



**NORTHERN CORRIDOR  
TRANSIT AND TRANSPORT  
COORDINATION AUTHORITY**

**AUTORITÉ DE COORDINATION DE  
TRANSIT ET DE TRANSPORT  
DU CORRIDOR NORD**

**THE NORTHERN  
CORRIDOR DIGEST**

**NEWSLETTER**

*For an Efficient, Smart and Green Corridor*

## Inside

Page

- 02. The region remains a huge and expanding market for trade
- 03. Private sector and County Governments ready to invest in Road Side Stations along the Northern Corridor
- 06. NCTTCA's 35 years experience major game-changer as region settles on 'new normal'
- 09. A new Terminal Operating System to boost port efficiency
- 10. Addressing NTBs key for African Continental Free Trade Area



### HEADLINE

## Private sector and County Governments ready to invest in Road Side Stations along the Northern Corridor

According to the findings of the inspection of private facilities similar to the Roadside Stations (RSS) designs by a multi-agency team involving Public and Private sector Stakeholders in Kenya, most existing and ongoing projects for parking facilities along the Northern Corridor are either under private sector initiatives or County Governments

# THE REGION REMAINS A HUGE AND EXPANDING MARKET FOR TRADE

The Northern and Central Corridors Member States' population has been increasing annually with the year 2019 having a combined total population of approximately 277 million; an increasing population growth rate of 3% when compared to the 2018 figure. The large population presents a massive trade and marketing opportunities that are projected to expand even further in the future.

Despite the COVID-19 pandemic that has had a profound impact on the global economy, and the Northern and Central Corridors Member States, the region remained resilient. COVID-19 crisis has revealed just how crucial trade facilitation is in times of crisis; acting as a magnifying glass to show the importance of trade.

Paradoxically, despite the prevailing pessimism surrounding the prospects for global trade, Kenya experienced a significant improvement in exports in the first quarter of the year, together with a moderation of imports, leading to a marked decline in the trade deficit. While the initial shock to Kenyan trade caused by the COVID-19 crisis initially looked dramatic in terms of the declines registered, domestic exports have actually performed extraordinarily well under the circumstances, with incremental growth since 2019.

*"Not all supply chains were disrupted by COVID-19 pandemic, with some Kenyan exports like tea, horticulture and fruits surpassing levels of previous years. Rather, imports have been the principal victim of the COVID-19 Pandemic period, declining between March and May 2020", said Omae Nyarandi, the Executive Secretary at the Northern Corridor Secretariat.*

Capital goods imports have declined markedly; a trend which, if sustained, could have implications for long-term economic growth.

*"The fall in imports of consumer goods could also set the scene for a revitalisation of national and regional industry, as local producers step up to fill the void created by the sharp lull in imports", added Omae Nyarandi.*

According to the joint Annual Report of the Northern and Central Corridors' Transport Observatories released in September 2020, Intra-regional trade within the region represents about 20% of its total trade (as opposed to

The region continues to import substantially more goods than it exports signifying unfavourable trade balance. Both ports registered the highest import cargo serving similar countries. The growth is driven by the corresponding growth of economies in the region.

The top import commodities through the port of Mombasa include petroleum oil & lubricants, clinker, wheat, iron & steel, palm/vegetable oil, fertilisers, coal, rice, plastic and sugar. Major import partners include Asia and the European Union.



## Northern and Central Corridors region hardly hit by the disrupted supply of goods during COVID-19 pandemic period

70% in Europe) due to poor quality of infrastructure, complex administrative procedures, low competition in the carrier industry and a lack of interconnectivity between the various modes of transport.

Northern and Central Corridors Member States remain net importers. Total combined imports stood at 40.5 million metric tonnes in 2019, having grown by 18% from 34 million metric tonnes in 2016. Imports through the port of Mombasa are two-fold when compared to Dar es Salaam port.

Kenya and Tanzania accounted for the majority of imports slightly over 60% of total imports discharged through the port of Mombasa and Dar es Salaam respectively. The proportion of transit imports accounted for 30%.

