



# REPORT

NORTHERN CORRIDOR CONSULTATIVE MISSION  
TO SOUTH SUDAN AND THE SOUTH SUDAN  
STAKEHOLDERS' SENSITIZATION WORKSHOP HELD  
AT PALM AFRICA HOTEL, JUBA

28<sup>TH</sup> JUNE TO 1<sup>ST</sup> JULY 2021

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Report of the Northern Corridor  
– South Sudan Stakeholders  
Consultative Visit and Sensitization  
Mission 28<sup>th</sup> June – 1<sup>st</sup> July 2021; Juba



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## FOREWORD



I take this opportunity to present to you the report of the South Sudan stakeholders sensitization mission conducted in Juba South Sudan.

Appreciation goes to the Government and people of the Republic of South Sudan for the warm welcome and discussions held during the mission, the Kenya Ports Authority for partnering with the Secretariat to undertake the mission and the Stakeholders that travelled to Juba to collaborate with the Secretariat in conducting the sensitization, namely; KMA, ISCOS, LAPSET, KTA, SSNRA, UNTA, KIFWA and Box-Back Limited.

The report highlights findings during the mission and recommendations to address the challenges affecting trade and transport facilitation along the Northern Corridor focusing on the Republic of South Sudan.

During the mission it was observed that South Sudan has a lot of potential to spur its economic development especially in the area of trade and transport which can act as a catalyst to open other areas of the economy for investment. Further, there is immense potential in investment in river transport along the River Nile both for cargo handling facilities; equipment and storage facilities, and water crafts for transportation of goods and people by water.

South Sudan is also upgrading its roads to all weather starting with those connecting Juba with the key border stations and it is also constructing a new bridge with a higher capacity across the River Nile in Juba and has commenced automation of its revenue business processes.

The challenges highlighted in this report include, security for truckers along the transport corridors, multiple tax centers at border stations, manual processing of customs documents and lack of interconnectivity with other customs administration for exchange of information used in the clearance of cargo, loss and delays in return of empty containers to shipping lines at the sea ports, immigration visa regulations, and lack of implementation of regional trade and transport facilitation instruments such as the Single Customs Territory framework of clearance of goods, and the COMESA Regional Customs Transit Guarantee and COMESA Motor Vehicle Insurance.

Addressing these challenges and implementation of recommendations contained in this report will be a step forward towards promoting trade and transport facilitation by South Sudan. The Secretariat and other stakeholders in the region will continue collaborating with South Sudan in promoting trade and transport along the Northern Corridor.

A handwritten signature in black ink, appearing to read 'Omge NYARANDI'.

Omge NYARANDI  
Executive Secretary



## BACKGROUND

1. The Northern Corridor is the transport system linking the Kenya sea port of Mombasa to the hinterland countries of Burundi, DRC, Rwanda, South Sudan and Uganda. The Northern Corridor transport infrastructure comprises of roads, railway, pipeline, inland waterways, border stations, Cargo Freight Stations (Cargo holding/handling areas) and weighbridges designated by the Member States for the Northern Corridor.
2. The Northern Corridor Transit and Transport Coordination Authority, NCTTCA was established in 1985 with a current membership of six countries; Burundi, DRC, Kenya, Rwanda, South Sudan and Uganda. The republic of South Sudan is the newest member of the NCTTCA having joined in 2012. In the recent past the Members States have implemented several trade and transport facilitation initiatives which the stakeholders are yet to fully benefit from partly due to lack of awareness.
3. The Northern Corridor Member States have made strides in development of transport infrastructure and facilities; Roads, Railway (SGR), Bridges, One Stop Border Posts, Weighbridges (HSWIM), Inland Container Depots, Container Freight Stations, expansion of Mombasa Port and oil pipeline. Furthermore, progress has also been made in improving cargo clearance processes; automation and implementation of electronic business systems (ASYCUDA, e-SWS, R-ECTS)
4. The NCTTCA Policy Organs during their meeting in July 2020 directed the Secretariat to sensitize stakeholders in South Sudan about trade and transport facilitation initiatives along the Northern Corridor, infrastructure and facilities for handling and clearance of goods and business processes.
5. In Partnership with Kenya Ports Authority while collaborating with other key public and private sector organizations involved in the handling and clearance of goods along the Northern Corridor, the Secretariat organized a trade and transport facilitation mission to Juba South Sudan which encompassed a stakeholders sensitization workshop.
6. The organizations that travelled to Juba to participate in the mission led by NCTTCA included; Intergovernmental Standing Committee on Shipping (ISCOS), Lamu Port South Sudan Ethiopia Corridor (LAPSSET), Kenya Ports Authority, Kenya Maritime Authority, South Sudan National Revenue Authority, Uganda National Transporters Alliance, Kenya Transporters Association, Kenya International Freight and Warehousing Association, South Sudan Cross Border Traders Association and Box Back Limited.
7. The mission commenced with a visit to some of the key stakeholders involved in the handling and clearance of goods along the Northern Corridor; the Ministry of Trade and Industry, South Sudan National Police Service, South Sudan National Revenue Authority and Juba Port.
8. The participants to the stakeholders workshop included representation from both the public and private sector organizations which included; South Sudan National Revenue Authority, South Sudan National Police Service, South Sudan Immigration, Juba Port, South Sudan Chamber of Commerce, Industry and Agriculture, South Sudan Business and Employers Federation, South Sudan Business Sector and Transport Union, South Sudan Shippers Council, South Sudan Clearing Agents and Freight Forwarders Association, South Sudan Gum Arabic Federation Union, Speed Insurance, National NTB focal point, Cross Border Traders Association, Chamber of Women Entrepreneurs, South Sudan Women Entrepreneurs and Cross Border Traders Association, Nimule Women Cross Border Traders Association, South Sudan Pastoralists General Union and East African Civil Society Organization Forum.

## DISCUSSIONS WITH SOUTH SUDAN KEY PUBLIC SECTOR STAKEHOLDERS

9. The team led by Northern Corridor Secretariat made courtesy visits to some of the key South Sudan public sector stakeholders; Ministry of Trade and Industry, South Sudan National Police Service, South Sudan National Revenue Authority and Ministry of Transport – Juba Port.



