

THE NORTHERN CORRIDOR MONITOR

FOR AN EFFICIENT, SMART AND GREEN CORRIDOR

Special Issue July 2020



SUSTAINED SENSITIZATION AGAINST THE SPREAD OF COVID-19 ALONG THE NORTHERN CORRIDOR



- Together, let's curb the spread of COVID-19.
- Say no to Social Stigma associated with COVID-19.



A Multi-Agency Stakeholders Team from Burundi, DRC, Kenya and Rwanda, during one of the Sensitization workshops.



Participants during the Validation Workshops on the International Roughness Index (IRI) data collection and the Black spots survey reports, 9th-11th March 2020, Nairobi, Kenya.



**Northern Corridor
Transit and Transport
Co-ordination Authority**



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NORTHERN CORRIDOR

GREEN FREIGHT PROGRAMME

EFFORTS TOWARDS A GREEN CORRIDOR

The ultimate goal of Northern Corridor Green Freight Program is to reduce emission from freight transport and promote fuel efficiency by:

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

SHORT - TERM TARGETS

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



OMAE J. NYARANDI
NCTTCA Executive Secretary

Keep Trade and Cross-Border Transport facilitated

The COVID-19 pandemic struck when the Northern Corridor region was performing well. In the period January-December 2019, the Port of Mombasa recorded 34,439,264 tons with a growth of 3,515,976 tons or 11.4 per cent compared to the 30,923,288 tons registered in the corresponding period in 2018.

Overall share of intra-Northern Corridor trade has been increasing over the years. For instance, in 2018, intra-Northern Corridor trade grew by about 2 percent for Burundi; 13 percent for DRC; 33 percent for Kenya; 14 percent for Rwanda and 38 percent for Uganda.

Before the pandemic, Transit times had improved on most routes along the Northern Corridor suggesting that interventions are being implemented to facilitate cargo movement. Weighbridge crossing time also improved as a result of implementation of High Speed Weigh-in-Motion.

Now the “new normal” we are seeing low arrivals of ships at the Port of Mombasa and cancellation of voyages as countries tightened travel to contain the spread of COVID-19. The Long Distance Drivers Association also is claiming that its members are taking longer to deliver cargo and return empty containers to the ports, as drivers cannot move during the set times of curfew in some Member States: nd have to conform to health tests as they cross from one country to another.

In this time of global crisis, as the UNCTAD’s Secretary-General; Mukhisa Kituyi said, “it was more than ever before necessary to keep supply chains open and to allow maritime trade and cross-border transport to continue. Transit needs to be facilitated too. Landlocked countries need access to food and medical supplies through neighbouring countries’ seaports. Shipping and ports hold the world economy together. They connect countries, markets, businesses and people, on a scale not otherwise possible”.

At the Northern Corridor Secretariat, we understand the difficult situation our Corridor finds itself in and we fully support the national, regional and international measures being taken to flatten the curve for COVID-19 spread.

Our top priority in this unsettling time is to ensure continuous supply of essential goods including medicines, fuel, and food is fully facilitated along the Northern Corridor and at the same time limit the spread of COVID-19.

In line with measures announced by the six Northern Corridor Member States of Burundi, Kenya, DRC, Rwanda, South Sudan and Uganda, on mitigating the impact of the virus within the Corridor, the Northern Corridor Secretariat reiterate steps it is taking in assisting and advising Member States and all Stakeholders to observe the safety measures such as limiting the spread of the COVID19 through cross- border transport, facilitating the implementation of National COVID-19 measures such as national lockdowns, facilitating flow of essential goods such as fuel, food, medicines and other essentials, limiting unnecessary and mass movement of passengers across borders, harmonizing and coordinating national COVID-19 policies, regulations and response measures, and above all, keeping inbound and outbound movements of transit and Cross border transport in the member states’ territories.

Together, we shall overcome.



Northern Corridor: Sustained Sensitisation against the Spread of COVID-19

On Friday 3rd July 2020, the Northern Corridor Secretariat in collaboration with the Ministry of East Africa Community and Regional Development, Republic of Kenya, launched the first phase of a sustained "Sensitisation Campaign against the Spread of COVID-19 and Stigma along the Northern Corridor". The event saw some of the 10,000 reusable Face Masks and Reflector Jackets; branded with messages of solidarity and hope distributed to transporters and cross-border truck drivers as part of the contribution from the Northern Corridor Secretariat.

The launch occasion held at Miritini COVID-19 Testing Centre in Mombasa, attracted various Northern Corridor stakeholders in Mombasa, including the Mombasa County Government officials, Revenue Authorities, Kenya Ports Authority as well as representatives of transporters and long distance truck drivers. The event was graced by Hon. Aden Mohammed, Cabinet Secretary, Ministry of EAC and Regional Development and currently the Chairman of the Northern

Corridor Council of Ministers. The Cabinet Secretary was accompanied by Dr Margaret W. Mwakima, Principal Secretary Regional Development and Northern Corridor Development and current Chairperson of the Northern Corridor Executive Committee.

As part of the mitigation efforts, the Long Distance Truck Drivers are tested at Miritini COVID-19 Testing Centre before they embark on their journeys to different destinations along the Northern Corridor. However, the

testing capacity at the centre is currently low; resulting into delays in processing results for the tested drivers. The delays at Centre is mainly occasioned by the limited capacity of the facility as well as the Laboratory located at Kilifi. Currently, the capacity at Miritini Covid-19 Testing facility is 100 while the Laboratory in Kilifi handles only 250 samples per day.

"I understand that 600 Transit Cargo Drivers are cleared from the Port on daily basis, but our capacity to test



Launch of the Northern Corridor Sensitization Campaign against the Spread of COVID-19 by the East African Community and Regional Development Minister, Hon. Aden Mohammed and NCTCA Executive Secretary, Omae Nyarandi, at the Miritini COVID-19 Testing Centre, 3rd July 2020.



East African Community and Regional Development Cabinet Secretary, Hon. Adan Mohammed officially launching the distribution of 10,000 face masks and reflector jackets to truck drivers' representative at Miritini COVID-19 Testing Centre, 3rd July 2020.



A Social Distance Group Photo of some High Level Officials who took part in the Launch of the NCTTCA Secretariat Sensitisation Campaign against the Spread of COVID-19 along the Corridor, Miritini COVID-19 Testing Centre, 3rd July 2020.

here at Miritini is only 100", revealed CS Mohammed; pledging to contact his Health counterpart, CS Mutahi Kagwe to increase the testing capacity at the Miritini facility.

The Cabinet Secretary attributed the delays at Malaba to the number of truck drivers leaving the Port before taking a test and assured the drivers that the testing facility at Miritini would be enhanced so that the drivers are tested before starting their journey to the final destinations.

The CS further promised the removal of the roadblock at Athi-River so that the truck drivers can move with little hinderence from Mombasa to Malaba once they have valid COVID-19 free certificates.

The Northern Corridor Executive Secretary Mr. OMAE Nyarandi emphasised that, since the declaration of the COVID-19 as a health pandemic by WHO on 11th March 2020, the Northern Corridor Secretariat undertook several initiatives and interventions to advocate for the smooth movement of cargo and flow of cross border trade.

"The Northern Corridor Secretariat put in place a regional platform for online meetings every Tuesday with Stakeholders that mainly focuses on what is happening in real-time in each of the Northern Corridor Member States at all the major transit and

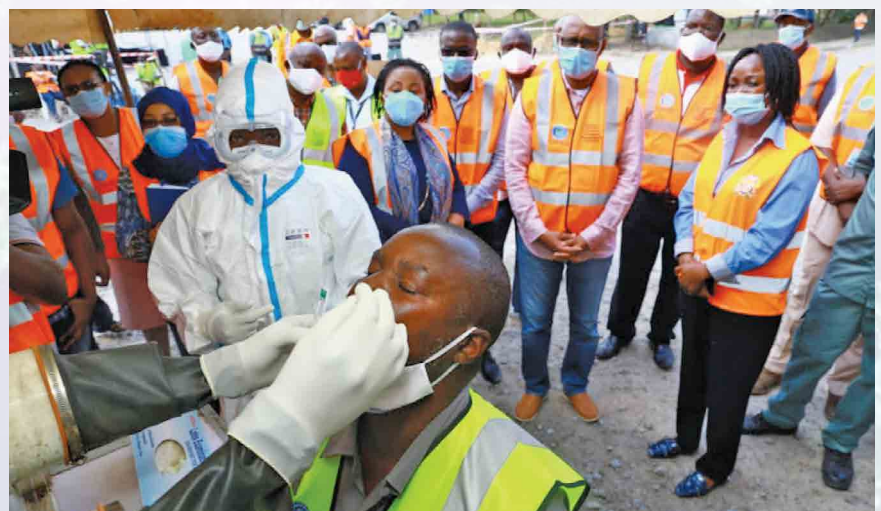
transport nodes along the Corridor including: Port, Weighbridges, Border Posts, ICDs, and Transit Parking Yards", said Omae Nyarandi.

He added that daily, the Northern Corridor Stakeholders and representatives of Regional Economic Communities such as EAC share, follow up and intervene on the challenges being faced at the entry and exit points through a WhatsApp Group dubbed *"Northern Corridor Stakeholders Forum"* dedicated for rapid information sharing, providing quick interventions and collaboration in mitigating the challenges; likewise the impact of COVID-19 pandemic.

"Above all, the Northern Corridor Secretariat has a regular and sustained monitoring of the impact

of COVID-19 on Trade and Transport Logistics along the Corridor", said Omae Nyarandi.

The Northern Corridor sensitisation campaign against the Spread of COVID-19 was mainly intended to remind our Stakeholders; especially Truck Drivers of our lethal weapons against the Spread of COVID-19: **'Wear Face Masks, Wash Hands, Sanitise and Keep Social Distance'**. On the other hand, the sensitisation campaign is intended to show solidarity with the Transporters and Cross border Truck Drivers who are at the forefront of bringing goods and other essential services to our midst in these difficult times of COVID-19 pandemic. We must therefore raise our collective voice against the stigmatisation of COVID-19 infected and affected people.



A truck driver has his sample taken as CS Adana Mohamed watches at the Miritini Covid-19 testing centre in Mombasa

Say no to Social Stigma associated with COVID-19

According to the WHO guide to preventing and addressing social stigma, “social stigma in the context of health is the negative association between a person or group of people who share certain characteristics and a specific disease”.

In an outbreak such as the COVID-19, this may mean people are labelled, stereotyped, discriminated against, treated separately, and/or experience loss of status because of a perceived link with a disease. Such treatment can negatively affect those with the disease, as well as their caregivers, family, friends and communities. People who don't have the disease but share other characteristics with this group may also suffer from stigma.

The level of stigma associated with COVID-19 is based on three main factors:

1. It is a disease that's new and are still many unknowns;
2. We are often afraid of the unknown; and
3. It is easy to associate that fear with 'others'.

