorities in the Democratic Republic of Congo (DRC) and the Republic of Uganda with the aim of bringing together the two countries to establish a framework of cooperation and joint fund mobilization for development of Trade facilitation infrastructure projects to boost cross border and intra-regional trade between the two countries. One of such projects is the development of the Mpondwe-Kasindi OSBP, the Bridge and the associated Road Infrastructures.

The USD 9.4 Million trade infrastructure project at Mpondwe border which include a bridge, a One Stop Border Post (OSBP) and a Modern Market is part of USD 14 Million fund from the World Bank (WB) to implement the Great Lakes Trade Facilitation Project (GTLF) which is aimed at facilitating cross border trade between Uganda and DRC. The said fund was secured as a loan from the WB through the Ministry of Trade, Industry and Cooperatives, Government of Uganda, to facilitate intra-regional trade in general and to increase the capacity for commerce and reducing the costs faced by the cross border traders between DRC and Uganda in particular. The project will be coordinated jointly by the two countries and a joint implementation task force including the Northern Corridor Authority will be considered to harmonize and fast track the project.

Most of the trade between Uganda and DR Congo is done at the three major border points of Mpondwe in Kasese district, Bunagana in Kisoro district and Goli in Nebbi district, with Mpondwe being the busiest border point in terms of trade activities. Most of the trade is conducted by the cross border traders who cross to and from Uganda taking and bringing back merchandise. However, most of these cross border traders are facing challenges including poor market structures where they operate from at the borders, complicated border crossing procedures, mistreatment from unscrupulous individuals among others.

Uganda exports more to the Northern Corridor Member States with a sizable amount being attributed to informal trade. Informal cross-border exports products include livestock and agricultural products, clothes, shoes, sandals, timber, alcohol/spirits, salt, motorcycle parts, textile materials, bicycle parts, cooking oil, cement, perfume, fertilizers etc.

According to the “11th Report of the Northern Corridor Transport Observatory”, from January to July 2017, informal exports from Uganda to the Northern Corridor region contribute about 27.85% of total exports.

The Democratic Republic of Congo is one of Uganda’s export destinations ranking number three within the COMESA region. Uganda informal exports to DRC registered a total of US$ 148,060,415 from January to July 2017, which gives an average of about US$ 21,151,488 per month; while the total formal trade from Uganda to DRC amounted at USD124, 428,805 from January to July 2017.

The above mentioned “11th Report of the Northern Corridor Transport Observatory” reveals also that DRC is a net importer. Exports comprise only 2% of the total trade volume. Imports, on the other hand, make up 98% (USD 334, 940, 614) of the total volume traded in 2017.

From January to July 2017, Imports to DRC comprised mostly food products as well as industrial products. Some of the imported products include Aluminium strips, Cigarette paper rolls, artificial filaments Cables, acetic acid, cloths, plastics, vegetables, diesel Generators, vegetable fats and oils, tobacco, Salt, among others.

The DRC exports to Uganda are estimated to the values standing at USD2.5million and these are mainly essential oils, cosmetics and some iron and steel. Most of the DRC exports are minerals which are destined outside the region. There are plans underway for joint Road infrastructure development connecting the two countries from Uganda through Mpondwe to Kisangani in DRC. With conclusion of the planned border post structures and road infrastructure projects the trade between the two countries is expected to triple in the future.
ever since the Northern Corridor Member States embarked on a long journey of integrating Sustainable Freight Transport (SFT) components namely; social, economic and environmental aspects in all infrastructure projects and trade facilitation and Transport Logistics initiatives, the Corridor registered some progress especially on the component of Green Freight transport by cutting down Port and Road transport emissions such as Particulate Matter (PM), black carbon emissions and Oxides of Nitrogen (NOX) and CO2 emission in grams per ton-km.

Despite the above achievements in Green freight transport, improvements of Road infrastructure and tremendous reduction of Non-tariff barriers along the Corridor; Road safety remains a big challenge for the Northern Corridor Member States.

Road safety statistics show that road crashes are on the rise. In the last decade alone, recorded road crash fatalities in Uganda rose from 2,597 to 3,503 in 2016 representing a growth of 25.9%. The accident severity index is 24 people killed per 100 road crashes. On average, Uganda loses 10 people per day in road traffic crashes, which is the highest level in East Africa. The overall annual cost of road crashes is currently estimated at approximately UGX 4.4 trillion ($1.2 billion), representing 5% of Uganda’s gross domestic product (GDP).

In Kenya, over 3000 people are killed every year. In its 2015 Global Status Report on Road Safety, the World Health Organisation shows Kenya's roads are amongst the most dangerous in the world claiming an average of 20.1 lives per 100,000 people. Road crashes are among the top ten killers of Kenyans, account for between 45 and 60 percent of all admissions to surgical wards and cost the country up to 5 percent of GDP.

These statistics need to be multiplied and seen in the context of deep family tragedy, of unimaginable grief and anguish and of tremendous health and economic and disability costs. Huge sums of money are used in medical care; money that is desperately needed for preventative health care.