The NCTTCA Executive Secretary and his Team meeting the Deputy Commissioner General South Sudan National Revenue Authority at his office.



The Team takes a photograph with the Inspector General of Police South Sudan National Police Service after meeting him in his office.

10. During the visits several issues were discussed which included:

### ○ Security of truckers and traders along the transport corridor

11. In the recent past truckers were being attacked by armed people, some of the truckers were killed and their vehicles burnt; including the merchandise being transported.
12. To address the issue of security along the Corridor; The Republic of South Sudan has put in place physical escort for truckers along the corridor and increased patrols along the corridor.



Furthermore, the Government ordered the removal of all fictitious road blocks and officers that were operating along the corridor without deployment which was seen to be a Non-Tariff Barrier; over 400 officers were operating between Nimule border and Juba, the number has now been reduced to 150.

13. It was observed that demands for compensation of foreign truckers killed in South Sudan by bandits was not attainable. It was noted that attacks are a criminal act not targeted to foreigners only, they are done by outlaws whom the Government is pursuing and the majority of people killed in these attacks were South Sudanese. Rebel groups are still at large and lay ambushes at random, a risk a transporter whether South Sudanese or foreigner should be aware of, much as the Government is implementing measures to enhance security for truckers.
14. It was observed that the issue of security concerns everybody and it should be each one's responsibility to promote security along the Corridor whether within or outside South Sudan given the possibility of some of attacks springing from outside the borders of South Sudan.

It was recommended that;

- i. **The Republic of South Sudan increases patrols and the number of times convoys of trucks are escorted from the border to Juba.**
- ii. **Truckers desist from moving at night to minimize the risk of being attacked by bandits along the Corridor.**

## Immigration Visas

15. In Article 43 of the Northern Corridor Transit and Transport Agreement, the Member States agreed to abolish visa requirements among the contracting parties to facilitate operations of Corridor operators; transit agencies, traders and employees.
16. It was observed that some Member States were charging visas fees among themselves, truckers to South Sudan are given single entry visas valid for three months at a cost of US \$50. The truckers were required to register at the immigration head office in Juba within 72 hours upon receipt of the entry visa at the border which was reported to be a challenge since at times the 72 hours expire before they arrive in Juba from the border station.
17. It was noted that the EAC Partners States do not charge visa fees among themselves for their nationals save for South Sudan nationals. It is only Tanzania which does not charge visa fees for South Sudan nationals and likewise South Sudan reciprocates.
18. It was reported that there was a regional meeting on NTBs in Kampala which was also concerned with the issue of visas among the contracting parties.

It was recommended that;

- i. Observing that immigration visa fees are charged on a reciprocal basis between Member States, the Secretariat makes a follow up with the concerned Member States and vouch for abolition of visa fees among the contracting parties in line with the Agreement.
- ii. The Republic of South Sudan relaxes the requirement for truckers plying the Northern Corridor to register with their head office in Juba within 72 hours upon entry into South Sudan.

### ○ Multiple agencies collecting taxes

19. It was noted that there are multiple agencies collecting different types of taxes at the border. One has to hop from one office to another to pay the different categories of taxes demanded which is cumbersome in clearing cargo destined to South Sudan and source of conflict among some agencies which ends up embroiling traders.
20. It was reported that South Sudan is in process of centralizing collection of all government revenue, this will eliminate the multiple revenue collection centers.

### ○ Return of empty containers to shipping lines at the sea Port of entry.

21. It was observed that it takes long for containers destined to South Sudan to be returned to the shipping lines at Mombasa Port are good number of containers are never returned.
22. It was also reported that;
  - Some shippers may not be aware that they have to return the containers after removing their goods.
  - Some truck drivers sell the containers.
  - Some shippers that have no stores use them for storage of their goods.
23. It was observed that the responsibility of return of the empty containers is a shared responsibility by the shippers, freight forwarders (transporters/clearing agents) and customs. However, enforcement to return the containers is the work of government since containers are temporary imports thus expected to be re-exported upon serving their purpose i.e., delivering cargo contained therein to destination.

It was recommended that;

- i. The governments of the Member States regulate the period of stay of containers in their countries furthermore enforce their re-exportation within that period.
- ii. Trucks that enter a Member States with a container(s) should account for it/them before exiting the country.



## ○ Implementation of the EAC Single Customs Territory (SCT) framework for clearance of goods

24. It was noted that South Sudan is a Partner to the EAC and a signatory to the protocol establishing the SCT. However, it is yet to implement clearance of internationally traded goods using the SCT.
25. It was also observed that South Sudan National Revenue Authority commenced automation of its business processes (One Platform Digital System) which will lay foundation for implementation of the SCT framework of clearance of goods. Furthermore, it was observed that goods cleared under SCT are bonded using the COMESA Regional Customs Transit Guarantee (RCTG) which is not yet operational in South Sudan.
26. It was further observed that truckers have to obtain fresh insurance covers when entering South Sudan even when they have the COMESA Regional motor vehicle insurance cover.

It was recommended that;

- i. COMESA Secretariat urged to engage the insurance companies in South Sudan to implement the COMESA Regional insurance schemes; the Regional Customs Transit Guarantee (RCTG) and the Regional Motor Vehicle Insurance scheme.
- ii. South Sudan is encouraged to plan for a phased implementation of the SCT framework of clearance of internationally traded goods.



The NCTTCA Executive Secretary and his Team meeting with the Director General Private Sector Development Ministry of Trade and Industry in Juba. The Director General among the issues raised included concerns of whether all goods released from Mombasa Port destined to South Sudan cross into South Sudan.