It is understandable that there is confusion, anxiety, and fear among the public. Unfortunately, these factors are also fuelling harmful stereotypes. Stigma is also counterproductive. It can drive people to hide the illness to avoid discrimination, prevent people from seeking health care immediately and discourage them from adopting healthy behaviours.



Sensitisation Team during the distribution exercise of 10,000 Masks and Reflector Jackets to Long Distance Truck Drivers at the weighbridges in Busia, Webuye, Mariakani, Mlolongo and Gilgil.

Truck drivers laud the Northern Corridor Secretariat for its sensitisation on the spread of COVID-19 along the Corridor

Truck drivers laud the Northern Corridor Secretariat for its sensitisation on the spread of COVID-19 along the Corridor

During a week-long exercise of distributing 10,000 Masks and reflective jackets to Long Distance Truck drivers in Mombasa and at the Weighbridges namely; Busia, Webuye, Mariakani, Athi-River and Gilgil; Truck drivers have lauded the Northern Corridor Secretariat for its relentless efforts in the fight against the spread of COVID-19 pandemic.

Speaking during the Launch of the sensitization campaign against the spread of COVID-19 and stigmatisation along the Northern Corridor, truck drivers said they are grateful for the interventions the NCTTCA Secretariat has put in place so far including the real time quick response forum through WhatsApp group dubbed “Northern Corridor Stakeholders Forum”.

Truck drivers expressed their gratitude for the masks and reflective jackets issued by the NCTTCA Secretariat and appreciated the donation of a handwashing station erected at the testing centre as a contribution to increased sanitation and handwashing for drivers before entering the testing booth.



The drivers, led by Kenya Long Distance Truck Drivers and Allied Workers Union chairman Roman Waema, said stigma was the biggest challenge they face when on transit.

"Tunashukuru sana Idara ya Kanda la Kaskazini kwa kukumbuka madereva na kutuletea barakoa na kwa yale mazuri mmetufanyia hapa (We appreciate the Northern Corridor Secretariat for their solidarity with the drivers, issuing us with masks and more than we have seen here)," said Mr Roman Waema, Chairman for Kenya Long Distance Drivers and Conductors Association (LoDDCA).

Waema said some counties like Machakos do not allow them to stop at their designated resting places saying truck drivers *"have corona and will spread it to their people"*.

"Sometimes we are forced to drive for over four hours without stopping, going as far as 400km, just because people do not want us to stop in their neighbourhoods," Waema said.

The drivers said they had been facing stigmatisation in different places due to misinformation of the public

with some regarded with suspicion even by close family members.

However, with messages of hope and solidarity inscribed on the reflective jackets, *'Even after the Worst Storms, the Sun will shine again,'* truckers felt motivated and appreciated for their vital contribution to the economy of the region.

"Drivers are the most important people in building an economy," said Hon. Adan Mohamed, CS for Ministry of EAC and Regional Development during the Launch of the Sensitization Campaign against the Spread of COVID-19 and Stigma along the Northern Corridor.

CS Mohamed pledged to have the drivers' request for increased processing capacity at the laboratories effected. He also promised to dismantle the roadblock at Mlolongo and to engage his counterparts in the EAC and other Northern Corridor Member States to ensure drivers are treated with dignity.

Since the onset of the Coronavirus pandemic and the institution of regional guidelines and country-specific protocols to curb the spread of COVID-19, truckers, who are essential service providers are required to undergo mandatory testing. Lack of adequate reagents to process the COVID-19 test results at the laboratories led to the delayed release of test results, creating a traffic backlog at the borders as COVID-19-free test certificates and attestation forms became a mandatory clearance document.

Kenya Transporters Association CEO Dennis Ombok said the delay in

testing and releasing of results has increased turn-around times.

It used to take an average of four days to make a return trip to Kampala, Uganda, but since Covid-19 and the testing requirement, the same trip now takes an average of 14 days.

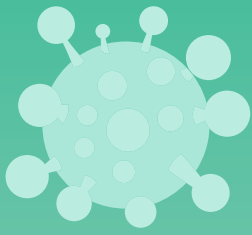
"Going to Rwanda and coming back to pick another cargo at the Port of Mombasa used to take an average of eight days. Now that has increased to 20 days," Ombok said.

In its endeavours to keep the cross-border trade and transport open, the Secretariat has also been convening every Tuesday online consultation meetings with Northern Corridor stakeholders to respond to challenges faced by truck drivers at different borders points and transport nodes along the corridor.

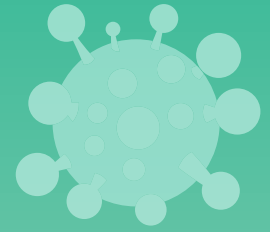
"We thank the NCTTCA for facilitating the weekly online meetings for all Northern Corridor route stakeholders. ...it was tough for drivers, but since the Tuesday meetings started, things have slowly started moving," said Mr Dennis Ombok, the CEO Kenya Transporters Association.



A Truck Driver receiving Masks during the Sensitisation Campaign against the Spread of COVID-19 and Stigma along the Northern Corridor



REDUCE YOUR RISK OF CORONAVIRUS INFECTION



—Source: WHO—

Coronavirus Disease (COVID-19)

Coronaviruses (CoV) are a large family of viruses that cause illness ranging from the common cold to more severe diseases such as Middle East Respiratory Syndrome (MERS-CoV) and Severe Acute Respiratory Syndrome (SARS-CoV). A novel coronavirus (nCoV) is a new strain that has not been previously identified in humans.

How it spreads

When someone who has COVID-19 coughs or exhales they release droplets of infected fluid. Most of these droplets fall on nearby surfaces and objects - such as desks, tables or telephones. People could catch COVID-19 by touching contaminated surfaces or objects and then touching their eyes, nose or mouth



Staircase



Elevator buttons



Gadgets



Contaminated or partially cooked

An infected person can have contaminated hands, face and clothes and physical contact can transmit the disease

Symptoms of COVID-19

Reported illnesses have ranged from mild symptoms to severe respiratory illness. It may take 2-14 days for an infected person to show signs & symptoms of the disease.

Symptoms may include;



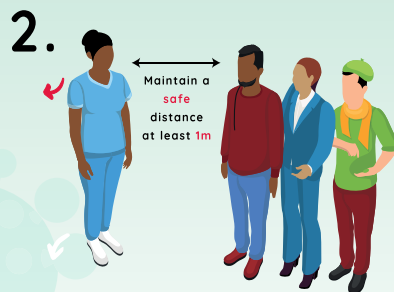
Despite absence of symptoms, an infected person can still pass the virus

Simple ways of reducing the spread



When you are NOT SICK Protect Yourself

KEEP YOUR DISTANCE from an infected person at least 1M distance



It is a good idea to AVOID large crowds of people Avoid handshake Avoid hugging



Self-Hygiene- Thoroughly Wash your Hands regularly, as a precautionary method.

People who are infected can show NO SYMPTOMS but they are infectious

Simple ways of reducing the spread

4.



Also use sanitizers to reduce risk of infection

5.



Clean Surfaces (e.g. desks and tables) and objects (e.g. telephones, mice, keyboards) need to be wiped with disinfectant regularly

6.



Advise employees and contractors to consult national travel advice before going on business trips. When on quarantine at home stay in a separate room from family members to avoid infecting them.

7.



Brief your employees, contractors and customers that if COVID-19 starts spreading in your community anyone with this symptoms should stay at home to avoid further spread of the virus

For Health care workers



Advise patients and community members to avoid close contact with sick animals both domestic and wild. But if they must they should use protective materials such as gloves and mask.

Protect yourself from getting

exposed to the virus by adhering to the Infection Prevention.

Put on personal protective equipment such as masks (n95), gloves, gowns, alcohol-based hand rub (ABHR) or water & soap for hand hygiene and disinfectants for cleaning surfaces

Being ready in case COVID-19 arrives

In office: "If you develop symptoms suggestive of COVID-19 immediately contact your health provider or your country specific COVID-19 hotline for further advice."

At home: "If you develop any symptoms that could be COVID-19, call your health provider or the COVID-19 country specific hotline for further advice."

How to stay informed

Find the latest information from WHO on where COVID-19 is spreading:

<https://www.who.int/emergencies/diseases/novelcoronavirus-2019/situation-reports/>

Advice and guidance from WHO on COVID-19

<https://www.who.int/emergencies/diseases/novelcoronavirus-2019>

<https://www.epi-win.com/>

www.amref.org/coronavirus

F A Q S

Frequently Asked about Coronavirus

What is coronavirus?

Corona viruses are a large group of viruses many of which cause no or minor illnesses, like the common cold. Some cause illness in people, and others only infect animals. Usually these infections do not cross over from animals to people.

On rare occasions, corona viruses that infect animals “change” and develop the ability to infect people. This has occurred with Middle East Respiratory Syndrome (MERS) and Severe Acute Respiratory Syndrome (SARS) where the causative viruses were probably initially infections of bats. The new (novel) corona virus was probably also an infection of bats but is now able to infect people. The new (novel) corona virus is officially called Corona virus Disease-2019 or COVID-19 (because it was first detected in 2019).

How is COVID-19 spread?

COVID-19 was first detected in Wuhan City, Hubei Province, China, linked to a live animal market. This virus is now able to infect humans and can spread from person to person:

- Between people who are in close contact with one another (within about 6 feet)
- Via respiratory droplets produced when an infected person coughs or sneezes, and are inhaled into the lungs of a person nearby.
- Possibly through touching an infected person who has touched their own mouth and nose which are spread when a person with COVID-19 coughs or exhales.

People are thought to be most contagious when they have symptoms and are sick. There is also evidence that spread might be possible when people are infected but before they become sick, but this is not thought to be the main way the virus spreads.

What are the symptoms of COVID-19 infection?

Symptoms include:

- Fever
- Cough
- Shortness of breath

The symptoms may appear from 2–14 days (incubation period) after contact with an infected person and may range from mild to severe illness.

How do you test if a person has COVID-19 infection?

Testing is performed on a blood sample or samples collected using swabs from a person’s throat or nose in specialised laboratories. A negative test result for a person with these symptoms means that the COVID-19 virus is not causing their current illness. There are no approved simple rapid tests for COVID-19 infection at present.

How is COVID-19 infection treated?

There are no specific drugs to treat COVID-19 infection. People who are sick should receive supportive care to help relieve symptoms. For severe cases, treatment should include care to support vital organ functions.

How dangerous is COVID-19 infection?

Fourteen (14) percent of confirmed cases are severe, with serious pneumonia and shortness of breath. Another 5% of patients develop respiratory failure and critical illness. About 2.3% of confirmed cases have resulted in death.

Therefore, the vast majority of confirmed cases have mild infection, with cold-like symptoms and mild pneumonia. It is not known why some people suffer more from the virus than others, but those who have developed serious illness tend to be those with underlying disease, such as cardiovascular disease, diabetes, chronic respiratory disease, hypertension or cancer.

How can I prevent myself from getting COVID-19 infection?