Regarding the overall export through the Mombasa and Dar es Salaam ports from 2016 to 2019, the port of Mombasa witnessed an increasing trend from 3.7 million metric tons in 2016 to 4.1 million metric tons in 2018 and further to 4.3 million metric tons in 2019. The port of Dar es Salaam registered an increasing trend from 2.0 million metric

tons in 2016 to 2.5 million metric tons in 2018 and a decreasing trend to 2.4 million metric tons in 2019.

Total exports through the port of Mombasa are almost two-fold when compared to ex-ports through Dar es Salaam port. DRC uses Tanzania port for most of her exports whereas Uganda uses the port of Mombasa for most of her exports. The choice of options could be attributed to the distance to the nearest port.

The Central and Northern Corridors region surface area of 4.78 million Km<sup>2</sup> calls for complex trade and logistic interventions to facilitate smooth trade.

The entire Northern Corridor road network covers approximately 12,707 Km in length distributed as follows; 1,323.6 Km in Kenya, 2,072 km in Uganda, 1,039.4 km in Rwanda, 567 km in Burundi, 4,162 km in DRC and 3,543 km in South Sudan. The main arterial cargo highway runs from the port city of Mombasa through Nairobi and Kampala to Kisangani in eastern DRC. Tributaries branch off to Mwanza, Juba, Bujumbura, and Kigali.

The currently installed pipeline system consists of 1,342 Km of pipeline

with the capacity to handle about 6.9 billion litres of petroleum products annually with 8 depots on the network.

The Central Corridor Road network stretches from the port of Dar es Salaam through the United Republic of Tanzania, where it splits to enter Burundi at Kobero/Kabanga border posts, Rwanda at Rusumo/Rusumo border posts and Uganda at Mutukula/Mutukula border posts. The corridor continues to Goma and Bukavu through Rwanda.

The Central Corridor railway line links Uganda through the inland port of Mwanza on Lake Victoria and also links Burundi and Eastern DRC through the inland port of Kigoma on Lake Tanganyika.

The Central and Northern Corridors are linked through various road arteries that run through member Countries. Kenya links to Tanzania through the Namanga border via the Namanga-Athi-River route, Taveta/Holili border via the Voi-Taveta Route, Isebania/Sirari border via the Isebania-Ahero route and Lunga Lunga/ Horohoro border via the Likoni-Lunga Lunga route.



*The Multi-agency Stakeholders Team with Busia County Engineers after discussing and amending a Roadside Station Project plan dubbed Mundika Trailer Pak.*

challenges among them long working hours which leads to fatigue, loss of concentration and poor health, all of which are major contributors to accidents.

In the COVID-19 pandemic period, it came out clear that the Northern Corridor region lacks adequate facilities along the main sections of the road network for rest and recovery, maintenance, parking and wellness centres equipped with adequate health services. Roadside Stations and wellness centres are more needed than ever before not only for rest stops but also to decongest the border control points, to ensure seamless movements of goods and persons.

According to the findings of the inspection of private facilities similar to the Roadside Stations (RSS) designs by a multi-agency team involving Public and Private sector Stakeholders in Kenya, most existing and ongoing projects for parking facilities along the Northern Corridor are either under private sector initiatives or County Governments.

The exercise carried out between 22nd and 29th September 2020 started from Mombasa, all the way to the borders of Busia and Malaba and coming back to Mombasa.

## PRIVATE SECTOR AND COUNTY GOVERNMENTS READY TO INVEST IN ROAD SIDE STATIONS ALONG THE NORTHERN CORRIDOR

The Northern Corridor forms the backbone of transport system which links signatory Member States of Burundi, Democratic Republic of Congo, Kenya, Rwanda, South Sudan and Uganda to the Port of Mombasa. It is the most important trade route among the five key corridors designated by the East African Community as critical to its development agenda.