## SOUTH SUDAN STAKEHOLDERS' SENSITIZATION WORKSHOP

### Opening Remarks by the Executive Secretary NCTTCA Secretariat

27. The Executive Secretary; Mr. Omae Nyarandi welcomed the Stakeholders for the South Sudan Stakeholders sensitization workshop. He recognized the presence of the Guest of Honour; the Deputy Commissioner General South Sudan Revenue Authority, Gen. Africano Mande Gedima and the Multi-Agency stakeholders from Kenya, Uganda and South Sudan that teamed up to deliver the sensitization workshop to the South Sudan Stakeholders. He thanked the guest of honour for hosting them during the consultative visit and for the warm welcome accorded to the team by the people of the Republic of South Sudan since arrival to Juba.
28. The Executive Secretary observed that the sensitization workshop was geared towards sharing information on latest developments on trade and transport facilitation along the Northern Corridor and to share best practices and tackle challenges our region is facing in terms of high cost of doing business, high costs of transport, unnecessary Non-Tariff Barriers, delays and associated administrative costs in the transport logistics chain along the Northern Corridor.
29. He informed the Stakeholders that the Republic South Sudan in 2020 was the second largest transit destination for cargo handled through the port of Mombasa, the largest transit destination being Uganda. Recognizing the role played by cross border trade in intra-regional trade it was vital for the sensitization workshop to bring together both the big and the small-scale traders.
30. He concluded by wishing the stakeholders fruitful deliberations and invited the guest of honour to make his remarks and to officially open the workshop.

### Speech by the Guest of Honour; Deputy Commissioner General South Sudan Revenue Authority (SSNRA)

31. The Guest of Honour; Gen. Africano Mande Gedima welcomed the Stakeholders to the workshop and expressed his gratitude to be amidst the stakeholders that are of critical importance in the whole process of trade and transport facilitation in the Region.
32. He observed that the sensitization workshop was timely and of great importance to South Sudan. There is still low awareness of trade and transport facilitation initiatives and regulations by stakeholders in South Sudan, furthermore, South Sudan still faces challenges that hamper trade and transport.
33. He noted that South Sudan National Revenue Authority is a critical stakeholder and an important partner in facilitation of trade and transport in South Sudan and in the Region. Apart from tax administration, SSNRA is mandated to contribute immensely to trade facilitation and indeed today SSNRA has embarked on a number of initiatives in that direction to fast-track clearance of goods and ensure that these goods reach their destination timely and safely.
34. However, he observed that there are still daunting challenges that need to be addressed; insecurity and inadequate law and order in some parts of the country, undeveloped critical transport infrastructure such as roads and bridges, and unnecessary and uncoordinated tax activities some of which some are not backed by law. On its part SSNRA has established a robust one platform digital system and has also embraced regional initiatives such as the Single Customs Territory and the One Stop Border Post initiative to highlight a few.

35. The Guest of Honour urged all the participants to take the sensitization seriously, identify the opportunities and benefits available and the roles and contributions expected of them towards improvement of trade and transport facilitation. He hoped that by the end of the workshop the participants will be abreast with most of the trade and transport facilitation rules and regulations. He emphasized the need for collective and mutual responsibilities for smooth facilitation of trade and transport for the benefit of our people in South Sudan and in the Region at large.
36. He observed that due to the many challenges South Sudan is still facing. There are many risks to take when operating in South Sudan. Nevertheless, South Sudan still offers very many opportunities in the Region and South Sudan and its people are important partners towards exploitation of these opportunities. He noted that some of the challenges; insecurity and poor infrastructure that hamper trade and transport are short lived; the Government of the Republic of South Sudan are making efforts to stabilize the country and to ensure smooth and safe facilitation of trade.
37. He wished the visitors a nice stay in Juba and all participants a fruitful workshop.

### Sensitization of South Sudan Stakeholders

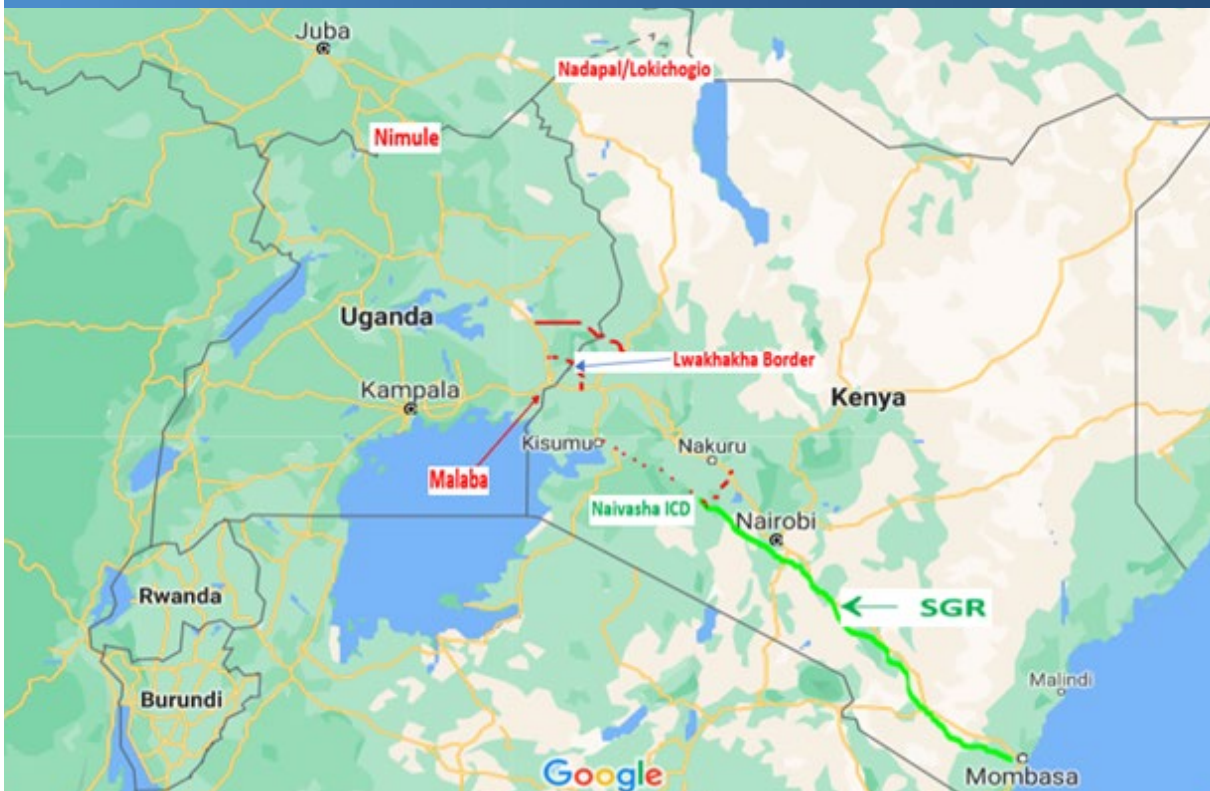
38. The sensitization involved making presentation by organizations involved in the handling and clearance of goods along the Northern Corridor to and from South Sudan. The resource persons for the sensitization workshop included the organizations involved in the handling and clearance of goods that travelled to Juba- South Sudan. The stakeholders operating from the Republic of South Sudan also made presentations during the workshop.
39. The three-day sensitization workshop for stakeholders in South Sudan covered several areas which included;
  - o Ongoing trade and transport facilitation initiatives along the Northern Corridor and processes for handling and clearance of goods by the different stakeholders along the Northern Corridor.
  - o Recently developed transport infrastructure and facilities geared towards reduction in time and cost of doing business which stakeholders can take advantage of such as use of the SGR and the Naivasha ICD.
  - o Incoterms and benefits of proper use of incoterms and the benefits and need for stakeholders to secure marine insurance using local insurance companies based in the Region.
  - o Use of the COMESA Simplified Trade Regime to support cross border traders to minimize time and cost of clearance of their goods across borders.
  - o Implementation of the International Maritime Organization Convention on Safety of Life at Sea (SOLAS Convention) – requires exporters to verify and declare correctly the Verified Gross Mass (VGM) of their export containers to avoid penalties and delays in shipment of their cargo overseas. Furthermore, presentation on implementation of the Maritime Single Window to support advance exchange of information by vessels prior to arrival at sea ports which will in turn enhance pre-clearance of cargo at destination.
  - o Handling and return of empty containers, what stakeholders need to do to minimize container retention charges.
  - o Clearance of cargo at Mombasa port and border stations – business processes, documentary requirements and costs. Role to be played by owners of cargo to avoid delays and unnecessary costs in clearance of their cargo.