There is currently no vaccine to prevent COVID-19 infection. The only way to prevent illness is to avoid being exposed to the virus. Everyday preventive actions include:

Questions disease

- Avoid close contact with people who are sick.
- Avoid touching your eyes, nose, and mouth.
- Stay at home if you are sick.
- Cover your nose and mouth with disposable tissue when coughing or sneezing, and then properly dispose of the tissue.
- Clean and disinfect frequently touched objects and surfaces using regular household cleaning spray or wipe.
- Wash your hands often with soap and water for at least 20 seconds, especially after going to the bathroom, before eating, and after blowing your nose, coughing, or sneezing.
- Alternatively, use an alcohol-based hand sanitizer with at least 60% alcohol. Always wash hands first with soap and water if hands are visibly dirty.
- Reduce handshaking (within cultural acceptability).
- Wear facemask in public places

These precautions also apply to people travelling to other parts of their own country, or other countries.

Should I wear a facemask to prevent myself from getting COVID-19 infection?

It is recommended to wear a mask if you have symptoms of COVID-19 infection (coughing or sneezing) or are looking after someone who may have COVID-19, to help prevent the spread of the disease to others. Wearing a facemask when you are not sick also protects you from infections from droplets of sick people when they sneeze or cough.

Disposable face masks can only be used once. Remove the mask from behind (do not touch the front of mask) and discard it immediately in a closed bin. Remember to wash your hands with soap and water or use an alcohol-based sanitizer.

What is quarantine for COVID-19?

Quarantine means separating a person or group of people who have been exposed to a contagious disease but have not become sick. This is to prevent the possible spread of the disease.

The duration of quarantine is usually for the incubation period of the disease, that is, the time from contact with the infection to developing the sickness. For COVID-19, the period of quarantine is 14 days. Someone who has been released from COVID-19 quarantine is not considered at risk for spreading the virus to others.

How can people help to stop stigma relating to COVID-19?

People can fight stigma and help, not hurt, others by providing social support. Counter stigma by learning and sharing facts. Communicating the facts that viruses do not target specific racial or ethnic groups, and how COVID-19 actually spreads, can help to stop stigma.

Does handling money (notes and coins) contribute to the spread of the disease?

Paper bills can contain bacteria and viruses that can lead to the spread of disease. Wash your hands carefully after handling money. Better yet, use the various mobile and online banking solutions available to you.

And just as is the case with other activities, remember to wash your hands with soap and water or use an alcohol-based sanitizer after bank transactions.

What should I do when I develop symptoms of the disease?

Various countries have put in place different measures for members of the public who develop the symptoms of the disease and those seeking further information. If you need help please call the Emergency Hotline Numbers in your country and you will be advised accordingly.





Senior government officials at the Naivasha Inland Container Depot. FILE PHOTO | NMG

Fast-tracking the development of Naivasha ICD and regional Inland Waterways: a boost to a resilient trade and Transport Logistics system

The Northern Corridor Policy Organ Meetings composed of the Executive Committee and Council of Ministers were held between 28th and 31st July 2020; where Member States reiterated their commitments to use the Inland Container Depot (ICD) facility at Naivasha as well as the Oil Jetties on Lake Victoria to ensure a faster rebound of the economies of the region. The Policy Organs agreed to fast-track the full development and completion of the required amenities at the dry port in Naivasha and continue with the development of key Inland Waterways to boost trade and Transport system in the region.

The renewed commitments among other resolutions were arrived at during the 32nd sitting of the Northern Corridor Council of Ministers and the 49th meeting of Executive Committee held online and discussed response plans to ensure a faster recovery and a more sustainable Transport Logistics system that can respond to disruptive situations, such as COVID-19 pandemic in the future without creating adverse impacts on Trade and Transport along the Corridor.

The virtual meetings with the theme “towards a resilient, smart and responsive corridor for trade and transport logistics” brought together Principal Secretaries and their equivalents; Ministers in charge of Transport matters from all the Northern Corridor Member States of Burundi, DRC, Rwanda, South Sudan and Uganda as well as the Minister for EAC and Regional Development of the Republic of Kenya.

The Policy Organs urged all Northern Corridor Member States to embrace technology and commit to the implementation of Single Customs Territory initiatives; as well as a full-fledged roll out of the Regional Electronic Cargo and Drivers Tracking Systems to ease the costs of doing business.

While analysing the performance of the Northern Corridor, the Transport Observatory data indicated that the aggregate throughput at the Port of Mombasa showed a decline of 5 percent in the Months of January-May 2020, from 14.3 million metric tonnes in Jan-May 2019 to 13.6 metric tonnes in Jan-May 2020. Imports accounted for 82 percent of the total throughput over



Honorable Adan MOHAMED, EGH, Cabinet Secretary, Ministry of East African Community and Regional Development, Republic of Kenya and Chairperson of the Northern Corridor Council of Ministers; **Hon. Immaculée NDABANEZE**, Minister for Commerce, Transport, Industry and Tourism, Republic of Burundi; **H.E. Didier MAZENGA MUKANZU**, Minister for Transport and Ways of Communication, Democratic Republic of Congo; **Hon. Claver GATETE**, Minister for Infrastructure, Republic of Rwanda; **Hon. Madut Biar YEL**, Minister for Transport, Republic of South Sudan; **Mr. Bageya WAISWA**, Permanent Secretary, Minister for Works & Transport, Republic of Uganda; **Dr. Margaret W. Mwakima, Ph.D, CBS**, Principal Secretary, State Department for Regional and Northern Corridor Development, Ministry of East African Community, Republic of Kenya and Chairperson of the Executive Committee; **OMAE NYARANDI**, Executive Secretary, Northern Corridor Secretariat; all participated in the Virtual Meeting of the Council of Ministers.

the period Jan-May 2020; suggesting unfavourable trade balance. There was also a decline in imports as a share of throughput from 84 percent in January 2020, compared to 80 percent in May 2020; suggesting a contracting in import trade in the countries that uses the port of Mombasa. Exports accounted for only 13 percent of total throughput over the five months, increasing from 11 percent in January 2020 to 13 percent in May 2020; an indication that import trade has been hard hit by the COVID-19 pandemic as opposed to export trade.

While commending the ongoing developments at the Inland Container Depot in Naivasha/Kenya, the Oil Jetty at Kisumu/Kenya and Kawuku/Uganda to transport oil using the Lake Victoria and the efforts being made to revamp the meter gauge railways within the Northern Corridor region, the Policy Organs directed the Northern Corridor Secretariat to carry out a survey and conduct

studies to determine the necessary requirements for maximum utilization of the ICD facility at Naivasha and the Inland Waterways on Lake Victoria.

Notably, a larger share of imported cargo through the port of Mombasa is containerized cargo accounting for 66 percent of the total containerized imports for the five months (Jan-May 2020). Kenya accounted for the bulk of the total throughput at 64 percent; whereas about 36 percent of the total throughput was for transit market. Uganda remains the highest destination of transit market through the port of Mombasa, accounting for 3.28 million metric tonnes during the period January-May 2020.

Reports also indicated a drop in the demand for crude oil, which has been attributed to the Coronavirus outbreak and the subsequent cut in oil production by oil-



producing countries. Since May 2020, OPEC+ countries have been reducing output by over nine million barrels per day after the COVID-19 pandemic impacted on the global demand for crude oil.

Operations at the Naivasha ICD

The ICD at Naivasha is located about 572 Km west of the port of Mombasa and 120 km from Nairobi on the Mombasa - Nairobi - Naivasha Standard Gauge Railway (SGR) route. The ICD is linked to the Nairobi-Narok highway that connects to Kisumu and also to the Isebania Board point. The 45,000-square-meter Naivasha Inland Container Depot can handle about two million tonnes of cargo annually. The ICD is expected to mainly handle cargo destined to Uganda, Rwanda, South Sudan, Ethiopia, Burundi and the Democratic Republic of Congo. The Transit Time for trains from Mombasa to Naivasha is about 10 hours. The use of ICD facility at

Naivasha is expected to reduce the number of trucks on the some of the road sections along the Corridor and decongest the ICD in Nairobi.

Generally, the ICD at Naivasha handles both containerized and loose cargo. Currently, cargo is mainly delivered to the ICD by the Standard Gauge Railway and by road. A total of 2,245 TEUs that were hauled by train between May and June 2020 were imports, compared to the 70 TEUS that were cargo for exports. A total of 24 trains made calls to the ICD with import cargo during the period, while export cargo registered only six trains. The export trains operated below full capacity due to low volumes of export cargo.

The start of operation of the Naivasha ICD coincided with the emergence of the COVID-19 pandemic partly accounting for the slow growth in performance.



COMESA develops COVID -19 online portal to spur e -Trade



Ms. Chileshe Kapwepwe, Secretary General of COMESA

The platform will enable Member States to share information on availability of products and their potential to produce and supply all different types of goods. It will connect buyers to suppliers of essential goods thereby promoting and fostering regional intra-COMESA trade

In response to a directive by the COMESA Council of Ministers in May 2020 to develop a platform to support regional trade, during the COVID-19 pandemic, COMESA has developed an online portal to be used by Member States to exchange information on availability of essential products within the region.

“The platform will enable Member States to share information on availability of products and their potential to produce and supply all different types of goods. It will connect buyers to suppliers of essential goods thereby promoting and fostering regional intra-COMESA trade,” said Ms. Chileshe Kapwepwe, Secretary General of COMESA, during the launch of the prototype platform to representatives of member States.

According to the COMESA Secretariat, the focal points in Member States will coordinate with the private sector in populating the platform with information on essential supplies. This is expected to boost local production and address shortages in supply from outside the region.

As part of the roll out and implementation of the platform, the Secretariat conducted a training programme considering that multiple stakeholder use is needed to make it versatile, functional and sustainable.

COMESA Secretary General said the platform will also help small-scale cross-border traders and SMEs to have access to market information and linking producers, sellers and buyers. She noted that

measures being implemented by Member States such as closing borders to prevent the spread of the pandemic are slowing down economic activity and have severely impacted cross border trade.

She said the implementation of the Digital Trade Facilitation programme and other instruments and the liberalization of services remained core to strengthening the stability of the COMESA region against external shocks.

“Over the mid-to long-term, disruption in supply chains could lead to filling of the gap by regional producers and hence the need to strengthen and fully implement the Free Trade Area,” said Ms. Chileshe Kapwepwe. She added: *“The successful implementation of the online platform will no doubt be an important step towards realization of COMESA Digital Free Trade Area initiatives.”*

COMESA is a regional economic community established in 1994. It brings together 21 African Member States with a population of 560 million people into a cooperative framework for sustainable economic growth and prosperity through regional integration.

COMESA’s strategy in combating Covid-19 include the need to strengthen openness, coordination and collective approach by Member States in facilitating movement of goods and services amidst restrictive measures and safeguarding the existing trading arrangements and avoid erosion of gains already made as far as liberalization of trade and investments.





A Multi-Agency Stakeholders Team from Burundi, DRC, Kenya and Rwanda, during one of the Sensitization workshops.

