

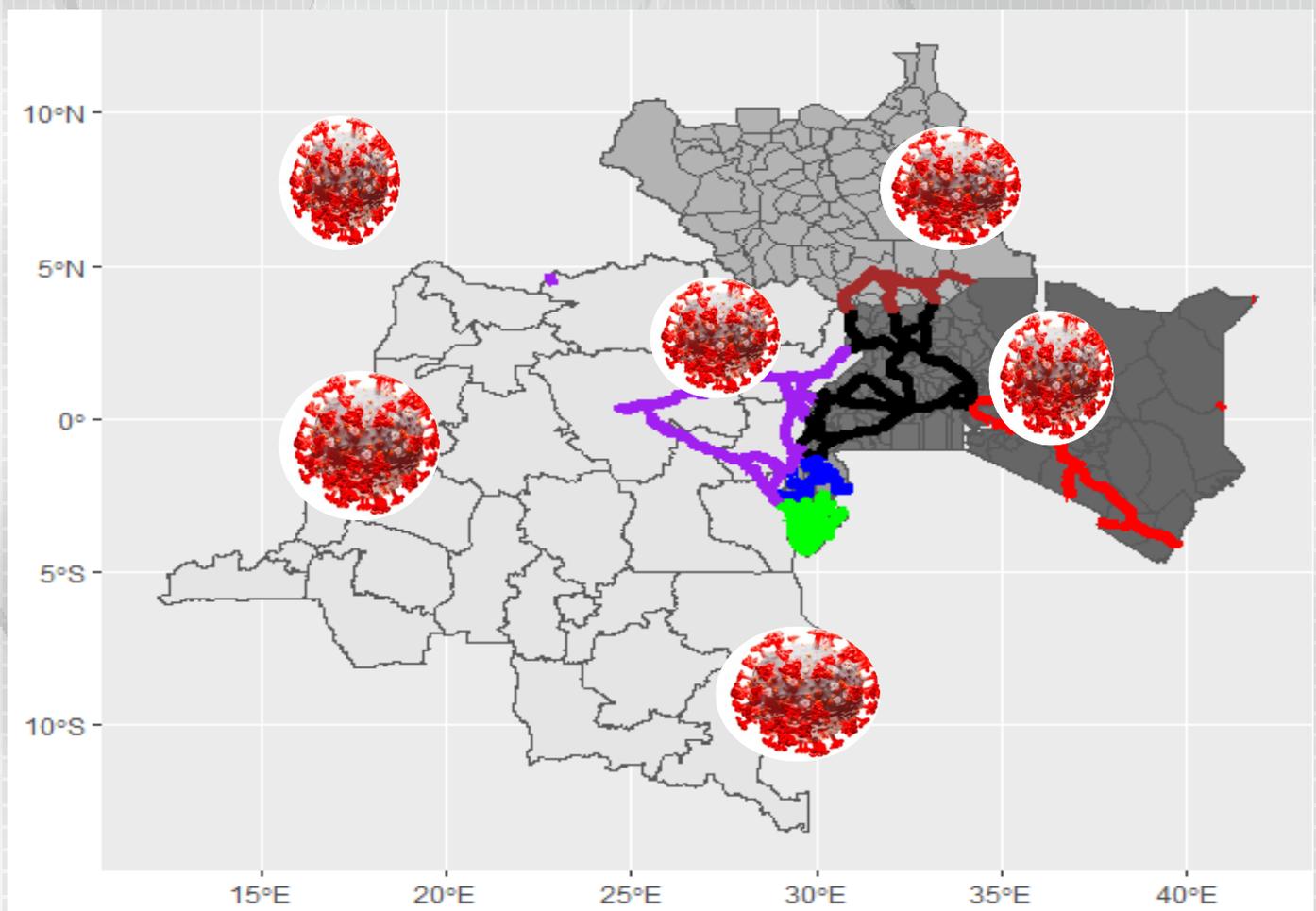


**NORTHERN CORRIDOR
TRANSPORT OBSERVATORY**
RELIABLE PERFORMANCE DATA



Northern Corridor Transit and
Transport Coordination
Authority

NORTHERN CORRIDOR PERFORMANCE IN THE WAKE OF COVID-19 PANDEMIC



APRIL 2020

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EXECUTIVE SUMMARY

The COVID-19 disease was first reported in China in December 2019 which led to disruption in the trade and transport supply chain. Some shipping lines canceled their schedules disrupting maritime transport. The Northern Corridor region started registering cases in March 2020. Governments are responding in different ways which will help to slow the spread of the virus, but is resulting in a significant shock on transport along the corridor. Most indicators on the performance of the corridor have shown some decline during the duration of the crisis reflecting uncertainty about the longer-term outlook for Corridor transport. The full impact of COVID-19 on corridor transport is yet to come.

Traffic along the corridor

During the first three months of the year 2020 (January, February, March), a total of 137,713 trucks were weighed at the Mariakani weighbridge, an average of about 1,530 daily traffic which is lower than 2,259 that registered in December 2019. The average daily traffic going to Malaba via Webuye was 821 trucks in April 2020 against average daily traffic of 1,941 in 2019.

Containerized Port dwell time

The Port Dwell Time has not been adversely affected by the pandemic, though a slight increase in the cargo Dwell Time has been registered compared to general performance for the year 2019. March 2020 Dwell Time was recorded as 92 hours while March 2019 was 90 hours. The Port and dockworker availability have been impacted but not hampering operations. The port has continued to serve its clients unabated despite the far-reaching measures to curb the spread of the COVID-19 virus.

Cargo throughput at the port.

Overall Port cargo volumes for January to March 2020 stagnated with 2020 registering 8,612,484 metric tons against 8,545,503 which was registered in the same period in 2019. This was about a 0.8% increment. Containerized traffic however reduced from 348,204 TEUS to 340,812 TEUS a 2.1% decline as a result of the effect of COVID-19 where few ships canceled their schedules. It should be noted that the port received most of the notices of cancellation in March 2020 and this will affect the performance of the port in the coming months.

Alongside the reduced containerized cargo volumes, the port of Mombasa registered a small drop in the number of calls of container cargo vessels. This is likely to change in the near future. Heavy delays of more than one 8 hours at the Malaba Border Post were registered from a low of 2 hours towards the end of December 2019 to a high of 8 hours in April 2020. If the situation continues, this may lead to a renewed interest in rail services.

Transit time has either decreased or remained stable in most of the transit routes along the corridor. With the restriction on movement, the roads are less congested. The challenge remains at all border posts!

On recommendations, there is a need for a coordinated approach and harmonization in the region especially on policies affecting Corridor transport. Need for coordination mechanisms for identifying and monitoring the spread of the outbreak, mapping out policy responses by the individual Member States, and within the Northern Corridor.

On Post-pandemic action, the transport sector will be extremely affected by responses to this pandemic. Programs such as the Road Side Stations (RSS) equipped with health facilities should be fast-tracked as well as coordinated Joint Border Committees.

1.0 THE COVID-19 PANDEMIC AND RESPONSE BY THE MEMBER STATES

1.1 Introduction

The Coronavirus disease (COVID-19) which was declared as a pandemic by the World Health Organization (WHO) on 11 March 2020 has continued to spread across the world and in the Northern Corridor region. The Covid-19 pandemic is having a devastating effect on people worldwide and in this region. According to Johns Hopkins University, more than 2.5 million people have been infected and at least 150,000 people have died worldwide, figures which are increasing by the day.

It is important to assess the impact of COVID-19 on transit transport in the Northern Corridor Region. This report presents the situation of the region in terms of key indicators from the Northern Corridor Transport Observatory. The response by the regional Governments and Companies and Organizations over the COVID-19 pandemic has suddenly impacted the transport sector and the supply chain. These responses and restrictions are meant to “flatten the curve” by reducing or slowing down the escalating infection and mortality rates in our region.

Transportation along the Corridor, a great enabler

Transportation has enabled the movements of people and goods in the region which has contributed to trade and development. The Corridor links the region to the global transport network via the seaport of Mombasa. The pandemic has forced Governments to respond with travel restrictions and bans to minimize the spread of the disease from Country to Country. They've also enacted domestic measures such as social distancing, mandatory curfews, and lockdowns.