- o The LAPSSET Corridor; the upcoming new transport corridor in the region which offers an alternative transport route for South Sudan shippers.
- o During the workshop each of the organization outlined its role in the transport logistics chain, the business process and documents it uses when dealing with the stakeholders. Furthermore, highlighted the recent trade facilitation initiatives it is implementing to enhance service delivery.



The Commercial Manager Kenya Maritime Authority making a presentation during the stakeholder's sensitization workshop at Palm Africa Hotel – Juba

#### Northern Corridor transport routes between Juba and Mombasa port





40. Construction of the SGR in Kenya along the Northern Corridor has reached Naivasha where an ICD; the Naivasha ICD has been constructed to facilitate inter-modal transport exchange of goods as well as clearance of internationally traded cargo. The Naivasha ICD brings the Port of Mombasa closer to stakeholders in South Sudan by 600km; which is 1,200km for a return journey.
41. Use of the SGR has a potential to reduce time and cost of doing business for shippers transporting their cargo through Mombasa port. Furthermore, to address the delays at Malaba border due to congestion of trucks, efforts are underway to develop an alternative transit route from Kenya through Lwakhakha border station which shippers in South Sudan can take advantage of, the route is to ease congestion of trucks at Malaba.
42. South Sudanese stakeholders opting to transport their cargo by SGR through Naivasha ICD may consignee their imports using a Through Bill of Lading (TBL). With a TBL the responsibility to have the cargo transported to Naivasha ICD will be in the hands of the shipping line, furthermore, regarding return of empty container to Mombasa the responsible of the importer ends when he delivers it to Naivasha ICD.
43. Stakeholders importing using Merchant Haulage Bill of Lading that wish to use the SGR to transport their cargo to Naivasha ICD will arrange the SGR transport by themselves by engaging Kenya Railways and Kenya Ports Authority. The importer will bear the responsibility of returning the empty container to the shipping line in Mombasa.



The Director South Sudan Border Police addressing the stakeholders during the closure of the South Sudan stakeholder's sensitization workshop.

### Issues raised by stakeholders during the workshop

44. During the discussions that followed the presentations several issues were raised that require to be addressed towards promotion of trade and transport facilitation in the region. The issues raised during the workshop which were not raised during the consultative visits included;
  - Limited hours of operations by South Sudan National Revenue Authority and variations in the opening hours at the border between South Sudan and Uganda.

- Manual processing of customs declarations and documents for clearance of goods.
- Regional Electronic Cargo Trucking Seals implemented by other EAC Partner States not yet implemented by South Sudan. There are private cargo tracking seals vendors exploiting shippers.
- Poor customs infrastructure – open verification areas at Nimule and some staff lack capacity to do their work to meet expectations.
- Transshipment of South Sudan destined cargo in Uganda.
- False declaration of South Sudan destined cargo.
- South Sudan lagging behind in implementation of internationally agreed trade policies.
- Moving shipper's cargo by SGR to Naivasha without their consent
- Switching of containers – trucks returning empty containers different from those they transported to South Sudan. Some shippers in South Sudan holding onto containers and using them as storage for the goods imported therein.
- Sensitization workshops should be extended to other regions of the country.
- Extortion of traders, truckers and other travellers by police officers at the border.
- Turf wars among Government agencies concerning which agency is responsible for issuing authorization and certification of standards such as phytosanitary certificate and certificate of origin for exporters creating challenges and loss of business for South Sudan exporters.
- Furthermore, KRA and URA do not recognize PVoC documents issued by South Sudan.
- Stoppages by traffic police along the road and harassment of truckers crossing the Juba bridge.

It was recommended that;

- i. The NCTTCA Secretariat produces and disseminates the full report for the mission for the concerned organizations to address the issues raised by the Stakeholders and to implement the recommendations made in the report. Furthermore, follow up implementation of the recommendations with the concerned agencies.
- ii. The NCTTCA Secretariat shares with the participants to the workshop all the presentations made during the workshop.
- iii. Stakeholders in South Sudan need more and continuous sensitization and training over a period of time on trade and transport facilitation issues to create awareness and capacity building to exploit the benefits offered by the ongoing trade facilitation initiatives being implemented along the Northern Corridor. The sensitization and training also need to be extended to other regions of the country.
- iv. Furthermore, the agencies involved in the South Sudan sensitization which include KMA, KPA, Revenue Authorities (KRA, SSSRA, URA), ISCOS, LAPSET, KIFWA, KTA and

UNTA should organize a more in-depth training of South Sudan stakeholders which they may conduct individually as agencies

v. The Secretariat engages relevant players for a road map for implementation of the COMESA STR by South Sudan.



