



**NORTHERN CORRIDOR
TRANSPORT
OBSERVATORY**
RELIABLE PERFORMANCE DATA

21ST EDITION

NORTHERN CORRIDOR TRANSPORT OBSERVATORY REPORT

2025



**Northern Corridor
Transit and Transport
Coordination
Authority (NCTTCA)**

P.O. Box 34068-80118
Mombasa, Kenya,
Tel.: (+254) 729 923 574
www.ttcanc.org

TradeMark Africa (TMA)

P.O. Box 313 – 00606
Nairobi, Kenya,
Tel.: (+254) 20 423 5000
www.trademarkafrica.com

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TRANSIT AND TRANSPORT
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Note:

This report can also be found on the Internet, in all two official languages of the Northern Corridor Transit and Transport Coordination Authority at: <http://ttcanc.org/resources> and <https://top.ttcanc.org/documents>

Main text

- The term “dollars” (USD) refers to United States dollars.
- The term “billion” signifies 1,000 million.
- Annual rates of growth and changes refer to compound rates.
- Use of a dash (–) between dates representing years or months, e.g. 2024–2025 or Jan-Dec, signifies the full period involved, including the initial and final years/months. A slash (/) between two years, e.g. 2024/25 signifies a fiscal year.
- The terms “country” and “economy”, as appropriate, refer to territories or areas.

Tables

- A dash (–) indicates that the amount is nil or negligible.
- An asterik (*) or (**) indicates some data is missing
- Details and percentages do not necessarily add up to totals, because of rounding.





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We commend the dedication of the Transport Observatory technical team and all partners who contributed to the preparation of this report.

Foreword

We are pleased to present the 21st Edition of the Northern Corridor Transport Observatory Report, which provides a comprehensive assessment of the performance of the Northern Corridor and the Port of Mombasa for the year 2025. This report reaffirms our commitment to systematically monitor, evaluate, and enhance corridor performance through the provision of timely, reliable, and evidence-based insights that support policy formulation and regional development.

As part of the established Transport Observatory series, this edition builds on previous reports and forms an integral component of our broader performance monitoring framework. It draws on extensive data collected from stakeholders across the Northern Corridor Member States, including Road Authorities, Revenue Authorities, Transport Associations, agencies, and Bureaus of Statistics, complemented by field surveys and analytical assessments of trade and transport logistics. The report presents a wide range of key performance indicators, enabling year-on-year comparisons and providing a clear understanding of progress, emerging trends, and persistent challenges. Comprehensive and historical performance data is accessible through the Observatory's online platform at www.top.ttcanc.org.

The findings confirm that the Northern Corridor continues to demonstrate resilience and strategic importance as a key trade and transport route linking East and Central Africa to global markets. Continued growth in cargo throughput, alongside sustained investments in roads, railways, and port infrastructure, is improving connectivity and capacity, and strengthening operational efficiency across the corridor.

However, persistent challenges remain, including trade imbalances, continued reliance on road transport, infrastructure disparities among Member States, and Non-Tariff Barriers that affect efficiency, among others. Addressing these constraints will be critical to enhancing competitiveness and ensuring sustainable growth.

The progress achieved reflects strong collaboration among Member States, stakeholders, and development partners. We extend our sincere appreciation to all contributors for their role in data provision and validation. We remain committed to advancing a more efficient, competitive, and sustainable corridor.

Dr. John Deng Diing
Executive Secretary

Executive Summary

The 21st Edition of the Northern Corridor Transport Observatory Report provides a comprehensive assessment of transport and trade performance along the Northern Corridor in 2025. The report evaluates multimodal transport systems; including road, rail, pipeline, maritime, and inland waterways, using key performance indicators identified in the Northern Corridor Transport Observatory reporting framework.

Overall, corridor performance in 2025 reflects strong growth in cargo volumes, moderate improvements in infrastructure, and continued progress in trade facilitation. The report highlights several challenges including persistent structural inefficiencies such as trade imbalances, infrastructure disparities across Member States, continued reliance on road transport, Non-Tariff Barriers, operational delays, and rising emissions. To address the challenges, the report recommends a coordinated, multi-sectoral approach focused on upgrading multimodal infrastructure, enhancing digitalization and border coordination, harmonizing policies, promoting export-oriented production and advancing green freight initiatives to improve sustainability and competitiveness.

Quality of Infrastructure

Infrastructure quality remains uneven across the corridor. Kenya and Rwanda maintain over 80–90% of Northern Corridor road networks in good condition, while Uganda records approximately 82%. However, significant deficits persist in the DRC and South Sudan, where large portions of road networks remain unpaved, increasing transport costs and constraining regional integration.

Significant investments are ongoing across the corridor, including road upgrades, expansion of One-Stop Border Posts (OSBPs), railway rehabilitation and extension, and modernization of inland waterways and port infrastructure. The Port of Mombasa remains the principal gateway, with continued expansion of berths, container handling capacity, and integration with inland logistics systems.

Volume and Capacity

Cargo throughput at the Port of Mombasa increased by 10.9%, reaching 45.45 million metric tonnes (MT) in 2025, up from 40.99 million MT in 2024. This growth was largely driven by imports, which rose to 36.03 million MT, accounting for 79.3% of total throughput and increasing by 20.08%. In contrast, exports remained modest at 5.03 million MT (11.1%), growing by only 1.29%, while transshipment volumes declined by 28.1%. Container traffic grew by 5.48% to 2.11 million TEUs, with over 35% of containers empty, highlighting significant structural inefficiencies in regional trade .

Transit traffic through the port grew by 18.6% to 15.88 million MT, with Uganda accounting for 68.7% of total transit cargo, followed by the DRC (11.5%) and South Sudan (10%). Multimodal systems supported cargo evacuation, with the Standard Gauge Railway (SGR) transporting 7.43 million tonnes (a 14% increase) and pipeline throughput rising by 53.7% to 9.35 million cubic metres.

Efficiency and Productivity

Efficiency indicators remain below target levels despite investments. At the port of Mombasa, average containerized cargo dwell time increased to 106.7 hours, more than double the 48-hour target. Customs release and after-release times averaged 57 hours and 79 hours, respectively. Vessel turnaround time rose to 192 hours, while vessel waiting time reached 4.7 days, far exceeding the 0.3-day target. These inefficiencies are driven by congestion, coordination gaps, and post-clearance delays.

Along the corridor, weighbridge performance remained strong, with average crossing times of about 4 minutes and compliance rates above 95% in Kenya. Despite these strengths, overall efficiency continues to be constrained by port delays, coordination gaps, and post-clearance bottlenecks, underscoring the need for improved operational integration.

Rates and Costs

Transport costs remain high and variable. Road freight rates range from USD 1.8–2.4 per km along key routes in Kenya and Uganda and exceed USD 3 per km for routes to the DRC due to poor infrastructure and security challenges. The disparity between inbound and outbound freight rates, such as USD 0.86 per km for Kampala–Mombasa, reflects persistent trade imbalances and inefficient backhaul utilization.

Transit Time and Delays

Transit times along the corridor remain above established benchmarks, with persistent delays observed on key routes linking Mombasa to inland destinations such as Malaba, Busia, Kampala, and beyond. These delays are primarily driven by border procedures, weighbridge stops, administrative checks, and occasional vehicle breakdowns. Analysis of cargo tracking data reveals discrepancies between actual travel time and electronic tracking durations, indicating inefficiencies in the arming and disarming processes of tracking systems. While the implementation of One Stop Border Posts (OSBPs) and digital tools has improved coordination, high-traffic border points continue to experience congestion, increasing transit unpredictability and cost of transport.

Intraregional Trade

Intraregional trade performance remains mixed, with continued dependence on imports and limited export diversification. Non-Tariff Barriers (NTBs) continue to increase transit time and costs. However, analysis shows that a 10% reduction in transit time could potentially lower trade costs by 4.21%, demonstrating the significant potential of targeted reforms.

Greenhouse Gas Emissions

Freight transport emissions along the Northern Corridor continue to rise, driven by high traffic volumes and the dominance of road transport. The 2024/2025 baseline survey estimates total emissions at approximately 3.96 million metric tonnes of CO₂-equivalent (MMtCO₂e) annually, with Kenya contributing 65% (2.59 MMtCO₂e), followed by Uganda (21%) and Rwanda (9%), while South Sudan, Burundi, and DRC account for smaller shares. Air pollutant emissions are estimated at 20,298 tonnes annually, dominated by NO_x (>94%), with smaller contributions from PM₁₀ and black carbon.

Freight traffic averages 29,172 vehicles per day, with 60% heavy commercial vehicles, underscoring reliance on long-haul trucking. Approximately 45% of trips are empty, increasing fuel consumption and emissions. Inefficiencies such as empty backhauls and aging truck fleets further exacerbate emissions, underscoring the need for a transition toward greener and more efficient freight systems.

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Abbreviations and Acronyms

ACPLRWA	Association des Chauffeurs des Poids Lourds au Rwanda
AfCFTA	African Continental Free Trade Area
AfDB	African Development Bank
ASYCUDA	Automated System for Customs Data
BADEA	Arab Bank for Economic Development in Africa
CAR	Central African Republic
COVID-19	Coronavirus 2019
DRC	Democratic Republic of Congo
DWT	Dead Weight Tonnes
EAC	East African Community
EIB	European Investment Bank
EMDEs	Emerging Markets and Developing Economies
EPRA	Energy and Petroleum Regulation Authority
FSD	Financial Sector Deepening
GDP	Gross Domestic Product
GoK	Government of Kenya
GVW	Gross Vehicle Weight
HSWIM	High-Speed Weigh-in-Motion
ICBT	Informal Cross Border Trade
ICD	Inland Container Depot
IMF	International Monetary Fund
IRI	International Roughness Index
IWT	Inland Water Transport
KeNHA	Kenya National Highways Authority
KfW	German Development Bank
Km	Kilometre
KOJ	Kisumu Oil Jetty
KOSF	Kipevu Oil Storage Facility
KOT	Kilindini Oil Terminal
KPA	Kenya Ports Authority
KPC	Kenya Pipeline Company

KPRL	Kenya Petroleum Refineries Limited
KRA	Kenya Revenue Authority
KTA	Kenya Transporters Association
LPG	Liquefied Petroleum Gas
MGR	Metre Gauge Railway
MoWT	Ministry of Works and Transport Uganda
MPNCCC	Mombasa Port and Northern Corridor Community Charter
MT	Metric Tonnes
NC	Northern Corridor
NCTO	Northern Corridor Transport Observatory
NCTTA	Northern Corridor Transit and Transport Agreement
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
NMT	Non-Motorized Transport
NTB	Non-Tariff Barrier
NTSA	National Transport and Safety Authority
OFID	OPEC Fund for International Development
OPEC	Organization of the Petroleum Exporting Countries
OSBP	One-Stop Border Post
PBC	Performance-Based Maintenance Contracting
PIP	Privately Initiated Proposal
PPP	Public-Private Partnership
PS	Pumping Station
RECTS	Regional Electronic Cargo Tracking System
RMLF	Road Maintenance Levy Fund
RRA	Rwanda Revenue Authority
RTDA	Rwanda Transport Development Authority
SCT	Single Customs Territory
SGR	Standard Gauge Railway
TAH	Trans-Africa Highway Number
TEUs	Twenty-foot Equivalent Units
TMA	TradeMark Africa
TOP	Transport Observatory Project
URA	Uganda Revenue Authority
URC	Uganda Railways Corporation
USD	United States Dollar



1 Introduction

1.1 The Northern Corridor

The Northern Corridor is a multimodal transit corridor connecting the land linked countries of Burundi, the Democratic Republic of Congo (DRC), Rwanda, South Sudan, and Uganda to the seaport of Mombasa in Kenya. This route facilitates the movement of goods and people through roads, rails, pipelines, and inland waterways. The corridor is coordinated by the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) whose mandates include facilitating trade processes, promoting efficient cross-border movement, transforming the corridor into a development corridor by attracting investments, and advancing strategies for sustainable economic and social growth while prioritizing environmental sustainability.

The Port of Mombasa serves as the primary maritime gateway into the hinterland of the Northern Corridor Member States. The corridor supporting infrastructure include road networks, weighbridges, One Stop Border Posts (OSBPs), rail systems, oil pipelines, inland waterways, and Inland Container Depots (ICDs). Collectively, these infrastructures support efficient cargo movement, reduce delays and enhance regional connectivity.

1.2 The Northern Corridor Transport Observatory

The Northern Corridor Transport Observatory is a monitoring tool that assesses the Corridor's performance for evidence-based policy formulation. It tracks key performance indicators across eight categories: Quality of Infrastructure, Volume and Capacity, Efficiency and Productivity, Rates and Costs, Transit Time and Delays, Intraregional Trade, Road Safety and Freight Transport Emissions. The online toolkit is accessible via <https://top.ttcanc.org/>

Corridor performance data is collected from various sources such as road transport surveys, electronic data from stakeholder business systems, trade and transport logistics reports, among others. The collected data is then processed, analyzed, compiled, validated, published, and disseminated to stakeholders.

1.3 Macroeconomic Context

The global GDP growth averaged 2.7% in 2025 supported by easing inflation, improving financial conditions, and the gradual adjustment of global supply chains . In Sub-Saharan Africa (SSA), GDP growth reached about 4.0% in 2025, as a result of declining inflation , improved agricultural output in several countries, and a gradual recovery in investment and services sectors. This reflects improving domestic demand and policy reforms aimed at enhancing productivity, investment, and trade competitiveness (World Bank, 2026¹). However, growth in SSA remains vulnerable to external shocks, including commodity price volatility, tightening global financial conditions, climate-related risks, and geopolitical uncertainties.

Economic performance in the Northern Corridor region remained broadly stable. Rwanda had the highest growth rate of 7.0%, Uganda 6.3%, DRC 5.1%, Kenya 4.9%, Burundi 4.6%, and South Sudan growth declined by 23.8%. The growth was mainly driven by agriculture, services, sustained investment, industrial activity, infrastructure expansion, growing domestic demand, and mining sector performance. Conversely, South Sudan decline in GDP growth was attributed to structural challenges affecting investment and economic diversification with a projected 48.8% growth in 2026.

Table 1 summarizes the Northern Corridor macroeconomic indicators.

1 World Bank Global Economic Prospects January 2026 Report

Table 1: Northern Corridor Macroeconomic Indicators

Country	Growth in Real GDP (%)				Population (Million) 2025	Area (Km2)
	2024	2025 (Estimate)	2026 (Forecast)	2027 (Forecast)		
Burundi	3.9	4.6	4.9	5.5	14.05	27,834
DR Congo	6.5	5.1	5.1	5.3	111.73	2,344,860
Kenya	4.7	4.9	4.9	5	56.43	582,644
Rwanda	7.2	7	7.2	7.6	14.26	26,338
South Sudan	-7.2	-23.8	48.8	0.8	11.94	644,329
Uganda	6.1	6.3	6.4	9.8	50.02	241,038
Total					258.43	3,867,045

Source: World Bank, Global Economic Prospects, January 2026, Statistical Appendix and Low-Income Country Forecast Tables.

Map 1: Northern Corridor Multimodal Transport Routes



2 Quality of Infrastructure

Construction works along Nairobi Nakuru Highway at Muhuri and Kamandura Interchanges. Photo by KeNHA

2.1 Introduction

The quality of transport infrastructure and facilities among the Northern Corridor member States varies significantly. This chapter provides an analysis of the status of ports, railways, roads, inland waterways, pipeline, weighbridges, ICDs, and border posts along the Northern Corridor. It highlights ongoing and planned improvements to enhance corridor efficiency.

2.2 Ports and Inland Waterways Ports

2.2.1 Port of Mombasa

The Port of Mombasa is the principal maritime gateway to East and Central Africa. It serves the countries of Burundi, DRC, Kenya, Rwanda, South Sudan, Uganda, Tanzania, Somalia, Ethiopia, among others. It has an entrance channel of 300 metres wide at its narrowest point and 15 metres deep, with a turning basin of 600 metres in diameter, designed to allow safe navigation of large vessels.

The port's infrastructure comprises 22 deep-water berths with drafts ranging from 13 to 15 metres and a total quay length of 4.144 km. These include seven (7) container berths, twelve (12) conventional cargo berths, and three (3) liquid cargo berths at the new Kipevu Oil Terminal (KOT), in addition to

the Shimanzi Oil Terminal, which handles edible oils. The new KOT can simultaneously accommodate three vessels of up to 170,000 deadweight tons (DWT). The port is equipped with modern terminal handling equipment and an integrated terminal operating system for efficient cargo handling. It is designed to handle 2.2 million TEUs per year.

To meet growing cargo demand, the Kenya Ports Authority (KPA) is developing Berth 19B, which will add 300,000 TEUs to port capacity, and Dongo Kundu Free Port Berth 1, designed to handle both containerized and conventional cargo. Planned investments also include the rehabilitation of Berths 1–5, 7–10, and 11–14, as well as the development of Berth 23.

The port is well integrated with an extensive network of roads, railways, and pipelines, ensuring seamless cargo evacuation and enhancing regional trade efficiency. Beyond cargo operations, it also features a modern, eco-friendly passenger cruise terminal, reinforcing its role as a key maritime hub.



Ongoing upgrade works at Kisumu port on Lake Victoria in Kenya to promote multimodal linkages. Photo by KPA

2.2.2 Inland Waterways

The Northern Corridor spans some of Africa's most strategic inland waterways, forming a natural multimodal network across the Great Lakes Region. Key navigable water bodies include Lakes Victoria, Albert, Edward, Kivu, and Tanganyika, as well as the Nile, and Congo Rivers. These waterways provide cost-effective and environmentally efficient transport alternatives for both cargo and passengers, supporting regional integration and economic transformation.

Burundi

Burundi has made significant progress in strengthening inland water transport. The port of Bujumbura on Lake Tanganyika has been upgraded into a modern regional hub increasing its annual handling capacity from 350,000 to 850,000 tonnes.. These upgrades alongside improvements in safety standards, navigational facilities, and operational efficiency have enhanced Burundi's connectivity to regional lake transport networks.

Democratic Republic of Congo (DRC)

The dredging of Kalundu Port, on Lake Tanganyika, to accommodate larger vessels increased cargo handling capacity from 800 to 4,000 tonnes. To enhance river transport, the Northern Corridor has signed a Memorandum of Understanding with the DRC to support revamping of Kisangani Port on River Congo. Additionally, DRC plans to upgrade Bukavu and Goma Ports on Lake Kivu are underway .

Kenya

Kisumu Port on Lake Victoria has been revitalized by expanding the yard capacity, drainage repairs, access roads rehabilitation, and laying the meter-gauge rail to connect to the linkspan. Other planned works include extension of the quay and construction of a warehouse. Kisumu Port features an oil jetty to support oil transshipments through MV Uhuru I and II operated by Kenya Railways Corporation (KRC).



Rubavu Port on Lake Kivu in Rwanda launched in December 2024. Photo by RTDA

Rwanda

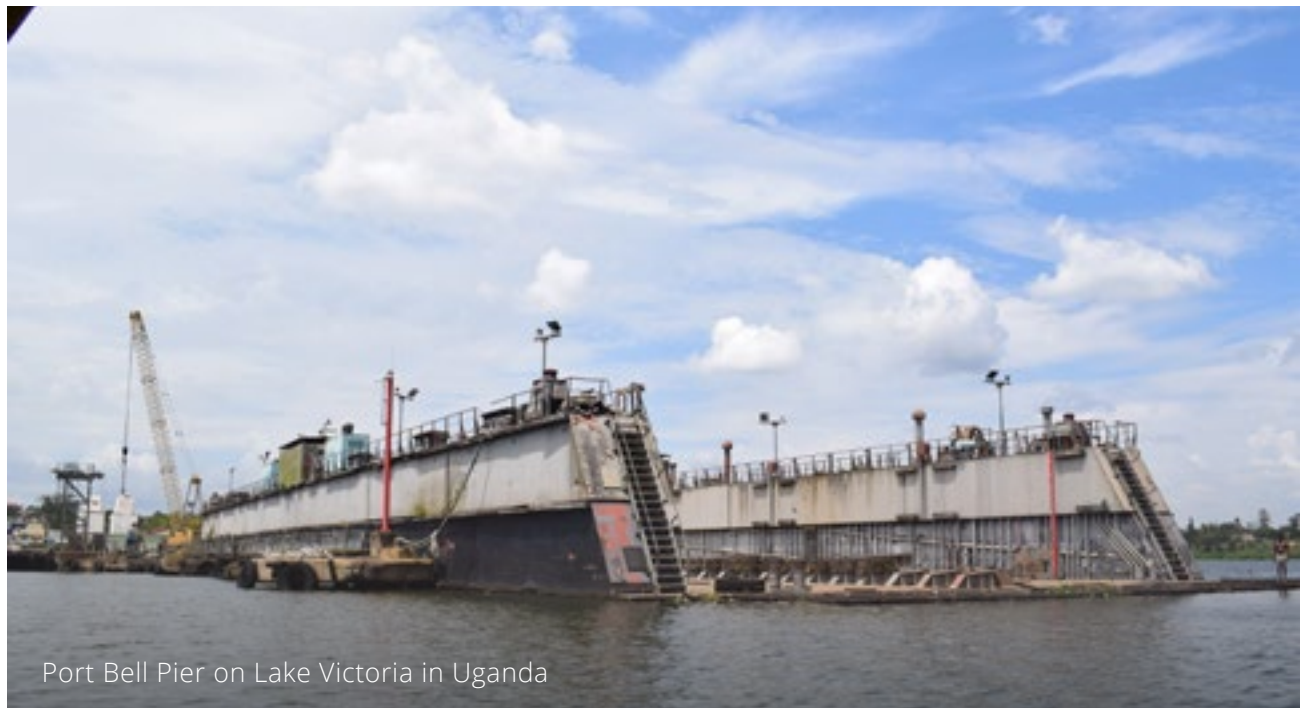
On Lake Kivu, the Port of Rubavu is fully operational, handling approximately 1,400 tonnes of cargo per day, supported by a logistics hub with 5,000 m² of bonded warehouses and cold storage. Rusizi Port is 96% complete, with a projected capacity of 2.3 million tonnes of cargo and 2.7 million passengers annually. There are plans to upgrade Karongi and Nkora Ports. Additionally, NCTTCA is providing technical assistance to the Rwanda Transport Development Agency to enhance its capacity in maritime transport.

South Sudan

South Sudan is revamping Nile River transport through improvement of Juba, Bor and Malakal Ports. Juba Port is undergoing phased rehabilitation to address aging infrastructure and siltation, alongside intensified clearance of navigational hazards and integration with a new urban road network master plan. Bor Port has seen investments in flood protection, water treatment, and reinforced riverbanks. At Malakal Port, rehabilitation of storage facilities has been completed.

Uganda

In Uganda, under the Multinational Lake Victoria Maritime Communications and Transport Project, the masterplan and link road for the planned Bukasa Port on Lake Victoria have been completed paving way for construction. Mahathi Oil Jetty at Kawuku on Lake Victoria is operational, featuring a 256-metre jetty, 70 million litres of storage capacity, and two fuel barges (MV Elgon, MV Kabaka Mutebi II). The upgrade of Ntoroko Port on Lake Albert has also been completed.



Port Bell Pier on Lake Victoria in Uganda



2.3 Road Network

The Northern Corridor Road network spans approximately 13,732 km, covering Burundi (567 km), the Democratic Republic of Congo (4162 km), Kenya (1407 km), Rwanda (1039 km), South Sudan (3543 km), and Uganda (3014 km). The Northern Corridor employs the International Roughness Index (IRI)² to assess the riding quality of its road network as shown in the table 2. Detailed road condition survey reports for each member State are annexed.