Empowered Joint Border Committees, key for enhanced collaboration at Border Crossing Stations

A Multi-Agency team comprising the Public and Private Sector Stakeholders from the Northern Corridor Member States of Burundi, Democratic Republic of Congo, Kenya and Rwanda, in December 2019, embarked on a ten day sensitization campaign to promote the Northern Corridor Common Guidelines for the Institutionalisation and Formation of Joint Border Committees and sensitization of the border communities on how to strengthen functioning of those committees along the Transit route linking the Northern and Central Corridors.

The Stakeholders team held sensitization workshops at Gatumba/Kavimvira border, Bujumbura, Rubavu/Goma border, Rusumo border and Kigali. The Team had also an opportunity to survey the transit sections of Bujumbura-Ngonzi-Gasenye/Nemba, Nemba-Kigali, Kigali-Rubavu/Goma and Kigali-Rusumo.

The benefits of the alternative shorter transit route to Mombasa from Burundi, Rwanda and DRC also includes reduction in distance to be covered by truckers by 400km for the case of Bujumbura and Uvira and 200km for the case of Kigali and Goma for a one-way trip.



The Stakeholders sensitisation Team at Gatumba/Kavimvira Border Station between Burundi and DRC



The Stakeholders sensitisation Team at Rubavu/Goma Border Crossing Station between Rwanda and DRC

During the ten-day mission, three stakeholders' sensitization workshops on use of the shorter alternative route to Mombasa from Burundi, DRC and Rwanda were held during which some of the challenges being faced by the truckers along this route were highlighted. A good number of the challenges highlighted were not unique to this route but the entire transport corridor networks.

The status of the alternative transit route is that the roads have been paved to bitumen standards, the border stations along the route; Taveta/Holili, Kobero/Kabanga, Rusumo and Rubavu/Goma have been developed to OSBPs. The customs business processes have been automated and there is use of a Regional Customs Transit Guarantee (RCTG), implementation of Single Customs Territory (SCT) framework for clearance of goods and use of a Regional Electronic Cargo Tracking System (R-ECTS) to track goods transiting from their origin to destination.

The benefits of the alternative shorter transit route to Mombasa from Burundi, Rwanda and DRC also includes reduction in distance to be covered by truckers by 400km for the case of Bujumbura and Uvira and 200km for the case of Kigali and Goma for a one-way trip. For a return trip the reduction in distance to be covered doubles

to 800km and 400km respectively compared to the traditional transit route through Malaba.

Furthermore, there are fewer big towns to traverse using the alternative route hence avoiding traffic jams and considerably reducing transit time and amount of fuel consumed by the trucks. For transporters from Burundi and Uvira, the Road User Charges are also reduced by over 40% i.e. by USD 300 for a return journey to Mombasa. The number of border crossing points also reduces by one.

The Stakeholders team was comprised of the public and private sector stakeholders involved in the handling and clearance of goods along the Northern and Central Corridors led by NCTTCA Secretariat, namely; Kenya Ports Authority, Shippers Council of East Africa, East African Community Secretariat, Kenya Maritime Authority, Office Controle du Congolais (OCC-DRC), Kenya National Highways Authority, Ministry in charge of Transport in Burundi, Ministry of Infrastructure-Rwanda, Kenya Transporters Association, Kenya Freight Forwarders and Warehousing Association (KIFWA), Kenya National Police Services and Rwanda National Police and Revenue Authorities.

Highlights of observations made by the Multi-Agency Team in Pictures

In general, there has been improvements in transport and trade facilitation infrastructure as compared to the last time a Trade and Transport Logistics survey was conducted in the region (Burundi, DRC, Kenya and Rwanda) in March 2013.



Left: March 2013, the single lane bridge without pedestrian walkway at Gatumba/Kavimvira border station at the Burundi-DRC border crossing point was in need of repair, NCTTCA survey team had recommended upgrade to increase its capacity.

Right: December 2019, the capacity of the bridge has been upgraded to carry heavier loads with two lanes for motorized traffic and pedestrian lanes on each side.



The road from Voi to Taveta/Holili border was recently upgraded to bitumen standards, it is a section of the alternative shorter transit route to Bujumbura, Goma and Kigali.



Fuel tankers crossing into DRC at the Rubavu/Goma OSBP. The border stations visited do not have dedicated areas for parking vehicles carrying dangerous goods such as petroleum products and furthermore, the border stations are not adequately equipped to combat fires that may arise from such goods raising safety concerns.



A fuel tanker parked in front of the OSBP offices at Rusumo.



Small scale cross border traders at Rubavu OSBP. About 50,000 people cross the Rubavu-Goma OSBP daily. The majority of whom are women and youth, they mainly deal in goods produced in the adjoining Member States. Some of the small-scale traders' goods especially those dealing in manufactured goods are to benefit from use of the Simplified Trade Regime at Goma. Their goods are deposited in the warehouses in Goma and subjected to the same clearance processes like the big scale traders.



March 2013, NCTTCA Stakeholders Survey Team during a trade and transport logistics survey mission at the Grande Barrière border offices at Goma; DRC-Rwanda border crossing point.



December 2019, Grande Barrière OSBP offices at Goma – DRC/Rwanda border station. The newly built OSBP's structures have facilities that can be used to host Joint Border Committee meetings which used to be a challenge.



March 2013 La Corniche border offices at Rubavu.



December 2019 La Corniche OSBP offices at Rubavu – Rwanda/DRC border station



A grader clearing the road after a landslide along the Kigali-Rubavu road. The Survey Team also encountered several landslides along the Kayonza-Bujumbura road after Kayonza town towards Bujumbura. With heavy rains due to the topography of the area several landslides occur which affect flow of traffic along these transit sections.



Trucks parked at Rusumo border. The yard has a parking capacity for 50 trucks, with increasing traffic via this border post from the two major regional ports there is need to rethink strategies to minimize time spent at the border by each truck to avoid congestion of trucks at the border. A lot of cargo from Mombasa and Dar-es Salaam port to Rwanda and DRC is to pass through this border station. Trucks carrying cargo to DRC make fresh declarations at Rusumo before transiting through Rwanda. The Multi-Agency Team recommended that The EAC Secretariat needs to expedite development of the SCT inward transit and outward transit clearance processes to facilitate clearance of cargo to South Sudan, DRC and other non EAC Partner States under the SCT framework to avoid multiple transit goods declarations.



A truck being loaded with clinker at the Port of Bujumbura.



A vessel leaving the port of Bujumbura after discharging its clinker. The clinker is delivered to Bujumbura via Lake Tanganyika. The potential for Lake Tanganyika to offer inland water transport to connect the Region to the Southern African countries is yet to be exploited.

Rwanda Stakeholders Laud the Government of Kenya for Infrastructure Developments along the Northern Corridor

Following the Multi-Agency Stakeholders' sensitization mission organised and carried out by the NCTTCA Secretariat and Kenya Ports Authority (KPA) in December 2019 in Burundi, DRC and Rwanda, Stakeholders in those countries requested for a tour of Mombasa Port facilities and other cargo handling and clearance facilities in Kenya managed KPA.

It is in that context that from 3rd to 6th March 2020, KPA organised a series of meetings and guided tour for the Stakeholders at the Mombasa Port, ICD Nairobi and Naivasha ICD facilities. The guided tour and meetings attracted participation from the Kenya Maritime Authority (KMA), Kenya Pipeline Corporation (KPC), Kenya Railways (KR), Kenya Revenue Authority (KRA), Northern Corridor Transit and Transport Coordination Authority (NCTTCA), Private Sector Federation (PSF) Rwanda, and Rwanda Revenue Authority (RRA).

The objective of the tour for the Rwanda stakeholders was to appreciate the initiatives put in place to facilitate users of Mombasa Port, learn about the Port, SGR and ICDs operations; strengthen cooperation and collaboration for a conducive working environment, and discuss issues affecting the use of the Mombasa port by Rwanda Stakeholders.

During the Rwanda Stakeholders' meeting with KPA officials, the visiting delegation was briefed on key infrastructure and technological developments that have been implemented to enhance the efficiency of the Port operations.



Rwanda Stakeholders meeting in KPA boardroom during their tour of the port facilities.

The Rwanda delegation, led by the Chairman of Rwanda Private Sector Federation; Mr Robert Bapfakurera lauded the Government of Kenya and implementing agencies for the extensive and mega infrastructural developments and efficient services to promote global trade.

On the Performance of the Port, KPA revealed to the Rwanda delegation that in the period January-December 2019, the Port of Mombasa recorded 34,439,264 tons with a growth of 3,515,976 tons or 11.4 per cent compared to the 30,923,288 tons registered in the corresponding period in 2018. Container traffic during the period January-December 2019 increased by 112,792 TEUs or 8.7 percent after registering 1,416,654 TEUs compared to the 1,303,862 TEUs handled in 2018.



Rwanda Stakeholders group photo outside KPA offices at the Port of Mombasa.



ICD Nairobi receives between 800-1000 TEUs daily using SGR and 100-150 TEUs using MGR.

KPA also gave a brief on the progress of Sh30 billion Dongo Kundu free port with an area of 3,000 acres where a Free Economic Zone is being developed. The Free Port will allow traders to bring in their cargo, repackage and export it.

At the Port, the delegation toured the Ship Container Terminal, SGR Cargo yard and the Cruise Terminal.

The tour proceeded in ICD Nairobi where the delegation was received by the Manager ICDN; Peter Masinde and taken through the operations at the ICD Nairobi and performance of the facility. The stakeholders were taken round to the container yards, ICD security checks, train and trucks container loading and offloading zones and specialized facilities for handling perishable goods and the dangerous goods container yard.

The ICD Nairobi has 2,978 ground slots with holding capacity of 15,000 TEUs and an annual throughput of 450,000 TEUs. The SGR has improved operations by enabling receipt from Mombasa Port of 800-1000 TEUs daily from 100-150 TEUs which used to be received using the MGR. The SGR has 1,620 wagons for transportation of containerized and non-containerized cargo of which 490 wagons are for bulk cargo and 80 for special cargo. The ICDN has 336 reefer tracks and an enclosed dangerous goods container yard.

KPA also shared the developments at the inland port of Kisumu which can handle both containerized and conventional cargo-carrying capacity of 200,000 metric tonnes. Also, a refurbished MV Uhuru with a capacity of up to 1,000,000 litres ferries oil to Port Bell in Uganda.

To appreciate the expansion of the rail transit developments, the stakeholders travelled by rail to ICD Naivasha where transit countries are advised to consign their cargo for transportation by SGR to and from

Mombasa Port. It was reported that transit countries including Rwanda will be allotted land at Naivaisha for construction of storage facilities for cargo destined to their countries.

ICD Naivasha is a 45,000-square-meter facility linked by a 2.6-kilometre connection road to the MaaiMahiu-Narok road. It will serve outbound transit cargo and exports in transit to Mombasa being transported by SGR.

KPA also shared with Rwanda Stakeholders plans by the Kenyan government to revamp the MGR and link it to the SGR in Naivasha.