South Sudan National Revenue Authority Digital Command Center at Juba SSNRA Headquarters, South Sudan is digitalizing its revenue services which will also address the issue of multiple agencies collecting the different types of Government Revenue. Digitalization will see collection of revenue done by one agency.

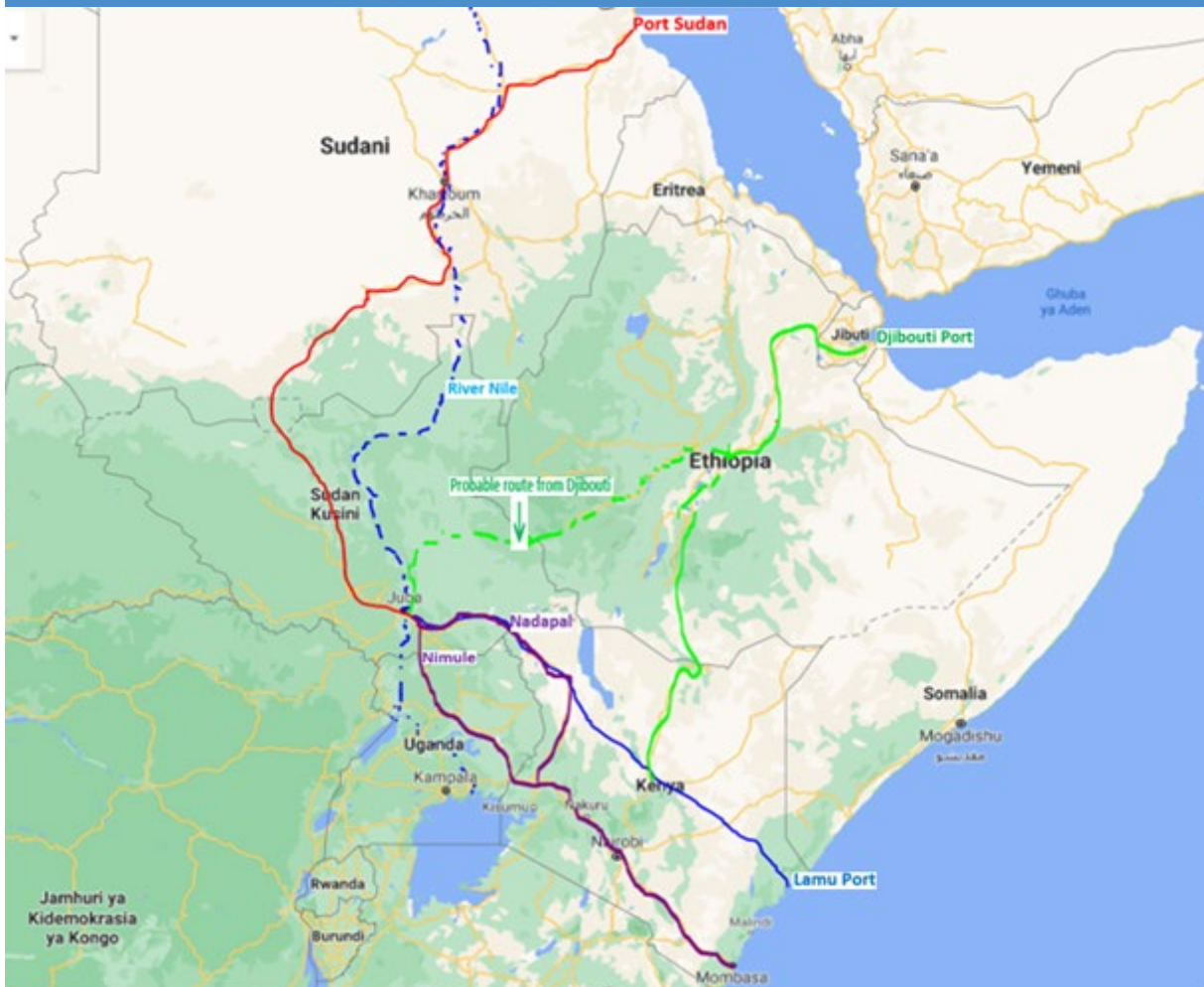
45. The Northern Corridor whose heart beat is Mombasa port offers the shortest access to the sea from Juba also offers inter-modal transportation of goods; road, railway and pipeline. The shippers can use road (Juba – Naivasha) and railway; SGR (Naivasha – Mombasa), Oil Pipeline (Mombasa – Eldoret/Kisumu/Nakuru) and road (Eldoret/Kisumu/Nakuru – Juba).

46. The indicative distances from the sea to Juba are;

- Mombasa to Juba via Malaba by road 1,662 km
- Mombasa to Juba via Nadapal by road 1,775 km
- Lamu to Juba via Nadapal by road 1,784 km
- Port Sudan to Juba by road 2,728 km
- Port Sudan to Kosti by road 1,220 km
- Kosti to Juba by River 1,358 km
- Khartoum to Juba by road 1,936 km