Table 2: International Roughness Index (IRI)

Status	Very Good	Good	Fair	Poor	Very Poor
IRI (mm/m)	< 2	2-3.99	4-5.99	6-10	Above 10

2.3.1 Road Condition in Burundi

In the Republic of Burundi, the designated Northern Corridor routes include Akanyaru-Haut (via Kayanza-Bujumbura) to Gatumba, Gasenyi (via Kirundo-Ngozi) to Bujumbura, Ruhwa (via Rugombo-Nyamitanga) to Bujumbura, and Akanyaru-Bas (via Ngozi-Nyangungu) to Gitega.

Most Northern Corridor roads in Burundi are paved two-lane carriageways with an average lane width of 3.0 metres, except for the Nyamitanga-Bujumbura and Ngozi-Gitega sections, which have wider lanes of 3.5 metres. **Table 3** presents the condition of reported road sections along the Northern Corridor in Burundi.

² International Roughness Index (IRI) is a globally recognized standard for measuring road roughness. A low IRI value indicates smooth, well-maintained roads, while a high IRI value signals poor conditions, often characterized by potholes and surface depressions. The IRI measures the vertical motion of a vehicle's suspension as it travels at 80 km/h, divided by the distance covered. This provides a numerical representation of the road's roughness and overall quality

Table 3: Condition of Northern Corridor Road Sections in Burundi

Status	IRI	Length (Km)
Very Good	<2	189
Good	2-3.99	321
Very Poor	Above 10	23
Total Length		533

Data Source: Agence Routière du Burundi 2025

Burundi has achieved notable progress in strengthening its transport infrastructure, with 96% of its reported Northern Corridor Road sections in good condition. Ongoing and planned initiatives focus on targeted infrastructure improvements, including the completion of drainage and slope stabilization works along the Akanyaru Haut–Kayanza (21.12 km), Kayanza–Bugarama (59.55 km), and Bugarama–Bujumbura (34.65 km) sections. Additional interventions include the upgrading of horizontal and vertical road signage on selected routes, as well as the rehabilitation and widening of the Bujumbura–Gatumba (18.92 km) section. Despite these gains, the Akanyaru –Bas–Ngozi (23 km) section remains the most critical infrastructure bottleneck in Burundi, as it is still unpaved and in poor condition, constraining corridor efficiency, and safety.

Under the National Development Plan (2018–2027), Burundi is prioritizing the modernization of its national road network to align with East African Community (EAC) technical standards. To further strengthen regional logistics efficiency and road safety, the plan also encompasses the construction of a dedicated Roadside Station (RSS) at Bugarama.

2.3.2 Road Condition in DRC

In DRC, the Northern Corridor routes are located in the eastern part of the country and comprise the following key road sections:

- Bukavu – Kindu – Kisangani
- Kiliba – Uvira – Kalundu
- Kamanyora – Bukavu – Kalundu
- Kavimvira – Uvira – Kalundu
- Kasindi – Beni – Kisangani/Bunia
- Mahagi – Bunia – Kisangani/Isiro
- Aru – Bunia – Kisangani/Isiro
- Bunagana – Goma
- Ishasha – Rutshuru – Goma

Most Northern Corridor Road sections in eastern DRC are unpaved and in poor condition, significantly constraining corridor efficiency, increasing transport costs, and limiting effective regional integration. Out of the reported 2511 km road sections in the DRC, only 292 km were in good condition.

2.3.3 Road Condition in Kenya

The main Northern Corridor routes in Kenya are:

- Mombasa – Nairobi – Kisumu – Busia
- Mombasa – Nairobi – Eldoret – Malaba

In addition, the following routes are included in the Revised Agreement:

- Mombasa – Nairobi – Eldoret – Lokichogio
- Mombasa – Voi – Taveta
- Mombasa – Nairobi – Namanga
- Mombasa – Diani – Lunga Lunga
- Mombasa – Nairobi – Narok – Isebania
- Mombasa – Nairobi – Lwakhakha

Overall, 82% of reported Northern Corridor roads in Kenya are generally in good condition, as shown in **Table 45**.

Table 4: Condition of Northern Corridor Road Sections in Kenya

Status	IRI	Length (Km)
Very Good	<2	605
Good	2-3.99	553
Fair	4-5.99	249
Total Length		1,407

Data Source: KeNHA

In 2025, Kenya began dualling of the Rironi – Nakuru – Mau Summit section. The project aims to enhance road safety, improve traffic flow, reduce transit time along the corridor, and strengthen regional connectivity. The main carriageway works on the Rironi – James Gichuru Road Junction (A8) (25.3 km) have been completed while construction of interchanges and underpasses are underway. The Kwa Jomvu – Mariakani (30.4 km) road section is being upgraded into a four-lane dual carriageway with climbing lanes, service roads, non-motorized transport (NMT) facilities, and truck parking areas.

Kenya also plans to upgrade the Kisumu – Busia section, the Kimaeti – Lwakhakha road and improve infrastructure at the Malaba and Lwakhakha border posts, under the Kisumu – Busia / Kakira – Malaba & Busitema – Busia Expressway Project. In addition, the upgrading of the Lesseru – Kitale and Morpus – Lokichar sections are ongoing.

2.3.4 Road Condition in Rwanda

The Northern Corridor routes in Rwanda are Kagitumba to Akanyaru haut, Kagitumba to Rusizi, Gatuna to Rusizi, Gatuna to Rubavu, Rusizi to Bugarama and Cyanika to Rubavu. **Table 56** shows that 94% of the reported road sections in Rwanda are in good condition.

Table 5: Road Condition in Rwanda

Status	IRI	Length (KMs)
Very Good	<2	468
Good	2-3.99	413
Fair	4-5.99	61
Total Length		942

Data Source: RTDA, 2025

Rwanda is upgrading Base-Butaro-Kidaho (63km), Prince House–Giporoso–Masaka (10 km), and Nyacyonga-Mukoto (36km) roads. Feasibility studies and detailed engineering designs for Kigali–Muhanga and Cyanika–Musanze sections were completed and are at procurement stage. Similarly, detailed designs for the Huye–Akanyaru Haut, Muhanga–Huye, Kayonza–Kigali and Rusizi–Bugarama road sections have been finalized. Rehabilitation works are ongoing on the first 11km section of Rusizi Bugarama. Fund mobilization is underway for Huye–Akanyaru, Muhanga–Huye, and Kayonza–Kigali and the remaining section of Rusizi–Bugarama.



Nimule - Juba Road in South Sudan. Photo by Eastern Equatoria state media

2.3.5 Road Condition in South Sudan

South Sudan sections of the Northern Corridor consist of several key routes: Nadapal to Juba via Kapoeta and Torit; Nimule to Juba through Nesitu; and Kaya to Juba via Yei, Juba to Wau through Yei and Yambio, Juba to Bor via Mangala, Juba to Rumbek via Terekeka and Yirol, Juba to Aweil through Rumbek, Juba to Wau through Rumbek, Juba to Kuwajok via Wau, Tertenya to Juba via Torit, Kaya to Rumbek via Yei, Lasu to Juba via Yei, Lasu to Yambio via Yei, and Juba to Bentiu via Rumbek, Juba to Marakal via Mangala and Bor. Juba to Wau via Mundri and Yambio,

Most South Sudan's Northern Corridor routes are unpaved due to various limitations. The Nimule to Juba section (198 km) has deteriorated and requires rehabilitation. The Juba to Nadapal route (365 km) is in critical condition and requires an overhaul.

Terekeka-Yirol-Rumbek Road (333km) is being upgraded, while the Nimule-Juba route is under maintenance with a planned dualization to handle rising heavy truck traffic, improve safety, and reduce congestion. Other planned interventions include upgrading of the Bor-Ayod-Malakal-Renk road for North-South connectivity and the Rumbek-Wau road.



Rehabilitated Karuma Bridge along Kampala - Gulu route in Uganda. Photo by MoWT

2.3.6 Road Condition in Uganda

The Northern Corridor road sections in Uganda include Malaba to Katuna through Jinja, Kampala, Masaka and Kabale; Malaba to Ishasha River through Jinja and Kampala; Malaba to Mpondwe through Jinja and Kampala; Malaba to Goli through Tororo; Malaba to Elegu through Tororo and Gulu; Malaba to Bunagana through Kampala and Kabale; Malaba to Vura through Tororo; Malaba to Arua through Tororo; Malaba to Ntoroko through Kampala and Fort Portal; Malaba to Madi Opei through Tororo; Malaba to Afogi Moyo through Tororo; Busia to Katuna through Jinja, Kampala, Masaka and Kabale; Busia to Ishasha River through Jinja and Kampala; Busia to Oraba through Tororo; Busia to Arua through Tororo; Busia to Goli through Tororo; Busia to Vura through Tororo; Busia to Elegu through Tororo and Gulu; Busia to Bunagana through Kampala and Kabale; Busia to Cyanika through Kampala and Kabale; Kasese to Mirama Hills through Ishaka and Ntungamo; Kasese to Mpondwe; and Kasese to Ishasha River through Katunguru. From **Table 67**, 82% of the reported road sections in Uganda are in good condition.

Table 6: Road Condition in Uganda

Status	IRI	Length (KMs)
Very Good	<2	425
Good	2-3.99	1,451
Fair	4-5.99	363
Poor	6-10	59
Total Length		2,298

Data Source: MoWT, 2025

To maintain and improve the quality of Northern Corridor Road infrastructure, Uganda is undertaking construction and rehabilitation works on Kiganda-Kitenga route section, and rehabilitation works on Kampala – Lugazi, Mbarara (Bushenyi Junction) – Ntungamo, Mityana – Kiganda, Agwata – Lira – Ayer – Kamdini and Karuma – Olwiyo – Packwach - Nebbi route sections.



2.4 Weighbridges

Northern Corridor Member States adopted the East African Community Vehicle Load Control Act, 2016 (EAC VLC Act 2016) which establishes uniform weight limits across the region to protect roads. Overloading³ accelerates road deterioration and increases maintenance costs. **Table 78** shows Axle Load Limits along the Northern Corridor.

Table 7: Permissible Maximum Axle Load Limits

Axle Type	No. of tyres on the axle	Type of tyre	Permissible limit (Metric tons)
Single	2	Conventional	8
Single	4	Conventional	10
Tandem	8	Conventional	18
Tandem	4	Super Single	16
Tandem	12	Conventional	24
Tandem	6	Super Single	22.5
Liftable single	4	Conventional	10
Liftable single	2	Super Single	8.5

Source: EAC Vehicle Load Control Act, 2016

³ "Overload" means an axle load, a load from a group of axles, or gross vehicle weight on a vehicle that exceeds the prescribed legal limits for the vehicle or for any particular part of public roads

All vehicles with a gross vehicle weight (GVW) of 3.5 tonnes and above must be weighed at designated weighbridge stations. The EAC Vehicle Load Control Act, 2016 establishes a maximum GVW of 56 tonnes. The legislation further permits overloaded vehicles on axles to rearrange their loads to comply with axle group limits without incurring fines, provided the total weight does not exceed the prescribed limit. A 5% margin above the permissible axle-load limit is permitted to accommodate potential cargo shifts during transportation; however, this allowance does not apply to the GVW.

Table 89 outlines the implementation status of weighbridges in the Northern Corridor Member States.

Table 8: Weighbridges in Northern Corridor Member States

Member States	No. of weighbridges	Location	Status/Ongoing initiatives
Burundi	No weighbridges	NA	Burundi has enacted legislation to regulate vehicle overloading and, in its implementation phase, plans to deploy mobile weighbridges. The country has formally requested technical support from the East African Community (EAC) to facilitate this rollout.
DRC	No weighbridges	NA	
Kenya	Seven weighbridges along the Northern Corridor	• Dongo Kundu • Mariakani • Athi-River (Mlolongo) • Suswa • Gilgil • Webuye • Busia	Six (6) weighbridges are currently operating on HSWIM. Suswa operates as a static weighbridge.

Member States	No. of weighbridges	Location	Status/Ongoing initiatives
	10 virtual weighbridge stations have been installed and integrated at selected locations along the Northern Corridor Road Network.	• Ahero • Eldoret • Makutano • Malaba • Cheptiret • Two (2) along Southern Bypass • Kamagambo • Kajiado • Mau Summit • Malili • Mwatate	Kenya has also installed 26 virtual weighbridges across the country, with 10 strategically positioned along the Northern Corridor routes to enhance efficiency and monitor vehicle load compliance.
Rwanda	No operational weighbridge.	1 newly constructed Weighbridge at Ntoma in Nyagatare District; though not yet operational.	The Government of Rwanda has engaged a consulting firm for installation and operationalization of weighing equipment. 8 Sites for Weigh in Motion Weighbridges have been identified. Another weighbridge is planned to be constructed on Kigali-Huye Road and will be located in Muhanga District.
South Sudan	One (1) static weighbridge	Nimule	Operational under a PPP arrangement.
Uganda	Eight (8) static weighbridges	• Malaba • Lukaya • Mbarara • Mubende • Mbale • Luwero • Magamaga • Ibanda	Eight (8) static weighbridges are operational. At Magamaga weighbridge, the development of Weigh-in-Motion is in progress.

2.5 Border Posts

The Northern Corridor Transit and Transport Agreement (NCTTA) designates specific border points to facilitate transit and inter-state traffic. EAC Partner States enacted the One Stop Border Posts (OSBPs) Act in 2016 to provide a legal framework for establishing and operating OSBPs across the region. Under OSBP model, border control agencies from both countries operate under one roof and conduct coordinated inspections and clearances. The objective is to facilitate trade, streamline the movement of goods and people, reduce transaction costs, and accelerate the movement of services within the EAC and neighboring countries. **Table 910** presents the main operational border posts along the Northern Corridor.

Table 9: Border Posts along the Northern Corridor

Border		Status
Kenya /Tanzania		
1	Namanga/Namanga	OSBP on both sides
2	Lunga Lunga/Horohoro	
3	Taveta/Holili	OSBP on both sides
4	Isebania/Sirari	
Kenya / Uganda		
5	Malaba/Malaba	OSBP on both sides
6	Busia/Busia	OSBP on both sides
7	Lwakhakha/Lwakhakha	
8	Suam River	OSBP under construction
9	Lokiriama/Nakiloro	
Kenya / South Sudan		
10	Nadapal	
Uganda / South Sudan		
11	Elegu/Nimule	
12	Oraba / Kaya	
13	Moyo / Kajo-Keji	
Uganda / DRC		

	Border	Status
14	Goli/Mahagi	
15	Mpondwe/Kasindi	OSBP on Uganda side
16	Paidha/Padea	
17	Ishasha	
18	Ntoroko	
19	Vurra	
20	Bunagana/ Bunagana	Feasibility is done for OSBP
Uganda / Rwanda		
21	Katuna/ Gatuna	OSBP on both sides
22	Kyanika/Cyanika	OSBP on both sides
23	Mirama Hills/Kagitumba	OSBP on both sides
Rwanda / Burundi		
24	Nemba/Gasenyi	OSBP on both sides
25	Akanyaru	
26	Ruhwa	OSBP on both sides
Rwanda / DRC		
27	Rubavu/Goma	OSBP on both sides
28	Rusizi / Ruzizi	OSBP under construction
Burundi/ DRC		
29	Gatumba / Kavimvira	

Source: Northern Corridor Transport Observatory



2.6 Inland Container Depots

Inland Container Depots (ICDs) extend the operational reach of maritime ports into the hinterland by facilitating inland clearance of cargo. Kenya operates Nairobi and Naivasha ICDs connected to Mombasa via both rail and road networks with respective capacities of 450,000 and 120,000 TEUs annually.

Magasin Généraux du Rwanda (MAGERWA) and the Kigali Logistics Platform (DP World) in Rwanda handle over 50,000 TEUs annually facilitating trans-shipment activities and customs clearance processes. In line with global logistics standards, MAGERWA has launched a comprehensive facility upgrade programme aimed at enhancing operational performance, ensuring compliance with international best practices, and promoting environmental sustainability.

Uganda hosts various ICDs, notably Gulu, Mukono, Maina, and the Multiple ICD, with the latter managing 50,000 TEUs per year. Additional facilities including Bolloré, Unifreight, and Spedag Interfreight offer bonded warehouse services, collectively contributing to Uganda's total annual handling capacity exceeding 200,000 TEUs.

2.7 Railway

Northern Corridor railway infrastructure comprises of both Meter Gauge Railway (MGR) and Standard Gauge Railway (SGR). Northern Corridor MGR network in Kenya covers 1506.08 km mainline. SGR network extends 592 km from Mombasa to Naivasha via Nairobi, with planned extensions to Malaba through Kisumu. **Table 10** outlines the current status and capacity of MGR railway segments in Kenya.

Table 10: Status of MGR Network in Kenya

Section	Length in KMs	Status
Mombasa – Malaba	1,082.18	Operational
Nakuru – Kisumu	216.7	Operational
Leseru – Kitale	64.9	Operational
Voi – Taveta	118.6	Not operational
Naivasha ICD - Longonot	23.7	Operational

Source: Kenya Railways

To enhance rail connectivity and cargo handling efficiency, Kenya is developing, rehabilitating, upgrading, and maintaining its rail network and related infrastructure. Key initiatives include preparations for the construction of the SGR Phase 2B from Naivasha to Kisumu (262 km) and Phase 2C from Kisumu to Malaba (107 km). Kenya has also finalized the rehabilitation of the Phase 2 Longonot–Malaba MGR section and the stretch between Mombasa and Miritini MGR Stations, while reconstruction of the Mariakani Freight Yard is ongoing.

Uganda MGR network spans 1,266 kms with 269 km of the mainline being operational. Plans are underway to rehabilitate the Kampala –Malaba line and Tororo – Gulu line currently undergoing rehabilitation with 114 km out of 325 km completed. When complete, the line will ease cargo transportation to Northern Uganda, South Sudan and DR Congo. Under its Vision 2040, Uganda plans to develop a 1,724 km SGR network across three key corridors. These include: Malaba–Kampala (273 km), linking with Kenya; Tororo–Gulu–Nimule / Gulu–Pakwach–Vurra (751 km), connecting to South Sudan and the Democratic Republic of Congo (DRC); and Kampala–Bihanga / Mirama Hills–Bihanga–Kasese–Mpondwe (662 km), connecting to Rwanda and DRC. The Uganda Railways Corporation (URC) faces key challenges, including shortages of locomotives and wagons.

2.8 Pipeline Network

The Northern Corridor pipeline network originates from the Shimanzi and Kipevu oil terminals at the Port of Mombasa and extends 1,342 km, connecting Konza, Nairobi, Nakuru, Eldoret, and Kisumu. It has an annual throughput capacity of 14 million cubic metres and connects to transit countries through tanker transshipment from its inland terminals.

The Kisumu Oil Jetty (KOJ) on Lake Victoria further strengthens regional connectivity by linking Kenya's pipeline network to Uganda's Mahathi Oil Jetty. The KOJ facility features a 95-meter jetty and 45 million litres of storage capacity, enabling seamless cross-border petroleum distribution. **Table 11** provides the pipeline flow rates in Kenya.

Table 11: Pipeline Flow Rates in Kenya

	Date completed	Distance (KM)	Diameter (Inches)	Flow Rate (m3/hr)
Mombasa - Nairobi (Line 5)	2018	450	20	1,300
Sinendet-Kisumu (Line 6)	2016	121	10	290
Nairobi - Eldoret (Line 2)	1994	325	8 & 6	220
Sinendet - Kisumu (Line 3)	1994	121	6	110
Nairobi - Eldoret (Line 4)	2011	325	14	510

Source: Kenya Pipeline Company



Kenya has expanded loading capacity at Kenya Petroleum Refineries Limited (KPRL) (8 bays), Nakuru, Eldoret, Kisumu, and Konza (11 bays) through transition from top-loading to modern bottom-loading system. Capacity enhancements on Line IV to Western Kenya have increased flow rates to above 500 m³/hour. Integration with customs systems and digital truck-queue management has reduced clearance times and streamlined dispatch operations. An ullage management policy, combined with automated stock monitoring, has improved utilisation of the network's roughly 1.1 million m³ storage capacity.

To improve operational safety and reliability, Kenya has implemented SCADA systems, upgraded leak-detection technology, regular in-line inspections using Pipeline Inspection Gadgets (PIGs), and cathodic protection on the pipeline network. Error! Reference source not found. shows the storage capacity in the different KPC terminals/depots.

Table 12: KPC Pipeline Storage Facilities' Capacity

Facility/ Location	Capacity (M3)	Capacity (Litres)
Kipevu Oil Storage Facility (KOSF) -Kipevu (Mombasa)	326,000	326,000,000
Kenya Petroleum Refineries Limited (KPRL) (Changamwe)	140,000	140,000,000
Moi Airport (Mombasa)	7,000	7,000,000
JKIA (Nairobi)	54,000	54,000,000
Nairobi Terminal	233,000	233,000,000
Nakuru	31,000	31,000,000
Eldoret	48,000	48,000,000
Kisumu	55,000	55,000,000

Source: Kenya Pipeline Company



3 Volume and Capacity

This chapter analyzes cargo volumes and handling capacity at the Port of Mombasa and along the Northern Corridor through surface intermodal transport systems. It presents key indicators including cargo throughput and transit volumes at the port, container traffic, railway and pipeline throughput, throughput at Kisumu Port, transport modal share at the Port of Mombasa, and cargo throughput at the Nairobi and Naivasha ICDs.

3.1 Cargo Throughput at the Port of Mombasa

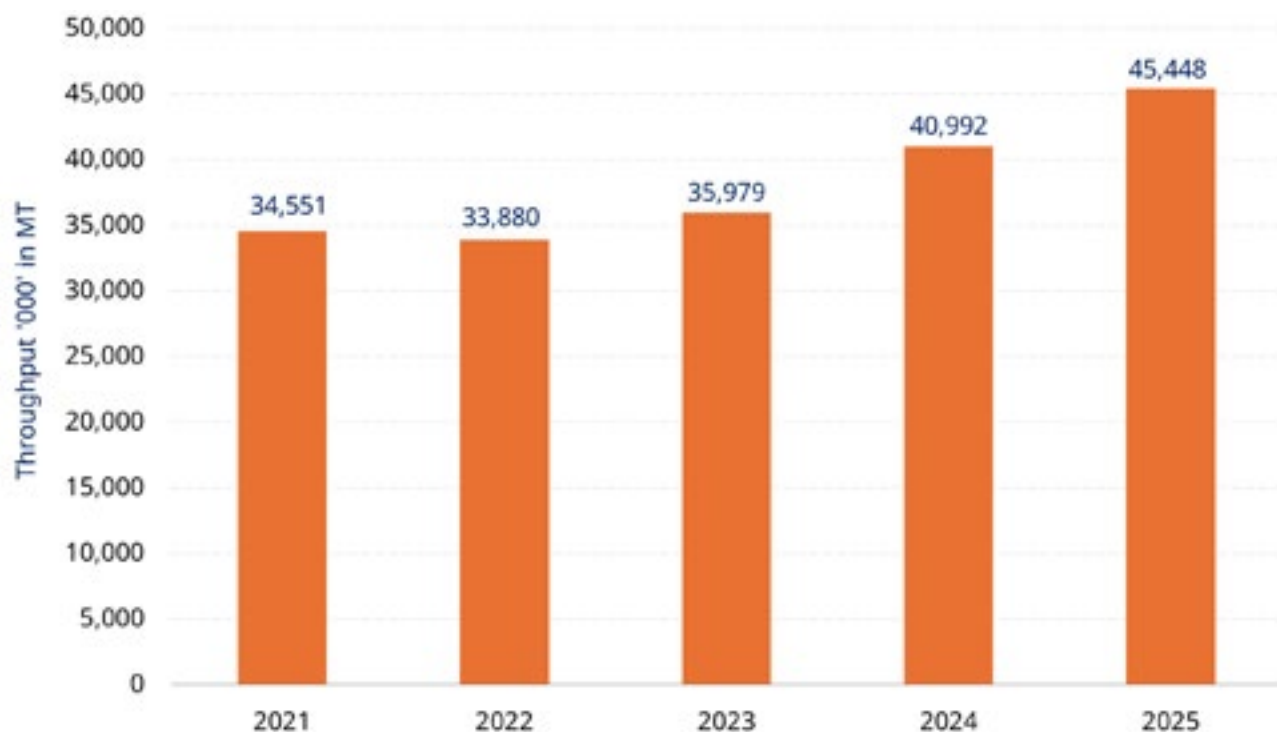


Figure 1: Cargo Throughput at the Port of Mombasa in Metric Tonnes

Data Source: KPA 2021-2025

Cargo throughput refers to the total volume of cargo discharged and loaded at a port over a specific period. The Port of Mombasa recorded significant growth in 2025, with total throughput rising to 45.45 million MT, up from 40.99 million MT in 2024. This represents an increase of 4.46 million MT (10.87%), reflecting sustained recovery in trade volumes. **Figure 1** shows cargo throughput at the Port of Mombasa over a five-year period.