With high traffic, especially heavy commercial and long-distance passenger vehicles moving goods and people across the region, safety on this corridor has been a concern for many stakeholders. Over the years, the corridor has had the highest cases of road accidents, most of which can be attributed to the heavy trucks and buses. Long-distance drivers face many

The Parking facilities which were found to have enough amenities that can be upgraded into RSS facilities include Shell and Premium Energy Bonje located near the port of Mombasa; Maungu Park owned by Taita Taveta County Government; Sparkle Centre located in Mtito Andei mostly used by buses; Darussalam Hotel and parking facility located in Mtito Andei; Delamere Holding Shop Point located out of Naivasha on the way to Gilgil serving as a stopover for small cars and buses; Shell Salгаа located along the Northern Corridor highway in Salгаа; Uasin Gishu Lorry Park located in Jua Kali and owned by the County Government of Uasin Gishu; as well as the Parking Facilities at Malaba Uganda with additional private parking yards within a distance of 0.5 Km from the Malaba OSBP.

To ease the pressure of trucks parking on road shoulders, Kenya National Highways Authority developed Roadside Stops mainly at Manyatta, Kiboko, Mlolongo Jua Kali and Burnt Forest. However, the KeNHA developed Roadside Stops lack sanitary facilities, accommodation and eateries for trucks.

The Multi-agency Stakeholders team also found that there are other



RSS projects at thinking stage while others were at different early stages of implementation; including one at KeNHA land in Sultan Hamud, to be developed under the RSS national regulations; another at Shell and Premium Energy 17-acres-land in Maai Mahiu near the Naivasha ICD; Mundika Trailer Park and Malaba Park by Busia County Government; and on private land in Kikopey between Nakuru and Gilgil, whose owner was keen to a

partnership to assist him to implement his project. The Kikopey RSS would cater for Nakuru and Gilgil which require parking yards.

The Northern Corridor forms the backbone of transport system which links signatory Member States of Burundi, Democratic Republic of Congo, Kenya, Rwanda, South Sudan and Uganda to the Port of Mombasa. It is the most important trade route among the five key corridors designated by the East African Community as critical to its development agenda.

With high traffic, especially heavy commercial and long-distance passenger vehicles moving goods and people across the region, safety on this corridor has been a concern for many stakeholders. Over the years, the corridor has had the highest cases of road accidents, most of which can be attributed to the heavy trucks and buses. Long-distance drivers face many challenges among them long working hours which leads to fatigue, loss of concentration and poor health, all of which are major contributors to accidents.

In the COVID-19 pandemic period, it came out clear that the Northern Corridor region lacks adequate facilities along the main sections of the road network for rest and recovery, maintenance, parking and wellness centres equipped with adequate



***A Multidisciplinary Stakeholders Team inspecting Shell and Premium Energy Bonje in Mombasa.***



*The RSS programme presents an opportunity for investment in Trade and Transport Logistics aimed at improving Road safety as well as supporting cost effectiveness and reliability in the conveyance of freight and people.*

*LEFT: Shell and Premium Energy Bonje can provide safe and secure parking for over 300 trucks*

health services. Roadside Stations and wellness centres are more needed than ever before not only for rest stops but also to decongest the border control points, to ensure seamless movements of goods and persons.

According to the findings of the inspection of private facilities similar to the Roadside Stations (RSS) designs by a multi-agency team involving Public and Private sector Stakeholders in Kenya, most existing and ongoing projects for parking facilities along the Northern Corridor are either under private sector initiatives or County Governments.

The exercise carried out between 22nd and 29th September 2020 started from Mombasa, all the way to the borders of Busia and Malaba and coming back to Mombasa.