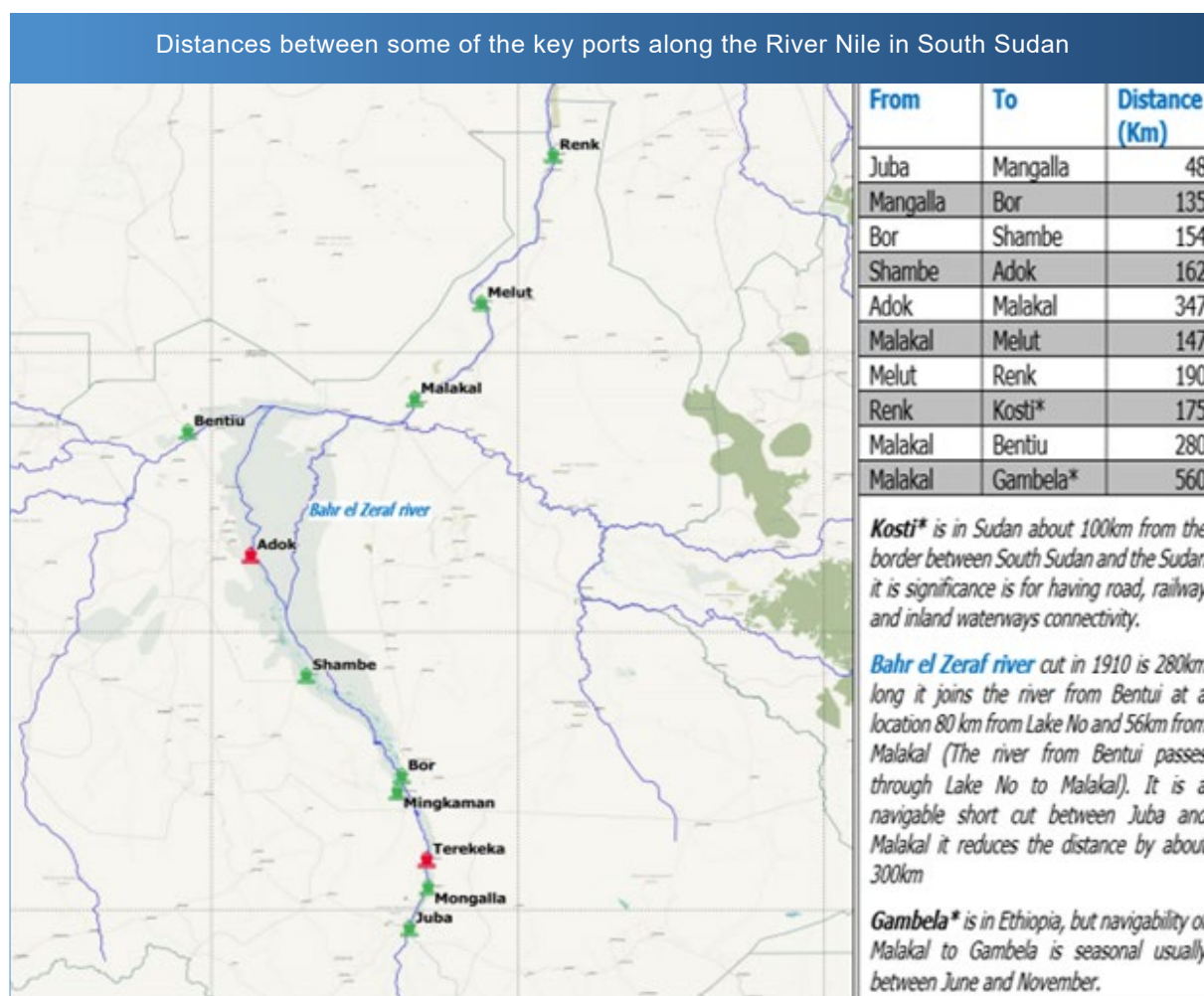


Existing and potential transport routes from Juba to the Seas.



## STAKEHOLDERS FIELD VISIT TO JUBA PORT AND NESITU

47. The stakeholders visited the Old Juba Port and the proposed site for development of a new Port in Juba which is 2km from the old port. The River Nile is navigable from Juba to Sudan, it is a key means of transport connecting some of the key towns of South Sudan; Juba, Terekeka, Bor, Adok, Malakal, Melut and Renk. However, the level of water varies in depth seasonally ranging from 1.5m to 19m during the rainy season. The most difficult section of the river is from Juba to Malakal, with the dredging the Juba - Bor section about a distance of 150km requiring priority attention.
48. The River Nile is Navigable from Juba to Kosti. During some parts of the year, it is possible to navigate by river from Juba to Gambela in Ethiopia. The River Nile can be navigable up to Lake Albert in Uganda but requires a river upgrade or channels. The length of the River Nile in the Republic of South Sudan from the point it enters South Sudan from Uganda at Nimule to the point it exits South Sudan to Sudan at Renk is over 1,600km of which 200km is the length of the river between Juba and Nimule. The river is navigable from Nimule to Lake Albert in DRC/Uganda, a distance of 210km.



Source: Report on River Bodge System Feasibility Study Project, South Sudan - 2018



Goods being transhipped at the site for construction of the New Juba Port from trucks to boats, The River Nile is a crucial mode of transport linking the towns along the River Nile in South Sudan. During the rainy season some roads are impassable but that is when the water levels on the river are high and good for transportation of cargo. Dredging the River Nile in South Sudan will go a long way in increasing the volumes of cargo transported by vessels plying the Nile.



The NCTTCA led team and South Sudan stakeholders pose for a group photograph at the site for the New Juba Port.

49. It was reported that there are plans to resurvey the proposed site for the new port at Juba in October 2021 before construction starts. JICA is to develop the new Port.
50. South Sudan still faces some challenges in management of river transport; lacks skilled man power, lack of training for staff and operators of river transport and general lack of experience in water transport.

It was recommended that;

**NCTTCA in collaboration with KMA considers offering training to skill the staff in the Department of River Transport – Republic of South Sudan.**





Old Juba Port – September 2013, the major business was transportation of manufactured goods from Juba to upcountry destinations.



Old Juba Port – July 2021, the major business is transportation of fish from upcountry to Juba. It was observed that currently most of the goods from Juba to upcountry destinations are transported through the proposed New Juba Port.

51. It was observed that river transport using the river Nile is becoming a key mode of transport in South Sudan for communities living near the Nile. Construction of boats is also picking up at a great pace an indicator that river transport is on high demand.



Artisans at Juba Port fabricating a boat (with length of about 40 m) to be used on River Nile. Sensitization on waterways safety and harmonization of legal and regulatory framework for inland water ways is critical. Aspects of safety should be considered right from the time of constructing the floating crafts to minimize risk of accidents in future that may arise as a result in design of the watercrafts.