45.45
million MT

+10.87%
growth

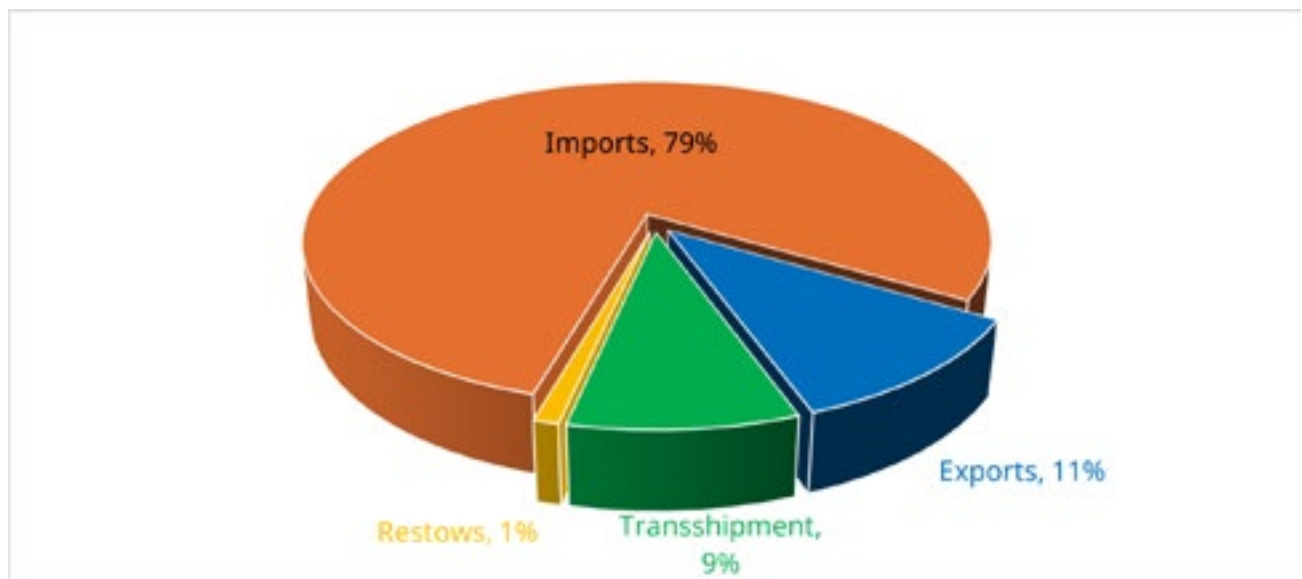


Figure 2: Percentage Share of Mombasa Port Throughput in 2025

Data Source: KPA 2025

Imports
79% share
+20% growth

Out of the total throughput, 79% were imports, 11% exports signaling a huge trade imbalance, and 9% transshipments as depicted in **Figure 2**.

Imports drove overall growth in 2025, increasing by 6.03 million MT (20.08%) to reach 36.03 million MT and accounting for 79.28% of total throughput. All imports recorded significant increase, with containerized cargo rising by 15.11%, conventional cargo by 31.91%, dry bulk by 29.67%, and liquid bulk by 16.48%. This reflects high regional domestic demand, particularly for raw materials, petroleum products, and consumer goods.

Exports
11% share
+1.3% growth

Exports grew by 1.29% to 5.03 million MT, and their share of total throughput declined from 12.10% to 11.07%. While containerized exports increased slightly, conventional and dry bulk exports fell sharply, offsetting gains in liquid bulk exports. Transshipment volumes also declined significantly by 28.05% due to shifting shipping patterns and increased regional competition. The detailed breakdown of the port performance is presented in **Table 13**.

Table 13: Annual Mombasa port throughput in MT in 2025

	2021	2022	2023	2024	2025	Volume Change 2024 - 2025	Growth %	% Share 2024	% Share 2025
IMPORTS ('000' MT)									
Containerized Cargo	9,056	9,164	10,937	11,176	12,865	1,689	15.11%	27.30%	28.31%
Conventional Cargo	2,507	2,516	1,835	2,068	2,728	660	31.91%	5.00%	6.00%
Dry Bulk	7,165	6,229	6,525	6,936	8,994	2,058	29.67%	16.90%	19.79%
Liquid Bulk	8,604	8,804	9,159	9,827	11,446	1,619	16.48%	24.00%	25.18%
TOTAL	27,332	26,713	28,456	30,007	36,033	6,026	20.08%	73.20%	79.28%
EXPORTS ('000' MT)									
Containerized Cargo	3,922	4,223	4,606	4,708	4,936	228	4.84%	11.50%	10.86%
Conventional Cargo	54	41	48	65	32	-33	-50.77%	0.20%	0.07%
Dry Bulk	586	453	282	175	16	-159	-90.86%	0.40%	0.04%
Liquid Bulk	50	54	14	17	45	28	164.71%	0.00%	0.10%
TOTAL	4612	4,771	4,950	4,965	5,029	64	1.29%	12.10%	11.07%
TOTAL IMPORTS & EXPORTS	31,944	31,484	33,406	34,972	41,062	6,090	17.41%	85.30%	90.35%
Transshipment (<i>'000'</i> MT)	2,489	2,304	2,448	5,832	4,196	-1,636	-28.05%	14.20%	9.23%
Restows	118	92	125	188	190	2	1.06%	0.50%	0.42%
TOTAL THROUGHPUT (<i>'000'</i> MT)	34,551	33,880	35,979	40,992	45,448	4,456	10.87%	100.00%	100.00%
Container Traffic (TEU)	1,435,250	1,449,863	1,623,080	2,004,683	2,114,480	109,797	5.48%		

Data Source: KPA, 2021-2025

3.2 Container Traffic at the Port of Mombasa

**2.1
million**

**+5.48%
growth**

During the review period, container traffic at the Port of Mombasa increased by 5.48% to 2,114,480 TEUs compared to 2024. Both imports and exports rose by 14% supported by strong regional demand, improved port infrastructure, enhanced port efficiency and digital systems. Notably, container traffic reveals a major structural inefficiency with 74.8% of export containers going empty, and 37.5% of all import and export containers comprised empties, highlighting a growing trade imbalance as shown in **Table 14**.

Table 14: Container traffic through the Port of Mombasa

		2021	2022	2023	2024	2025	V. Change	% Change
IMPORTS	Full	598,331	606,645	695,920	747,782	861,596	113,814	15.22%
	Empty	9,828	16,462	20,573	18,687	19,381	694	3.71%
	Total	608,159	623,107	716,493	766,469	880,977	114,508	14.94%
EXPORTS	Full	166,024	189,558	206,946	210,271	209,971	-300	-0.14%
	Empty	431,838	418,869	479,580	518,455	622,534	104,079	20.07%
	Total	597,862	608,427	686,526	728,726	832,505	103,779	14.24%
T/MENT	Full	153,725	141,666	146,931	370,803	261,176	-109,627	-29.56%
	Empty	66,762	68,518	64,142	125,231	124,480	-751	-0.60%
	Total	220,487	210,184	211,073	496,034	385,656	-110,378	-22.25%
RESTOWS	Full	7,664	5,714	7,812	12,314	12,244	-70	-0.57%
	Empty	1,078	2,564	1,176	1,140	3,098	1,958	171.75%
	Total	8,742	8,278	8,988	13,454	15,342	1,888	14.03%
TOTAL	Full	925,744	943,583	1,057,609	1,341,170	1,344,987	3,817	0.28%
	Empty	509,506	506,413	565,471	663,513	769,493	105,980	15.97%
	Total	1,435,250	1,449,996	1,623,080	2,004,683	2,114,480	109,797	5.48%

Data Source: KPA, 2024 & 2025



3.3 Transit volume through the Port of Mombasa

2.47
million MT

+18.6%
growth

Table 15 shows that transit volume increased by 2.47 million MT in 2025, representing 18.6% growth, primarily driven by rising transit cargo to Burundi, DRC, Rwanda, and Uganda. In contrast, cargo to South Sudan declined by 5.8%. Of the total transit volume, Uganda accounted for 68.7%, DRC 11.5%, and South Sudan 10%.

Table 15: Transit Volume through the Port of Mombasa

	2021	2022	2023	2024	2025	Change	% Change	% Share 2024	% Share 2025
Burundi	1,027	13,895	18,320	65,500	118,082	52,582	80.30%	0.50%	0.70%
D.R. Congo	787,933	962,888	1,510,979	1,566,000	1,824,221	258,221	16.50%	11.80%	11.50%
Rwanda	184,753	429,857	520,201	683,259	839,366	156,107	22.80%	5.10%	5.30%
South Sudan	1,065,699	1,262,581	1,920,114	1,688,856	1,590,854	-98,002	-5.80%	12.70%	10.00%
Uganda	7,263,290	7,319,408	7,115,079	8,721,395	10,915,439	2,194,044	25.20%	65.60%	68.70%
Tanzania	232,101	235,531	312,871	455,153	505,233	50,080	11.00%	3.40%	3.20%
Somalia	105	190	235	744	2,497	1,753	235.60%	0.00%	0.00%
Ethiopia	3,904	6,915	14,383	103,145	80,118	-23,027	-22.30%	0.80%	0.50%
Others	6,039	9,724	1,647	4,505	4,101	-404	-9.00%	0.00%	0.00%
Total	9,540,955	10,234,075	11,413,828	13,288,557	15,879,911	2,478,048	18.60%		

Data Source: KPA, 2021-2025

3.4 Container Traffic at Nairobi and Naivasha ICD

3.4.1 Nairobi ICD

Container traffic at the Nairobi Inland Container Depot (ICDN) in 2025 increased to 311,647 TEUs, up from 291,858 TEUs in 2024, representing a 6.8% growth. This growth was largely driven by a 15% rise in full imports. Empty containers accounted for 31.2% of total ICDN container traffic. Out of the total export containers, 82.1% were empty.

Table 16: Nairobi Inland Container Depot Traffic in TEUs

Mode	2021	2022	2023	2024	2025
Imports Full	262,441	229,598	182,757	168,174	193,409
Exports Full	19,972	29,003	23,899	27,121	21,110
Empty	151,265	145,064	125,444	96,563	97,128
Total	433,678	403,665	332,100	291,858	311,647

Source: KPA

3.4.2 Naivasha ICD

Naivasha ICD (NICD) recorded a slight decline in container throughput, handling 8,170 TEUs in 2025 compared to 8,410 TEUs in 2024. Of the total volume, full import containers accounted for 59.2%, full exports containers 35.9%, and empty containers 4.9%.

Table 17: Naivasha Inland Container Depot Traffic: 2021 – 2025 (TEUs)

	2021	2022	2023	2024	2025
Imports Full	311	4,070	3,197	4,898	4,836
Exports Full	79	2,326	2,507	3,214	2,935
Empty	1	1,221	590	298	399
Total	391	7,617	6,294	8,410	8,170

Source: KPA



3.5 Kisumu Port Throughput

In 2025, Kisumu Port recorded a 55% increase in throughput, with total cargo rising to 459,601 tons. The growth was driven by a 54% increase in exports. The overall increase in throughput since 2021 highlights the importance of multimodal connectivity under the Northern Corridor framework. Although the surge in exports reflects strong regional demand and competitive inland waterways freight costs, low import volumes point to weak reverse logistics and limited inbound cargo integration. **Table 18** shows Kisumu port performance over the years.

Table 18: Kisumu Port Performance

	2021	2022	2023	2024	2025
Vessel calls	79	90	115	220	267
Export (tons)	52,521	46,981	116,080	295,279	453,701
Import (tons)	1,950	12,708	9,170	1,237	5,900
Total (tons)	54,471	59,689	125,250	296,516	459,601

Source: KPA

3.6 Railway Throughput

3.6.1 Kenya

The volume of cargo hauled by SGR in Kenya in 2025 was 7.425 million tonnes compared to 6.53 million tonnes in 2024 representing a 14% increase in total throughput as presented in **Table 19**.

Table 19: SGR Throughput 2020 to 2025

	Loaded Containers (TEUs)		Empty Containers	Total Volume in TEUs	Weight (Tonnes)	Growth (% Tonnes)
	Imports Loaded	Exports Loaded				
2021	253,399	17,569	174,994	445,962	5,407,408	23%
2022	243,354	21,241	172,359	436,954	6,089,960	13%
2023	209,186	21,942	171,912	403,040	6,533,028	7%
2024	193,110	28,813	144,281	366,204	6,530,394	-0.04%
2025	214,348	25,422	151,563	391,333	7,425,981	14%

Source: Kenya Railways 2021-2025

On MGR, the total throughput in 2025 was 1.083 million tonnes, down from 1.2 million tonnes in 2024, with Steel products dominating the cargo ferried at 38% followed by conventional cargo at 21%.

Table 20: MGR Kenya Throughput in 2025

	Loaded Containers (TEUs)						Total
	Conventional Cargo	Containerized Cargo	Petroleum Products	Steel Products	Vegetable Oil	Marine/ MV Uhuru	
2025	224,671	178,516	102,796	409,338	131,839	35,868	1,083,028
	21%	16%	9%	38%	12%	3%	100%

Source: Kenya Railways 2025

To increase rail cargo off-take, KRC has implemented joint strategies with KPA to enhance port evacuation efficiency, and continuously engaged the Uganda Railways Corporation (URC) to improve cross-border operations.

3.6.2 Uganda

The volume of cargo hauled by URC in 2025 was 1.28 million tonnes equivalent to 92,008 TEUs as presented in **Table 21**.

Table 21: MGR Uganda Throughput in 2025

	Loaded Containers (TEUs)				
	Imports Loaded	Exports Loaded	Empty Containers	Total Volume in TEUs	Weight (Tonnes)
2025	42,783	37,314	11,911	92,008	1,277,713

Source: Uganda Railways 2025



3.7 Pipeline Throughput

Pipeline throughput at the Nakuru, Eldoret, and Kisumu oil depots in 2025 reached 9.35 million cubic metres, a 53.7% increase compared to 2024. All Member States recorded significant growth in volume as shown in **Table 22**. KPC has installed bottom-loading facilities at these depots to enhance loading capacities and reduce truck turnaround times.

Table 22: Pipeline Throughput in M³ in 2025

Product	Automotive Gasoil 2025	Illuminating Kerosene 2025	Jet Fuel 2025	Motor Spirit Premium 2025	Total 2024	Total 2025	Growth	% Share
DRC	251,379.51	4.01	6,200.26	273,454.43	422,262.08	531,038.21	20.5%	5.7%
Congo	214,813.64		4,809.56	169,105.09	272,842.28	388,728.29	29.8%	4.2%
Kenya	2,803,112.42	53,555.63	425,512.84	2,082,852.12	1,389,276.98	5,365,033.01	74.1%	57.4%
Rwanda	17,877.25	3,864.74	4,721.53	43,992.35	21,424.86	70,455.87	69.6%	0.8%
South Sudan	74,684.94	6	18,033.35	58,390.94	66,239.58	151,115.23	56.2%	1.6%
Uganda	1,243,114.88	41,110.43	187,993.77	1,371,728.67	2,161,413.86	2,843,947.75	24.0%	30.4%
Grand Total	4,604,982.64	98,540.81	647,271.31	3,999,523.60	4,333,459.64	9,350,318.36	53.7%	

Source: Kenya Pipeline Company 2024 and 2025

3.8 Transport Modal Share at the Port of Mombasa

Out of the 45.5 million metric tonnes (MT) of total cargo throughput recorded at the Port of Mombasa, 41.06 million MT of import and export cargo handled was evacuated through road, rail and pipeline. Road transport dominated cargo evacuation, accounting for 61% of the total volume, highlighting the corridor's reliance on the road network. Rail transport, supported by the SGR and MGR, handled 21% of the cargo, playing a significant but secondary role in cargo movement. The pipeline system accounted for 18% of the cargo volume, mainly transporting petroleum products to inland depots and neighboring countries through intermodal transport linkages. **Table 23** shows the modal share.

Table 23: Transport Modal Share at the Port of Mombasa

Mode	Volume	% Share
Road	24,965,734	61%
Rail	8,509,009	21%
Pipeline	7,588,038	18%

Source: NCTTCA Computation from KPA Data 2025



4 Efficiency and Productivity

Efficiency and productivity indicators assess how quickly and effectively services are delivered at the Port of Mombasa, Inland Container Depots (ICDs), and other facilities along the Northern Corridor. This chapter presents key performance metrics, including vessel waiting time, vessel turnaround time, containerized import cargo dwell time at the Port and ICDs, customs release times and delays, and weighbridge performance.

4.1 Vessel Waiting Time at the Port of Mombasa

Vessel waiting time is the average time vessels spend waiting from arrival at the port area (demarcated by the Fairway Buoy) until the pilot embarks. Waiting times are influenced by berth availability, vessel scheduling, adverse weather, and operational constraints. Error! Reference source not found. illustrates the trend in vessel waiting time before berth at the Port of Mombasa from 2021 to 2025.

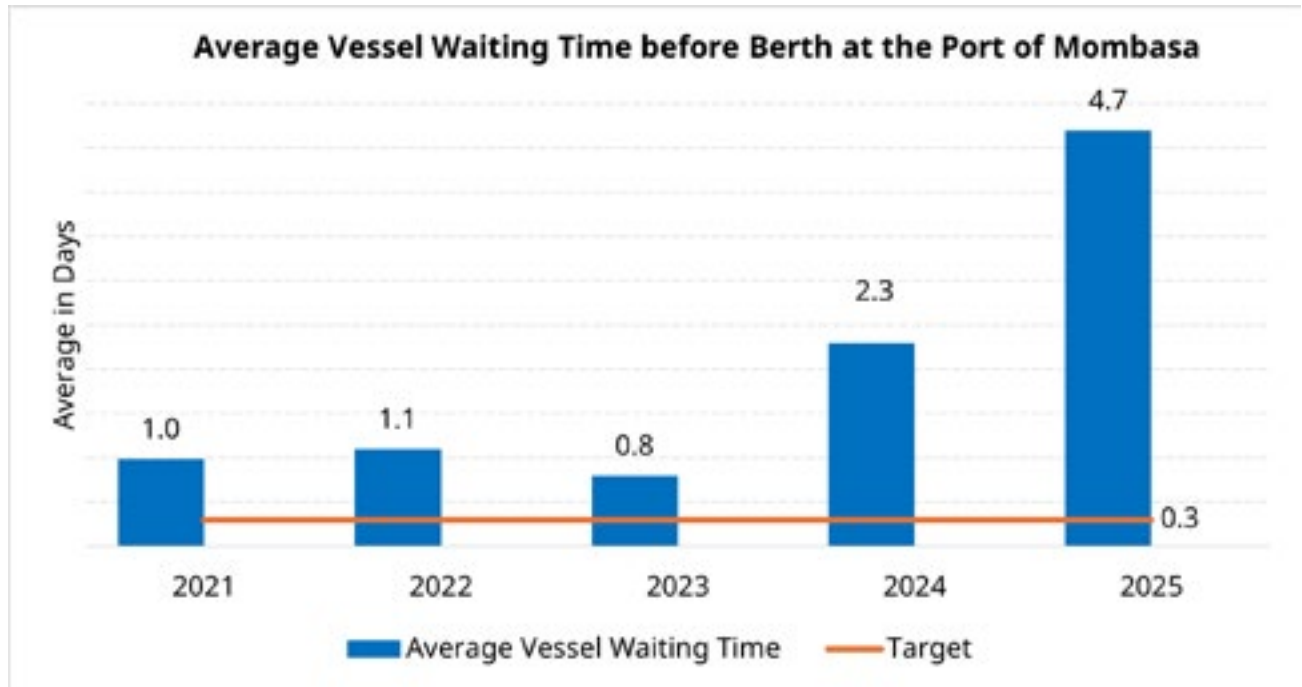


Figure 3: Vessel Waiting Time before Berth at the Port of Mombasa in Days

Data Source: KPA 2021-2025

4.7
days

In 2025, the average vessel waiting time increased to 4.7 days, up from 2.3 days in 2024, significantly exceeding the target of 0.3 days. This increase was driven by higher cargo volumes and challenges in empty container repatriation while loading at berth.

4.2 Vessel Turnaround Time

Vessel turnaround time measures the period from a vessel's arrival to its departure from the port area marked by the Fairway Buoy in/out. It includes both the time spent waiting before docking or departure and receiving services at berth. **Figure 4** compares the average vessel turnaround time performance in 2025 with previous years.

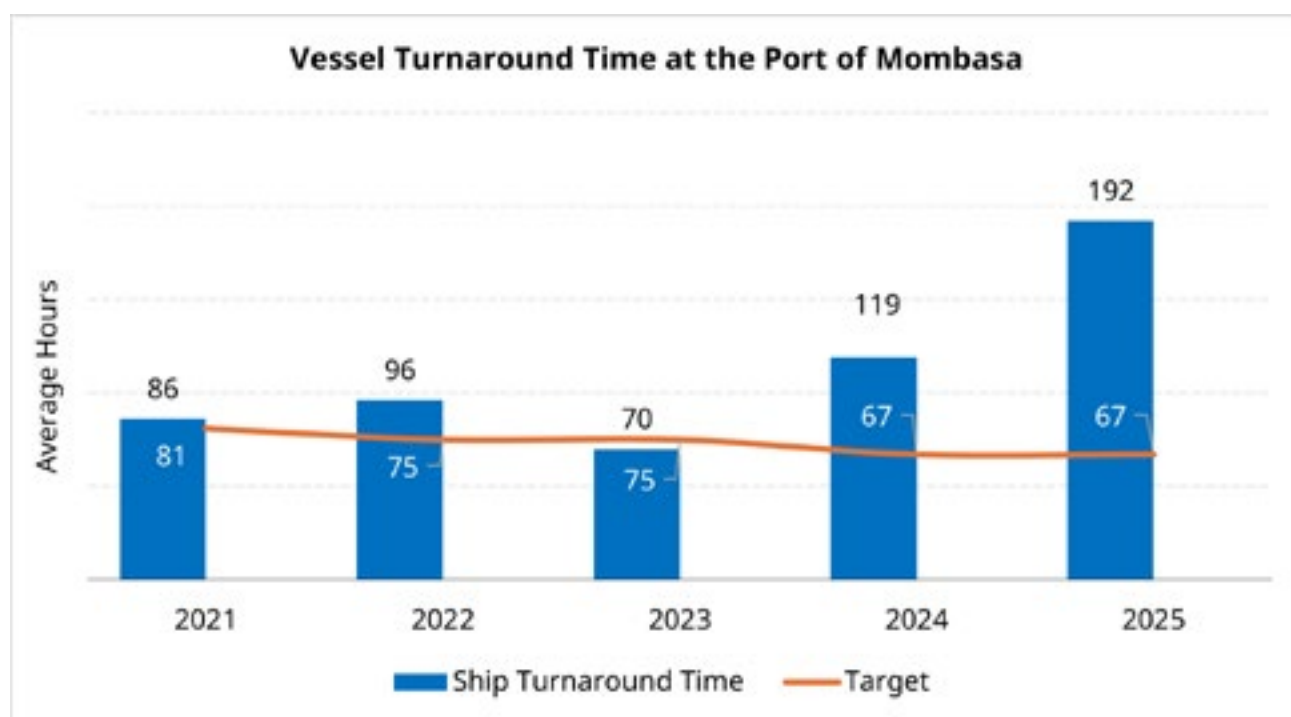


Figure 4: Vessel Turnaround Time

Data Source: KPA 2021-2025

192
hours

In 2025, the average vessel turnaround time increased to 192 hours driven by a surge in vessel traffic and cargo volumes. The surge in traffic resulted from challenges in empty container repatriation, shipping route disruptions and rerouting linked to the Red Sea crisis, as well as the diversion of vessels from neighboring ports.