1.2 The COVID-19 pandemic and response by the Member States

Member State	Measures/Actions Affecting Transport along the Corridor
Burundi	<ul style="list-style-type: none"> • Quarantine anyone traveling into the Country by air or road • Mandatory quarantine at own cost for all persons entering the country at government-designated facilities; • To enter the Country, passengers must prove that they have at least 50% of the subsistence cost for the quarantine of 14 days; • Enforcing WHO measures to combat COVID-19; • Maritime transport, boats and crew are not allowed to go beyond the beach or the port;
DRC	<ul style="list-style-type: none"> • Adoption of exceptional measures which concern in particular economic activity, household, budgetary policy, and monetary and change policy. • Declaration of a state of a health emergency for a period of 30 days throughout the national territory; • Closure of all borders of the country to passengers and any person, except for cargo ships and other means carrying goods. Their crews are however subject to the necessary public health checks. • All flights from risk countries and transit countries are suspended; • Systematic health control of all persons entering the national territory and those departing from cities. All the passengers arriving in the DRC should fill in an information form and wash their hands besides temperature testing; • All migratory movements, by public transport, of buses, trucks and other vehicles from the interior to the Capital and from the Capital to the interior are prohibited; • Barriers to be erected by the Governors of Provinces and the crews to submit to rigorous control related to Covid-19; • Ban on all river transport of passengers from Kinshasa to the Provinces and vice versa. Only boats and craft carrying goods with crews and conveyors will be allowed • Creation of a Response Cell against the Covid-19, with administrative and technical autonomy, operating under the authority of the President of the Republic; • The maritime, river, lake and land entry points of the national territory to be equipped with the surveillance device to reinforce control of passengers coming from abroad • Construction of appropriate tents (including at border posts) to strengthen the overall capacity for receiving medical training; • Continuation of the awareness campaign by SMS on the health measures to be taken to protect against Covid-19; • Quarantine anyone traveling into the Country by air or road • Enforcing WHO measures to combat COVID-19; • Exemption from all taxes, duties, levies, and charges on imports and trade in pharmaceutical inputs and products, as well as medical materials and equipment related to the pandemic for six months; • Emergency removal of pharmaceutical products currently under customs control • Suspension, for three months, of penalties in the event of delay in the clearance of essential goods; • The removal of police barriers and checkpoints, within the national territory, on the routes of transport of essential products;
Kenya	<ul style="list-style-type: none"> • Curfew at night running from 7:00 Pm to 05:00 Am • Cessation of movement from Nairobi and Mombasa except for essential services • Mandatory Covid-19 tests at the border. • Trucks and cargo transport have been listed as essential services in the • Curfew Notice and therefore permitted to be cleared to travel at night; • The cargo trucks clearing exercise will be facilitated by multi-agency teams comprising KRA, Immigration, Health, Interior, EAC, MFA, and Trade; • Immigration, Customs, and Port Health officials are exempted from the provisions of curfew and therefore required to work 24 hours; • Temperature to be taken at entry Point and thereafter at designated weighbridges • Each truck occupants must have their temperature health forms until they exit Kenya unless they are Kenyan residents; • Only trucks entering Kenya at border points will be subjected to temperature testing requirements; • Wearing of face masks; • Enforcing WHO measures to combat COVID-19;

<p>Rwanda</p>	<ul style="list-style-type: none"> • All cargo and conveyors shall be offloaded and transshipped at the Customs point of entry (i.e. Rusumo and Kagitumba Customs Border Posts); • Transporters who shall have two drivers for a truck (one from the point of departure and a second driver based on Rwandan territory), shall be allowed to proceed to the final destination driven by the Rwanda truck driver after fulfilling the health guidelines; • All services that have been offered by Customs offices in Kigali and other Customs controlled areas shall be availed at the entry borders; • Warehousing facilities shall be available for loading, offloading and warehousing of cargo at the entry points; • Inland Cargo depots shall be availed for effective loading and transshipment exercises at the Customs entry point; • Clearing of goods should be done using the pre-clearance mechanisms currently in place i.e. SCT Clearance framework and payment of duties and taxes before the arrival of the goods for quick release at the entry border posts; • All declaration documents accompanying cargo must be submitted electronically to customs administration to avoid paper manipulation; • Clients with perishable goods and consignments that require special warehousing facilities such as petroleum products shall be allowed to proceed to destination after a change of crew members (truck drivers) in respect with the current health guidelines in place; • Clearing agents must declare the full detailed description of goods to expedite the clearance and release of goods; • All importers must use EBM version 2 to ease declaration and release of their goods; • Transit cargo should be escorted upon entry to the final destination and truck drivers will only stop at designated points • Unnecessary movement and visits outside the home are not permitted; • Public and private employees to use technology to work from home; • Borders remain closed except for goods and cargo as well as returning Rwandan citizens and legal residents who will be subject to mandatory 14 days quarantine at designated locations; • Travel between cities and districts of the Country is not permitted;
<p>Uganda</p>	<ul style="list-style-type: none"> • Total lockdown • Quarantine anyone traveling into the Country by air or road • Only one driver in the truck • Truck drivers to be tested for Covid-19 before being allowed entry to proceed on transit through Uganda. • Truck drivers to stop only at designated places • Stopped all passengers coming into Uganda by air, land or water; • Uganda has prohibited the entry of pedestrians from neighboring Countries; • A curfew is affected from 19.00 hours to 06:30 hrs.
<p>South Sudan</p>	<ul style="list-style-type: none"> • Quarantine anyone traveling into the country by air or road • The Government is enforcing the WHO guidelines to combat the COVID-19; • All border crossings are closed for passenger buses and vehicles. Cargo trucks and fuel tankers are exempted; • International flight suspension (with few exceptions for planes bringing in health-related cargo, such as medicine and medical equipment, and essential/critical food items); • Land border restrictions; • Passenger bus prohibitions; • Evening curfews 7 pm to 6 am • social distancing and mandatory 14-day quarantine period for any traveler arriving from a virus-affected country. • The government also encouraged businesses to allow their employees to telework and warned the business community against increasing prices and hoarding essential goods and commodities



2. STATISTICS ALONG THE NORTHERN CORRIDOR

The COVID-19 disease was first reported in China in December 2019. The Northern Corridor region started registering cases in March 2020. However, Countries had put in place measures to prevent the spread before March 2020. The statistics in this section highlight the status of key trade and transport performance indicators up to March 2020 and in some cases up to April 2020 where data is

2.1 Traffic along the Northern Corridor

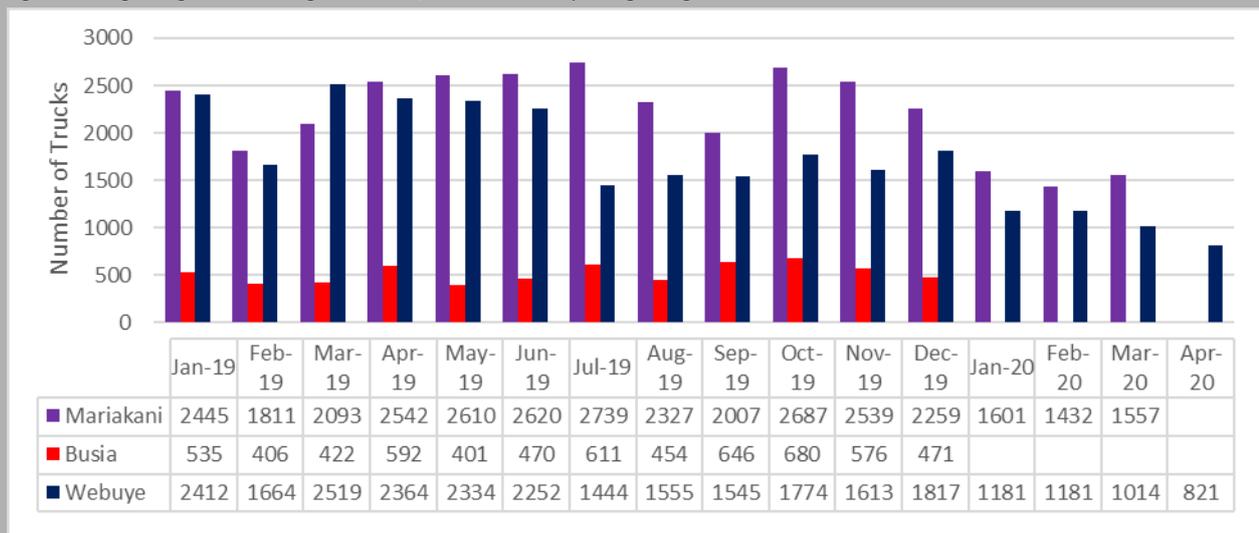
The indicator measures the average number of trucks weighed per day at the various weighbridges along the Northern Corridor.

Figure 1 below illustrates average daily traffic at three weighbridges; Mariakani being the first for all the trucks being weighed while Webuye and Busia are the last along the Corridor in Kenya.

During the first three months of the year 2020 (January, February, March), a total of 137,713 trucks were weighed at the Mariakani weighbridge. The average daily traffic going to Malaba via Webuye was 821 trucks in April 2020.