The main fatal road sections along the Northern Corridor Road Network being the 14-kilometre stretch between Sanga and Sachangwan along the Nakuru-Eldoret highway in Kenya, which has been the scene of multiple horrific accidents involving trucks in recent months. In Uganda, according to the “Road Safety Performance Review, Uganda”, February 2018, the Northern Corridor (Malaba/ Busia-Toro-ro-Jinja-Kampala-Masaka-Mbarara-Katuna; Tororo- Lira-Kamdini-Pakwach-Arua; and Kampala-Gulu Highway) in particular, has the highest fatalities compared with other roads. In 2016 for instance; the Masaka-Kampala corridor recorded over 200 fatalities over a distance of 120kms, making it one of the riskiest roads in Uganda that year.

On some occasions several fatalities or injuries have occurred following an accident when those expected to help the accident victims took advantage to loot their cargo especially accidents involving fuel tankers.

Eliminating traffic deaths and injuries is an achievable goal. Stop the blame game. All Stakeholders in Northern Corridor Member States are urged to revolutionize their approach to the scourge and start putting Road Safety higher up on the list of priorities as Sustainable Freight Transport Systems are concerned.

Deep change is highly required and Holistic and drastic measures to be taken. Not just traffic rules and law enforcement, road users’ behaviour, capacity building but also engineers are required to always consider that Road Infrastructure must be there for growth, and most importantly, for human interest and safety. The Northern Corridor Road network is not designed to kill.
| Road Safety |

| Indicative Road Distances in Kilometers Between the Northern Corridor Transit Sections |

| Bujumbura | Baku | Busa | Eldoret | Geita | Goma | Gulu | Ijaha | Kampala | Kinshasa | Liemba | Luanda | Maputo | Maputo | Monrovia | Mombasa | Nairobi | Ndola | Niamey | Niamey | Yamoussoukro |
|-----------|------|------|---------|------|------|------|-------|--------|----------|--------|--------|--------|--------|--------|----------|----------|--------|------|------|------|--------------|
| Bujumbura | 0.00 | 145  | 990     | 1149 | 242  | 283  | 435   | 1134  | 299     | 364     | 372    | 380    | 386    | 414    | 417      | 422      | 425    | 426  | 429  | 430  | 431          |
| Baku     | 165  | 0.00 | 184     | 1135 | 1445 | 1734 | 413   | 1147  | 301     | 368     | 379    | 386    | 414    | 420    | 423      | 426      | 429    | 431  | 433  | 434  | 435          |
| Busa     | 145  | 990  | 0.00    | 1135 | 242  | 283  | 435   | 1134  | 299     | 364     | 372    | 380    | 386    | 414    | 417      | 422      | 425    | 426  | 429  | 430  | 431          |
| Eldoret  | 228  | 322  | 184     | 0.00 | 435  | 377  | 1147  | 1135  | 242     | 283     | 301    | 313    | 322    | 333    | 335      | 338      | 340    | 342  | 345  | 347  | 349          |
| Geita    | 1734 | 1445 | 1135    | 0.00 | 1445 | 1734 | 413   | 1147  | 301     | 368     | 379    | 386    | 414    | 420    | 423      | 426      | 429    | 431  | 433  | 434  | 435          |
| Goma     | 299  | 301  | 242     | 283  | 0.00  | 377  | 435   | 1147  | 1135    | 242     | 283    | 301    | 313    | 322    | 333      | 335      | 340    | 342  | 345  | 347  | 349          |
| Gulu     | 299  | 301  | 242     | 283  | 377   | 0.00  | 435   | 1147  | 1135    | 242     | 283    | 301    | 313    | 322    | 333      | 335      | 340    | 342  | 345  | 347  | 349          |
| Ijaha    | 313  | 313  | 299     | 299  | 377   | 377   | 0.00  | 242    | 283     | 301    | 313    | 322    | 333    | 333    | 335      | 335      | 340    | 342  | 345  | 347  | 349          |
| Kampala  | 352  | 352  | 352     | 352  | 435   | 435   | 435   | 0.00   | 242     | 283     | 301    | 313    | 322    | 333    | 335      | 335      | 340    | 342  | 345  | 347  | 349          |
| Kinshasa | 299  | 299  | 299     | 299  | 377   | 377   | 377   | 377   | 0.00    | 242     | 283    | 301    | 313    | 322    | 333      | 335      | 340    | 342  | 345  | 347  | 349          |
| Liemba   | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 0.00    | 242    | 283    | 301    | 313    | 322      | 333      | 340    | 342  | 345  | 347  | 349          |
| Luanda   | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 0.00    | 242    | 283    | 301    | 313      | 322      | 340    | 342  | 345  | 347  | 349          |
| Maputo   | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 435    | 0.00    | 242    | 283    | 301      | 313      | 340    | 342  | 345  | 347  | 349          |
| Monrovia | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 435    | 435    | 0.00    | 242    | 283      | 301      | 340    | 342  | 345  | 347  | 349          |
| Mombasa  | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 435    | 435    | 435    | 0.00    | 242      | 283      | 340    | 342  | 345  | 347  | 349          |
| Nairobi  | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 435    | 435    | 435    | 435    | 0.00      | 242      | 340    | 342  | 345  | 347  | 349          |
| Ndola    | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 435    | 435    | 435    | 435    | 435      | 0.00      | 340    | 342  | 345  | 347  | 349          |
| Niamey   | 392  | 392  | 392     | 392  | 435   | 435   | 435   | 435   | 435    | 435    | 435    | 435    | 435    | 435    | 435      | 435      | 0.00    | 342  | 345  | 347  | 349          |
| Yamoussoukro | 392 | 392 | 392 | 392 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 0.00 | 342 | 345 | 347 | 349          |