4.3 Containerized Import Cargo Dwell Time at the Port of Mombasa

Containerized import cargo dwell time measures the average period from when a container is offloaded from a vessel until it exits the port gates (excluding consignments held over 21 days due to compliance or legal issues). **Figure 5** presents the annual trend in average containerized import cargo dwell time at the Port of Mombasa from 2021 to 2025.

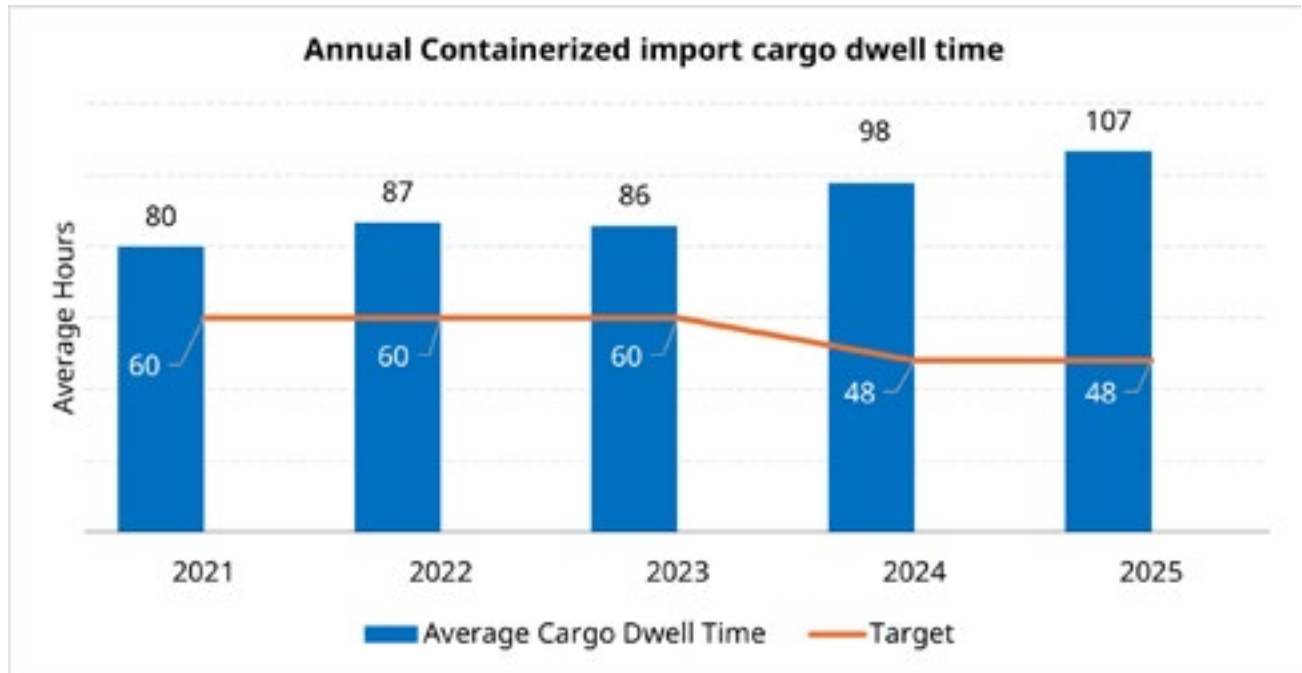


Figure 5: Annual average containerized import cargo dwell time in hours

Data Source: KPA 2021-2025

Figure 5 shows that the average containerized import cargo dwell time increased to 106.7 hours in 2025, up from 97.8 hours in 2024. Although this performance remains above the target of 48 hours, it is still within the free storage period allowed under the KPA tariff.

106.7
hours

The upward trend in dwell time is driven by several factors, including the extension of the free storage period to 15 days for transit cargo and 5 days for domestic cargo, delays by shippers in collecting cargo after customs release, congestion-related gate access bottlenecks, and occasional downtime in cargo clearance systems.

4.4 Containerized Cargo Dwell Time at ICDs

4.4.1 Nairobi ICD

3.4
days

In 2025, the Nairobi ICD achieved an average cargo dwell time of 3.4 days, outperforming its target of 4.4 days. ICDN offers 5-days free storage period for local imports and 15-days for transit import cargo.

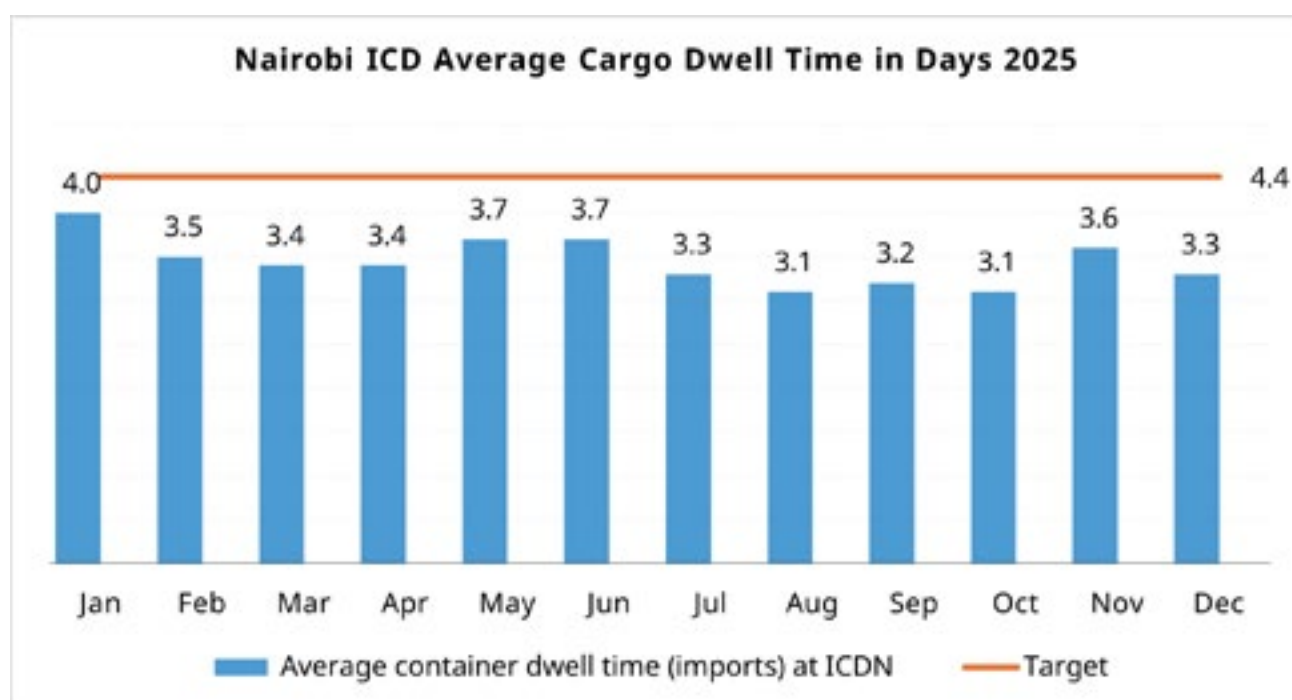


Figure 6: ICDN Average Cargo Dwell Time 2025

Data Source: KPA 2025

4.4.2 MAGERWA ICD

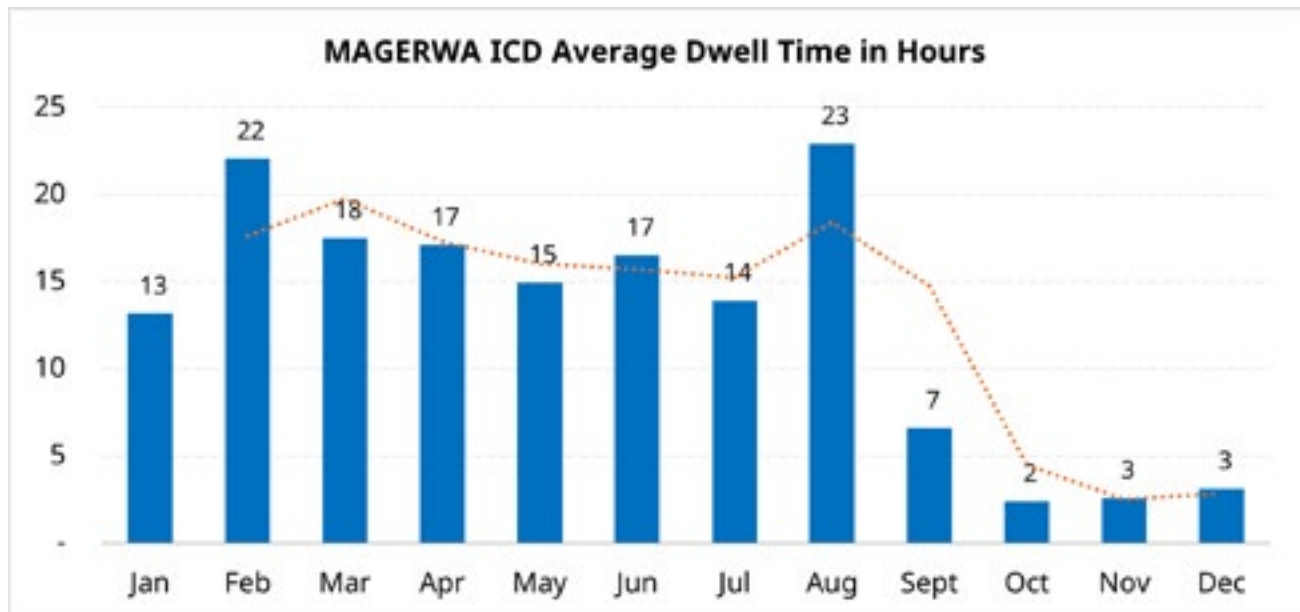


Figure 7: MAGERWA ICD Average Dwell Time in Hours

Data Source: MAGERWA 2025

In 2025, MAGERWA ICD recorded an average containerized import cargo dwell time of 13 hours, as shown in **Figure 7**. It operates as a public bonded warehousing facility with 3-days free storage period and has enhanced its Authorized Economic Operators (AEOs) program to facilitate faster clearance of cargo.

13
hours

4.5 KRA Custom Release and After Release Time at the port of Mombasa

*Custom release time measures the time taken to process and approve cargo declarations and other required interventions, from acceptance to customs release. After Release Time measures the duration it takes to remove cargo from the port after customs release. **Figure 8** shows the Kenya Revenue Authority (KRA) customs release time and after-release time at the Port of Mombasa in 2025.*

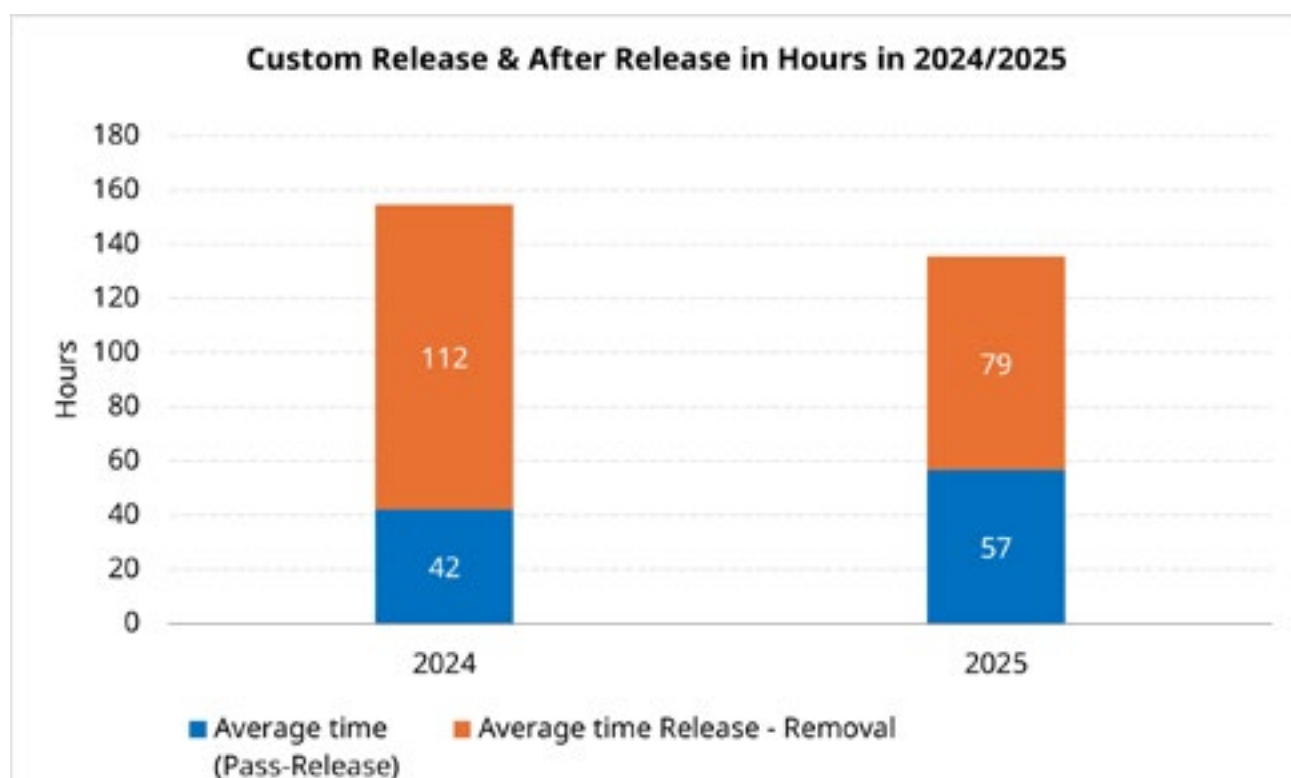


Figure 8: Time Taken from Customs Release and After Release in hours

Data Source: KRA 2025

57 hours **Customs** **Release Time**

In 2025, the average Customs Release Time was 57 hours, while the Customs After-Release Time averaged 79 hours. Customs release time is mainly influenced by the completeness of documentation, validation procedures, and payment processes. After-release time is affected by congestion at the port, importer readiness, and the effectiveness of truck appointment and access systems.

4.6 RRA Customs Time and Delays at the port of Mombasa

Rwanda Revenue Authority (RRA) customs performance indicators at the Port of Mombasa include *Customs Release Time* (average time from customs entry registration to issuance of the release order), *Delay Processing Time* (average time from entry lodgment to payment by the clearing agent), and *After Release Time* (average time from release order issuance to physical exit of goods from the port). **Figure 9** compares the annual trends for these indicators from 2021 to 2025.

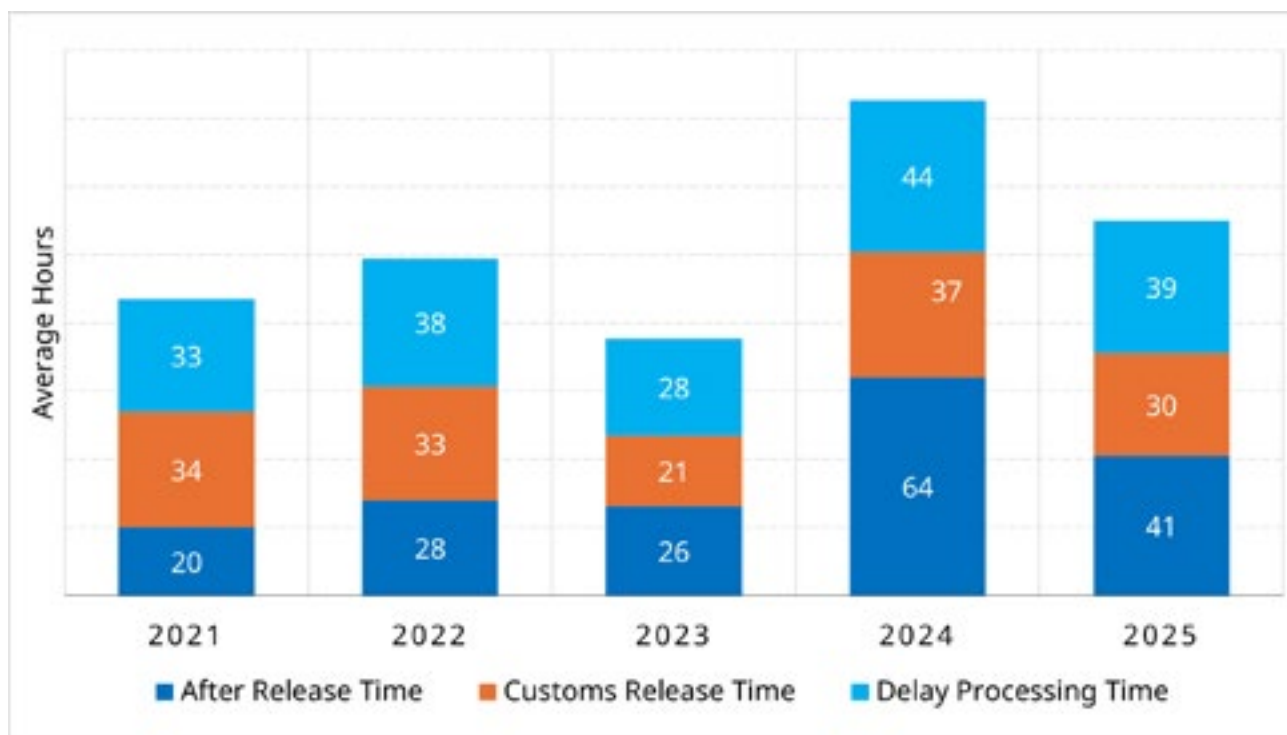


Figure 9: RRA After Release Time, Custom Release Time, and Delay Processing Time in hours

Data Source: RRA 2021-2025

In 2025, After Release Time decreased to 41 hours, Customs Release Time to 30 hours, and Delay Processing Time to 39 hours. These improvements reflect increased efficiency under the Single Customs Territory framework, expanded use of electronic payments, improved inter-agency coordination, streamlined bond guarantee procedures and real-time data sharing with KRA.

30 hours
Customs
Release Time

4.7 URA Customs Time and Delays at the port of Mombasa

Uganda Revenue Authority (URA) customs performance indicators at the Port of Mombasa include Customs Release Time (average time from customs entry registration to issuance of the release order), Delay Processing Time (average time from entry lodgment to payment by the clearing agent), and After Release Time (average time from release order issuance to physical exit of goods from the port). **Figure 10** shows the total delays for these indicators in 2025.

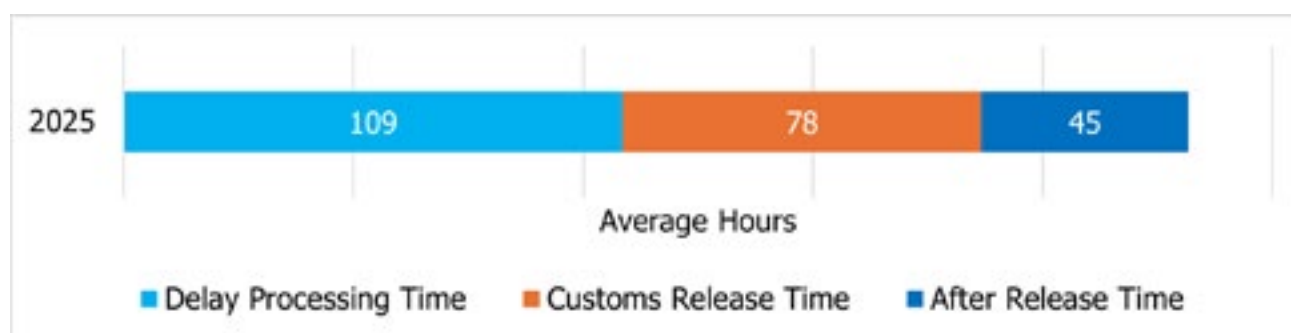


Figure 10: URA After Release Time, Custom Release Time, and Delay Processing Time in hours

Data Source: URA

4.8 Weighbridge Performance

Weighbridge performance is evaluated using three key indicators: weighbridge crossing time, average daily traffic, and compliance with prescribed vehicle weight limits.

4.8.1 Kenya

4.8.1.1 Average Daily Weighbridge Traffic

The average daily traffic represents the mean number of vehicles weighed at each weighbridge over a 24-hour period during the month. The daily traffic is an indication of the volume of cargo ferried along the Corridor Road infrastructure and road capacity utility ratio. **Table 24** presents the monthly average daily weighed traffic volumes for selected weighbridges in 2025.

Table 24: Average Daily Weighbridge Traffic

	Mariakani	Athi River	Gilgil	Webuye
Jan	3045	2580	1045	940
Feb	2864	3665	956	1492
Mar	3401	2487	876	786
Apr	2938	2813	1288	-
May	3397	3378	976	-
Jun	3680	2491	1189	1121

	Mariakani	Athi River	Gilgil	Webuye
Jul	2695	2055	857	988
Aug	2501	2396	761	1004
Sept	2720	2198	760	1084
Oct	2965	2590	1074	1024
Nov	3864	2784	975	2794
Dec	3512	2946	1392	2105

Data Source: KeNHA 2025

Mariakani consistently recorded the highest monthly daily averages, peaking at 3,864 vehicles per day in November, Athi River showed significant variability, with a notable high of 3,665 vehicles in February, largely driven by traffic to/from the Nairobi metropolitan area and Namanga border. Gilgil and Webuye handled lower but relatively stable volumes, with Webuye recording its highest daily average (2,794) in November, coinciding with increased transit flows toward Uganda.

4.8.1.2 Weighbridge Compliance

The weighbridge compliance indicator measures the percentage of trucks that adhere to the axle load limits and Gross Vehicle Weight (GVW) requirements under the EAC VLC Act 2016, relative to the total number of trucks weighed. In 2025, average compliance levels at Kenyan weighbridges were above 95% as presented in **Table 25**.

Table 25: Percentage Compliance at Weighbridges in Kenya

	Mariakani	Athi River	Gilgil	Webuye
Jan	98.49	96.54	97.42	94.68
Feb	98.64	97.23	95.34	97.34
Mar	97.32	95.45	98.45	96.37
Apr	98.03	97.83	94.67	95.87
May	96.43	97.77	97.34	97.75
Jun	97.73	98.01	96.60	95
Jul	95.76	97.03	96.72	96.54

	Mariakani	Athi River	Gilgil	Webuye
Aug	96.02	96.65	94.32	93.04
Sept	97.87	98.02	95.74	95.53
Oct	96.43	96.66	95.58	95.00
Nov	98.43	95.54	97.00	97.45
Dec	98.20	98.03	95.34	95.23

Data Source: KeNHA 2025



5 Rates and Costs

Transport rates and costs refer to the various charges incurred for moving goods from their points of origin to their final destination along the Northern Corridor. These costs vary depending on several factors, including haulage distance, cargo weight or volume, the number of transit borders crossed, prevailing road conditions, and the selected mode of transport. This chapter covers the costs borne by traders and shippers when moving cargo along the Northern Corridor. The analysis covers charges related to multimodal transport options, including maritime port handling at Mombasa, rail transport services, pipeline usage, and road haulage by trucks.

5.1 Port and Marine Charges at the Port of Mombasa

The Port of Mombasa applies charges in line with the KPA Tariff Book 2025, effective 15 September 2025. Key charges at the port of Mombasa are presented in **Table 26**.