During the various meetings held, Rwanda stakeholders and the Northern Corridor trade facilitation agencies engaged on the steps being taken to engage all stakeholders especially those in Tanzania to ensure seamless flow of traffic through the shorter transit route to Rwanda through Taveta/Holili border station; explored the challenge of trade facilitation agents from Rwanda to obtain work permits in Kenya, and Rwanda Clearing Agents lack access to the KRA Customs business system to clear goods.

Other main challenges discussed include the need for KPA and KPC to review prices for their services to be competitive as compared to other service providers in the Region and the lack of a platform for arbitration to resolve issues amicably and fast.

Rwanda Stakeholders were represented by BRALIRWA, China Road and Bridge Corporation, COFATOLE, ERI Rwanda, Gorilla Logistics, MASTERSTEEL, Ministry of Trade & Industry, ROKO Construction, RWACOF, Rwanda Freight Forwarders Association (RWAFFA), Rwanda Private Sector Federation (PSF), Rwanda Shippers Council, SAFINTRA, and Société Pétrolière.



During a meeting with ECOWAS consultant in NCTTCA Boardroom

ECOWAS Benchmarks with the NCTTCA on the Establishment of Transport Observatories

From 18th to 20th February 2020, the Economic Community of West African States (ECOWAS) through a consultant attached to its Infrastructure Department, Mr. Mukupa Chongo paid a working visit to the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) in Mombasa, Kenya, to gather information on the establishment, evolution and management of Transport Observatories.

The Consultant's main interest was in understanding the operational set up, legal set up and framework, and the system set up for the Northern Corridor Transport Observatory. The shared knowledge and best practices were to enable him propose the best practices to ECOWAS to inform the establishment of its Road Transport Observatory.

The ECOWAS Consultant; Mr. Mukupa commended the NCTTCA Secretariat for the professional work and noted that as one of the earliest Transport Observatory in Africa, the Northern Corridor Transport Observatory serves as a key reference point for new observatories in the region.

The Northern Corridor Transport Observatory is a performance monitoring tool with an online platform that currently tracks over forty (40) performance indicators of

the Mombasa Port and the entire Corridor. Since 2012, the Transport Observatory is financed by TradeMark East Africa (TMEA).

The Transport Observatory has seen notable achievements including enhanced efficiency of the Port of Mombasa and expansion of the container terminals at the port, that have led to increased cargo throughput.

In addition, improvement of infrastructure and reduction of barriers to transport and trade have led to enhanced efficiency along the Corridor. Among initiatives undertaken are, Single Customs Territory, installation of High-Speed Weigh in Motion, construction of One Stop Border Posts (OSBPS), automation of business processes, development of the Standard Gauge Railway (SGR) and improvement of the road conditions.

Mr. Mukupa also visited the Port of Mombasa and interacted with different agencies involved with the operation of the port among them Kenya Port Authority, different Revenue Authorities seated at the port; Kenya Transporters Association among others. ECOWAS consultant thanked the NCTTCA for hosting him and facilitating his engagements with other trade and transport facilitation agencies.



Towards One African Market

Inter-Corridor Forum to discuss the implementation of AfCFTA Agreements

United Nations Economic Commission for Africa (UNECA) and the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) agreed to convene an international forum that will attract the Transit and Transport Corridors in Africa to exchange best practices and roles of the Corridors in the effective implementation of the African Continental Free Trade Area (AfCFTA) Agreements.

The Inter-Corridor forum came as one of the outcomes of a two day meeting held at the NCTTCA Secretariat in Mombasa, Kenya, from 12th to 13th February 2020, by UNECA's Adeyinka Adeyemi led delegation with the NCTTCA Staff led by the Executive Secretary, Omae Nyarandi. The UNECA's Adeyinka was accompanied by Ms. Betty Loko and Mr. George Okoth, Program Officers at the New Partnership for Africa's Development (NEPAD), Kenya.

The mission of the UNECA delegation's two day working visit at the NCTTCA was to share facts on trade policy advocacy in Transit and Transport Corridors. Key to their mission was to understand how customs are facilitated

while maintaining Member States compliance; the connection of the Northern Corridor to the Lamu Port-South Sudan-Ethiopia-Transport (LAPSSET) Corridor project; the role of transit Corridors in the implementation of the African Continental Free Trade Area (AfCFTA) Agreements; and the use of technology to enhance trade Facilitation.

Other issues were also discussed on how to guarantee safety of goods in transit using Information Communication Technology (ICT); and how to explore a short route to Rwanda, Burundi and Congo through Taveta and into Tanzania, with regard to the inspection system.

UNECA delegation commended the Northern Corridor for its efforts in trade and transport facilitation through the Transport Observatory and proposed that NCTTCA as one of the oldest and efficient corridors to convene an inter-corridor forum in Africa to exchange ideas on the implementation of AfCFTA and how the corridors can enhance it. UNECA's Adeyinka pledged support for the forum.

**AFRICAN CONTINENTAL FREE TRADE AREA
CREATING ONE AFRICAN MARKET**



Conceptual plan of the Port of Bujumbura

USD49.29mn for the rehabilitation of Bujumbura Port

In February 2020, the Government of Burundi signed a memorandum of understanding (MoU) with the African Development Bank (AfDB) Group for the financing of the Project of the Department of Transport Corridor on Lake Tanganyika, dubbed Phase I of the rehabilitation of Bujumbura Port.

According to the signed MoU, *“The rehabilitation of Bujumbura Port is expected to reduce import/export costs by about 30%; improve the service level and productivity by reducing port of call times for vessels and increasing the capacity of terminals. This phase will allow the development of economic opportunities and an entrepreneurial network along Bujumbura Port; and about a 20% increase in cross-border trade with countries bordering the Lake.”*

The implementation of Phase I activities of the project will be spread over a period of 5 years from January 2020 to December 2024, with an estimated total cost of Unit of Account (UA)36.79 million (USD49.29 million).

The project has five components including the rehabilitation of Bujumbura Port and Access Roads; Port Facilities; Institutional Support and Capacity Building; Trade and Transport Facilitation; and Project Management.

The port of Bujumbura was built in the 1950s. It is the first port on Lake Tanganyika in front of the port of Mpulungu in Zambia, Kalemie in the Democratic Republic of Congo and Kigoma in Tanzania.

The port of Bujumbura is situated at the north-eastern tip of the lake. The port lies between the industrial zone and the central business district of Bujumbura. The port is operated by a private company (Global Port Services Burundi), in

which the Government of Burundi has a 9 percent share, under a concession agreement with the Burundi Maritime, Port and Railway Authority (AMPF).

In 2016, a basic development study of the port of Bujumbura conducted by ARTELIA, a French design firm specializing in engineering, predicted that traffic at Bujumbura Port would reach nearly 600,000 tonnes in 2030. The traffic was estimated at 104,900 tonnes in 2015 and it was expected to reach 296,100 tonnes in 2020 and 462,900 tonnes in 2025.

Initial port development consisted of the construction of a piled pier of some 200 meters in length, which together with a rubble mounded breakwater (the southern breakwater), which now forms the entrance to a dredged basin within which the port facilities are located. The inner port basin has an area of approximately 32,000m², with a quay of 375 meters in length on the southern edge.

The Lake Tanganyika Transport Corridor Development Project will boost regional integration and significantly reduce trade costs between riparian countries (Burundi, DRC, Tanzania, and Zambia).

Multimodal links with Northern and Central Corridor roads and railways will provide greater transport connectivity with other countries in the sub-region, such as Uganda and Rwanda.

The project will, therefore, unlock Lake Tanganyika’s potential as an inland waterway and provide a platform that will link the Northern, Central and Southern Corridors.

Given its geostrategic location, it has significant economic potential, fostering trade in a wide range of agricultural and fishery products and building materials.

Covid-19: Impact on Transit Transport in the Northern Corridor region

The Coronavirus disease (COVID-19) which was declared as a pandemic by the World Health Organization (WHO) on 11th 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 the region. According to Johns Hopkins University, more than 3.5 million people have been infected and at least 249,000 people have died worldwide and figures are increasing day by day.

The assessment of the Covid 19 impact made by the Northern Corridor Secretariat on transit transport in the Northern Corridor Region in terms of key indicators from the Northern Corridor Transport Observatory revealed that the response by the regional Governments, 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.

The pandemic has forced Governments to respond with travel restrictions and bans to minimize the spread of the disease from Country to Country. They have also enacted domestic measures such as social distancing, mandatory curfews, and lockdowns.

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.

According to the Northern Corridor Transport Observatory, 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. The Mombasa Port, being an essential service provider has been operating 24/7 during the period of Covid-19 pandemic to ensure business continuity.

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

To ensure operations are not interrupted, the Port in conjunction with the Port Public Health officers' procedures handle vessels when they arrive were instituted including but not limited to;

- 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.
- Suspension of crew change and bagging services.

During the period January-March 2020, 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. Vessel Waiting time before berth performance was also still within the expected time frame.

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.

As being observed, the Coronavirus disease has become a severe pandemic and poses many serious challenges in transport in the region. 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.

Apart from trucks long queues at border points, there is a delay in the return of empty containers at the Port which attracts retention charges by the shipping lines. Trade and transport is vital for the region during

the covid-19 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 too fast-track driver mass testing and clearance of goods at border posts.

The Northern Corridor Secretariat continues to urge stakeholders to provide protective equipment and hygiene facilities at all transport nodes such as the Port, Weighbridges, Inland Container Depots, and Border points.

In collaboration of Transport operators, the Northern Corridor Secretariat is devising ways to implement a sustained sensitization program for Transit operators and their employees; with a coordinated approach and harmonization in the region especially on policies affecting Corridor transport, co-ordination mechanisms for identifying and monitoring the spread of the outbreak as well as 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. The Northern Corridor Secretariat should fast-track the programs such as well coordinated joint border committees and Road Side Stations and wellness centres equipped with health facilities that enables to fight communicable diseases such as Covid-19, ebola, HIV/AIDs, etc.

Mombasa Port records a 5% decline in Throughput during the first six months of 2020

The Northern Corridor route, like any other transit and trade corridors around the world, has suffered adverse effects following the outbreak and declaration of the Coronavirus disease as a pandemic by the World Health Organisation in March 2020.

Evidence from a quarterly report of the Northern Corridor Transport Observatory for the period April to June 2020 reveals that the occurrence of COVID-19 has had a profound effect on the transport and logistics sectors. The global pandemic has exposed how trade facilitation in the



MV Cosco Yinkou is offloaded at Berth No.21 in June 2020

Northern Corridor region is vulnerable to sudden disasters. According to the report, the challenges experienced in addressing cross border trade at the onset of the disease manifested lack of trans-boundary disaster management strategies, thus exacerbating the impact of the COVID-19 pandemic.

Statistics from the report showed a 5% decline in the aggregate throughput for the months from January to May 2020; from 14.3 million metric tonnes in 2019 to 13.6 million metric tonnes in 2020. During the same period, imports accounted for 82% of the total throughput; suggesting that the balance of trade was unfavourable.