It was recommended that;

- i. The NCTTCA spearheads development of regional guidelines towards the harmonization of regulatory framework for inland waterways management and safety by the Member States. Furthermore, sensitize stakeholders on aspects of inland waterways operations and safety.
- ii. The Department of River Transport South Sudan engages with KMA and KPA for a skill needs assessment, training and certification of staff of the Department in the areas of water transport and port operations.
- iii. River Nile be dredged to enhance transportation of cargo and passengers by use of larger vessels.
- iv. The planned development of the new Juba Port should consider including a ship construction yard and construction of a floating deck on the River Nile for assembling large floating crafts.
- v. To promote river transport there is need to upgrade the key ports along the river which include; Juba, Terekeka, Mangalla, Bor, Shambe, Malakal, Adok, Bentiu, Melut and Renk.
- vi. The upgrade of ports should also cater for cargo handling facilities and equipment such as warehouses, cranes, weighing equipment and scanners.



Juba bridge across the River Nile has load limit for trucks of 45 tons whereas the EAC vehicle load control act allows 56 tons. A good number of trucks plying the Northern Corridor from the Port weigh over 50 tons, what happens to such vehicles when they are to cross the bridge.





Juba new bridge still under construction. The new bridge will have a higher vehicle load limit than the old bridge.



The Juba – Nimule Road less than 10 years after upgrade has suffered severe damages majorly due to overloaded trucks



Trucks parked along the road at Nesitu check point, the same trucks which damage the road are capable of damaging the Old Juba bridge ahead with a weight restriction of 45 tons.



A road under construction leading to the new bridge at Juba. It was reported that the Nesitu – Nadapal/Lokichogio road is also being upgraded to bitumen standard. There is need to enforce compliance to the vehicle load limits to protect the roads and bridges being constructed to prevent premature damage.

52. It was noted that under the EAC Vehicle Load Control Act - 2016, the vehicle load limits are three-fold; Axle Load limit, Gross Vehicle Weight limit and size (dimensions of the cargo; length, width and height) which the vehicle is supposed to comply to.

It was recommended that;

- South Sudan installs weighbridges to protect the roads and bridges from premature damage.

#### Hazards on the Road



A truck breaks down along the road between Juba and Nesitu. Despite the sharp corners along this road, the driver does not put warning signs for other road users such as reflective triangles or at least fresh shrubs, this raises road safety concerns. On the other hand, in light of the risk of attacks on drivers by outlaws along the transport corridors there is need for a mechanism for providing security to truckers and their cargo for trucks which break down in transit.





Garbage dumped off the Juba-Nimule Road, such waste management raises environmental concerns. If this situation is not rectified early, in future it will be costly to do so.



July 2021, Nesitu Truck Parking Yard and Check Point



September 2013, Nesitu Truck Parking Yard and Check Point. Basically no development has taken place on the facility since 2013. This parking yard is very strategically located for truckers using Nimule and Nadapal border entry points to and from Juba. It has the potential of serving well as an inland dry port or Road Side Station.

53. It was observed that a study for establishing Road Side Stations along the Northern Corridor, recommended Nesitu as one of the locations in South Sudan where a Road Side Station should be established. On the other hand, during the workshop stakeholders raised concern of lack of storage for their imported goods as one of the reasons shippers hold onto shipping line containers for a long time after clearance of their cargo through customs.

It was recommended that;

An RSS and dry port be developed at Nesitu. The dry port should have a container yard as well warehouses for storage of cargo offloaded from trucks. It will also facilitate timely return of empty containers to Mombasa by de-stuffing imported cargo from the containers into the warehouses.



A South Sudan National Revenue Authority officer explains what takes place at Nesitu to the visiting team led by NCTTCA Secretariat.



Truckers waiting to be cleared at Nesitu by Government Agencies before delivering cargo to its destination. It was reported that trucks may spend 4 days at this parking yard awaiting clearance. Some of the major causes of delays highlighted in transiting along the Corridor included Covid-19 tests, insecurity and cargo clearance documentation.



The visiting team engages one of the truck drivers to share experiences of truckers along the Corridor from Mombasa to Juba. The Trucker was held at Nesitu for lack of import license for the imported cargo he was transporting, a delay attributed to the owner of cargo who is responsible for import license processing.

It was recommended that;

- i. The customs clearing agents assigned to clear cargo by the shippers should engage the shippers to ensure that the import licenses and any other documents needed in the clearance of cargo are in place by the time of preparation of the customs declaration.
- ii. Member states should include truckers on their priority list of people for Covid-19 vaccination, furthermore, once a trucker is fully vaccinated and has no symptoms for Covid-19 should be allowed to cross the border without demanding for a Covid-19 test.
- iii. Increase the number of times convoys of trucks are escorted from the border stations furthermore, step up the patrols along the transport corridors.



## RECOMMENDATION IMPLEMENTATION MATRIX

	Observation	Recommendation	Responsibility Center
1.	Attacks on truckers by armed people along the transport corridors. Several incidences have occurred where truckers have been robbed, their trucks and cargo burned and truckers killed by the attackers.	<ul style="list-style-type: none"> <li>i. Increase patrols and the number of times convoys of trucks are escorted from the border to Juba.</li> <li>ii. Truckers desist from moving at night to minimize the risk of being attacked by bandits along the Corridor.</li> </ul>	<p>Government of South Sudan</p> <p>Transporters Association/ Transporters to sensitize their drivers and crew</p>
2.	<p>Some Member States still charging immigration visas among themselves on a reciprocal basis against the spirit of the Northern Corridor Transit and Transport Agreement.</p> <p>Truckers are required to register with the South Sudan Immigration Headquarters in Juba within 72 hours after entry into South Sudan. It is difficult for truckers to meet this deadline and cumbersome.</p>	<ul style="list-style-type: none"> <li>i. Make a follow up with the concerned Member States and vouch for abolition of visa fees among the contracting parties in line with the Agreement.</li> <li>ii. Consider relaxing the requirement for truckers plying the Northern Corridor to register with the immigration head office in Juba within 72 hours upon entry into South Sudan.</li> </ul>	<p>NCTTCA Secretariat</p> <p>South Sudan Immigration</p>
3.	Loss and delay in return of shipping line containers. The shipping lines have reacted by imposing high containers retention charges which are paid in cash.	<ul style="list-style-type: none"> <li>i. Regulate the period of stay of containers in Member States, furthermore, enforce their re-exportation within that period.</li> <li>ii. Trucks that enter a Member States with a container(s) should account for it/them before existing the country.</li> </ul>	Member States - Revenue/Customs Authorities