Table 26: Port charges at the Port of Mombasa

Type of cost/ charge	Category of cargo	Tariff (USDs)
Stevedoring	Conventional dry general cargo	USD 8.5/tonne
	Dry bulk	USD 2.5/tonne
	Containerized cargo	20ft (USD 110) / 40ft (USD 165)
Shore handling	conventional cargo: domestic imports	USD 9 / tonne
	conventional cargo: transit imports,	USD 7.40 / tonne
Wharfage	Domestic and transit imports/exports	USD 88 for 20ft
		USD 132 for 40ft
	Empty containers	USD 35/52
	Bulk Cargo by road	USD 6.80 / tonne
	Bulk Cargo by rail, conveyor, pipeline	USD 3 – 3.5 / tonne

Source: KPA Tariff Book 2025

Table 27 shows the storage charges which apply once free storage periods expire and differ by cargo category.

Table 27: Port charges at the Port of Mombasa After Free Period

Tariff (USDs)	Free Period	Tariff (USDs)
Domestic import containers	5 free days	Daily rate escalates
Transit imports	15 Free Days	USD 30/60 (20ft/40ft) for 16–21 days USD 50/100 thereafter.
Export containers, shut-out cargo, and transit/ domestic exports	9 to 15 days	USD 15–22.50 per day
Dangerous cargo	Attracts double storage rates	USD 15 per 100 gross tonnes
		Dockage (USD 0.10–0.30 per metre/hour),

Source: KPA Tariff Book 2025

5.2 Railway Tariff/Charges

5.2.1 Kenya

Freight tariffs are determined by the type of cargo, distance travelled, weight or volume, and any special handling requirements. **Table 28** to **Table 30** below specifies the standard charges for cargo haulage by both SGR and MGR for loaded and empty import transit containers.

Table 28: Import Transit Loaded / Empty Containers Rate Per Container

Rail Route	Rate USD/ container				Network
	20 FT		40 FT		
	0-30 TONS	ABOVE 30 TONS	0-30 TONS	ABOVE 30 TONS	
Kilindini - Malaba	860	960	1110	1260	SGR/ MGR
Kilindini - Kisumu	860	960	1110	1260	SGR/ MGR
Kilindini - Naivasha	650	750	865	1015	SGR
Naivasha - Malaba	350	450	460	610	MGR
Naivasha - Kisumu	350	450	460	610	MGR

Source: KR TARIFF NOTICE NO. 3 OF 2021

Table 29: Import Local Loaded / Empty Containers Rate Per Container

Rail Route	Rate USD/ container				Network
	20 FT		40 FT		
	0-30 TONS	ABOVE 30 TONS	0-30 TONS	ABOVE 30 TONS	
Kilindini - Naivasha	510	610	650	800	SGR
Kilindini - Nairobi	500	600	630	780	SGR
Kilindini - Athi River	500	600	630	780	SGR

Rail Route	Rate USD/ container				Network
	20 FT		40 FT		
	0-30 TONS	ABOVE 30 TONS	0-30 TONS	ABOVE 30 TONS	
Kilindini - Kisumu	860	960	1110	1260	SGR / MGR
Nairobi - Naivasha	150	250	235	385	SGR

Source: KR TARIFF NOTICE NO. 3 OF 2021

Table 30: Rates for Containerized Cargo, Downward Direction

Rail Route	Rate USD/ container				Network
	Export Container		Empty Container		
	20FT	40FT	20FT	40FT	
Malaba – Mombasa	450	690	100	150	MGR /SGR
Kisumu – Mombasa	450	690	100	150	MGR /SGR
Malaba – Naivasha	195	330	50	75	MGR
Kisumu – Naivasha	195	330	50	75	MGR
Malaba – Nairobi	225	385	70	100	MGR
Kisumu – Nairobi	225	385	70	100	MGR
Naivasha – Mombasa	255	360	50	75	SGR
Naivasha – Nairobi	100	150	50	75	SGR
Nairobi – Mombasa	250	350	50	75	SGR
Athi River – Mombasa	250	350	50	75	SGR
Naivasha - Kisumu	350	450	460	610	MGR

Source: Kenya Railways TARIFF NOTICE NO. 3 OF 2021

5.2.2 Uganda

Rail freight rates in Uganda are structured according to the cargo's weight, volume, category, travel distance, and whether the shipment involves direct movement or requires transshipment handling.

Table 31 to **Table 33** presents the applicable tariffs for railway services in Uganda.

Table 31: Railway Tariff for Containerized Cargo in Uganda

Origin	Destination	Description	Rate (USD)
Malaba	Kampala/	20 FT CONTAINER	0 – 30 tons
			> 30 tons
	Mukono	40 FT CONTAINER	0 – 30 tons
			>30 tons
Kampala/ Mukono Malaba		20 FT CONTAINER	0 – 30 tons
			>30 tons
		40 FT CONTAINER	0 – 30 tons
			>30 tons
		1 X 20ft Empty	50
			0 – 30 tons
		40 FT CONTAINER	>30 tons
			1 X 40 ft Empty

Source: URC

Table 32: Railway Tariff for General Cargo in Uganda

Origin	Destination	Product/Description	Rate (USD/Tonne)
Malaba	Tororo	Salt	24.8
	Jinja/Kampala		28
Malaba	Jinja	Conventional	10
	Kampala/ Mukono		24
Malaba	Namanve	Steel	24
Malaba	Tororo	General Cargo	10
Malaba	Jinja	Vegetable oil	26

Origin	Destination	Product/Description	Rate (USD/Tonne)
Port Bell	Kampala	Assorted	3
Jinja Station	Jinja Pier		2.5
Kampala/Jinja	Malaba	Conventional	10.98
Tororo	Malaba		7
Tororo	Kampala	Cement/Local	10
Kampala	Jinja		10
Malaba	Kampala/ Mukono	Machinery	740*

* Machinery rate is USD 740 per 40ft container (not per metric ton).

Source: URC

Table 33: Railway Tariff for Import Petroleum Products in Uganda

Origin	Destination	Product/Description	Rate (USD/Tonne)
Kisumu	Jinja/Port Bell	Fuel (Rail Tanks)	18
Malaba	Kampala		34
	Jinja		34
Malaba	Kampala	Fuel ISO Tanks	33.2
	Jinja		31.2

Source: URC

5.3 Pipeline Charges/Tariff

The Energy and Petroleum Regulatory Authority (EPRA) regulates pipeline charges in Kenya. The current pipeline transportation and secondary storage charges are shown in **Table 34**.

Table 34: EPRA Pipeline Rates

Entry Point	Point of Delivery	2022/23	2023/24	2024/25	2025/26
Mombasa	Moi Airport (USD/m3)	22.89	23.4	25.29	25.29
Mombasa	Jomo Kenyatta Airport (USD/m3)	22.89	23.4	25.29	25.29
Mombasa	Petrocity - Konza (Kshs/m3)	1,407.40	1,420.73	1,527.48	1,527.48
Mombasa	Nairobi Terminal (Kshs/m3)	2,526.60	2,582.72	2,791.85	2,791.85
Mombasa	Nakuru Terminal - Local (Kshs/m3)	3,149.25	3,211.26	3,467.62	3,467.62
Mombasa	Nakuru Terminal - Export (USD/m3)	28.53	29.09	31.42	31.42
Mombasa	Eldoret Terminal - Local (Kshs/m3)	3,801.37	3,869.56	4,175.37	4,175.37
Mombasa	Eldoret Terminal - Export (USD/m3)	34.44	35.06	37.83	37.83
Mombasa	Kisumu Terminal - Local (Kshs/m3)	3,797.69	3,865.84	4,171.37	4,171.37
Mombasa	Kisumu Terminal - Export (USD/m3)	34.41	35.02	37.79	37.79

Source: EPRA Tariff February 2025

Fuel transport rates by trucks vary depending on volume and distance. **Table 35** presents last-mile tanker rates for transit fuel products from various depots to different destinations.

Table 35: Transport Rates for Tankers from KPC Oil Depots to the Member States

From	To	Amount (USD) 2025
Mombasa	Nairobi	800
Mombasa	Nakuru	1200
Mombasa	Kisumu	1500
Mombasa	Eldoret	1500
Mombasa	Kampala	2200
Nakuru	Kigali	2400
Kisumu	Kigali	2400
Eldoret	Kigali	2400
Mombasa	Juba	3700
Nairobi	Juba	3400

From	To	Amount (USD) 2025
Nakuru	Juba	2200
Kisumu	Juba	2200
Eldoret	Juba	2200

Source: ACPLRWA, SSTA, UNTA, KTA 2025

5.4 Road Freight Charges/Tariff

Road freight charges are the fees paid to transport goods by truck from one location to another. The container average road freight charges benchmark is 1-3 USD per Kilometer according to international best practices. **Table 36** presents transport rates from Mombasa and Nairobi to various destinations.

Table 36: Outbound Transport Rates to Various Destinations

Origin	Destination	Distance (Km)	Rate (USD)	USD/Km
Juba	Bujumbura	1445	4,800	3.32
Juba	Bunia	539	3,500	6.49
Juba	Butembo	782	4,800	6.14
Juba	Goma	1059	3,000	2.83
Juba	Kigali	1166	3,900	3.34
Kampala	Bujumbura	788	3,000	3.81
Kampala	Bunia	718	2,800	3.90
Kampala	Butembo	577	2,800	4.85
Kampala	Goma	669	2,500	3.74
Kampala	Juba	653	2,500	3.83
Kampala	Kigali	513	1,500	2.92
Kampala	Kisangani	1200	5,500	4.58
Kigali	Goma	156	800	5.13
Kigali	Bujumbura	275	1,000	3.64
Mombasa	Bujumbura	1,957	4,100	2.10

Origin	Destination	Distance (Km)	Rate (USD)	USD/Km
Mombasa	Bunia	1,666	5,500	3.30
Mombasa	Butembo	1746	5,500	3.15
Mombasa	Goma	1838	5,500	2.99
Mombasa	Juba	1,662	3,700	2.23
Mombasa	Kampala	1169	2,200	1.88
Mombasa	Kigali	1682	3,500	2.08
Mombasa	Nairobi	481	860	1.79
Nairobi	Bujumbura	1480	3,000	2.03
Nairobi	Bunia	1185	5,000	4.22
Nairobi	Butembo	1265	5,000	3.95
Nairobi	Goma	1357	5,000	3.68
Nairobi	Juba	1198	3,000	2.50
Nairobi	Kampala	688	1,800	2.62
Nairobi	Kigali	1,201	2,700	2.25

Source: UNTA, ATIB, ACPLRWA, FEC Congo, and KTA 2025

Overall, based on road freight historical data and transport cost performance along the Northern Corridor, the corridor road freight benchmark is set at 1.5 USD per km. The outbound transport rates in Kenya are closest to the benchmark while destinations to eastern DRC, such as Goma, Bunia, and Butembo, remain significantly higher averaging above USD 3 per kilometer mainly due to poor road conditions, security concerns, and limited transport alternatives in the region.

5.4.1 Transport Rates to Various Destinations

Transport charges for outbound cargo from the Port of Mombasa were higher than inbound rates, largely because of the relatively low volumes of export cargo available. **Table 37** presents transport rates from various points of origin to destinations in the Northern Corridor member States.

Table 37: Inbound Transport Rates to various Destinations

Origin	Destination	Distance (Km)	Rate (USD)	USD/Km
Bujumbura	Mombasa	1957	3000	1.53
Bujumbura	Nairobi	1480	2500	1.69
Bunia	Mombasa	1666	6000	3.60
Bunia	Nairobi	1040	6000	5.77
Butembo	Bunia	251	1700	6.77
Butembo	Kampala	577	2250	3.90
Butembo	Mombasa	1746	3000	1.72
Butembo	Nairobi	1265	3000	2.37
Goma	Kampala	669	1000	1.49
Goma	Kigali	156	1200	7.69
Goma	Mombasa	1838	2000	1.09
Goma	Nairobi	1357	2000	1.47
Juba	Kampala	633	2400	3.79
Juba	Mombasa	1662	3500	2.11
Juba	Nairobi	1198	2500	2.09
Kampala	Mombasa	1169	1200	1.03
Kampala	Nairobi	688	800	1.16
Kigali	Juba	1166	3000	2.57
Kigali	Kampala	513	1000	1.95
Kigali	Mombasa	1682	3000	1.78
Kigali	Nairobi	1201	2500	2.08
Nairobi	Mombasa	481	600	1.25

Source: UNTA, ATIB, ACPLRWA, FEC Congo, and KTA 2025

In 2025, transport rates for the various origins and destinations remained largely unchanged during the reporting period. Similar to the observations in Section 5.4, road freight costs to destinations in eastern Democratic Republic of Congo (DRC), particularly Goma, Bunia, Butembo, and Kisangani, remain significantly higher than those to other Northern Corridor destinations. Freight charges on these routes range between USD 4 and USD 6.77 per kilometre, compared to USD 0.86 to USD 3.5 per kilometre for routes within Kenya, Uganda, and Rwanda.



6 Transit Time and Delays

The transit time indicator measures the total time from when goods depart from the point of origin to the time it arrives at the final destination. RECTS Transit time is estimated from the time a truck is armed with a RECTS seal at the point of origin to the time it is disarmed at its destination. Transit time is influenced by infrastructure and vehicle condition, driver behavior, traffic condition, efficiency of logistics coordination among other factors.

Along the Northern Corridor, under ideal conditions, assuming an average travel speed of 40 km/h, with drivers taking 2-hour rest breaks every 4 hours of driving and an 8-hour rest after two shifts, the target average transit time for every 1,000 km set by NCTTCA is 60 hours.

6.1 Transit Time from Port of Mombasa to Various Destinations

Transit time from Mombasa to various destinations reported significant variations from the target of 60 hours per 1000km for the Northern Corridor. Average transit time on RECTS compared to the target of 60 hours per 1000km showed a variation of more than 2 days for most routes with Katuna and Vurra routes reporting the highest variation of 5 days and 6 days respectively. However, average

transit time on select routes using GPS devices shows significantly lower transit time compared to RECTS data. The increased delays in transit times on RECTS, approximately 62% variability, reveal significant departure delays after cargo arming and delays in disarming after arrival of cargo at destinations. **Table 38** shows the transit times with their variations from the target.

Table 38: Transit time from Mombasa to various destinations along the Northern Corridor

Origin	Destination	Distance	GPS Average Hours	RECTS Average Hours	Target Transit Time (60hrs/1000km)
Mombasa	Kampala	1169	105	128	70
Mombasa	Elegu	1430	-	123	86
Mombasa	Mpondwe	1611	-	173	97
Mombasa	Mirama Hills	1537	-	121	92
Mombasa	Katuna	1601	144	212	96
Mombasa	Goli	1476	-	175	89
Mombasa	Vurra	1503	-	232	90
Mombasa	Padea	1485	-	162	89
Mombasa	Cyanika	1650	-	160	99
Mombasa	Kigali	1682	147	184**	101
Mombasa	Ntoroko	1530		173	92
Nairobi	Elegu	949	-	87	57
Nairobi	Kampala	688	-	127	41
Nairobi	Katuna	1120	-	123	67
Nairobi	Cyanika	1172	-	140	70
Nairobi	Mpondwe	1130	-	149	68

**ASYCUDA 2025

Data Source: RECTS and GPS Devices

6.2 Transit Time in Burundi

Across all the routes in Burundi, the transit times were high relative to distance, driven by delays after the goods were released by customs. These delays resulted from long fuel queues, operational inefficiencies, and transport and logistics-related constraints.

6.3 Transit Time in Kenya

In 2025, cargo transit times showed a significant variation of more than a day from the targeted transit time. Comparison of RECTS transit time with GPS data shows significant variations attributed to delays after arming and before disarming of the seals. **Table 39** presents transit times in Kenya.

Table 39: Average Transit Time (Hrs) in Kenya

Origin	Destination	Distance	GPS Average Hours	RECTS Average Hours	Target Transit Time (60hrs/1000km)	Variance
Upward Direction						
Mombasa	Malaba	921	67	89	55	34
Mombasa	Taveta	267	-	28	16	12
Mombasa	Busia	949	49	76	57	19
Mombasa	Nairobi	482	-	66	29	37
Nairobi	Malaba	442	-	73	27	46
Nairobi	Busia	466	-	52	28	24
Downward Direction						
Malaba	Mombasa	921	62	83	55	28
Malaba	Nairobi	442	-	62	27	35
Busia	Mombasa	949	58	86	57	29

Data Source: GPS Data & RECTS 2025



6.4 Transit Time in Rwanda

RECTS transit times were higher than GPS transit times across selected routes in 2025. **Table 40** shows the transit time in Rwanda.

Table 40: Transit Time in Rwanda – 2025 (HRS)

Origin	Destination	Distance	GPS Average Hours	RECTS Average Hours	Target Transit Time (60hrs/1000km)	Variance
Gatuna	Kigali	80	3	74	5	69
Kagitumba	Kigali	178	-	67	11	56
Gatuna	Rubavu	152	-	54	9	45
Gatuna	Rusizi	290	-	58	17	41
Cyanika	Rubavu	80	-	55	5	50
Cyanika	Rusizi	270	-	43	16	27
Kigali	Gatuna	80	2	74	5	69

Data Source: GPS Data & ASYCUDA 2025

6.5 Transit Time in Uganda

RECTS transit times for the outbound direction indicated that most routes experienced significant delays as compared to the set target. The routes serving DRC were the most unpredictable, with transit times exceeding the target by an average of approximately two days.

Table 41: Average Transit Time (Hrs) in Uganda

Origin	Destination	Distance	GPS Average Hours	RECTS Average Hours	Target Transit Time (60hrs/1000km)	Variance
Upward Direction						
Busia	Mpondwe	640		84	38	46
Cyanika	Mpondwe	315		48	19	29
Katuna	Mpondwe	253		42	15	27
Kampala	Busia	195	8	24	12	33
Kampala	Malaba	218	17	54	13	0
Kampala	Cyanika	490		62	29	33
Kampala	Elegu	437		37	26	11
Kampala	Goli	390		69	23	46
Kampala	Katuna	431		46	26	20
Kampala	Mpondwe	430		75	26	49
Kampala	Ntoroko	373		64	22	41
Kampala	Padea	396		61	24	38
Kampala	Vurra	428		55	26	29
Malaba	Elegu	518		27	31	-4
Malaba	Katuna	664		49	40	9
Malaba	Kampala	235		35	14	21
Mirama Hills	Mpondwe	193		37	12	26
Mpondwe	Vurra	580		92	35	58

Origin	Destination	Distance	GPS Average Hours	RECTS Average Hours	Target Transit Time (60hrs/1000km)	Variance
Downward Direction						
Busia	Kampala	195	-	74	12	39
Elegu	Malaba	518	-	48	31	17
Katuna	Kampala	431	18	65	26	-8
Katuna	Malaba	664	-	59	40	19
Malaba	Kampala	235	18	35	14	4
Mpondwe	Cyanika	315	-	44	19	25
Mpondwe	Kampala	430	-	93	26	67
Mpondwe	Malaba	663	-	77	40	37

Data Source: GPS Data & RECTS 2025



6.6 Delays along the Northern Corridor

Delays along the Northern Corridor stem from multiple factors, including police checkpoints, weighbridge stations, rest breaks, meal stops, personal reasons among other reasons. These frequent stoppages extend transit times, which in turn increases overall transportation costs. **Figure 11** illustrates the stoppages recorded during 2025.

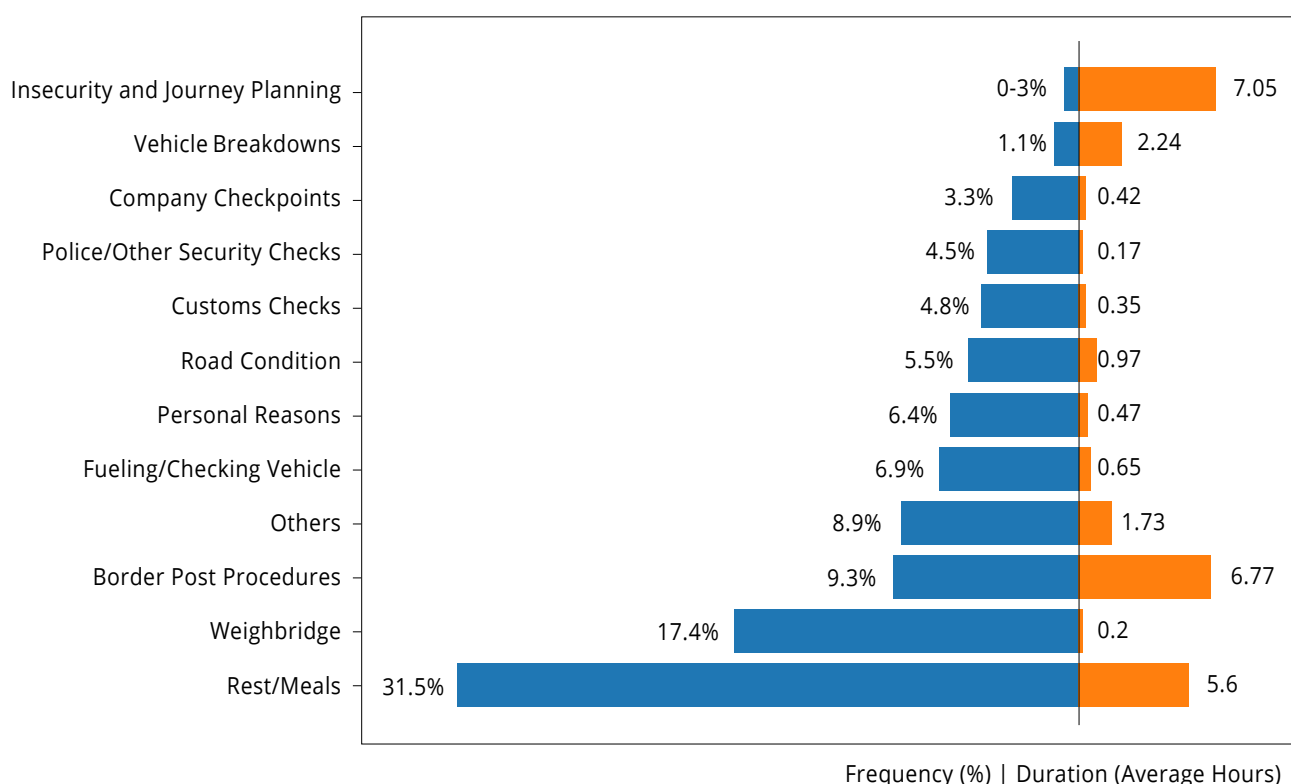


Figure 11: Frequency of Driver Stops Vs Median Driver Stop Duration in Hours along the Northern Corridor

Data Source: NCTTCA Mobile data 2025

Stoppages caused by insecurity and journey planning reasons and border procedures (queuing and border crossing) account for the most significant causes of delays along the Northern Corridor, increasing transit times.

6.7 Border and Weighbridge Crossing Time

The border crossing time indicator measures the time difference from when a truck enters the customs area at the border of the country of exit to the time it exits after all the border clearance processes of the country of entry. Weighbridge crossing time is the time difference when a truck is diverted into the weighbridge to the time it exits. **Figure 12** shows the average border crossing and weighbridge crossing times in minutes at the Northern Corridor borders of Busia and Malaba and Mariakani and Webuye weighbridges.