Notably, a larger share of imported cargo through the port of Mombasa for the five months was containerized cargo that stood at 66%. Kenya accounted for the bulk of total throughput at 64%; whereas about 36% of total throughput was for transit market. Uganda remains the biggest transit market destination cargo passing through the port of Mombasa; accounting for 3.28 million metric tonnes during the reporting period.

A further decline in imports as a share of throughput from 84% in January 2020 to 80% in May 2020 was witnessed; suggesting reduction in import trade in the countries that uses the port of Mombasa. However, in May 2020, exports accounted for 13% of total the throughput, increasing from 11% in January 2020; indicating a more-hard-hit import trade as opposed to export trade.

The same report showed a decline in the demand for crude oil which may be attributed to the outbreak of the Coronavirus and perhaps the subsequent cut in oil production by oil-producing countries. According to the *Oil Market Report*, since May 2020, OPEC+ countries have been reducing output by over nine million barrels per day; a factor that undermined the demand for crude oil globally.

Shrinking trade volumes

Available data indicated that from January to May 2020, a total of 214 ships docked at the port of Mombasa. Notably, the volume of cargo delivered by vessels through the port of Mombasa declined; with average metric tons per ship recorded at 61,598mt in January 2020, further declining to 44,278mt in May 2020. The report attributed these changes to the reduced

global demand and trade and predicts that it will dwindle further in tandem with the shrinking trade volumes occasioned by the reduction in economic activities in all countries due to the COVID-19 pandemic.

The average ship waiting time before berth varied from 36 hours in April 2020 to 16 hours in June 2020. Likewise, the average ship turnaround time improved from 111 hours to 75 hours; which may partly be attributed to the initiatives implemented at the port, including the modernization of equipment and expansion of berths.

The Average Container Dwell Time at the Port has seen a steady improvement from 123 hours in April 2020 to 96 hours in June 2020 against a target of 78 hours by December 2020 as per the Mombasa Port and Northern Corridor Community Charter. However, a comparison with the same quarter in 2019 showed an increase in the dwell time for the quarter in 2020. In 2019, the Average Container dwell time ranged between 80 to 88 hours.

Statistics also showed that the indicator for the delays after customs release at the port of Mombasa worsened for the quarter in 2020 to a maximum of 51 hours when compared to the same quarter in 2019, which at its highest stood at 38 hours, as truckers experienced long waits for clearance for COVID-19 health protocols before embarking on their journeys. However, there was a gradual improvement in performance for the quarter from 55 hours in April 2020 to 34 hours in June 2020.

Increased Transit Times

Transit time is determined as the period from the time goods are released at the Port/Inland Container Depots up to the exit points at the border and final destinations. Member States have employed different tracking regimes.

In most of the routes along the Northern Corridor, transit times increased partly due to the challenges brought about by the COVID-19 pandemic.

Under the Regional Electronic Cargo Tracking System (RECTS) regime which is being implemented to reduce the cost of cargo transportation along the Northern Corridor, transit times from Mombasa to Kampala varied from 156 hours in January to 185 hours in June 2020. From Mombasa to Kigali, the transit time increased from 167 hours in January to almost twice at

306 hours in the month of June 2020. Mombasa to Elegu increased from 91 hours in January to 179 hours in June 2020.

In Kenya, under the SIMBA System, a total of 20,242 trucks for Mombasa to Malaba border route and 718 trucks for Mombasa-Busia border route were sampled to determine the transit times. The report reveals that the average transit time from Mombasa to Malaba border worsened from 152 hours in January to 237 hours in June against a Charter target of 60 hours by December 2020. Furthermore, the average transit time between Mombasa and Busia recorded a similar trend, rising from 90 hours in January to 344 hours in June 2020.

Towards a Resilient, Smart and Responsive Corridor

The report noted that the performance of the Northern Corridor during the quarter was adversely affected by the COVID-19 pandemic with regional and country-specific containment measures including lockdowns, curfews, social distancing measures, relay trucking, and mandatory testing for truckers precipitating delays. The report further pointed out the need for regional guidelines, collective efforts, and robust systems for early detection and interventions.

The report recommends that the Northern Corridor Member States develop policies geared towards addressing the hazards that may occur and disrupt transport and supply chain logistics. Also, the report emphasizes the need for a detailed assessment of regional vulnerability and putting in place country-specific and trans-boundary disaster mitigation measures.

In a bid to develop resilience and prepare the Transport Corridor to respond to emerging issues, the report, while appreciating ongoing conversations and roadmaps being suggested by the Member States and different stakeholders aimed at facilitating a quick socio-economic recovery, the following proposals may hold: a regional multi-stakeholder response approach where risk factors and disaster risk reduction measures are integrated into both national and regional policies, plans and programmes; and regional and international cooperation in assessing, monitoring and responding to trans-boundary hazards.



A cargo ship arrives at the Port of Mombasa

Positive Corridor Performance Trajectories for most indicators during the year 2019

In the period January-December 2019, the Port of Mombasa recorded 34,439,264 tons with a growth of 3,515,976 tons or 11.4 percent compared to the 30,923,288 tons registered in the corresponding period in 2018. Container traffic during the period January – December 2019 increased by 112,792 TEUs or 8.7 percent after registering 1,416,654 TEUs compared to the 1,303,862 TEUs handled in 2018.

Total transit traffic registered a growth of 342,958 tons or 3.6 percent recording 9,947,519 tons during the period January-December 2019 against 9,604,561 tons registered in the corresponding period in 2018. This was largely attributed to increased handling cargo for Uganda, Democratic Republic of Congo, South Sudan and Tanzania, recording increased volumes by 243,803 tons, 75,986 tons, 35,754 tons and 6,936 tons, respectively.

Analyzed and reliable data from the Northern Corridor Transport Observatory which is a performance monitoring tool with an online platform that currently tracks over forty (40) performance indicators reveal consistent positive trends on most indicators throughout the year 2019 with maritime indicators performing particularly well. However, there is still room for improvements as most initiatives are being enhanced. Key among the improvement enablers are road infrastructure development around the Port of Mombasa and in the Northern Corridor Member States, the Standard Gauge Railway and the implementation of the Regional Electronic Cargo Tracking System along the corridor.

The Transport Observatory indicates that from 2016 to 2019, **Waiting Time before berth** has been within the set target of 24 hours between 4 hours and 12 hours. The sustained improvements were enabled by the massive development of Infrastructure around the Port of Mombasa, new and sufficient equipment and implementation of fixed berthing window. Stakeholders are in agreement that the trend should be sustained and the set target should be reviewed to be around 10 hours. Ship Waiting Time before Berth is an indicator which is measured from the time the Ship arrives at the fairway buoy to the time of its first berth. It is a subset of the Ship turnaround time.

The Median Ship Turnaround Time was 3.7 days in 2019 and 3.2 days in 2018 slightly beyond the set target of 3 days. The Port of Mombasa received new generation bigger ships such as Triple E with the capacity of 18,000 TEUs and New Post Panamax with 12,500 TEUs. Ship Turnaround Time is an indicator which is measured from the time the ship arrives at the port area (Fairway Buoy) to the time it leaves the port area. It comprises of the ship waiting time and the ship working time (time when the vessel is being offloaded or loaded with cargo). The Ship Turnaround performance is partly attributed to availability of equipment, improved productivity of the gangs and the implementation of Fixed Berthing Window by Kenya Ports Authority (KPA).



Average Container Dwell Time at the Port of Mombasa has seen a steady decrease in 2019: 87 hours from 108 hours in 2015. The Northern Corridor Transport Observatory reveals also that in 2019, fifty per cent of Containers were picked up within an average of 2.2 days which is a decrease from 2.8 days in 2018 against the set target of 3 days. Container Dwell Time at the Port of Mombasa refers to the period from the time cargo is offloaded at the Port to the time goods leave the port premises after all clearances have been obtained.

Delay after Customs Release which refers to the period it takes to evacuate the cargo from the port of Mombasa after it is officially released by Customs has been fluctuating between 32 hours in June 2019 and 42 hours in December 2019. This delay contributes the biggest proportion of the Port Dwell Time. It's mostly attributed to the Private Sector (Clearing Agents, Importers, etc.).

Time taken by Customs Clearance at the Document Processing Centre ranged between 1.9 hours in September 2019 to 2.6 hours in May 2019 against one hour target. The Poor performance was attributed among others to SIMBA System instability, Document Volumes awaiting between the Shifts, Quality of Declaration by Clearing Agents, etc. The Document Processing Time refers to the time taken by Customs to pass an entry lodged by a Clearing Agent. The Document Processing Time refers to the time taken by Customs to pass an entry lodged by a Clearing Agent.

The Transport Observatory however, indicates that the set target of 24 hours for **One Stop Centre Clearance Time** is far to be reached partly due to Delays in joint verifications, Tests, Late payments by Clearing Agents and Late submission of amended Customs entries. One Stop Centre Clearance Time is the average time between passing of Customs Entry and issuance of release order.



Vehicle Load Compliance and Transit Time Trends along the Northern Corridor

Vehicle Load Compliance as an indicator which measures the percentage of trucks that comply with the Gross Vehicle Load and the Vehicle Axle Load Limits reveals that Compliance is above 90% at Mariakani, Athi-River, Gilgil and Webuye and between 75-86% at Busia weighbridges. This good performance is attributed among others to the Self-Regulatory Charter signed in 2014 and the awareness and sensitization campaigns carried out along the Northern Corridor Road sections in Kenya from Mombasa to Malaba, Busia and Kisumu.

Gross Vehicle Load and the Vehicle Axle Load Limits Compliance is above 90% at most of the Wighbridges in Kenya

Compliance level to Gross Vehicle load limits in Uganda vary between 99.6-100% at Lukaya, Luwero, Magamaga, Mbale and Mubende weighbridges. However, Compliance levels on Axle Load Limits are still less than 19% at all weighbridges in Uganda.

The Northern Corridor Transport Observatory indicates that, from January to December 2019, the **Annual average Transit Time** from Mombasa to Malaba was 5.8 days (140 h) and 6.8 days (164 hrs h) to Busia. The distance from Mombasa to Malaba and Busia is 933 Km and 947 Km, respectively.



Gross Vehicle Load and the Vehicle Axle Load Limits Compliance is above 90% at most of the Wighbridges in Kenya




NORTHERN CORRIDOR PERFORMANCE DASHBOARD




Northern Corridor
Transit and Transport
Coordination Authority

EFFICIENCY & PRODUCTIVITY



VESSEL WAITING TIME BEFORE BERTH
The average time taken by the ship before Berthing. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.

2018: 13 Hours
2019: 12 Hours
Target: 12 Hours




SHIP TURNAROUND TIME
The average time spent by the ship in the port area. It is measured from the time the vessel arrives.

2018: 91.2 Hours
2019: 94 Hours
Target: 81 Hours
Benchmark: 24 Hours



TIME FOR CUSTOMS CLEARANCE AT THE DOCUMENT PROCESSING CENTER DPC
This is the time it takes to have an entry lodged by a clearing agent passed by customs.