The new measures to combat the spread of the virus require the temperature of the truck crew to be taken at entry Point and thereafter at designated weighbridges at Athiriver, Busia, Gilgil, and Mariakani. Testing for COVID-19 is also done before the crew commences journey from Kenya furthermore, all truck crew entering Kenya are tested at the border post of entry.

Figure 1: Weighbridge traffic through Mariakani, Busia and Webuye weighbridges



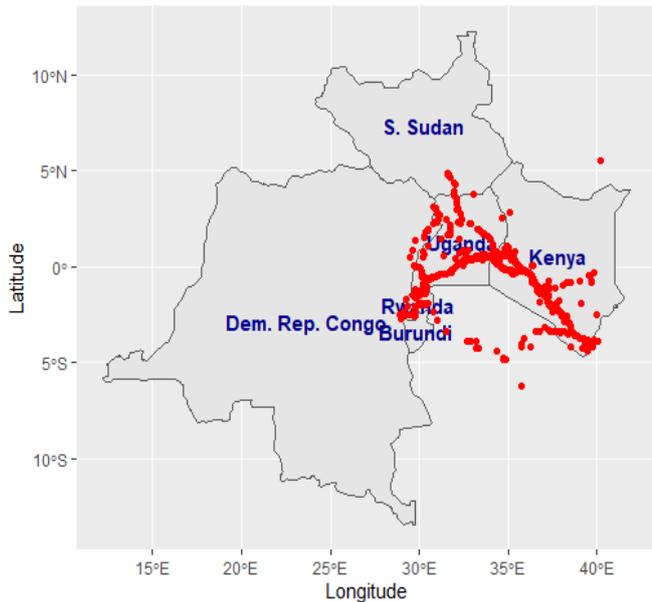
Source: KeNHA,

The number of trucks weighed at the weighbridges is an indicator of the volume of traffic along the route. For the case of trucks destined to Uganda and beyond Kenya, it is shown by trucks weighed at Webuye and Busia weighbridges. From the figure above since the pandemic started, there has been a reduction in traffic from the port as shown indicated by traffic weighed at Mariakani. Similarly, transit traffic at Webuye has drastically reduced from 1,817 in December 2019 to about 821 in April, 2020.

2.2 Stops along the Corridor

Northern Corridor Member States

(6 countries; Stoppages along the corridor)



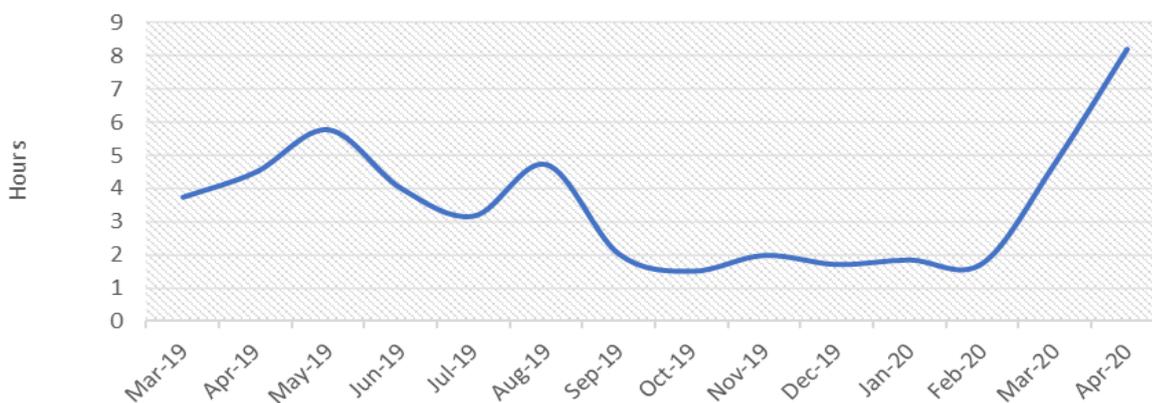
Through the use of Mobile Phone Surveys, Truck drivers along the Northern Corridor complete a questionnaire through a Mobile android application to capture stop locations and reasons. Figure 2 below provides stop duration at the Malaba border from March 2019 to April 2020.

From the graph below, delays at Malaba border have been increasing since February 2020 with April registering 8 hours. This upward trend is likely to continue given that new measures that have been put in place including:

- (i) Stop the entry of foreign truck drivers into Uganda at entry points instead hand over to Ugandan drivers.
- (ii) Only one driver in the truck;
- (iii) Testing at entry points

Figure 2: Median Stop Duration at Malaba Border

Median Stop duration at Malaba

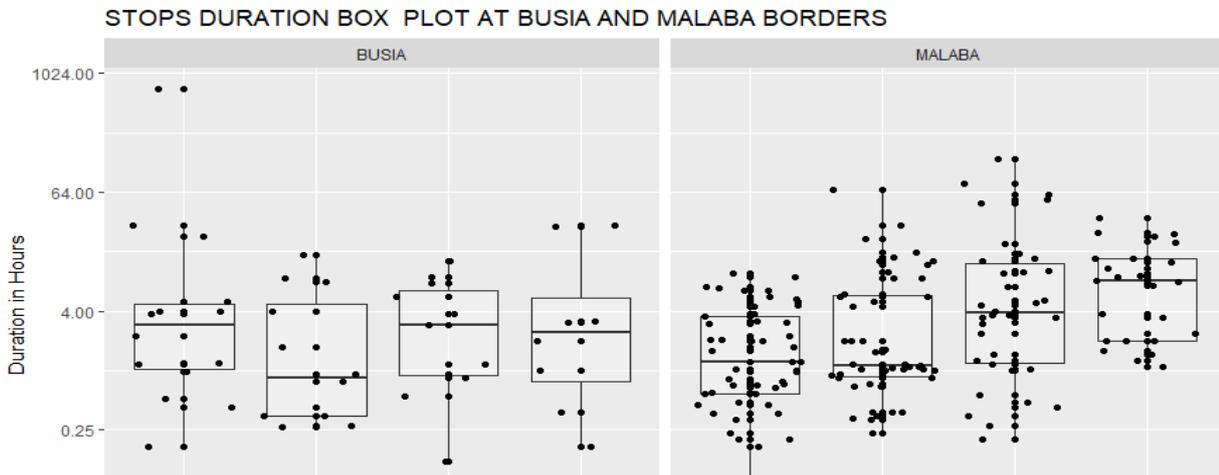


	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20
— Malaba	4	5	6	4	3	5	2	2	2	2	2	2	5	8

Source: Northern Corridor Road Transport Mobile survey,

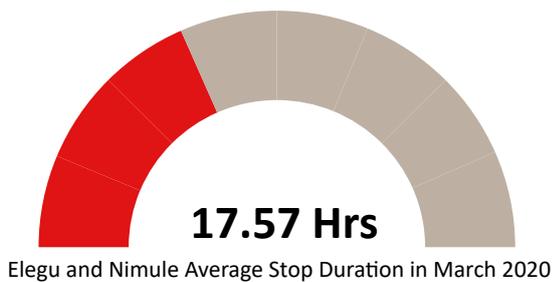
With more than 820 trucks crossing into Uganda daily amidst the new measures being put in place in the wake of the pandemic, there is a need to ensure more resources are deployed at the border to reduce delays and congestion of trucks at the border.

Figure 3: Exploratory analysis of stop duration at Busia and Malaba Border Posts

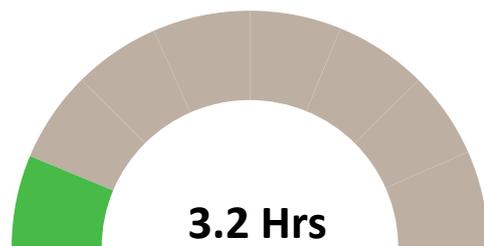


The boxplots above represent the median duration trucks spent at the border from January before the effects of the COVID-19 up to April at Busia and Malaba. The median duration of time spent at the border is on the increase, especially for Malaba where the biggest number of trucks cross the border. Busia receives fewer trucks than Malaba.