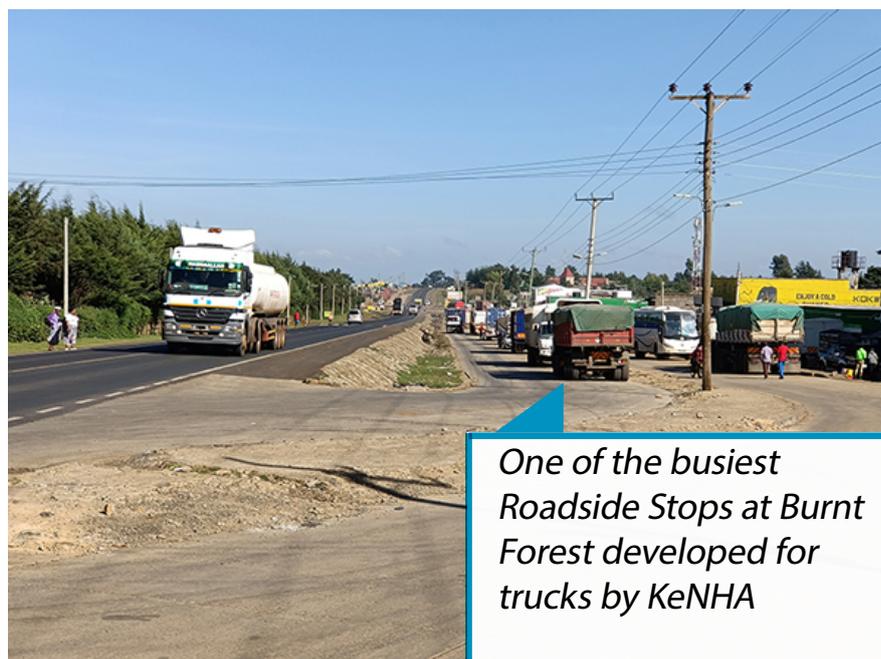
The Parking facilities which were found to have enough amenities that can be upgraded into RSS facilities include Shell and Premium Energy Bonje located near the port of Mombasa; Maungu Park owned by Taita Taveta County Government; Sparkle Centre located in Mtito Andei mostly used by buses; Darussalam Hotel and parking facility located in Mtito Andei; Delamere Holding Shop Point located out of Naivasha on the way to Gilgil serving as a stopover for small cars and buses; Shell Salga located along the Northern Corridor highway in Salga; Uasin Gishu Lorry Park located in Jua Kali and owned

by the County Government of Uasin Gishu; as well as the Parking Facilities at Malaba Uganda with additional private parking yards within a distance of 0.5 Km from the Malaba OSBP.

To ease the pressure of trucks parking on road shoulders, Kenya National Highways Authority developed Roadside Stops mainly at Manyatta, Kiboko, Mlolongo Jua Kali and Burnt Forest. However, the KeNHA developed Roadside Stops lack sanitary facilities, accommodation and eateries for truckers.

The Multi-agency Stakeholders team also found that there are other

RSS projects at thinking stage while others were at different early stages of implementation; including one at KeNHA land in Sultan Hamud, to be developed under the RSS national regulations; another at Shell and Premium Energy 17-acres-land in Maai Mahiu near the Naivasha ICD; Mundika Trailer Park and Malaba Park by Busia County Government; and on private land in Kikopey between Nakuru and Gilgil, whose owner was keen to a partnership to assist him to implement his project. The Kikopey RSS would cater for Nakuru and Gilgil which require parking yards.



*One of the busiest Roadside Stops at Burnt Forest developed for trucks by KeNHA*

## NCTTCA'S 35 YEARS EXPERIENCE MAJOR GAME-CHANGER AS REGION SETTLES ON 'NEW NORMAL'

**R**esilience of the regional institutions and structures that have been put in place over the years to enhance efficiency and seamless flow of cargo along the transport corridors has been put to test when movement of all goods to the various destinations became essential in the wake of the COVID-19 pandemic since March 2020.

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) has played a pivotal role for the last six months of the pandemic as efforts are being made to help players in the industry to circumvent some of the stringent measures on movement of cargo put in place by Member States to contain the spread of COVID-19.

Initially, it was very challenging to maintain optimal flow of goods and services as everyone in the world sought to understand the new disease. However, it never took long to marshal enough support from key industry players to strategise on a new normal that has guided the evolution of a new supply chain.

To address the challenges related to the supply of vital materials needed to fight the COVID-19 pandemic and help regional economies to remain afloat, the Northern Corridor Secretariat was able to put in place a regional platform for virtual meetings to connect all Northern Corridor Stakeholders.

The weekly meeting mainly focused on what was happening in real time in each of the Member States in general and at the transit/transport node along the Corridor- Port, Weighbridges, Border Posts, Inland Container Depots (ICDs) and Transit Parking Yards in particular.

During the COVID-19 pandemic, the Secretariat also managed to carry out all its planned Technical and Policy Organs Meetings. The 32nd Meeting of the Northern Corridor Council of Ministers and the 49th Meeting of the Executive Committee were all virtually conducted during the pandemic period.