2018: 2.3 Hours
2019: 2.3 Hours
Target: Real-Time/Instant



TIME TAKEN AT MOMBASA ONE STOP CENTER
Average time of document processing at One Stop Center.


2018: 80 Hours
2019: 50.8 Hours
Target: 64 Hours



AVERAGE CARGO DWELL TIME AT THE PORT
It is the measure of time that elapse from the time cargo is offloaded from the vessel at the port to the time it leaves the port premises after all permits and clearances have been obtained.

2018: 96 Hours
2019: 87 Hours
Target: 78 Hours
Benchmark: 48 Hours

VOLUME AND CAPACITY



MOMBASA PORT THROUGHPUT

	2018	2019
Tons	30,923,288	34,439,264
TEUs	1,303,862	1,416,654

11.4% Increase in tons
8.7% Increase in TEUs



VESSEL PRODUCTIVITY (GROSS MOVES PER HOUR)
This is measured as average of the gross moves (on-load, offload and repositioning) per hour for each vessel call recorded. The unit of measure is Moves per-ship per-hour

Year	No. of Ships	Total Moves	Gross Moves/Hour	TEUs	Average TEUs/Ship
2018	543	855,118	30.23	1,183,964	2,187
2019	546	927,378	31.96	1,306,510	2,393

TRANSIT TIME ON ROAD

Time taken by transit cargo to move from one node to another e.g. from Mombasa to Malaba Nodes are points along the corridors like weigh-bridges, border-posts, ports.

Country	Route	2019 (Hours)
Kenya under RECTS	Mombasa-Malaba	57
	Mombasa-Busia	66
Uganda under RECTS	Malaba-Kampala	46
	Malaba-Elegu	19
	Malaba-Mpondwe	35
	Malaba-Oraba	26
	Malaba-Goli	23
	Busia-Kampala	27
	Busia-Elegu	18
	Busia-Mirama Hills	36
	Busia-Mpondwe	36
	Kampala-Elegu	28
	Kampala-Oraba	27
	Kampala-Mpondwe	43
	Kampala-Ntoroko	41
	Kampala-Padea	42
	Kampala-Goli	42
	Kampala-Madi Opei	72
Kampala-Mirama Hills	39	
Kampala-Bunagana	28	
Kampala-Vurra	43	

TRANSIT TIME & DELAYS



Rwanda under RECTS	Cyanika-Rubavu/Goma	15
	Rusumo-Rubavu/Goma	34
	Kagitumba-Rubavu/Goma	60
	Kagitumba-Akanyaru Haut	36
	Kagitumba-Nemba	13
	Kagitumba-Mururu	61
	Kagitumba-Kigali	18
	Kigali-Rubavu/Goma	27
Rwanda under ASYCUDA	Kigali-Mutara	48
	Kigali-Mururu	48
	Kagitumba-Mururu	75
	Kagitumba-Nemba	24
	Kagitumba-Akanyaru Haut	42
Burundi under ASYCUDA	Kagitumba-Bugarama	66
	Kagitumba-Rubavu	48
	Kagitumba-Kigali	44
	Gasenyi-Bujumbura	61
Burundi under ASYCUDA	Kayanza-Gasenyi	58
	Bujumbura-Gasenyi	212



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**NORTHERN CORRIDOR
TRANSPORT OBSERVATORY**
RELIABLE PERFORMANCE DATA

Member States of the Northern, Central and Dar Corridors to harmonize Greenhouse Gas emissions and pollution methodologies



The Workshop brought together key Stakeholders, Transport Corridors and Development Partners to discuss the challenges posed by GHG emissions and agree on a common methodology for measurement.

After a Stakeholders and Development Partners Meeting from Member countries of three Transport Corridors namely; Northern Corridor, Dar es Salaam Corridor and Central Corridor held in July 2019 to discuss a road map of actions towards a joint effort of reducing Greenhouse Gas Emissions and Pollution; TradeMark East Africa (TMEA) in collaboration with regional freight Transport corridors mainly Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and Central Corridor Transit Transport Facilitation Agency (CCTTFA) commissioned a study dubbed “Greenhouse Gas Inventory for Northern and Central Corridors” with the aim to identify total Greenhouse Gas (GHG) emissions along main routes in both corridors and explore some climate mitigation projects to be prioritized to reduce the GHG emissions.

The study focuses on the total GHG emissions of the Transport Corridors such as MtCO₂e (Metric tons of carbon dioxide equivalent), CO₂ (Carbon dioxide), N₂O (Nitrous Oxide) and CH₄ (Methane) emissions.

In the Northern Corridor, the top 10 routes suspected to have maximum GHG emissions and are under study include; Mombasa-Nairobi, Mombasa-Busia, Mombasa-Malaba, Nairobi-Busia, Busitema-Kampala, Mbale-Goli, Mbale- Elegu, Luwero-Elegu, Luwero-Goli, Mubende-Kasindi.

In the Central Corridor, GHG emissions study focuses on routes from Dar es Salaam to Goma, Dar es Salaam to Kigali, and Dar es Salaam to Bujumbura.

The Workshop brought together key Stakeholders, Transport Corridors and Development Partners to discuss the challenges posed by GHG emissions and agree on a common methodology for measurement.

The two day GHGs Workshop that informed the study was aimed to mobilize key Stakeholders towards reducing Greenhouse Gas Emissions and Pollution by

fostering a common understanding in harmonisation of comparability of indications and methods of collecting emissions data, calculation methods and agreeing on common emissions factors to be used.

Specific objectives were to have a common understanding of the environmental impact of GHG emissions, the principles and evaluation methods of GHG emissions, the importance of monitoring & evaluation processes required, Carbon off-setting options, the use and options for sustainable energy utilization; and identifying the reporting requirements and validation techniques for GHG emissions, assessing the benefits of a GHG reduction program as well as sharing experiences on GHG evaluation in the transport and logistics sectors.

OMAE Nyarandi, the Executive Secretary of the Northern Corridor Transit and Transport Coordination Authority (NCTTCA), in his opening remarks of the two day workshop, reminded the participants of the importance of coordinated efforts towards the reduction of Greenhouse Gas Emissions and Pollution along the Corridors. *“Since the journey has started it was important for a workshop to ensure that participants provide additional inputs that will further take the process some steps ahead”*, said OMAE Nyarandi.

The Representative of the Central Corridor Transit and Transport Facilitation Agency (CCTTFA), Mr. Melchior Barantandikiye, emphasized the importance of giving attention to environmental issues. He pledged the support of CCTTFA in working with the NCTTCA towards the harmonization of objectives, methodology, data collection mechanisms and calculation methods.

TradeMark East Africa’s Ms. Wanjiku KIMAMO, emphasized TMEA’s continued support and expressed appreciation for the Corridors’ involvement in the workshop and other activities, explaining that it was in line with the TMEA’s approach geared towards effective participation.

The mobilization workshop on Reduction of Greenhouse Gas Emissions and Pollution in the Transport Sector was also attended by representatives from the Development Partners and stakeholders including TradeMark East Africa (TMEA), United Nation Environment Program (UNEP), German Corporation for International Cooperation (GIZ) and a Global Trucks Manufacturing Company, SCANIA.



Northern Corridor Region to put in place Road Crashes Management System

With about forty percent of the total container throughput at the Port of Mombasa currently transported by rail to Nairobi leaves a significant volume of cargo for road transport, by all accounts, road transport still remains the most important means of Transport along the Northern Corridor. Thus contributing to the high level of road fatalities still witnessed on the Northern Corridor Road Networks.

Not only Road fatalities present a considerable obstacle to the region's aspiration to achieving targets of the UN General Assembly Resolution Decade of Action for Road Safety but also hindered the achievement of goals of the 4th EAC Development Strategy which targeted to have the Road related fatalities reduced by 20% by the year 2015 and to harmonize fatality rates with the African road safety performance target which is to reduce the road related fatalities by 50% by 2030.

In the implementation process of the NCTTCA Policy Organs' directive on "Improvement of safety in all transport modes" in order to facilitate safer transport across the Northern Corridor region, delegates from Member States gathered in Nairobi, Kenya, from 9th to 11th March 2020, to discuss the harmonisation of measures for International Roughness Index (IRI) data collection and to validate the Black spots survey reports for surveys carried out along the Corridor Routes in Kenya, Rwanda and Uganda, agreed among other things to establish a Road Crashes Management System in order to effectively monitor the achievement of the road safety targets and guide implementation of interventions towards reducing the road related fatalities.



Participants during the Validation Workshops on the International Roughness Index (IRI) data collection and the Black spots survey reports, 9th-11th March 2020, Nairobi, Kenya.

Road Safety has posed one of the major challenges along the Northern Corridor with numerous studies showing that road traffic accidents along the route constitute a significant loss of human lives and property within the region. Road fatalities present a significant impediment to the achievement of some of the key development goals of the East African Community (EAC) such as expansion of health capacities owing to big drain on national resources allocated to health.

In Kenya, road crash statistics from the National Transport and Safety Authority show that an average of 3,000 lives are lost annually with thousands more injured from road accidents. The World Health Organisation in its 2015 Global Status Report on Road Safety ranked Kenya's roads amongst the most dangerous in the world claiming an average of 29.1 lives per 100,000 people. The crashes are mainly attributed to human error as well as other factors such as unsafe road designs, poor condition of vehicles, unsafe road user behaviour, inadequate infrastructure for non-motorized traffic and missing or ineffective road signage.



TMEA's Lucy Chetalam urged Member States to prioritize Road Safety in their Infrastructure development and projects in order to reduce Road fatalities.

The Northern Corridor has one hundred and ninety nine (199) black spots in Kenya based on a survey conducted jointly by Safe Way Right Way (SWRW), National transport and Safety Authority (NTSA), Kenya National Highways Authority (KeNHA), Kenya Urban Roads Authority (KURA) and Kenya Police along the Northern Corridor and Nairobi County dated May, 2017.

An inter-agency survey on priority black spots by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA), KeNHA, National Transport NTSA Kenya Transporters Association (KTA) and the Kenya Traffic Police in March, 2019 prioritized the first ten (10) black spots among the thirty (30) ranked from a study by KeNHA undertaken by SMEC consultants to rank Hazardous/Black spots along Northern Corridor in September, 2016.

These priority black spots in Kenya; Mukinya- Migaa- Sobeaa-Salgaa-Sachangwan; Gitaru- Rungiri; Kibarani- Makupa Causeway; Molem-Nambakana-Nyamasaria-Kasagam; Emali- Pipeline; Bonje; MajiYaChumvi; Konza- Malili; Ngokomi- Kalimbini; and Mlolongo were ranked based on three (3) high crash location identification criteria including crash frequency, crash rate and crash severity and intensity.

In Rwanda, against the projected twenty six (26) predetermined black spots along the main routes of NR-1, NR-2 and NR-3, the team surveyed twenty eight (28) hazardous spots in total having identified two more along Kigali-Katuna route.