Looking at the performance of the other key transit border crossing points along the Northern Corridor. During March 2020, the aver-



Elegu and Nimule Average Stop Duration in March 2020

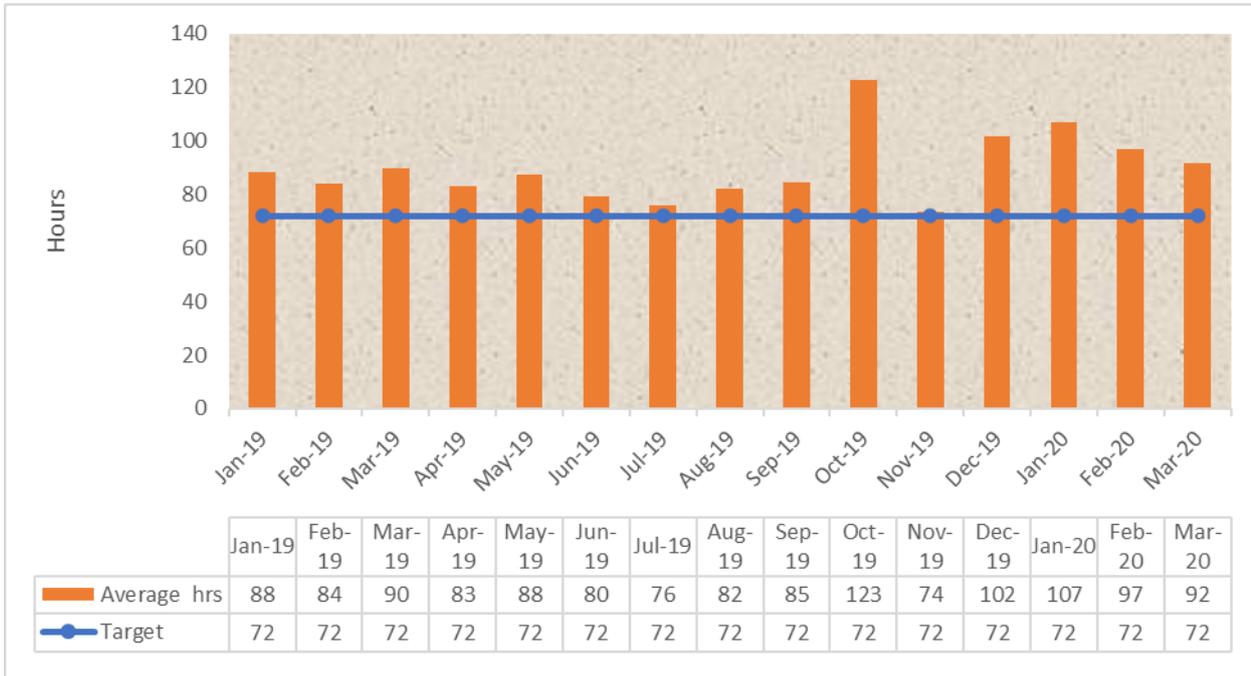


Mirama Hills and Kagitumba Average Stop Duration in March 2020

2.3 Port Performance

The Mombasa Port, being an essential service provider has been operating 24/7 during this period to ensure business continuity. The port dwell time has not been adversely affected by the pandemic, though a slight increase in the cargo dwell time has been registered compared to general performance for the year 2019.

Figure 4: Monthly Average Containerized Cargo Dwell time



Source: KPA

2.3.1 Port throughput

Cargo throughput measures the total volume of cargo discharged and loaded at the port. It includes break-bulk, liquid bulk, dry bulk, containerized cargo, transit cargo, and transshipments.

Table 1 below shows throughput for January to March in 2019 and 2020. Overall port cargo volumes for January to March 2020 stagnated with 2020 registering 8,612,484 metric tones against 8,545,503 which was registered in the same period in 2019.

Table 1: Throughput Traffic (MT) January - March 2020 against 2019

Type of Cargo	2019	2020	Volume Change	Growth %	% Share of Total Throughput of 2019	% Share of Total Throughput of 2020
Non - Container						
Dry Bulk	2,090,844	2,242,463	151,619	7.3%	24.5%	26.0%
Liquid Bulk	2,181,549	2,147,418	-34,131	-1.6%	25.5%	24.9%
Conventional	378,691	445,648	66,957	17.0%	4.4%	5.2%
Sub- Total	4,651,084	4,835,529	184,445	4.0%	54.4%	56.1%
Containerized	3,894,419	3,776,955	-117,464	-3.0%	45.6%	43.9%
TOTAL	8,545,503	8,612,484	66,981	0.8%	100.0%	100.0%
IMPORT/EXPORT						
Imports	6,809,219	6,997,611	188,392	2.8%	79.7%	81.2%
Exports	1,100,110	1,122,496	22,386	2.0%	12.9%	13.0%
Transshipment	604,412	470,323	-134,089	-22.2%	7.1%	5.5%
Restows	31,762	22,054	-9,708	-30.6%	0.4%	0.3%
TOTAL	8,545,503	8,612,484	66,981	0.8%	100.0%	100.0%

Source: KPA

Containerized traffic reduced from 348,204 TEUS to 340,812 TEUS, a 2.1% decline as a result of the t of COVID-19 effect that led to few ships canceled their schedules. It should be noted that port received most of the notices of cancellation in March 2020 and this will affect the performance of the port in the coming month.

Table 2 shows the total volume of container cargo discharged and loaded at the port, and includes transshipment.

Table 2: Container Traffic (TEUs) Jan-Mar 2020 Against Jan-Mar 2019

		2019	2020	V. Change	% Change
Imports	Full	145,795	148,286	2,491	1.7%
	Empty	2,901	3,712	811	28.0%
	Total	148,696	151,998	3,302	2.2%
Exports	Full	39,247	40,191	944	2.4%
	Empty	112,064	105,858	-6,206	-5.5%
	Total	151,311	146,049	-5,262	-3.5%
Transshipment	Full	36,988	27,703	-9,285	-25.1%
	Empty	9,015	13,660	4,645	51.5%
	Total	46,003	41,363	-4,640	-10.1%
Restows	Full	1,982	1,398	-584	-29.5%
	Empty	212	4	-208	-98.1%
	Total	2,194	1,402	-792	-36.1%
Total	Full	224,012	217,578	-6,434	-2.9%
	Empty	124,192	123,234	-958	-0.8%
	Total	348,204	340,812	-7,392	-2.1%

Source: KPA

2.3.1 Ship Turnaround Time

The ship Turnaround Time is measured from the time the vessel arrives at the Port area (Fairway Buoy) to the time it leaves the Port area demarcated by the fairway buoy

To ensure that operations are not interrupted, the Port in conjunction with the Port Public Health officers’ procedures handle vessels when they arrive were instituted as below;

Mandatory Pre-Arrival Reporting on board must be undertaken at least 48 hours before the vessel arrival in Kenya’s territorial waters. Masters of ships must therefore submit a duly completed and compulsory Maritime Declaration of Health form to the Port Health officer.

All arriving vessels with crew/passengers with recent travel history to countries with confirmed cases of COVID-19 in the past 14 days must undergo special monitoring

Every ship entering Kenya from a country with confirmed cases of COVID-19 is subjected to rigorous inspection at the designated location as directed by the Harbor Master in consultations with Port Health Office.

Crew/passengers of vessels from confirmed COVID-19 countries are not granted shore passes. Only Kenyans and foreigners with valid residence permits will be allowed to disembark after presentation of Health Declaration forms and by the health Authorities.

All visitors (dockworkers, agents, surveyors, port state inspectors) to a ship from countries confirmed with COVID-19 cases must be informed about the precautionary measures while on board.

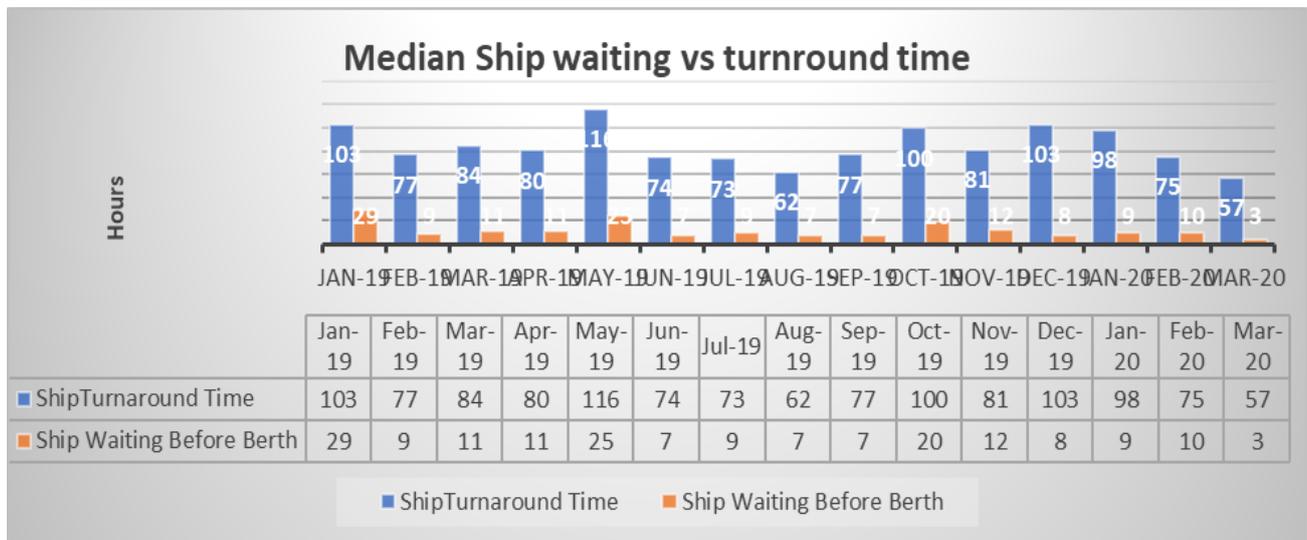
Masters of all ships due to arrive in a Kenyan port are required to declare their last 10 ports of call or voyage memo for the last three months, whichever is higher, and confirm that

there is no crew showing symptoms of COVID-19 on board.