	Observation	Recommendation	Responsibility Center
4.	South Sudan is yet to implement the SCT framework for clearance of cargo and use of the RCTG thus there is multiple declaration of South Sudan cargo along the Northern Corridor which is costly and time consuming.	<ul style="list-style-type: none"> <li>i. Engage insurance companies in South Sudan to implement the COMESA Regional insurance schemes; the Regional Customs Transit Guarantee (RCTG) and the Regional Motor Vehicle Insurance scheme.</li> <li>ii. Expedite Implementation of SCT framework of clearance of internationally traded goods.</li> </ul>	<p>COMESA Secretariat.</p> <p>SSNRA</p>
5.	There is need to share the presentations made during the sensitization workshop for the participants to share with members of their associations. Furthermore, share the report of the whole mission to put to attention the concerned agencies to implement the recommendations therein.	<ul style="list-style-type: none"> <li>i. Produce and disseminates the full report for the mission for the concerned organizations to address the issues raised by the Stakeholders.</li> <li>ii. Follow up implementation of the recommendations in the report with the concerned agencies.</li> <li>iii. Share with the participants to the workshop all the presentations made during the workshop.</li> <li>iv. Conduct more sensitization and training on trade and transport facilitation issues to create awareness and capacity building for South Sudan Stakeholders. Furthermore, extend the sensitization and training to other regions of the country.</li> <li>v. Engage relevant players for a road map for implementation of the COMESA STR by South Sudan.</li> </ul>	<p>NCTTCA Secretariat</p> <p>NCTTCA Secretariat</p> <p>NCTTCA Secretariat</p> <p>NCTTCA Secretariat/Other agencies involved in the handling and clearance of goods along the Northern Corridor; KPA, KRA, URA, SSNRA, KMA, KIFWA, KTA, UCIFA, UNTA, LAPSSSET, ISCOS ....</p> <p>NCTTCA Secretariat</p>
6.	Staff of South Sudan River Transport are in need of training to acquire skills in port management and water transport management in general.	NCTTCA in collaboration with KMA considers offering training to skill the staff in the Department of River Transport – Republic of South Sudan.	NCTTCA/KMA

	Observation	Recommendation	Responsibility Center
7.	<p>There is lack of harmonized regulatory framework for inland waterways management and safety.</p> <p>There is need to exploit the high transportation potential offered by River Nile.</p>	<p>i. Develop regional guidelines towards the harmonization of regulatory framework for inland waterways management and safety by the Member States. Furthermore, sensitize stakeholders on aspects of inland waterways operations and safety.</p> <p>ii. Engage KMA and KPA for a skill needs assessment, training and certification of staff of the South Sudan River Transport Department in the areas of water transport and port operations.</p> <p>iii. Dredge to enhance transportation of cargo and passengers by use of larger vessels.</p> <p>iv. The planned development of the new Juba Port should consider including a ship construction yard and construction of a floating deck on the River Nile for assembling large floating crafts.</p> <p>v. Upgrade the key ports along the River Nile which include; Juba, Terekeka, Mangalla, Bor, Shambe, Malakal, Adok, Bentiu, Melut and Renk. Furthermore, the upgrade of ports should also cater for cargo handling facilities</p>	<p>NCTTCA Secretariat</p> <p>South Sudan Ministry of Transport/KMA/KPA</p> <p>Ministry of Transport South Sudan</p> <p>Ministry of Transport South Sudan</p> <p>Ministry of Transport South Sudan</p>
8.	<p>South Sudan is upgrading its corridor roads leading to the key border stations along the Northern Corridor.</p>	<p>i. Install weighbridges to protect the roads and bridges from premature damage.</p> <p>ii. It is recommended that a RSS and dry port be developed at Nesitu. Furthermore, the dry port should have a container yard as well warehouses for storage of cargo offloaded from trucks.</p>	<p>Ministry of Transport South Sudan</p> <p>Ministry of Transport/Ministry of Trade South Sudan</p>

	Observation	Recommendation	Responsibility Center
9.	There is delay in clearance of cargo in South Sudan due to lack of submission of all the necessary supporting documents by the clearing agents such as the import license.	The customs clearing agents assigned to clear South Sudan cargo by the shippers should engage the shippers to ensure that the import licenses and any other documents needed in the clearance of cargo are in place by the time of preparation of the customs declaration.	Clearing Agents Association
10.	Covid-19 tests contributing to delays in transportation of cargo along the Northern Corridor.	Member states should include truckers on their priority list of people for Covid-19 vaccination, furthermore, once a trucker is fully vaccinated and has no symptoms for Covid-19 should be allowed to cross the border without demanding for a Covid-19 test.	NCTTCA Member States
11.	Insecurity along the transit sections in South Sudan, truckers have been attacked and some killed by armed people including burning of their trucks and merchandise under transportation.	Increase the number of times convoys of trucks are escorted from the border stations, furthermore, step up patrols along the transport corridors	South Sudan Police/SSNRA
12.	South Sudan bound cargo which overstays at the Port auctioned without the knowledge of the owners.  It was observed that goods for auction are uploaded on the KRA website	i. Share list of overstayed South Sudan bound cargo due for auction with the key agencies in South Sudan such as SSNRA, South Sudan Chamber of Commerce and South Sudan Employers and Business Union  ii. Importers are advised to timely clear their cargo within the regulated time limits to avoid being auctioned. Otherwise, visit the KRA website to check if their goods are listed for auction.	Revenue Authorities (KRA)  Shippers Associations and Clearing and Forwarding Associations to inform their clients.



## LIST OF PARTICIPANTS SOUTH SUDAN STAKEHOLDER'S SENSITIZATION WORKSHOP PALM AFRICA HOTEL, JUBA, 29TH JUNE – 01ST JULY 2021

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Executive Secretary of the Northern Corridor Transit and Transport Coordination Authority



The outgoing Chairman of the Northern Corridor Public Private Partnership Committee addressing the press during the South Sudan Stakeholders Sensitization workshop in Juba – June 2021.

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Report of the Northern Corridor  
– South Sudan Stakeholders  
Consultative Visit and Sensitization  
Mission 28<sup>th</sup> June – 1<sup>st</sup> July 2021; Juba

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