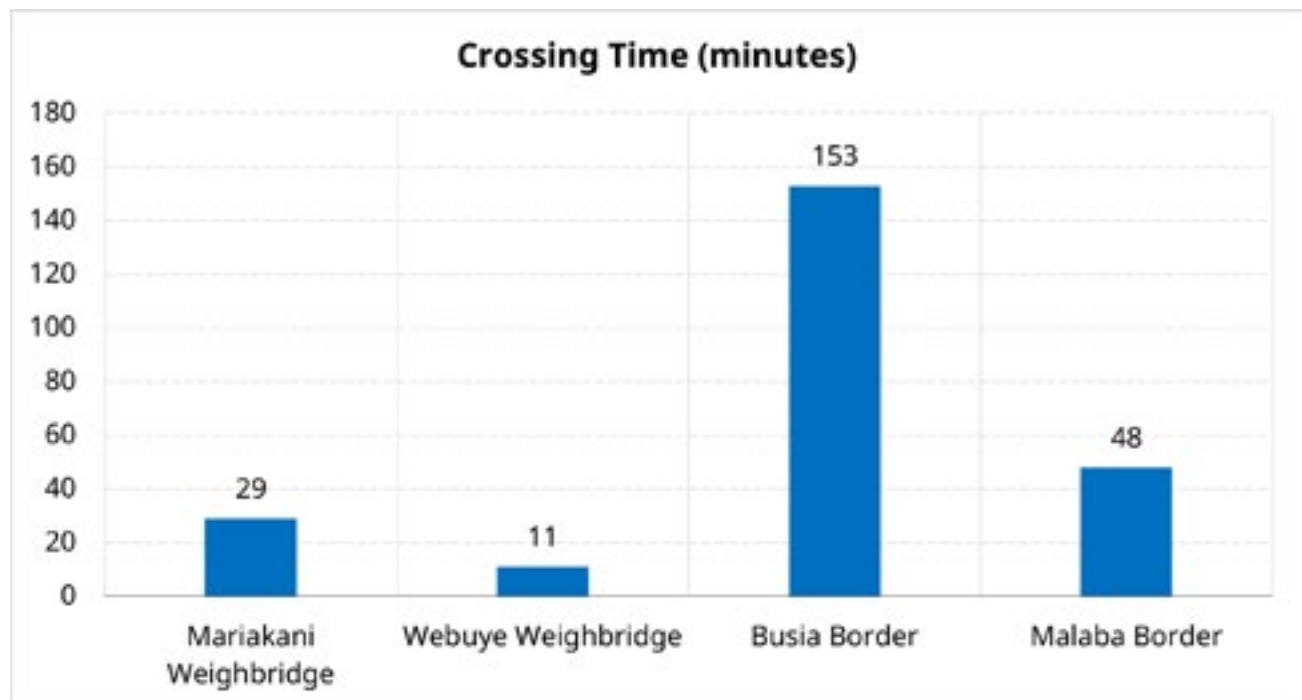


Figure 12: Average Weighbridge and Border Crossing Time along the Northern Corridor

Source: GPS Tracking Data 2025

The average actual crossing time at the Malaba border was 48 minutes, reflecting relatively efficient processing compared to the Busia border, where average crossing time stood at 2.55 hours. The significant difference suggests comparatively longer clearance or procedural delays at Busia. Under normal circumstances, weighbridge crossing times range between 5–10 minutes; however, ongoing infrastructure development along the corridor has affected performance at certain locations. Mariakani weighbridge recorded a higher average crossing time of 29 minutes, while Webuye weighbridge remained closer to normal levels at 11 minutes. Overall, the data indicates that ongoing infrastructure improvement works and border-specific processes continue to influence transit times along the route.



7 Intraregional Trade

Intra-regional trade is the exchange of goods and services between countries within a specific region or geographic area. It is a driver of economic growth regional integration, and economic self-reliance among nations. This chapter presents the total trade values among Northern Corridor Member States for the year 2025.

7.1 Burundi Trade

7.1.1 Formal Trade

The total value of Burundi's formal trade reached USD 1.472 billion in 2025, representing an 18% increase compared to USD 1.249 billion recorded in 2024. **Figure 13** illustrates Burundi's formal trade between 2024 and 2025.

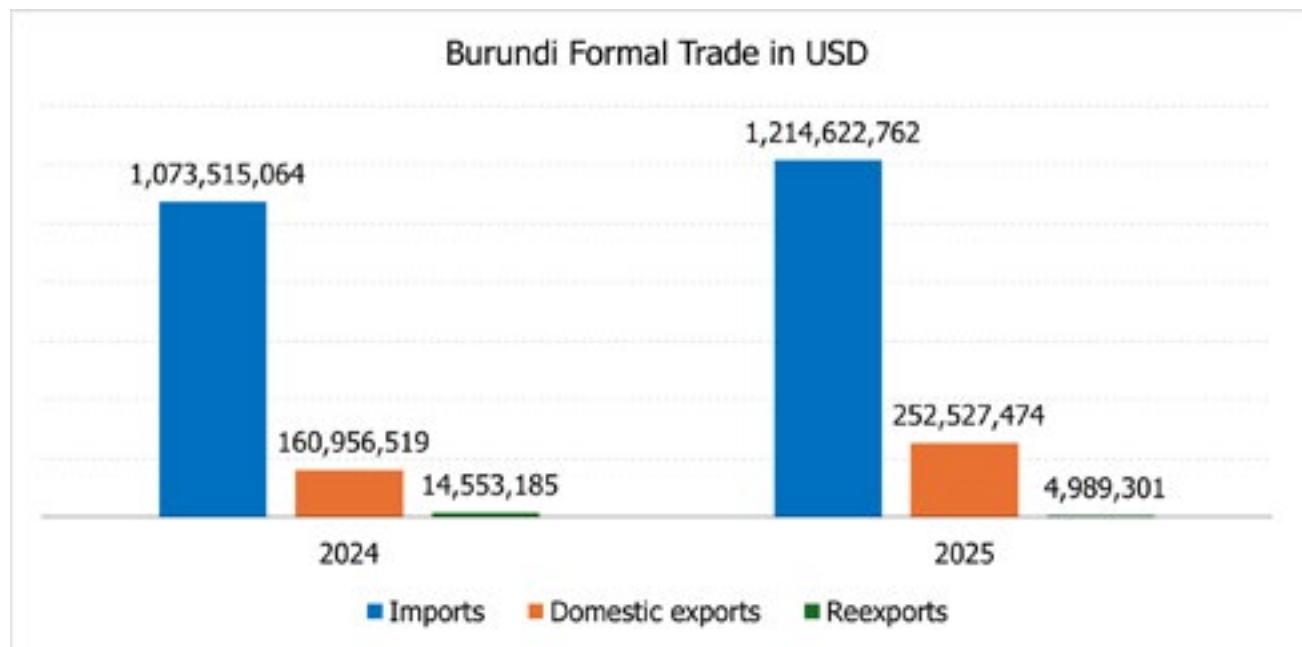


Figure 13: Burundi Formal Burundi Trade in 2024 and 2025

Source: INSBU 2024 and 2025

In 2025, Burundi's trade profile was heavily import-oriented. Imports accounted for 83% of the total trade value, while exports represented 17%. Imports increased by 13% reflecting sustained domestic demand for goods and services. Domestic exports increased by 57% while reexports declined significantly by 66% indicating reduced intermediary trade activities.



7.1.1.1 Top Ten Trading Partners for Burundi

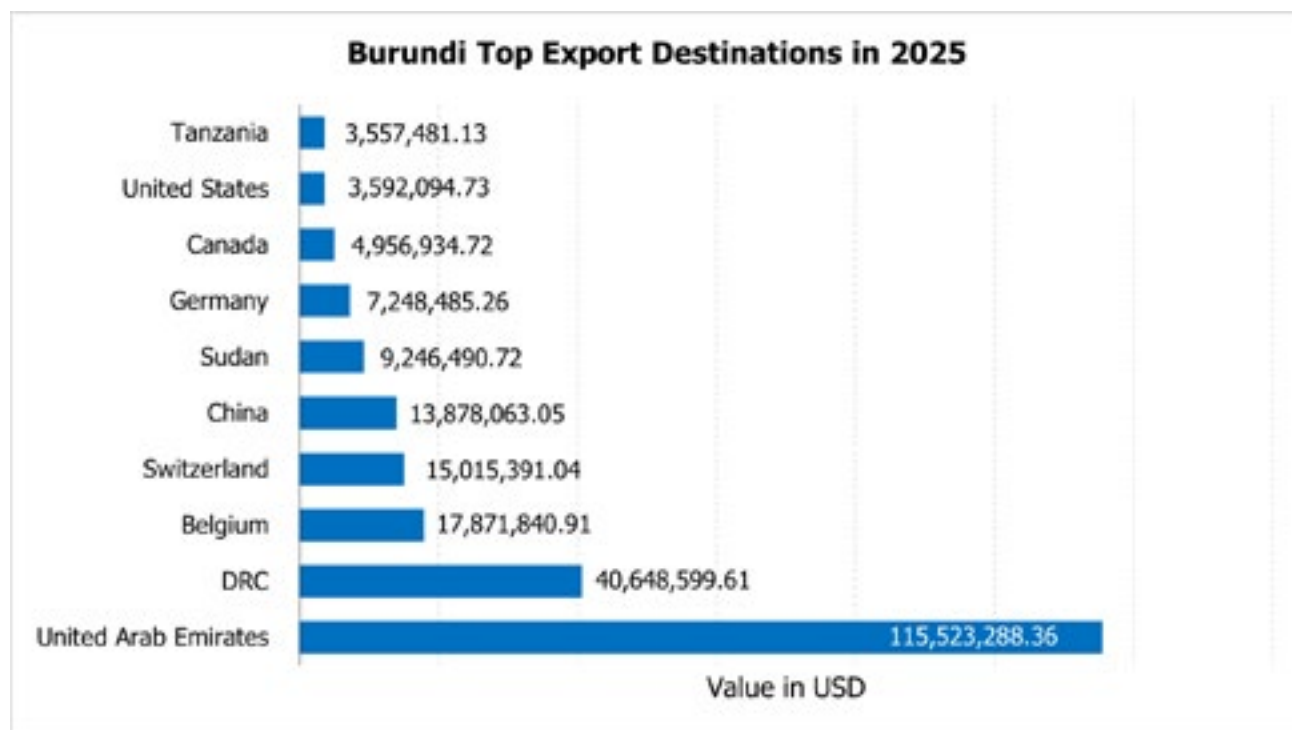


Figure 14: Burundi Top Export Destinations in 2025

Data Source: INSBU 2025

The United Arab Emirates (UAE) was the leading export destination, with exports valued at USD 115.5 million followed by the DRC and Belgium as shown in **Figure 14**.

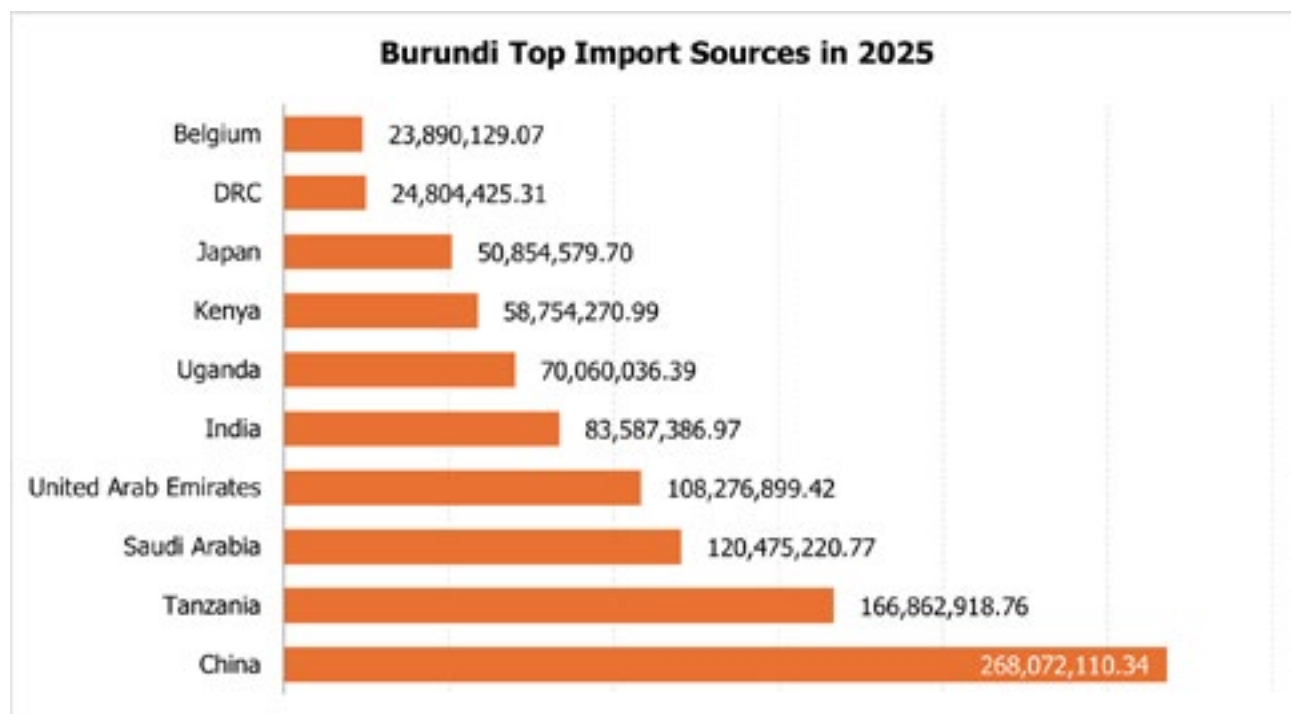


Figure 15: Burundi Top Import Sources in 2025

Data Source: INSBU 2025

China and Tanzania were top trading partners with imports valued at USD 268 million and USD 166 million respectively. Overall, Burundi's trade structure reflects strong regional integration within East Africa, export linkages with the Middle East and Europe, and growing import dependence on Asian manufacturing economies as presented in **Figure 15**.

7.1.2 Informal Trade

Burundi's informal cross-border trade totaled USD 179.44 million in 2025, with imports accounting for 53% and exports 47% as shown in **Table 42**.

Table 42: Burundi Informal Trade in 2025

Country	Imports	Exports	Total
DRC	535,374	27,788,725	28,324,099
Rwanda	62,463	-	62,463
Tanzania	93,436,764	56,483,940	149,920,705

Country	Imports	Exports	Total
Others	1,114,633	14,437	1,129,069
TOTAL	95,149,234	84,287,102	179,436,336

Data Source: INSBU 2025

Burundi's informal imports are mainly dominated by energy products, food commodities, and livestock, including petroleum oils, live cattle, rice, dried or smoked fish, and groundnuts, reflecting strong demand for fuel and essential food supplies.. On the export side, Burundi's informal trade is largely composed of agricultural and food products such as maize, groundnuts, pulses, fruits, and cereals, alongside processed goods and consumer items including soaps, beverages, fruit juices, palm oil, live animals, plastic packaging materials, and second-hand clothing.

7.2 Formal Trade in Kenya

The total value of Kenya's formal trade reached USD 30.4 billion in 2025, representing an 18% increase compared to USD 1.249 billion recorded in 2024. **Figure 16** shows Total Trade value for Kenya in 2025 compared to 2023 and 2024.

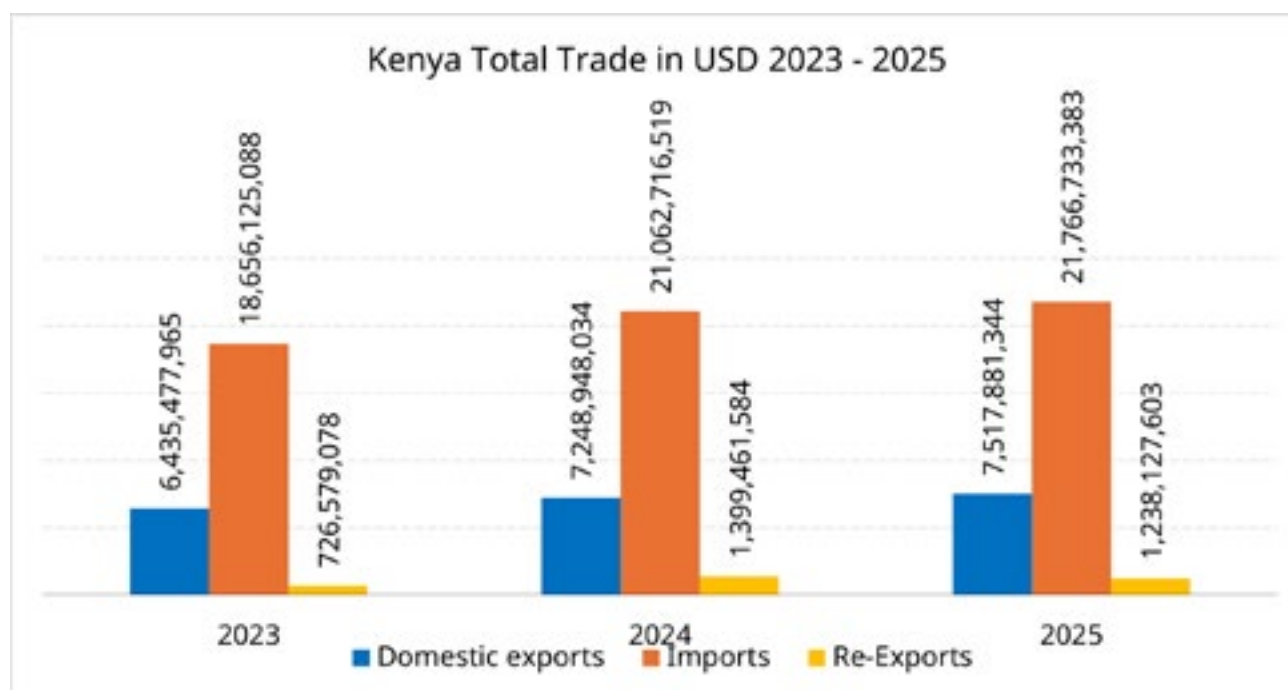


Figure 16: Total Kenya Trade 2023-2025

Source: KNBS Provisional Data 2025

Imports in 2025 represented for 71% of total trade, domestic exports 24%, while re-exports constituted 4% of the total trade in Kenya.

7.2.1 Top Ten Export Destinations for Kenya



Figure 17: Kenya Top Export Destinations in 2025

Data Source: KNBS Provisional Data 2025

Kenya's leading export destination was Uganda in 2025 at 1.29 billion USD followed by the USA and the UAE as shown in **Figure 17**.

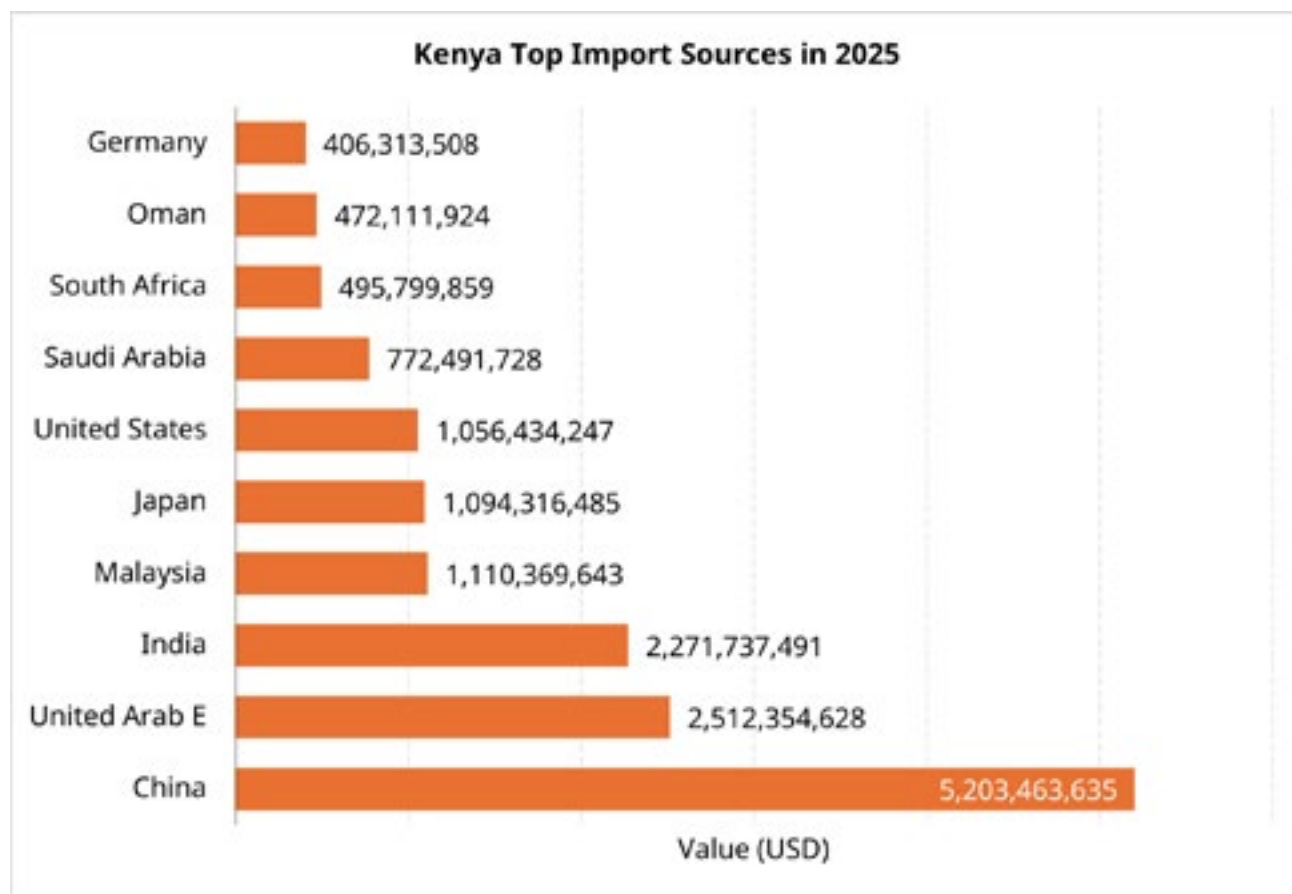


Figure 18: Kenya Top Import Sources in 2025

Data Source: KNBS Provisional Data 2025

In terms of imports, China was the leading trading partner for Kenya accounting for 24% of the country imports in 2025. Within the African region, Kenya's main import source was South Africa as presented **Figure 18**.

7.2.2 Kenya Total Trade with other Northern Corridor Member States

In 2025, the total trade value for Kenya with other Northern Corridor Member States was valued at USD 2.57 billion. The trade value for Kenya with the respective Member States is shown in **Table 43**.

Table 43: Formal Trade between Kenya and other Member States in USD

Country	Domestic Exports	Imports	Re-exports	Total
Burundi	55,019,048	634,915	20,461,075	76,115,038
DRC	225,027,934	26,121,711	69,535,337	320,684,982
Rwanda	269,877,496	11,825,425	78,961,801	360,664,722
South Sudan	139,145,447	1,971,726	27,420,138	168,537,311
Uganda	1,027,447,678	356,447,106	263,283,769	1,647,178,553
Grand Total	1,716,517,603	397,000,883	459,662,119	2,573,180,605

Data Source: KNBS Provisional Data 2025

Uganda was the top trading partner for Kenya in the region accounting for 64% of the total trade value with the main traded products being tea, coffee, cement, machinery, petroleum, medicaments, among others. Kenya is a net exporter in the region with domestic exports accounting for 67% of the total trade value.

7.3 Rwanda Trade

7.3.1 Formal Trade

The total formal intraregional trade for Rwanda with other Northern Corridor Member States in 2025 was valued at USD 1.577 billion, a 7% increase compared to 2024. **Table 44** presents intraregional trade for Rwanda.

Table 44: Formal Rwanda Imports and Exports in 2025

	Imports (USD)		Exports (USD)		Total Trade Value (USD)		%
	2024	2025	2024	2025	2024	2025	Change
Burundi	1,022,297	4,056,117	22,305,391	25,714,653	23,327,688	29,770,769	28%
DR Congo	38,433,125	56,631,805	887,367,580	877,224,406	925,800,704	933,856,211	1%
Kenya	267,715,441	298,104,025	5,982,434	10,288,368	273,697,875	308,392,393	13%
South Sudan	60,239	9,458	8,011,881	10,567,741	8,072,120	10,577,199	31%
Uganda	220,910,823	255,517,341	18,697,350	38,986,200	239,608,173	294,503,542	23%
Grand Total	528,141,925	614,318,747	942,364,636	962,781,368	1,470,506,561	1,577,100,115	7%
% Share	36%	39%	64%	61%			

Data Source: National Bank of Rwanda 2025

Rwanda's trade with DRC accounted for 59% of the total intraregional trade value while South Sudan trade with Rwanda grew by 31%.