Ship crew change is temporarily suspended. The exception is given to Kenyan crew and persons with valid resident permits.

Figure 5 below gives the Ship Turnaround Time and Waiting Time for the period

Figure 5: Average Ship turnaround time at the port of Mombasa in hours;

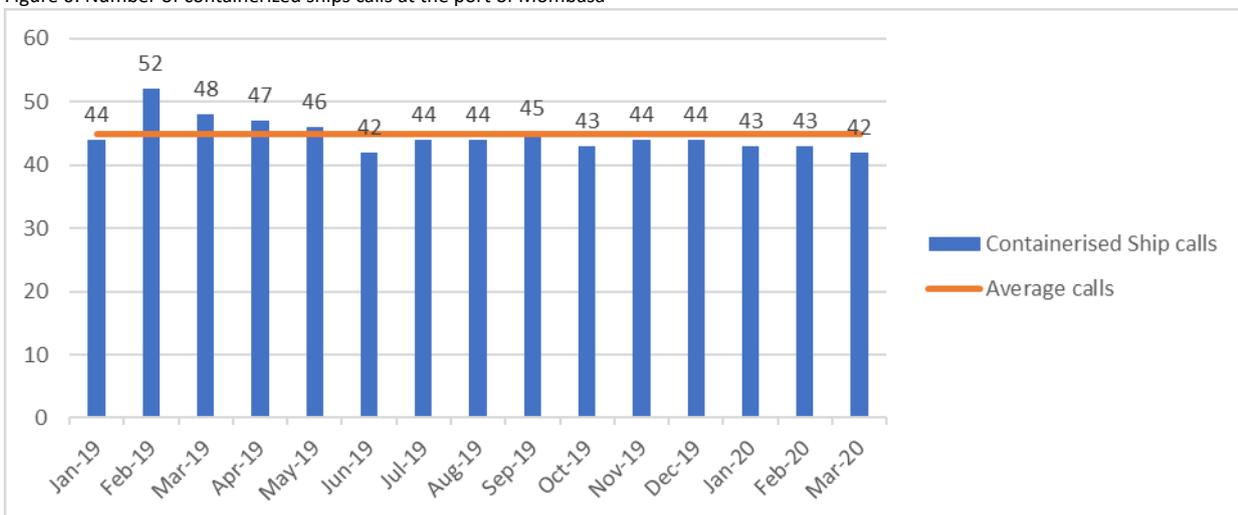


Source: KPA

2.3.2 Containerized ships call at the Port of Mombasa

The containerized ships docking at the Port have remained constant for the period as shown in figure 6 below:

Figure 6: Number of containerized ships calls at the port of Mombasa



Source: KPA

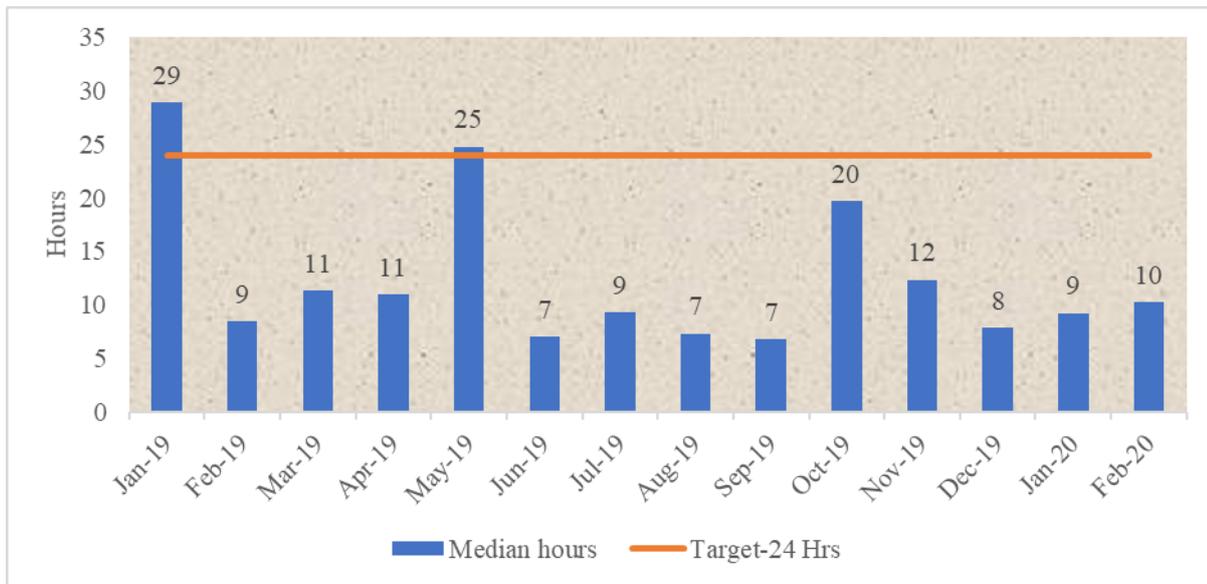
From the figure above basically the number of ships calling at the Mombasa port has not changed compared to the year 2019. However, the number was expected to be higher in the year 2020 if it was not for the Pandemic.

2.3.3 Vessel waiting time before berthing at the Port of Mombasa

Vessel Waiting time before berth is the time difference in hours from the time the ship enters the Port area to the time of berthing. It is a component of Ship Turnaround Time

From the figure below, the performance is still within the expected time frame.

Figure 7: Median Vessel Waiting Time before Berth at the port of Mombasa in hours



2.4. Clearance of goods at the Port

Figures 8 to 10 show the status of Time for customs clearance at the Document Processing Centre, Clearance Time at One Stop Centre, and Delays after Customs Release together with the number of counts.

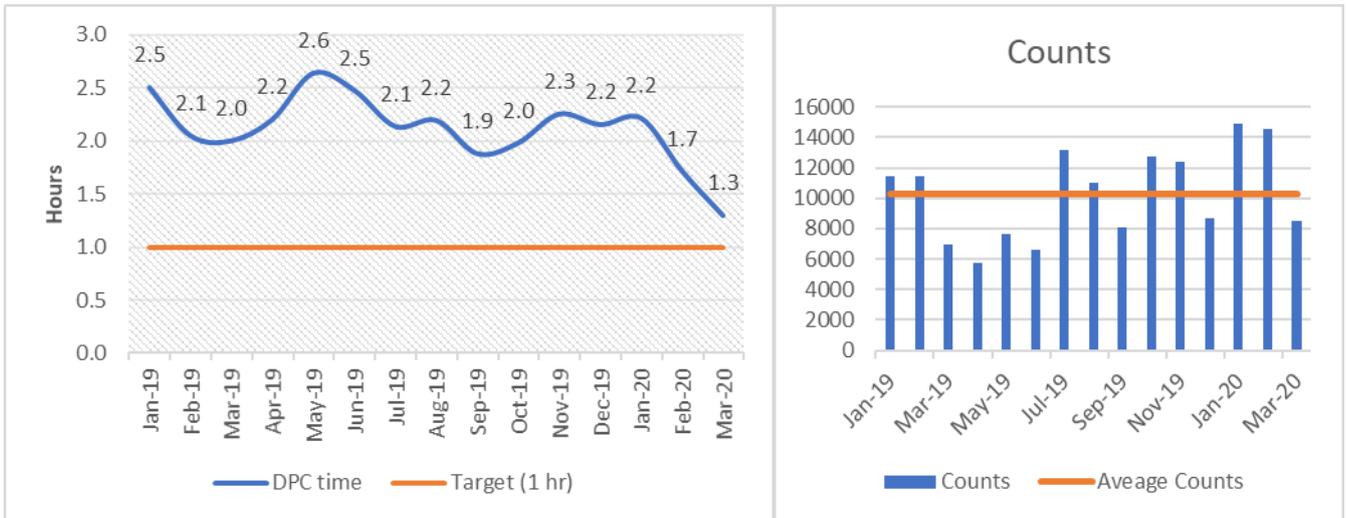
From the graphs, there has been an improvement in all these indicators.