The period also witnesses a joint Specialised Technical Committee meeting and the validation of the 15th Issue of the Northern Corridor Transport Observatory held online. Recently, the Revised Northern Corridor Transit and Transport Agreement was discussed in an extraordinary Executive Committee Meeting virtually held.

*"We have leveraged on the IT to run all our activities. This has been a vital lesson that organisations can cost effectively and efficiently carry out online as opposed to some of the activities that previously needed a lot of physical planning," said Mr. Omae Nyarandi, Executive Secretary NCTTCA; adding that this included very basic things such as creation of a 24/7 WhatsApp Group for quick interventions in the areas of operations including the truck drivers.*



***Launch of the Northern Corridor Sensitisation Campaign against the Spread of COVID-19 by the Cabinet Secretary, EAC and Regional Development, Hon. Adan Mohamed and the Executive Secretary NCTTCA, Omae Nyarandi, at the Miritini COVID-19 Testing Centre, 3rd July 2020.***

The East African Community, working together with the Northern & Central Corridors is now putting a surveillance tracker to contribute towards dealing with the pandemic. The initiative will provide a platform for the exchange of information in real time about tests taken by drivers and crew and about the transit movements of drivers and trucks. It will also support the tracking and tracing of drivers and their contacts.

As a multimodal surface transport system linking the Great Lakes countries of Burundi, DR. Congo, Rwanda, South Sudan and Uganda to the Kenya's sea-port of Mombasa, the Northern Corridor has played crucial role over the years in the entire region.

Established in 1985 through a treaty known as the Northern Corridor Transit and Transport Agreement (NCTTA), the institution has focused on road, rail, pipeline and inland waterways transport. The Corridor also serves Northern Tanzania, Somalia and Ethiopia.

At the apex of the institution is a Council of Ministers, comprising Ministers responsible for transportation in Member States- the top most policy organ. Following in the rank is the Executive Committee, an inter-governmental Committee composed of Permanent Secretaries or their equivalents also responsible for transport matters in each of the contracting states. The Executive Committee is primarily responsible for initiating general principles and policies governing the Authority.

Programmes of the Northern Corridor institution are often implemented through Specialised Committees; including



*A Multi-agency Team led by the Northern Corridor Secretariat on advocacy mission for smooth movement of cargo at Busia and Malaba OSBPs during COVID-19 pandemic, 28th September 2020.*

the Northern Corridor Public-Private Stakeholders Forum; Committee on Infrastructure Development and Management; Committee on Transport Policy and Planning; Committee on Customs and Transit Facilitation and the Private Sector Investment Promotion Committee. The Specialised Committees help the Authority to facilitate trade, movement of persons, vehicles and goods in domestic, regional and international transport as mandated by the 2007 Agreement. In addition, the roles of the Committees include stimulation of economic and social development in the territories of the contracting parties; transforming the Corridor into a Development Corridor, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, stimulate investments, encourage sustainable development and poverty reduction.

*“The Northern Corridor Secretariat helps to implement strategies for accelerating economic and social growth along the Corridor while ensuring environmental sustainability,” Mr Nyarandi said.*

The activities of the Authority are made possible through the support from the Member States. A mutual understanding exist among the Member States to implement a non-discriminatory policy, reciprocity, equal treatment and fair competition towards operators and users of the transport and communication systems; Cooperation in investment, planning, development of transport and transit facilities and jointly seeking financing for project execution. Member States have also played roles of harmonising their standards and procedures for design, construction, operation and maintenance of transport, transit facilities and equipment and take measures necessary to promote the role of the Corridor as a development Corridor.

The Northern Corridor Secretariat is playing a significant role in interfacing of Customs Systems and joint verification of multiple Customs documents, reduction of non-tariff barriers-roadblocks and introduction of High Speed- Weigh-In-Motion Systems to reduce multiple weighbridges along the Corridor, which have reduced delays at weighbridges.

The Authority has been key in advocating for the decongestion of Mombasa Port by streamlining and automating the procedures and operations, domestication of some regional policies such as the implementation and effective monitoring of EAC Vehicle Load Control (VLC) and some COMESA Trade Facilitation Instruments.