7.3.1.1 Top 10 Trading Partners for Rwanda

Rwanda exported more in 2025 to the Northern Corridor Member State of DRC while its imports majorly originated from China, India and United Arab Emirates. **Figure 19** and **Figure 20** show the top 10 destinations and sources for Rwanda exports and imports in 2025, respectively.

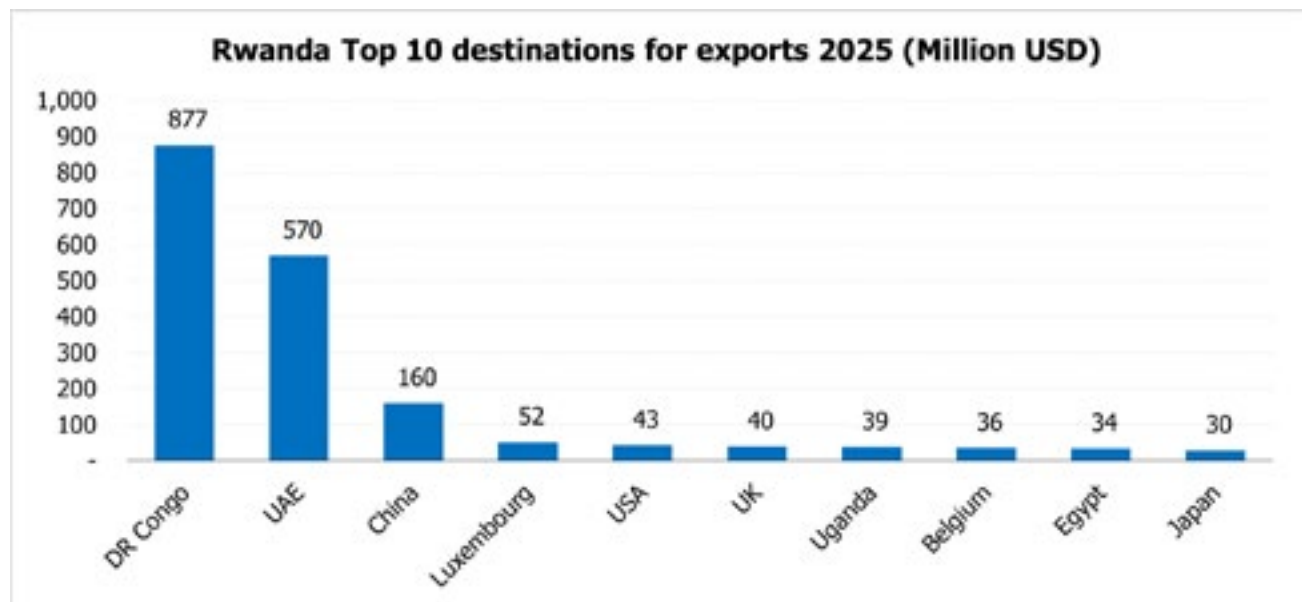


Figure 19: Top Destinations for Rwanda Exports in 2025

Data Source: National Bank of Rwanda 2025

The main export commodities included coffee, niobium, tantalum, and vanadium ores and concentrates, tea, petroleum oils and oils from bituminous minerals, tin ores and concentrates, cereals, among others.

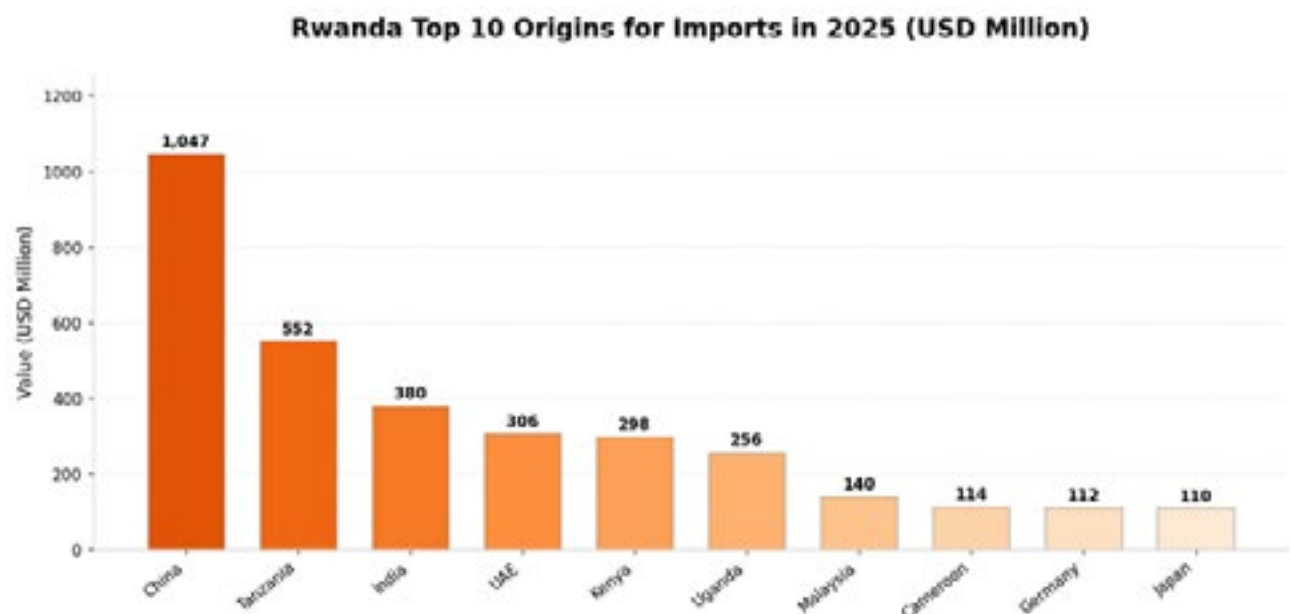


Figure 20: Top Import Countries for Rwanda in 2025

Data Source: National Bank of Rwanda 2025

The main imported goods included Petroleum and vegetable oils and oils from bituminous minerals, cereals, sugars, electronics, medicaments, among others.

7.3.2 Informal Trade

The total informal trade for Rwanda was valued at USD 186.8 million in 2025, out of which 93% were exports and 7% were imports. **Table 45** presents the informal cross-border trade for Rwanda with its neighbors.

Table 45: Informal Trade with other Northern Corridor Member States

	Informal Exports (USD)	Informal Imports (USD)	Total Informal Trade	Total Informal Trade Share
DR Congo	141,725,835.03	4,321,091	146,046,926.00	78%
Uganda	10,213,934.44	4,262,311	14,476,245.13	8%
Tanzania	21,696,829.39	4,559,905	26,256,734.79	14%
Grand Total	173,636,599	13,143,307	186,779,905.93	
Total Informal Trade Share	93%	7%		

Data Source: National Bank of Rwanda 2025

The main informal imports and exports traded between Rwanda and neighboring countries included livestock, meat and meat products, fish, cereals, vegetable oil, dairy products, fruits, potatoes and cassava, among others.

7.4 South Sudan Trade

In 2025, the total value of formal imports for South Sudan reported USD 724 million. The import goods in South Sudan are of various categories and very assorted. **Table 46** details import trade for South Sudan in 2025.

Table 46: Formal Imports Trade from South Sudan 2025

	Exports	Imports	Total
Kenya	1,971,726	166,565,585	168,537,311
Rwanda	9,458	10,567,741	10,577,199
Uganda	21,514,193	523,744,499	545,258,692
Total	23,495,377	700,877,825	724,373,202

Data Source: NCTTCA Mirrored Statistics 2025

7.5 Uganda Trade

7.5.1 Formal Trade

In 2025, Uganda's total formal intra-regional trade amounted to USD 3.997 billion, up from USD 2.81 billion in 2024. **Table 47** provides detailed trade flows between Uganda and the other Northern Corridor Member States.

Table 47: Formal Intra-regional Trade with Northern Corridor Member States

Country	Imports	Exports	Total Trade Value	Percentage Share
Burundi	3,931,809	76,974,482	80,906,291	2.0%
D.R. Congo	24,061,640	661,067,564	685,129,203	17.1%
Kenya	1,617,762,706	675,895,572	2,293,658,277	57.4%
Rwanda	28,239,470	363,552,559	391,792,029	9.8%
South Sudan	21,514,193	523,744,499	545,258,692	13.6%
Total	1,695,509,818	2,301,234,675	3,996,744,493	
Percentage Share	42.4%	57.6%		

Data Source: UBOSS 2025

7.5.1.1 Top Trading Partners for Uganda

Uganda imported more from China, Tanzania, Kenya, and India, and exported more to the UAE and Hong Kong. **Figure 21** and **Figure 22** show the top import and export destinations for Uganda, respectively. Among the top 10 export destinations, four (4) of the Northern Corridor Member States featured namely Kenya, DRC, South Sudan, and Rwanda.

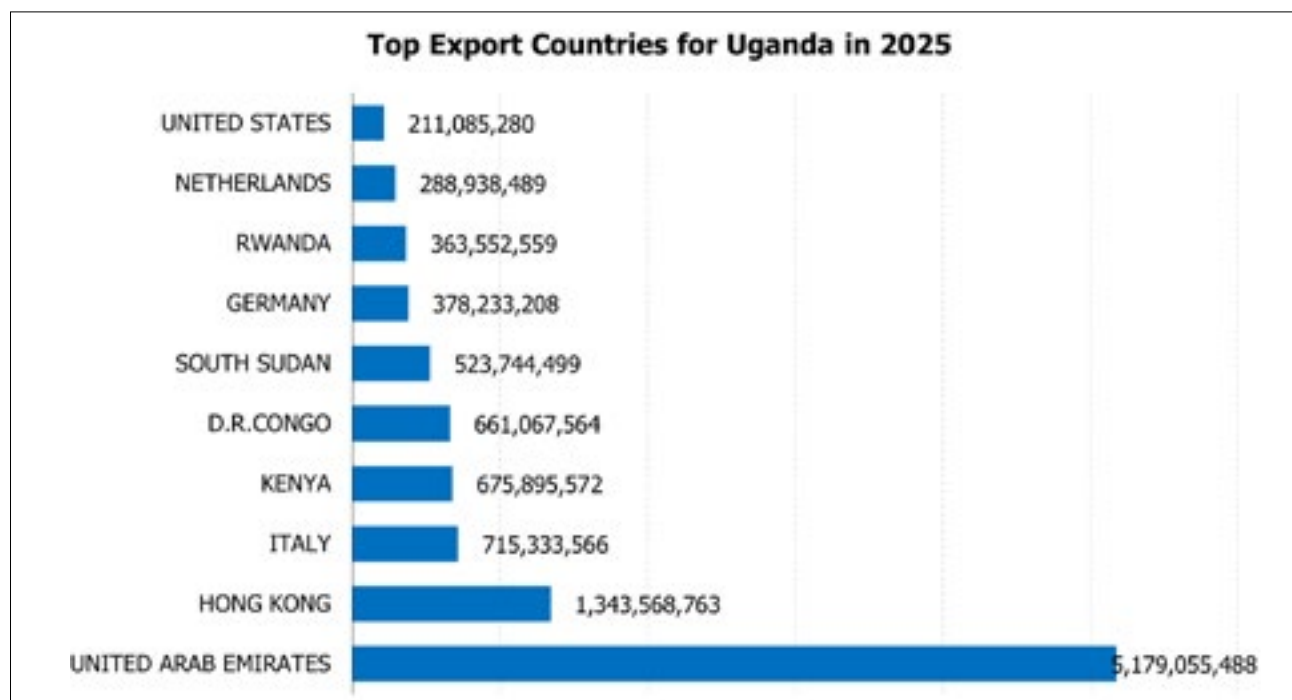


Figure 21: Top Export Countries for Uganda in 2025

Data Source: UBOSS 2025

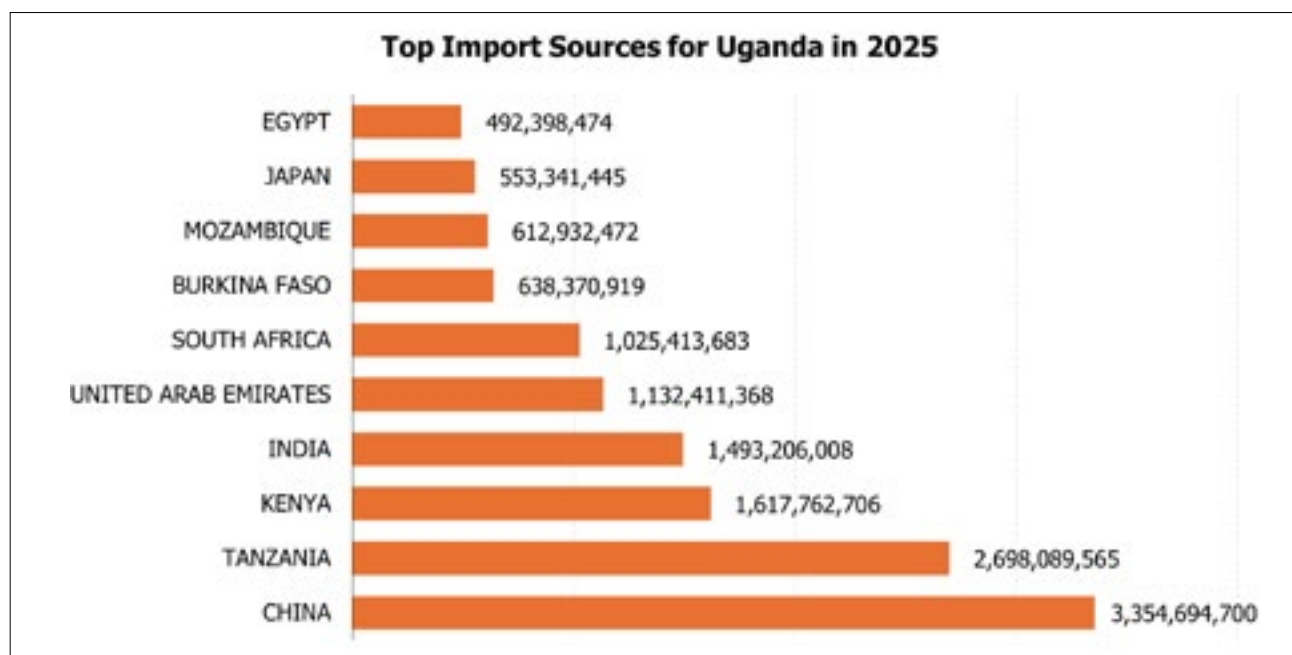


Figure 22: Top Import Countries for Uganda in 2025

Data Source: UBOSS 2025

7.5.2 Informal Trade

Uganda total informal trade value for 2025 was USD 1 billion with exports accounting for 85% while imports were 15%. **Table 48** presents informal trade in Uganda.

Table 48: Informal Trade in Uganda in USD

Country	Exports	Imports	Total Trade Value	Percentage Share
DR Congo	580,152,147	84,241,728	664,393,875	66.0%
Kenya	115,163,381	38,945,942	154,109,323	15.3%
South Sudan	96,218,862	11,729,713	107,948,575	10.7%
Tanzania	41,524,924	11,361,151	52,886,075	5.3%
Rwanda	23,335,282	3,478,571	26,813,853	2.7%
Total	856,394,596	149,757,106	1,006,151,701	
Percentage Share	85.1%	14.9%		

Data Source: UBOSS 2025

7.6 Non-Tariff Barriers to Trade

Non-Tariff Barriers (NTBs) are trade restrictions and obstacles that do not involve traditional customs duties or tariffs. They encompass a broad array of regulations, policies, practices, restrictions, specific requirements, private sector business practices, or prohibitions that impede the smooth flow of exports and imports across borders. Under the EAC NTB Act of 2017, NTBs are classified into eight categories: Government involvement in trade and associated practices; Customs and administrative entry procedures; Technical barriers to trade; Sanitary and phyto-sanitary measures; Specific limitations; Charges on imports; Other procedural problems; and Transport, clearing, and forwarding.

7.6.1 Trade-related NTBs along the Northern Corridor

In October 2025, the EAC Timebound Programme for the elimination of identified NTBs reported that 27 NTBs were unresolved within the region, out of which 18 directly inflate trade and transport costs. These barriers primarily manifest as unharmonised weighbridge inspections, discriminatory

road-user charges and county cess, delays in the verification of EAC Certificates of Origin, and the imposition of domestic excise duties on intra-EAC transfers.

The persistence of these NTBs generates dual economic impact: direct monetary costs (unofficial payments, higher fuel consumption, and fines) and time-related costs (increased transit times, reduced truck utilisation, and spoilage of perishables goods). Given that the Northern Corridor handles over 65% of the EAC's imports and exports⁴, these barriers undermine the capacity of intra-EAC trade. Despite concerted regional integration frameworks like the Customs Union and Common Market, these practical, operational impediments continue to suppress the seamless flow of goods, highlighting a critical need to transition from qualitative complaint tracking to quantitative and monetised complaints.

7.6.2 Impact of NTBs on Transit Costs along the Northern Corridor

To quantify the impact of NTBs on transit costs, NCTTCA applied an augmented structural gravity model to the Corridor Observatory quarterly data spanning from 2022 to 2024 for bilateral routes between Kenya, Uganda, and Rwanda⁵. The model monetized transit time delays, the primary proxy for logistical NTBs, using the standard EAC value-of-time of USD 50 per truck-hour (World Bank 2019). The preferred Random Effects model, which explained 97.2% of the variation in regional transit costs, demonstrated that structural fundamentals such as geographic distance and macroeconomic price indices dictate baseline freight pricing. Specifically, a 10% increase in route distance raises transport rates by 6.03%, while an equivalent increase in exporting country's GDP strain logistics infrastructure and drive transport costs up by 2.89%. This is expected in the context of the Northern Corridor region given the limited economic regulation of the transport sector. **Table 49** presents the structural gravity model results..

Importantly, the model provides an evidence-based metric for trade facilitation interventions. A predictive policy simulation revealed that a realistic 10% reduction in corridor transit time, achievable by eliminating logistical NTBs such as police checkpoints (reducing to mandatory and routine traffic checks), unharmonized weighbridges, and border delays, would potentially lower overall bilateral transit costs by an average of 4.21%.

$$\text{Percentage Change in Transit Cost}_{ijt} = (e^{-0.043} - 1) \times 100\% = -0.421\%$$

Using these findings, policymakers can now forecast financial returns of eliminating specific barriers, thereby justifying targeted infrastructure and policy investments along the corridor.

⁴ East African Business Council (EABC) & NCTTCA. (2022). EAC Transport & Logistic Cost High at 1.8 USD Per KM Per Container. Available at: <https://eabc-online.com/eac-transport-logistic-cost-high-at-1-8-usd-per-km-per-container/>

⁵ The analysis covers the Member States of Kenya, Rwanda and Uganda due to limited data in the Member States of Burundi, DRC and South Sudan.

Table 49: Impact of NTBs on Transit Costs: Structural Gravity Model Estimates

VARIABLES	(1) Pooled OLS	(2) Random Effects	(3) Fixed Effects	(4) IV-GMM	(6) PPML
Log GDP Exporting Country	0.289*** -0.1	0.289*** -0.1	-0.133 -0.105	0.289*** -0.093	0.040** -1.013
Log GDP Importing Country	-0.641*** -0.1	-0.641*** -0.1	-0.219** -0.105	-0.641*** -0.093	-0.090** -1.012
Log Distance (KM)	0.603** -0.287	0.603** -0.287		0.603* -0.265	0.079* -0.047
Log Transit Time NC (hours)	-0.043 -0.129	-0.043 -0.129	-0.048 -0.08	-0.043 -0.119	-0.005 -0.02
Log Price Index Exporting Country	1.933*** -0.176	1.933*** -0.176	0.213 -0.231	1.933*** -0.162	0.281 -0.032
Log Price Index Importing Country	-2.001*** -0.158	-2.001*** -0.158	-0.284 -0.225	-2.001*** -0.146	-0.286 -0.03
Constant	4.724** -1.967	4.724** -1.967	8.865*** -0.808	4.724** -1.818	1.639** -0.216
Observations	48	48	48	48	48
R-squared		0.972	0.278	0.972	
Number of country_pair_id		4	4		
Standard errors in parentheses					
*** p<0.01, ** p<0.05, * p<0.1					

7.6.3 Impact of NTBs on Trade Flows along the Northern Corridor

The augmented gravity model was also used to assess how NTBs impact trade flows among the member States of Kenya, Uganda, and Rwanda over the same period. Utilizing the Poisson Pseudo-Maximum Likelihood (PPML) and Instrumental Variables Generalized Method of Moments Regression (IV-GMM) estimators, the findings confirmed that exporter production capacity (GDP) is the dominant driver of trade flows, with a 10% economic expansion yielding proportional increases in bilateral exports. Additionally, larger disparities in GDP per capita between partners were shown to stimulate trade, providing empirical support for endowment-driven comparative advantage within the region.

Table 50 presents the structural gravity model results.

While the short timeframe of the quarterly panel data made it challenging to statistically isolate the effects of specific logistical frictions like customs dwell times, the economic magnitudes of identified pair-specific NTBs indicated severe trade suppression. For instance, using the standard structural gravity formula for dummy variables, a simulation of the removal of the Rwanda excise duty on Kenyan juices suggested a potential 44.1% reduction in affected bilateral trade flows as indicated in the formula below.

$$\text{Potential Trade Flow Effects}_{\text{Rwanda Excise Duty NTB}} = (e^{-0.582} - 1) \times 100\% = -44.1\%$$

Scaling the removal of such NTBs to achieve even a conservative 10–20% aggregate recovery in suppressed intra-regional trade could generate billions of dollars in annual trade gains in these Member States. These findings highlight the urgency of dismantling high-impact barriers to fully unlock the export potential of the Northern Corridor.

Table 50: Impact of NTBs on Trade flows: Structural Gravity Model Estimates

VARIABLES	(1) Pooled OLS	(2) Fixed Effects	(3) Random Effects	(4) IV-GMM	(5) PPML
Ln GDP exporter	0.276 (1.103)	-0.026 (0.776)	-0.457 (1.374)	0.276 (0.933)	1.450*** (0.361)
Ln GDP importer	-0.919 (0.978)	-0.617 (1.743)	-0.185 (1.178)	-0.919 (0.828)	-0.001 (0.509)
Ln GDP per capita absolute difference	0.269 (0.197)	0.269 (0.169)	0.269 (0.184)	0.269 (0.167)	0.125*** (0.024)
Ln price index / exchange rate (exporter)	-0.617 (3.489)	-7.525 (5.755)	-5.598 (4.727)	-0.617 (2.952)	2.102 (4.369)
Ln price index / exchange rate (importer)	2.432 (2.927)	9.339 (7.466)	7.413 (6.012)	2.432 (2.477)	1.729 (3.559)
Ln customs dwell time bMombasa	-0.566 (0.558)	-0.566 (0.550)	-0.566 (0.558)	-0.566 (0.472)	
Ln customs release time bMombasa	-0.072 (0.161)	-0.072 (0.096)	-0.072 (0.113)	-0.072 (0.137)	
Weighbridge non-compliance (%)	0.046 (0.118)	0.046 (0.109)	0.046 (0.111)	0.046 (0.100)	
NTB Kenya-Uganda fish excise	3.229 (3.376)				
NTB Rwanda excise on Kenyan juices	-0.582 (1.048)				
Ln distance (Mombasa bcapitals)			-0.684 (1.556)	-0.684 (1.042)	
com_lang			3.429 (2.921)	3.429 (2.569)	
Constant	9.616 (26.844)	10.498 (23.187)	13.885 (33.341)	13.885 (28.847)	-5.004 (28.089)
Observations	72	72	72	72	72
R-squared	0.840	0.422		0.840	
Number of country_pair_id		6	6		
Robust standard errors in parentheses *** p<0.01, ** p<0.05, * p<0.1					



8 Greenhouse Gases Emissions

Freight transport along the Northern Corridor is critical to regional trade and integration and socio-economic development among member states. Due to limited railway infrastructure, weak interconnectivity, and underdeveloped inland waterways transport systems, the movement of goods is predominantly road-based. While road transport offers operational flexibility, it is also the most carbon-intensive mode, making it a significant contributor to greenhouse gas (GHG) emissions across the Corridor.