Most of the Agencies involved in the clearing of goods at the Port have continued to work during this period.

2.4.1 Time for customs clearance at the Document Processing Centre (DPC)

This refers to the time taken by Customs to pass an entry lodged by a clearing Agent. This time bears a proportion to the total Port Dwell Time.

Figure 8: Average time taken at the Document Processing Centre (DPC)

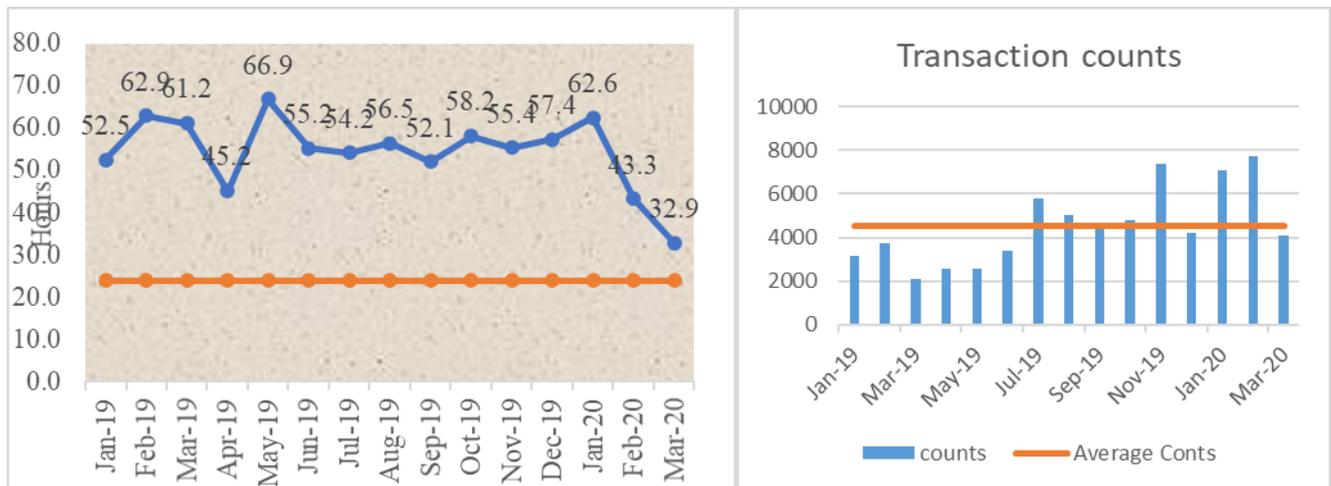


Source: KRA

2.4.2 One Stop Centre Clearance Time at the port of Mombasa

One Stop Centre Clearance Time is measured as the average time taken from passing a registered customs entry to the issuance of release order by customs.

Figure 9: One stop Centre Clearance Time at the Port of Mombasa

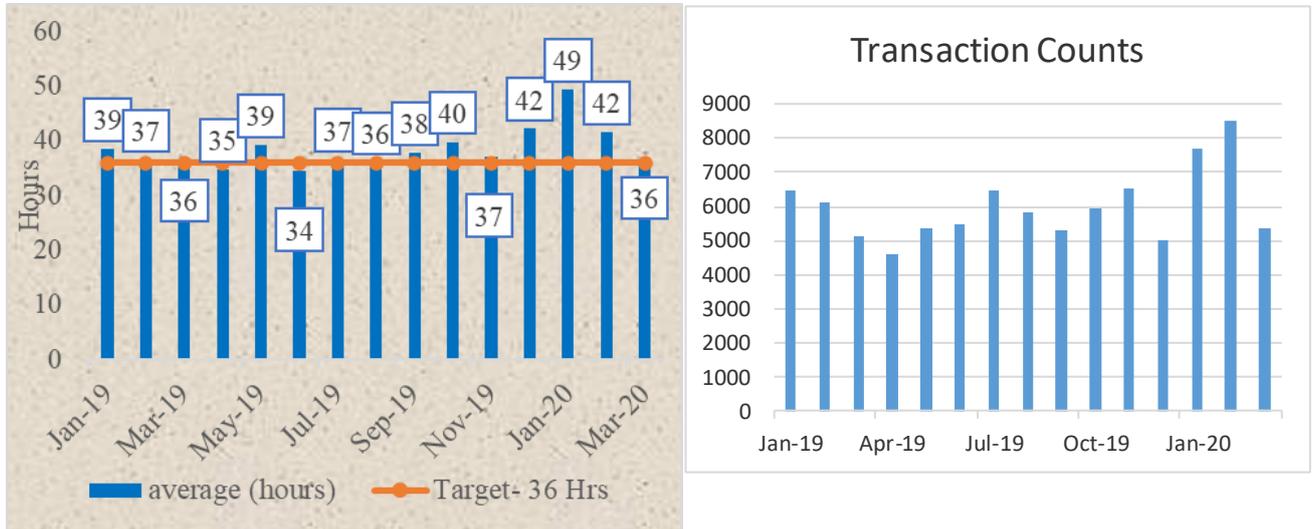


Source: KRA

2.4.3 Delay after Customs Release at the Port of Mombasa

Delay after customs release refers to the time it takes to evacuate the cargo from the Port after it is officially released by Customs.

Figure 10: Time taken to exit the Mombasa Port after Customs Release



Source: KRA

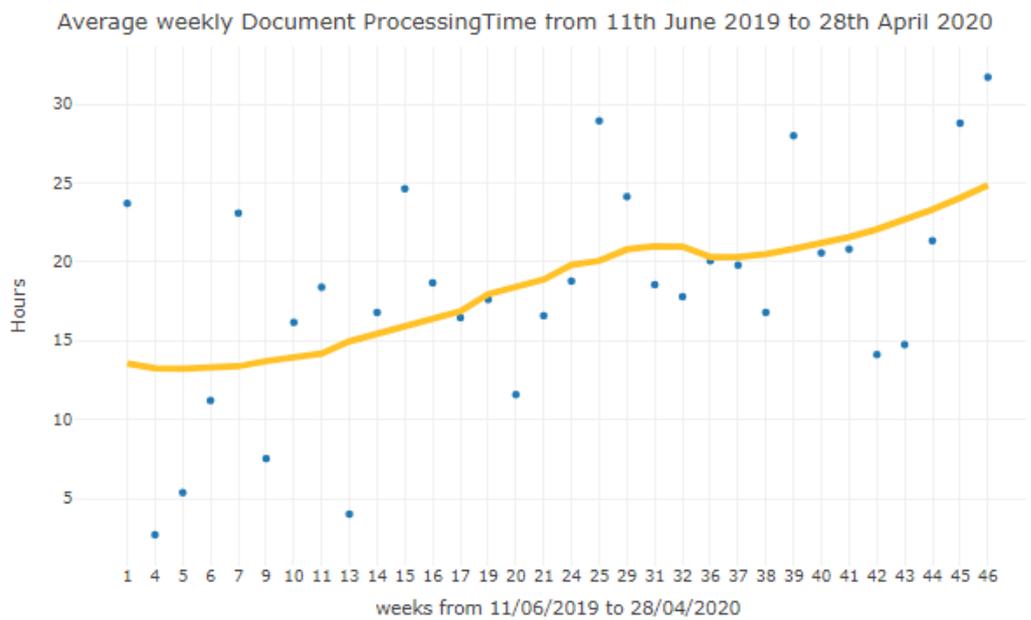
2.5 Rwanda Revenue Authority (RRA) customs Processes

2.5.1 Document Passing

The average time between customs entry declaration/registration and Payment is made by Agent

The weekly analysis shows an increasing trend with high variations. The last three weeks registered more than 20 hours

Figure 11: Document processing Time



Source: RRA

2.5.2 Customs Release Time

The average time between passing/Acceptance of customs entry registration and issuance of customs release order.