The Northern Corridor has consistently championed for Public-Private Partner-ships in Member States to stimulate investment and encourage development. The Secretariat has advocated for the rehabilitation of major highways to en-sure road quality according to the International Roughness Index (IRI). Adequate border infrastructure such as One Stop Border Posts and related facilities to minimize Customs procedures and transit times has also been a key area of focus.

of Mombasa as well as the performance of the corridor. Through the Observatory, the Secretariat is able to monitor the implementation of the Mombasa Port and Northern Corridor Community Charter.

The key successful project that have revolutionised the efficiency and performance of the corridor include creation of Single Customs Declaration Document and Single Customs Territory (SCT). The Secretariat is also implementing a Sustainable Green Freight Transport Programme along the



***Workshop on Regional harmonisation of IRI Data Collection Technologies and adoption of the Reports of the Black Spots survey along Northern Corridor Routes in Kenya, Rwanda and Uganda held at Hilton Hotel Nairobi on 9th March 2020.***

*“We are glad to report that various studies conducted by the Northern Corridor Secretariat have provided Member States with ample tools for improved planning and decision making on issues related to transport and trade facilitation,” Nyarandi added.*

What has perhaps put the Northern Corridor Secretariat at the centre stage is the Effective Monitoring System through the Northern Corridor Transport Observatory and the Dashboard, which gives weekly, monthly, quarterly, bi-annual and annual reports.

The Observatory is a monitoring tool that measures more than 45 indicators which tracks the performance of the port

Northern Corridor, which aims at reducing pollution at the Port of Mombasa and along the Northern Corridor road networks.

The Northern Corridor Secretariat has also played a significant role in the establishment of the Roadside Stations Programme along the Northern Corridor and the Regional Electronic Cargo Tracking System.

Many Agencies contribute to the funding of the Northern Corridor Transit and Transport Coordination Authority. Some of the Agencies include but are not limited to, TradeMark East Africa (TMEA), the World Bank’s Africa Transport Policy Programme (SSATP/WB), UN Environment Programme (UNEP), United Nations Conference on Trade and Development (UNCTAD) and United Nations Economic Commission for Africa (UNECA).

Other partner institutions are East Africa Community (EAC), COMESA, Economic Community of the Great Lakes Countries (CEPGL), the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLS) and African Development Bank (AFDB).



New TOS to comprise smart gate, smart yard, smart quay, smart rail, smart motor vehicle and break-bulk operations

## A NEW TERMINAL OPERATING SYSTEM TO BOOST PORT EFFICIENCY

Kenya Port Authority (KPA) has revealed that it's working on smart strategies for implementation of a new Terminal Operations System (TOS) and its optimisation in port operations.

KPA says the new TOS is a more advanced integrated platform when compared to the current Kilindini Waterfront Automated Terminal Operation System (KWATOS). It incorporates additional systems like Reefer Management System (RMS), Optical Character Reader (OCR), Truck Appointment System (TAS), Radio Frequency Identification (RFID) and Barcode for Conventional operations, for a competitive edge in the maritime business.

Interfacing various key cargo interveners including Revenue Authorities, Cargo Owners, Shipping Agents, Partner Government Agencies (PGAS) and Clearing and Forwarding Agents, the new system is expected to improve port business through enhanced efficiency and productivity in port operations, documentation and

seamless interface with relevant port community systems.

For easier integration, KPA is working on improving current system infrastructure plat-forms to guarantee high capacity, scalable, multi-tenancy, high-speed and readily avail-able network services.

The new TOS is to comprise smart gate, smart yard, smart quay, smart rail, smart mo-tor vehicle and break-bulk operations. This, KPA believes will competitively propel port services to world-class standards and also substantially contribute towards achieving greater levels on Ease of Doing business in terms of cost and service lead-time at Kenya's Indian Ocean maritime border and relatable inland facilities.

KPA has also said that the port of Mombasa is to witness improved cargo safety, tracking and security; improved traffic management and increased profitability.