A general observation was that all the main roads in Rwanda are in a well-maintained condition with no signs of distressed pavement or failing road shoulders along the

routes surveyed. However, there are challenges observed with the road design parameters. Most roads' lanes have less than generally accepted 3.5m standard. In some cases, road carriageways going as narrow as 6m; two-lane, two-way; against the accepted road shoulder width of 2m according to East African Highway Design Standards.

A rounded number of 750 fatalities per year puts Rwanda at a level of 7 fatalities per 100,000 population and 50 fatalities per 10,000 motor vehicles.

Rwanda scores significantly better than its neighbouring countries which all show figures in the range of 20-30 fatalities per 100,000 population (according to WHO data). Strict enforcement of the use of safety belts in cars and the wearing of helmets by motorcycle riders and passengers greatly contributes to this better performance without any doubt.

However, in terms of fatalities per 10,000 vehicles, Rwanda has a relatively high incidence of fatalities (50) due to a comparatively small motor vehicle fleet; the score is at the same level as Uganda (also around 50), significantly better than Ethiopia (about 70), but way behind European countries like Netherlands and Sweden.

In Uganda, on average, the Country loses 10 people per day in road traffic crashes, which is the highest level in East Africa. The overall annual cost of road crashes is currently estimated at approximately UGX 4.4 trillion (\$1.2 billion), representing 5% of Uganda's gross domestic product (GDP). Although the country has a robust regulatory transport framework in place, various challenges compromise the implementation of such policies and regulations, leading to inefficient service provision.

The entire country and, in particular, Kampala city, is served by an unregulated public transport system, with most of the vehicles in poor mechanical condition, coupled with poor driving skills that contribute to road crashes. Most vehicles operate largely outside the transport regulatory framework. The use of boda-boda system in the cities and along busy routes has also exacerbated the transport safety.



An inter-agency survey on black spots mapping in Uganda



A Roadside station (RSS) Concept design

COVID -19 Pandemic: Roadside Stations and wellness centres more needed than ever before

During the Launch of the Sensitisation Campaign against the Spread of COVID-19 and Stigma along the Northern Corridor, Long Distance Truck Drivers applauded the interventions the Northern Corridor Secretariat has put in place so far including the real time quick response.

They however pointed out Stigma along the Corridor and delays at Malaba border crossing as the biggest challenges facing transit Truck drivers during the COVID-19 pandemic period.

The chairman of Kenya Long Distance Drivers and Conductors Association (LoDDCA), Mr Roman Waema said that truck drivers are not allowed to stop at designated areas in some counties in Kenya such as the Machakos for fear that they will spread the coronavirus.

"Sometimes we are forced to drive for over four hours without stopping, going as far as 400km, just because people do not want us to stop in their neighbourhoods," said Waema.

The Northern Corridor is the most important and busiest trade route and has high traffic flow especially heavy commercial and distance passenger vehicles, goods and people across the region.

In this period of Covid-19 pandemic, 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; that was and remains a missing link in the fight against the pandemic and have a serious effect on Truck drivers using the Northern Corridor and has resulted in some cross border transmission of the corona virus, high incidences of cross border HIV and AIDs, the prevalence of prostitution and exposure of cargo to robbery due to lack of secured parking areas.

Informal Stop Centre at Lukaya, 100 Km west of Kampala. The Government of Uganda selected Lukaya to be one of the pilot RSS Projects in the Country.



Currently, the northern corridor is dotted with informal stop centres that serve as stopovers for road users. On the Kenyan section of the Northern Corridor, the stopovers include; Mtito-Andei, Sultan Hamud, Mlolongo, Salgaa, Jua kali in Eldoret, Bukembe in Bungoma among others.

However, these centres are inadequate because they lack the minimum facilities required to make them satisfy the needs of transporters. Furthermore they have been cited for security concerns, poor sanitation, theft of cargo and even trucks, the spread the corona virus, HIV and AIDs among other problems.

Establishment of Road Side Stations

Since 2015, the Northern Corridor Secretariat has been implementing the Roadside Stations program in Member States of Burundi, Kenya, Rwanda and Uganda.

The Northern Corridor Road Side Stations program is a multifaceted concept that is based on international best practice of providing one stop stations with parking yard, rest stop, refreshment for trackers and financial services. The aim of developing the RSS is to reduce transit time by providing safety, security and comfort of drivers and other road users. Other benefits include better health, opportunity for rural economy along the Northern Corridor and enhanced protection of the environment.

It is expected that, by allowing long distance drivers to have breaks at appropriate intervals and at suitable/ secure facilities, a network of well-designed Road Side Stations will eliminate driver fatigue and improve security and health for crews, long distance passengers and cargo. This will reduce road accidents and loss of lives and cargo.

Wellness Centres

Wellness centres started in Malawi in 2006 with the support of TNT and World Food Programme (WFP) after noticing that the number of trucks drivers was reducing due to HIV/AIDS diseases and accidents. Wellness centres were therefore made to provide primary health care and assistance to long distance drivers. Wellness centres are set up in containers for two main reasons; (1) containers can be moved easily and taken to another place; (2) Trucks drivers are associated to containers that they transport.

Along the Northern Corridor road network, Mlolongo wellness centre is the biggest wellness centre in East African Region and it is located on a prime land offered by KeNHA. The choice of wellness centre is guided by number of trucks that stop per night. Wellness centres target long distance drivers, sex workers, traders, MSM (gay men) and also welcome roadside community.



NCTTCA team with key Stakeholders in charge of implementing the RSS Program in Kenya, Nairobi, 25th February 2020.

According to the Mlolongo wellness center clinic officer, in 2019, 3,029 drivers were served while 392 drivers have been attended to up to February 2020. It was mentioned that they look at Primary Health Care that comprises 29 illnesses. Among which: Screening for diabetes and hypotension, STI infections, TB treatment for all community and truck drivers. Mlolongo wellness centre has the Outreach Department, Cancelling and Testing Department, Multisector Department that

deals with children under 5 years, weighing, vaccine and immunization services.

A post-Covid-19 holistic approach on infrastructure development could consider the establishment of Road Side Stations and Wellness centres equipped with health services that can help in the fight against the spread of communicable diseases such as COVID-19, Ebola, HIV/AIDS and TB.



NCTTCA team with key Stakeholders in charge of implementing the RSS Program in Kenya at Mlolongo Wellness centre managed by North Star Alliance, 26th February 2020.

INDICATIVE ROAD DISTANCES IN KILOMETERS BETWEEN THE NORTHERN CORRIDOR TRANSIT SECTIONS

Bujumbura	165	990	1149	252	435	1134	1445	792	128	360	1373	279	864	1105	1496	1059	1028	1925	525	1961	700	1740	1480	1249	1761	1451
Bukavu	165	991	1150	349	184	1135	1446	793	157	361	1163	280	699	1170	1286	894	1029	1926	526	1962	701	1770	1481	1250	1551	1241
Busia	990	991	148	780	867	409	720	198	862	630	686	711	1495	119	809	585	33	905	465	941	640	768	460	524	1074	764
Eldoret	1149	1150	148	939	1026	503	963	357	1021	789	780	870	1654	158	903	519	121	776	624	812	799	620	331	618	1168	858
Gasenyi	252	349	780	939	225	924	1235	582	172	150	1163	69	1345	899	1286	1062	818	1715	315	1751	490	1559	1270	1039	1551	1241
Goma	435	184	867	1026	225	1011	1322	669	307	237	979	156	1114	986	1102	710	905	1802	402	1838	419	1617	1357	1126	1367	1057
Gulu	1134	1135	409	503	924	1011	311	342	1006	774	367	855	1162	528	490	266	382	1279	609	1315	784	606	834	115	755	445
Juba	1445	1446	720	963	1235	311	653	653	1317	1085	234	1166	1399	839	201	577	693	1626	920	1662	1095	343	1145	196	466	156
Kampala	792	793	198	357	582	669	342	653	664	432	581	513	1297	317	704	480	236	1133	267	1169	442	948	688	457	969	659
Kanyaru Haut	128	157	862	1021	172	307	1006	1317	664	232	1245	151	1427	987	1368	1023	900	1797	397	1833	572	1612	1352	1121	1633	1323
Katuna	360	361	630	789	150	237	774	1085	432	232	1013	81	1195	749	1136	791	668	1565	165	1601	340	1380	1120	889	1401	1091
Kaya	1373	1163	686	780	1163	979	367	234	581	1245	1013	1094	1165	805	123	269	659	1556	848	1592	1023	577	1111	430	388	78
Kigali	279	280	711	870	69	156	855	1166	513	151	81	1094	1276	830	1217	872	749	1646	246	1682	421	1461	1201	970	1482	1172
Kisangani	864	699	1495	1654	1345	1114	1162	1399	1297	1427	1195	1165	1276	1608	1288	896	1533	2430	1030	2466	855	2245	1985	1277	1553	1243
Kisumu	1105	1170	119	158	899	986	528	839	317	987	749	805	1608	928	928	704	134	792	584	828	759	778	347	643	1193	883
Lasu	1496	1286	809	903	1286	1102	490	201	704	1368	1136	123	1217	1288	928	392	782	1679	971	1715	843	544	1234	397	355	45
Mahagi	1059	894	585	519	1062	710	266	577	480	1023	791	269	896	704	392	558	558	1455	747	1491	451	872	1010	381	657	347
Maliaba	1028	1029	33	121	818	905	382	693	236	900	668	659	749	1533	134	782	558	897	503	933	678	741	452	497	1047	737
Mariakani	1925	1926	905	776	1715	1802	1279	1626	1133	1797	1565	1556	1646	2430	792	1679	1455	897	1400	36	1575	1396	445	1394	1944	1634
Mbarara	525	526	465	624	315	402	609	920	267	397	165	848	246	1030	584	971	747	503	1400	1436	175	1215	955	724	1236	926
Mombasa	1961	1962	941	812	1751	1838	1315	1662	1169	1833	1601	1592	1682	2466	828	1715	1491	933	36	1436	1611	1432	481	1430	1980	1670
Mpondwe	700	701	640	799	490	419	784	1095	442	572	340	1023	421	855	759	843	451	678	1575	175	1611	1390	1130	899	1108	798
Nadapal	1740	1770	768	620	1559	1617	606	343	948	1612	1380	577	1461	2245	778	544	741	1396	1215	1432	1390	951	951	491	809	499
Nairobi	1480	1481	460	331	1270	1357	834	1145	688	1352	1120	1111	1201	1985	347	1234	1010	452	445	955	481	951	949	1499	1189	662
Nimule	1249	1250	524	618	1039	1126	115	196	457	1121	889	430	970	1277	643	397	381	497	1394	724	1430	899	491	949	662	352
Yambio	1761	1551	1074	1168	1551	1367	755	466	969	1633	1401	388	1482	1553	1193	355	657	1047	1944	1236	1980	1108	809	1499	662	310
Yei	1451	1241	764	858	1241	1057	445	156	659	1323	1091	78	1172	1243	883	45	347	737	1634	926	1670	798	499	1189	352	310



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