Figure 12: Average customs release time

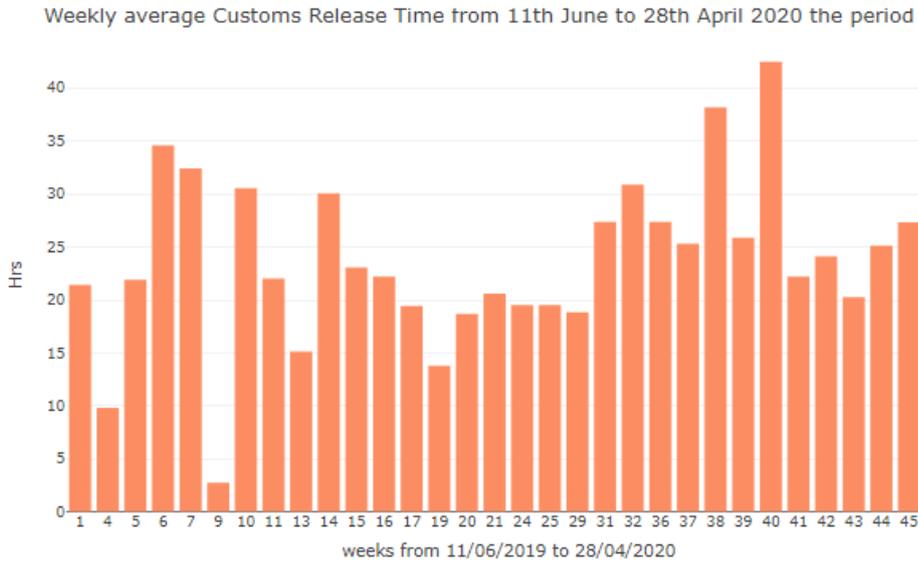


Figure 12 shows Weekly trends for the time between the passing of customs entry and issuance of the release order.

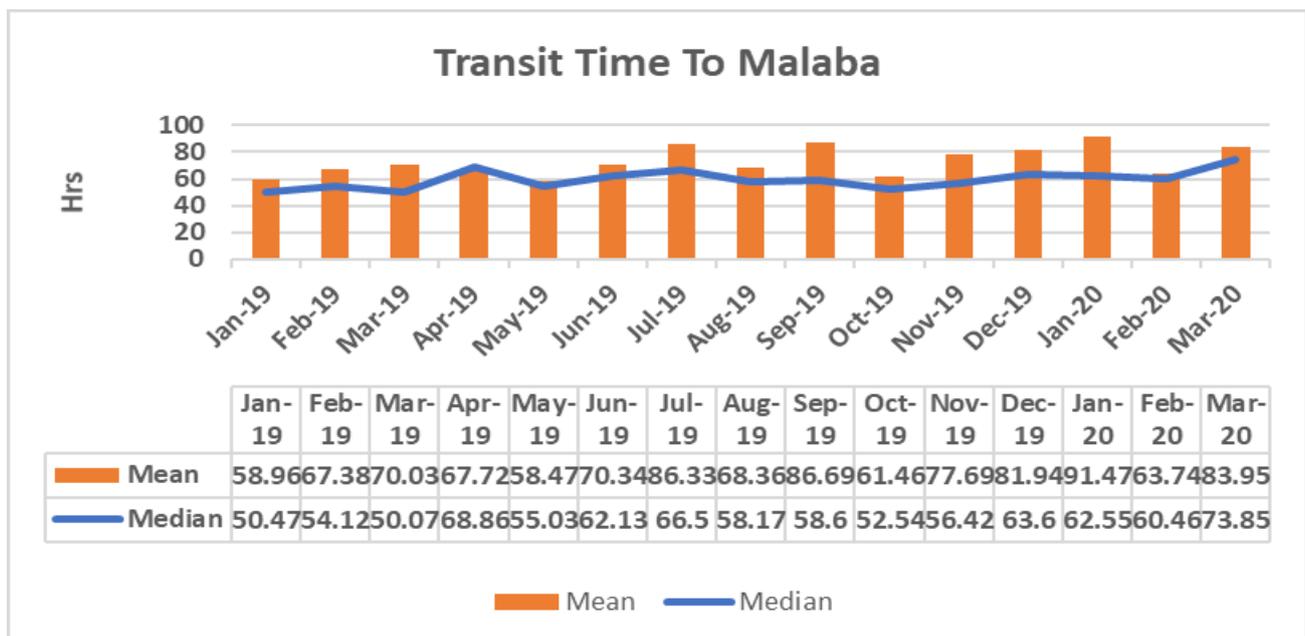
The last three months registered for more than 24 hours.

Source: RRA

2.6 Transit time

The distance between Mombasa to Malaba is 933 km. Figure 11 provides transit time from the Port of Mombasa to Malaba. The transit time has remained stable over the period. This will likely change as more measures to curb the spread of the virus are implemented along the Corridor.

Figure 13: Transit time from Mombasa to Malaba border



Source: RECTS

2.6.1 Transit time in Uganda

Figure 14: Transit time in Uganda

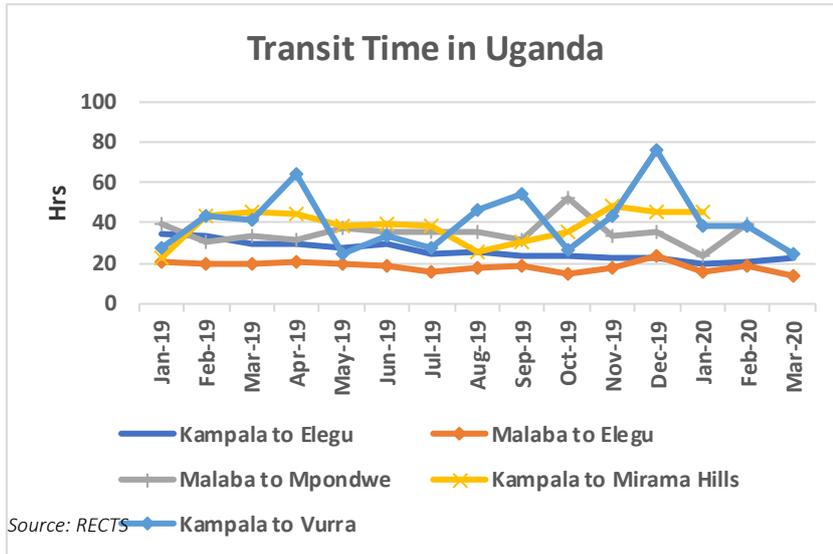
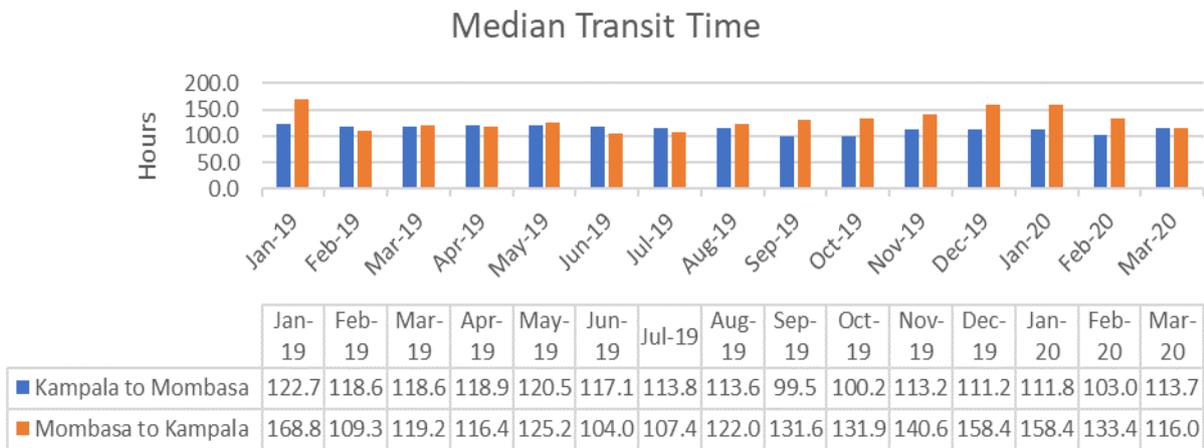


Figure 14 shows transit time for: Kampala to Elegu, Mirama Hills, Vurra and Malaba to Elegu and Mpondwe

Transit time in Uganda has registered a slight decline between the month of February and March 2020. This can be attributed to less congestion as a result of the lockdown. A similar trend can be observed in transit time from Kampala to Mombasa as shown in figure 15 below.