*"Other overall benefits of the Terminal Operations System include*

*faster vessel productivity and turnaround, optimised yard, rail and gate operations; increased visibility of operations; planned workloads, control of operations and storage, enhanced workers safety; timely and accurate billing; improved business intelligence and reporting," said Ms Evelyn Mwamure, Manager TOS & Operations Projects at KPA.*

The continued automation through KWATOS in July 2008 to establish a Planning and Management Information System for the waterfront cargo operations and documentation, and the new improvements currently underway, has benefited KPA with enhanced documentation, enhanced security, system audit trails that provide historical data on the system, ability to monitor cargo and document progress, reduce dwell-time of containers and enhanced automated customer's transaction platform.

The new system, in addition to addressing any missing functionalities in KWATOS, will provide an enabling environment for KPA to optimise on full benefits of automation in cargo operation and marine services while ensuring enhanced customer service.



*NTBs slow down the movements of goods and make the cost of doing business unbearable*



*The 12<sup>th</sup> Extra-Ordinary African Union Summit, Niamey, Niger, 07th July 2019*

## ADDRESSING NTBS KEY FOR AFRICAN CONTINENTAL FREE TRADE AREA

The African Continental Free Trade Area (AfCFTA) that came into force on May 30, 2019, was set to create a single continental market for goods and services to boost intra-Africa trade, economic growth and development.

Low levels of intra-Africa trade and high costs of doing business are largely caused by Non-Tariff Barriers (NTBs) that comprise a wide array of regulatory and procedural barriers to trade, except regular customs duties. Regulatory and procedural barriers include customs operations and border documentation requirements, rules of origin documentation and pre-shipment inspections. Other trade barriers come in the form of transport regulations, sanitary and phytosanitary measures (SPS) and technical barriers to trade (TBTs).

While negotiating AfCFTA, it was revealed that addressing NTBs would be a key milestone to the effective implementation of the AfCFTA. NTBs slow down the movement of goods and costs importers and exporters billions of dollars annually.

The AU has stressed that for the AfCFTA to thrive, operational barriers have to be eliminated, and ensure businesses and traders don't suffer from undue limitations placed on them as they trade.

"The success of the AfCFTA depends in part on how well governments can track and remove non-tariff barriers," said Ambassador Albert Muchanga the African Union Commissioner for Trade and Industry.

According to a UNCTAD report, if these barriers are removed, the African economy could gain \$20 billion – much more than

the \$3.6 billion it could recover by eliminating tariffs. The United Nations Economic Commission for Africa (UNECA) estimates that the AfCFTA has the potential to boost intra-African trade by 52.3% by eliminating import duties and could double trade if NTBs are also reduced.

The AfCFTA Protocol on Trade in Goods calls for the elimination of NTBs and establishes a reporting, monitoring and elimination mechanism where the private sector can file a complaint on specific trade obstacles. The complaint is then transmitted to the government of the responsible trading partner to react to the complaint and resolve it within concrete timelines. The reported NTBs also feed into national and regional trade policy improvements.

In this endeavour, the African Union has amplified action to tackle non-tariff barriers and increase small businesses' use of the [tradebarriers.africa](https://www.tradebarriers.africa) tool, a new online reporting platform developed in partnership with UNCTAD. This tool is at the apex, integrating regional reporting portals.

The AU says the web-based tool, a non-tariff barrier reporting mechanism tool which supports efforts to make continental trade easier and less costly by helping African businesses report barriers and supporting their elimination with the help of governments, will enhance transparency, easy follow-up and resolution of reported and identified NTBs.

Through a campaign dubbed #TradeEasier, the AU aims to promote the uptake and use of the [tradebarriers.africa](https://www.tradebarriers.africa), webinar series was organised to start in September 2020. The virtual roadshow of discussions around the continent kicks off in East Africa, through Southern and Central Africa and ends in West Africa.



**NORTHERN CORRIDOR  
TRANSIT AND TRANSPORT  
COORDINATION AUTHORITY**

**AUTORITÉ DE COORDINATION DE  
TRANSIT ET DE TRANSPORT  
DU CORRIDOR NORD**



The Permanent Secretariat  
1196 Links Road, Nyali  
P.O. Box 34068-80118  
Mombasa, Kenya



Telephone  
+254 729 923574  
+254 733 532485



E-mail:  
[ttca@ttcanc.org](mailto:ttca@ttcanc.org)  
Website:  
[www.ttcanc.org](http://www.ttcanc.org)