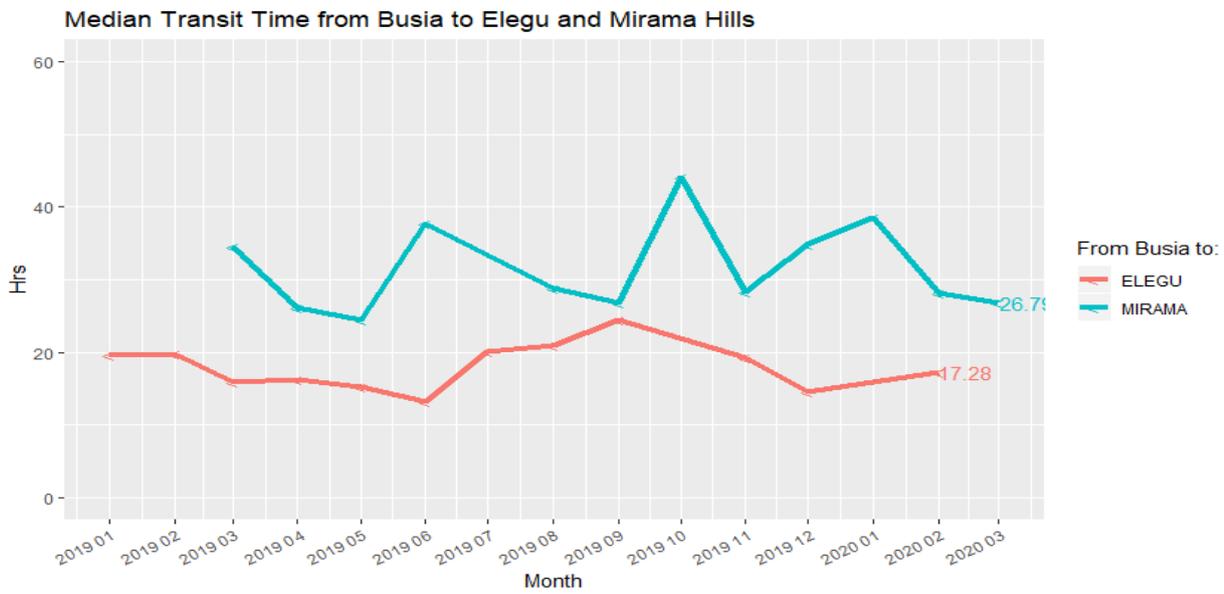
Figure 15: Median Transit time to and from Kampala or Mombasa



Source: RECTS



Figure 16: Median Transit time from Busia to Elegu and Mirama Hills

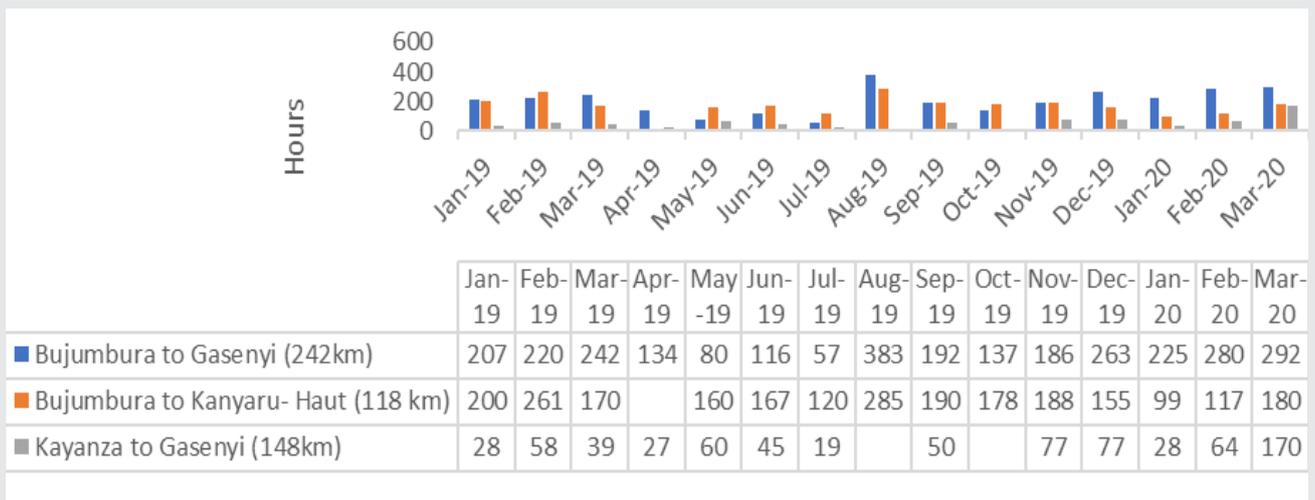


Source: RECTS

2.6.2 Transit time in Burundi

Transit time in Burundi was measured from Kanyaru Haut and Gasenyi to customs border points of Bujumbura Port and Kayanza. Figure 17 below shows an increasing trend for the last three months;

Figure 17: Average Transit time in Burundi

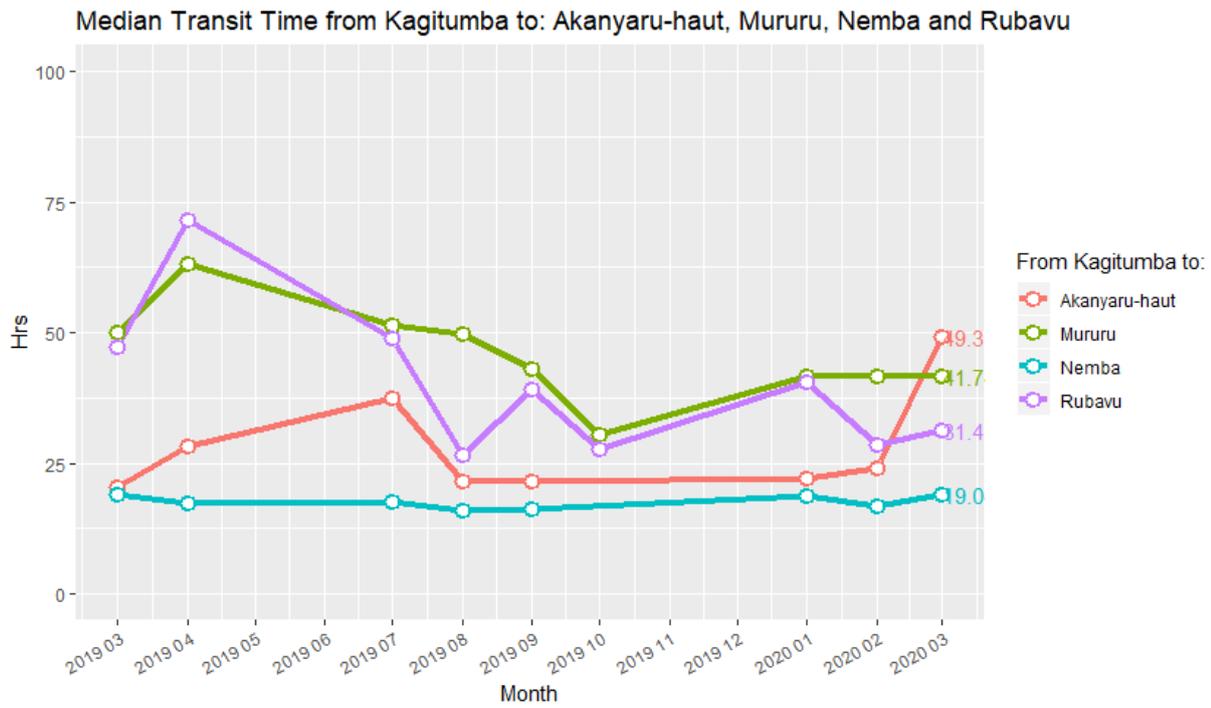


Source: OBR

2.6.3 Transit time in Rwanda

Transit time from the Kagitumba border to various destinations is presented in figure 18 below. Kagitumba to Nemba is about 281 km, Kagitumba to Mururu (440 km). Transit time to Akanyaru haut has been on the upward trend for the last three months.

Figure 18: Median Transit from Kagitumba border to Akanyaru-Haut, Mururu and Rubavu



Source: RECTS

3. OBSERVATIONS AND RECOMMENDATIONS

3.1 Observation

The Coronavirus disease has become a severe pandemic and poses many serious challenges in the transport sector. Since more Countries have put up strict measures affecting transport during the month of March 2020, a clear picture will be shown as more data is made available along the Corridor in the coming days.

There is a delay in the return of empty containers at the Port which attracts retention charges by the shipping lines.

Facilitation of trade and transport as a region is vital during this pandemic to enable get the necessary provisions to fight the pandemic as well as not to suffocate our economies. A regional approach to response to Covid-2019 is necessary.

3.2 Recommendations

The Secretariat to design and implement a sensitization program for transit operators and their employees;

There is a need for a coordinated approach and harmonization in the region especially on policies affecting Corridor transport.

The Secretariat together with its Partners should develop co-ordination mechanisms for identifying and monitoring the spread of the outbreak, mapping out policy responses by the individual Member States, and within the Northern Corridor.

On Post-pandemic action, the transport sector will be extremely affected by responses to this pandemic. Programs such as the Road Side Stations (RSS) equipped with health facilities should be fast-tracked as well as coordinated Joint Border Committees.



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