Cargo volumes moving through the Northern Corridor have increased steadily in recent years, reflecting growing trade demand in the region. In 2025, the Port of Mombasa alone handled over 45 million metric tonnes of cargo, resulting in increased freight traffic along Corridor routes. This growth in cargo movement has led to higher fuel consumption and rising GHG emissions, underscoring the need to better understand the environmental footprint of transport operations along the Corridor.

As part of the Northern Corridor Green Freight Strategy 2030, NCTTCA undertook baseline studies to establish GHG emission levels across different road sections of the Northern Corridor, providing a foundation for informed policymaking, emissions monitoring, and future mitigation interventions. This chapter reports on findings from the 2024/2025 baseline surveys for GHG estimation along the Northern Corridor using the Northern Corridor Greenhouse Gas Emissions Estimation Model (NCEM). It also outlines the traffic distribution, emissions by vehicle category, and environmental impacts while identifying potential mitigation strategies.

8.1 Summary of GHG Emissions Findings

The 2024/2025 baseline survey estimated that road-freight transport along the Northern Corridor routes generates 3.96 million metric tonnes of CO₂-equivalent (MMtCO₂e) and 20,298 tonnes of air pollutants per year. Kenya has the highest emissions at 65% of the total emissions followed by Uganda at 21%. Across the Northern Corridor region, 55% of sampled trucks were loaded, implying that 45% of all vehicle – kilometres are run empty, a major driver of unnecessary emissions. **Table 51** presents the summary of GHG emissions baseline survey findings.

Table 51: GHG Emissions Baseline Survey along the Northern Corridor Summary Findings

Indicator	Burundi	DRC	Kenya	Rwanda	South Sudan	Uganda
 CO₂ Emissions Total 3.96 MMtCO ₂ e	0.062	0.04	2.59	0.34	0.099	0.83
 Air Pollutants NO _x is 94%, PM10 is 5% and BC 1% (Total: 20,298 tonnes/year)	211.7	92	15,271.50	786.6	426.2	3,682.20
 Traffic Volume (vehicles/day)	924	570	15,583	3,764	888	7,443
 Emissions per Route (Tonnes/Year) Note: Total Pollutants per respective route are in the similar percentages as emissions.	Gitega-Gatumba (66%); Namba-Bujumbura (34%)	Bunagana – Goma 3,276 (8.9%) Goli – Bunia 10,027 (27.2%) Bunia – Kisangani 14,477 (39.3%) Kasindi – Beni 6,069 (16.5%) Beni – Butembo 3,023 (8.2%)	Mau Summit – Busia 83,610 (3.2%) Nairobi – Malaba 933,234 (36.0%) Mombasa – Nairobi 1,575,534 (60.8%)	Kigali – Rusizi 283,231 (84.0%) Cyanika – Rubavu 28,152 (8.3%) Musanze – Kigali 17,810 (5.3%) Gatuna – Kigali 8,089 (2.4%)	Nimule-Juba (98,951)	Mbarara – Katuna 18,112 (2.2%) Mbarara – Cyanika 46,463 (5.6%) Busia/Malaba – Elegu 260,721 (31.2%) Mbarara – Mpondwe 32,825 (3.9%) Lukaya – Mbarara 47,856 (5.7%) Kampala – Lukaya 74,309 (8.9%) Malaba/Busia – Kampala 354,339 (42.5%)
 Vehicle Categories Distribution per Country LDT/2 – Axle 29.0% MCV – 3 Axle 9.3% MCV – 4 Axle 1.6% HCV – 5&6 Axle 58.5% HCV – 7&8 Axle 1.4% HCV – > 8 Axle 0.1%	LDT/2 – Axle 34.6% MCV – 3 Axle 25.3% MCV – 4 Axle 3.6% HCV – 5&6 Axle 34.1% HCV – 7&8 Axle 2.4% HCV – > 8 Axle 0.0%	LDT/2 – Axle 18.8% MCV – 3 Axle 5.1% MCV – 4 Axle 3.2% HCV – 5&6 Axle 66.7% HCV – 7&8 Axle 6.3% HCV – > 8 Axle 0.0%	LDT/2 – Axle 27.0% MCV – 3 Axle 6.8% MCV – 4 Axle 0.8% HCV – 5&6 Axle 64.9% HCV – 7&8 Axle 0.4% HCV – > 8 Axle 0.1%	LDT/2 – Axle 47.2% MCV – 3 Axle 24.3% MCV – 4 Axle 2.2% HCV – 5&6 Axle 22.6% HCV – 7&8 Axle 3.5% HCV – > 8 Axle 0.2%	LDT/2 – Axle 12.0% MCV – 3 Axle 9.1% MCV – 4 Axle 1.7% HCV – 5&6 Axle 72.9% HCV – 7&8 Axle 4.1% HCV – > 8 Axle 0.2%	LDT/2 – Axle 26.2% MCV – 3 Axle 5.4% MCV – 4 Axle 2.5% HCV – 5&6 Axle 64.2% HCV – 7&8 Axle 1.6% HCV – > 8 Axle 0.1%
 Emission Reduction Targets (2030)	20% (conditional)	19% (conditional)	32%	38%	44%	29%

9. Recommendations

The Northern Corridor Transport Observatory report formulates recommendations based on the findings reported to improve the corridor's efficiency, promote trade and support regional integration.

a) Infrastructure and Connectivity

Member States to:

- i). Fasttrack development, upgrade and maintenance of priority corridor roads, rail links, inland waterways, and port infrastructure to ensure seamless connectivity.
- ii). Integrate rail and inland water transport systems to support modal shift and reduce pressure on road transport, including cargo transshipment on MGR between Kenya and Uganda at Malaba
- iii). Accelerate development and operationalization of Roadside Stations (RSS), truck parking yards and rest areas to improve driver welfare, road safety, and cargo security.
- iv). Install and operationalize weighbridges and high-speed weigh-in-motion systems to protect road infrastructure.
- v). Scale up expansion, digitization and operational optimization of the port of Mombasa to match growing cargo volumes, reduce congestion and dwell time.

b) Corridor Efficiency and Operations

Member States to:

- i). Improve coordination between the private sector players and government agencies at the borders to reduce delays.
- ii). Establish a coordinated framework for empty container repatriation to reduce inefficiencies and storage congestion.

- iii). Expand adoption and integration of digital systems such as RECTS, Single Window, Single Customs Territory and cargo scanning data sharing to enhance transparency, reduce duplication, and improve transit monitoring.

c) Policy Harmonization

Member States to:

- i). Harmonize road user charges, cross-border levies, and eliminate non-tariff barriers to reduce transport costs.
- ii). Harmonize and enforce regional instruments such as the EAC Vehicle Load Control Act (2016) and align national transport policies to ensure consistency across the corridor.

d) Regional Trade

Member States and the Northern Corridor Secretariat to:

- i). Promote export-oriented production and strengthen trade facilitation measures to enhance intraregional trade and reduce trade imbalances.
- ii). Enhance capacity of border agencies, traders, and corridor stakeholders through continuous training, awareness programs, and operational sensitization to improve regional trade.

e) Road Safety

Member States and the Northern Corridor Secretariat to:

- i). Implement sustained safety awareness programs to reduce accidents and improve corridor safety.
- ii). Develop and operationalize road crash databases and build capacity on accident/incident reporting to streamline monitoring and reporting on road safety.

f) Green Freight

- i). Member States to establish and promote cargo consolidation centres, industrial zones as well as logistics platforms to promote exports and reduce empty running
- ii). Member States to adopt harmonized vehicle age, fuel quality and motor vehicle inspection standards, promote modal shift to low emission modes, and targeted electrification of high traffic corridors to reduce emissions in the freight transport sector.
- iii). Northern Corridor Secretariat to continuously monitor freight transport emissions along the corridor.

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Annexes

Annex 1: Road Condition in Burundi.

Section-From	Section To	Length (Km)	IRI	Current Condition	Number of Lanes	Lane Width	Traffic Volume Projections
Gasenyi	Gashoho	66.98	2.1	Good	2	3	931
Gashoho	Ngozi	40.56	3.94	Good	2	3	1538
Ngozi	Kayanza	31.10	3.91	Good	2	3	1920
Kanyaru Haut	Kayanza	23	3.5	Good	2	3	525
Kayanza	Bugarama	59.55	2.38	Good	2	3	2536
Bugarama	Bujumbura	35	3.88	Good	2	3	4324
Bujumbura	Gatumba	18.92	1.8	Very Good	2	3.5	5630
Ruhwa	Nyamitanga	49.46	1.67	Very Good	2	3.5	2470
Nyamitanga	Gihanga	11.49	1.73	Very Good	2	3.5	2470
Gihanga	Bujumbura	19.86	1.64	Very Good	2	3.5	2891
Kanyaru Bas	Ngozi	23	12.48	Very Poor	2	3	238
Ngozi	Gitega	84	1.8	Very Good	2	3.5	1227
Gitega	Bugarama	65	3.71	Good	2	3	2000
Airport	Bujumbura	5.3	1.64	Very Good	4	3.5	5852

Annex 2: Road Condition in DRC.

				Actual Condition (Kms)				
ITINERAIRE / ROUTE	Route Classification	Length (Km)	IRI	Good (km)	Fair (km)	Poor (km)	Lane Width (m)	Lanes
1. Axe Bukavu - Kindu - Kisangani								
Bukavu – Burhale	RN2	55					7	1x2
Burhale – Shabunda – Lubile	RPS03	386					7	1x2
Lubile – Kalima – Mali	RN32	114		88	14	12	7	1x2
Mali – Kindu	RN31	43		43	0	0	7	1x2
Mali - Lubutu	RN3	344		77	37	230	7	1x2
Lubutu - Kisangani (Madula)	RN3	220		11	57	152	7	1x2
Lubutu - Osokari Walikale	RN3	221					7	1x2
Walikale - Hombo	RN3	107					7	1x2
Hombo - Miti	RN3	93					7	1x2
2. Axe Bukavu - Uvira								
Bukavu - Kamanyola	RN5	55					7	1x2
Kamanyola - Uvira	RN5	86					7	1x2
Uvira - Kamvivira - Front Burundi	RN30	17					7	1x2
3. Axe Kisangani - Beni - Kasindi								
Kisangani – Niania – Komanda	RN4	668					7	1x2
Komanda – Luna	RN4	72		55	18	0	7	1x2
Luna - Beni	RN4	60		60	0	0	7	

				Actual Condition (Kms)				
ITINERAIRE / ROUTE	Route Classification	Length (Km)	IRI	Good (km)	Fair (km)	Poor (km)	Lane Width (m)	Lanes
Beni – Kasindi	RN4	80		54	26	0	7	1x2
Komanda – Bunia – Mahagi	RN27	265		240	19	6	7	1x2
Komanda - Bunia	RN27	75		70	5	0	7	
Bunia - Mahagi - Goli	RN27	190		170	14	6	7	
4. Axe kisangani - Isiro - Aru								
Kisangani – Niania	RN4	340					7	1x2
Niania - Isiro	RN25	232					7	1x2
Isiro – Watsa – Aru	RN26	494					7	1x2
5. Axe Beni - Butembo - Goma								
Beni – Ndomula	RN2	132		95	37	0	7	1x2
Ndoluma – Rutshuru – Goma	RN2	246	1.67	244	0	2	7	1x2
Goma - Sake - Mirova	RN2	48	1.67	48			7	1x2
Minova - Kavumu - Bukavu	RN2	152					7	1x2
Rutshuru – Bunagana	RN28	27		9	18	0	7	1x2
Rutshuru – Ishasha	RP1035	63		12.6	33	17.4	7	1x2

Annex 3: Road Condition in Kenya.

Road No.	Description:	Road Length Km	IRI ARD	Detailed Condition Survey 2025						NO. OF LANES	LANE WIDTH	Climate Resilient Road Sections (kms)
				GOOD		FAIR		POOR				
				V.Good/ Good		Fair		Bad/Very Bad				
				Km	%	Km	%	Km	%			
CORRIDOR A												
A8	Rironi - James Gichuru	25.8	1.3	24.8	96%	1	4%	0	0%	6	3.5	25.8
A8_R5	Rironi - James Gichuru	25.8	1.7	23.4	91%	2.4	9%	0	0%	6	3.5	25.8
A8 North_R5	James Gichuru - Ole-Sereni (Nakuru-bound)	12	1.6	9	75%	2.8	23%	0.2	2%	6	3.5	Select sections
A8 North	James Gichuru -Ole-Sereni (Nairobi-bound)	13.4	1.4	10.8	81%	2.4	18%	0.2	1%	6	3.5	Select sections
A8 North_R5	Ole Sereni- Athi River (Nakuru-bound)	20	1.3	19	95%	1	5%		0%	6 & 4	3.5	Select sections
A8 North	Ole Sereni - Athi River (Mombasa-bound)	20	1.4	18.6	93%	1.4	7%		0%	6 & 4	3.5	Select sections
A8	Athi River - Kyumvi (Mombasa-bound)	24.8	1.1	24.2	98%	0	0%	0.6	2%	4	3.5	13.2
A8	Athi River - Kyumvi (Nairobi-bound)	24.2	1.2	24.2	100%	0	0%	0	0%	4	3.5	15.6
A8	Kyumvi - Sultan Hamud	65.6	1.3	65.6	100%	0	0%	0	0%	2	3.5	Select sections
	Sultan Hamud - Makindu	60.4	2.1	56	93%	4.4	7%	0	0%	2	3.5	Select sections

Road No.	Description:	Road Length Km	IRI ARD	Detailed Condition Survey 2025						NO. OF LANES	LANE WIDTH	Climate Resilient Road Sections (kms)
				GOOD		FAIR		POOR				
				V.Good/ Good		Fair		Bad/Very Bad				
				Km	%	Km	%	Km	%			
A8	Makindu - Mtito Andei	62.6	1	62.6	100%	0	0%	0	0%	2	3.5	Select sections
A8	Mtito Andei - Tsavo River	49	2.8	8	16%	41	84%		0%	2	3.5	Select sections
A8	Tsavo River - Voi	48.8	2.3	36.4	75%	12.4	25%		0%	2	3.5	Select sections
A8	Voi - Bachuma Gate	52.4	2.2	43.4	83%	9	17%	0	0%	2	3.5	Select sections
A8	Bachuma Gate - Maji ya Chumvi	53.2	2	53.2	100%	0	0%	0	0%	2	3.5	Select sections
A8	Maji ya Chumvi - Kwa Jomvu	48.2	2.7	19.2	40%		0%	29	60%	2	3.5	2.1
	Kwa Jomvu- Mombasa	8.9	1.6	8.9	100%		0%			6 & 4	3.5	8.9
S2_R	Nairobi Southern Bypass (Kikuyu-bound)	34.8	1.1	34.2	98%	0.2	1%	0.4	1%	4	3.5	34.8
S2	Nairobi Southern Bypass (Mombasa-bound)	30.6	1.1	30	98%	0.2	1%	0.4	1%	4	3.5	30.6
Corridor B												
A8	Malaba - Webuye	62	2.5	32.2	52%	29.8	48%	0	0%	2	3.5	62
A8	Webuye - Maili Tisa	52	2.4	28.8	55%	23.2	45%	0	0%	2	3.5	52
A8	Maili Tisa - Ngeria	32	1.6	32	100%		0%		0%	2	3.5	32
A8	Ngeria - Timboroa	48	1.2	48	100%		0%	0	0%	2	3.5	48
A8	Timboroa - Mau Summit	39	1.2	38.2	98%	0.8	2%	0	0%	2	3.5	39

Road No.	Description:	Road Length Km	IRI ARD	Detailed Condition Survey 2025						NO. OF LANES	LANE WIDTH	Climate Resilient Road Sections (kms)
				GOOD		FAIR		POOR				
				V.Good/ Good		Fair		Bad/Very Bad				
				Km	%	Km	%	Km	%			
A8	Mau Summit - Nyahururu Interchange	52	2.3	42.2	81%	3.9	8%	5.9	11%	2	3.5	52
A8	Nyahururu Interchange - Naivasha	63	1.9	57	90%	4.2	7%	1.8	3%	2	3.5	63
A8	Naivasha- Rironi	59.1	1.9	59.1	100%	0	0%	0	0%	2	3.5	59.1
A8-S	Naivasha - Mai Mahiu - Rironi	58	2.5	40	69%	11.6	20%	6.4	11%	2	3.5	Select sections
MAU SUMMIT - BUSIA												
A12	Busia - Ugunja	42	2.8	30	71%	7	17%	5	12%	2	3.5	Select sections
A12	Ugunja - Kisian	59	3.1	25	42%	29	49%	5	8%	2	3.5	Select sections
A12	Kisian - Ahero	38.4	2.7	23.4	61%	15	39%	0	0%	2	3.5	Select sections
A12	Ahero - Kericho	57	2.2	55	96%	2	4%	0	0%	2	3.5	57
A12	Kericho - Mau Summit	60	2	50	83%	5	8%	0	0%	2	3.5	60
VOI TAVETA												
A6	Voi - Mwatate - Taveta	124	1.1	122.8	99%	0	0%	1.2	1%	2	3.5	124

Annex 4: Road Condition in Rwanda.

Section and Sub-section	Length	IRI (m/ Km)	Current Condition			No. of lanes	Lane Width
			Km in Good Condition	Km in Bad Condition	% Good Condition		
Kagitumba - Kigali							
Kigali-Remera	8.6	2.46	13.854	3.4	80.29	4	3.5
Remera-Rugende	17.2	2.67	28.488	6	82.6	2	3
Rugende-Byimana	31	2.01	61.002	1	98.39	2	3
Byimana-Rwamagana	3.3	1.57	6.522	0	100	2	3.5
Byimana-Kayonza	17.8	1.55	35.572	0	100	2	3
Kayonza-Kiramuruzi	19.8	1.7	39.58	0	100	2	3.5
Kiramuruzi-Gabiro	33.8	1.7	67.68	0	100	2	3.5
Gabiro-Ryabega	22.1	1.8	44.22	0	100	2	3.5
Ryabega-Kagitumba	40.5	1.74	81.12	0	100	2	3.5
SUB-TOTAL	194.1	1.91	377.038	10.4			
Kigali - Huye							
Kigali-Giticyinyoni	5.1	2.73	8.8	1.4	86.27	4	3.5
Giticyinyoni-Bishenyi	8	2.86	14.3	1.9	88.27	2	3
Bishenyi-Rugobagoba	14.6	2.47	27.728	1.5	94.87	2	3
Rugobagoba-Muhanga	19.6	3.08	35.416	3.8	90.31	2	3
Muhanga-Kirengere	11.2	1.88	21.788	0.6	97.32	2	3
Kirengere-Ruhango	14.6	1.58	29.096	0.1	99.66	2	3

Section and Sub-section	Length	IRI (m/ Km)	Current Condition			No. of lanes	Lane Width
			Km in Good Condition	Km in Bad Condition	% Good Condition		
Ruhango-Bigega	16	2.03	31.204	0.7	97.81	2	3
Bigega-Karubanda	34.8	1.78	69.518	0.1	99.86	2	3
SUB-TOTAL	123.9	2.3	237.85	10.1			
Huye – Akanyaru Haut							
Karubanda-Mukoni	3.5	2.01	6.744	0.3	95.74	2	3
Mukoni-Akanyaru	30.4	3.31	52.68	8.7	85.83	2	3
SUB-TOTAL	33.9	2.66	59.424	9			
Huye - Rusizi							
Karubanda-Nyamagabe	26.5	1.92	52.952	0	100	2	3.5
Nyamagabe-Kitabi	26.2	2.15	52.11	0.3	99.81	2	3.5
Kitabi-Pindura	33.3	2.32	65.0102	1.4	98	2	3.5
Pindura-Buhinga	29.3	2.87	53.384	5.3	92	2	3.5
Buhinga-Rusizi	30	2.27	29.801	0.8	96.79	2	3.5
SUB-TOTAL	145	2.3	253.349	7.8			
Gatuna-Kigali							
Nyabugogo-Karuruma	4.4	1.63	8.754	0	100	2	3.5
Karuruma-Nyacyonga	6.2	1.61	12.384	0	100	2	3.5
Nyacyonga-Cyamutara	16	1.32	31.992	0.1	99.69	2	3.5
Cyamutara-Rukomo	22.9	1.39	45.766	0	100	2	3.5

Section and Sub-section	Length	IRI (m/ Km)	Current Condition			No. of lanes	Lane Width
			Km in Good Condition	Km in Bad Condition	% Good Condition		
Rukomo-Maya	20.2	1.47	40.0016	0.4	99.01	2	3.5
Maya - Gatuna	8.3	1.26	16.508	0.1	99.4	2	3.5
SUB-TOTAL	78	1.44	155.42	0.6			
Kigali - Musanze							
Giticyinyoni-Kirenge	24.9	2.46	47.21	2.6	94.78	2	3.5
Kirenge-Base	18.9	2.33	36.242	1.6	95.77	2	3.5
Base - Gakenke	14.47	1.99	28.682	0.3	98.96	2	3.5
Gakenke - Musanze	29.47	2.19	57.177	4.8	92.27	2	3.5
SUB-TOTAL	87.53	2.19	170.311	4.8			
Musanze - Rubavu							
Musanze-Mukamira	22.79	1.89	45.38	0.2	99.56	2	3.5
Mukamira-Sashwara	7.129	1.96	14.158	0.1	99.3	2	3.5
Sashwara-Pfunda	21.29	1.87	42.274	0.3	99.3	2	3.5
Pfunda-Gisenyi	8.426	1.76	16.852	0	100	2	3.5
Gisenyi-Border	2.384	2.64	4.728	0	100	2	3.5
SUB-TOTAL	62.02	2.02	123.392	0.6			
Rusizi-Bugarama							
Ruhwa-Bugarama	7.3	1.5	14.95	0	100	2	3
Rusizi III-Mutongo	31.8	4.7	45.412	18.2	71.39	2	3

Section and Sub-section	Length	IRI (m/ Km)	Current Condition			No. of lanes	Lane Width
			Km in Good Condition	Km in Bad Condition	% Good Condition		
Mutongo-Rusizi II	4.7	2.33	9.344	0.1	98.94	2	3
Mutongo-Rusizi I	6.5	2.72	12.702	0.3	97.69	2	3
Rusizi I-Gihundwe	4.9	2.44	9.438	0.4	95.93	2	3
SUB-TOTAL	55.2	2.73	91.846	19			
Cyanika- Musanze							
Musanze-Camp Muhoza	0.7	2.21	1.3	0.1	92.86	2	3
Camp Muhoza-Gahunga	9.4	2.76	17.1	1.7	90.96	2	3
Gahunga-Kidaho	10.6	3.38	14.8	6.6	69.16	2	3
Kidaho-Cyanika	4.4	2.96	7.8	1	88.64	2	3
SUB-TOTAL	25.1	2.82	41	9.4			
Base-Rukomo- Nyagatare-Ryabega							
Base-Rukomo	51.5	2.5	102.3	0.7	99.32	2	3.5
Rukomo-Nyagatare	75.02	1.97	149.84	0.2	99.87	2	3.5
Nyagatare-Ryabega	10.7	1.89	21.4	0	100	2	3.5
SUB-TOTAL	137.22	2.12	273.54	0.9			

Annex 5: Road Condition in South Sudan

Section	Length (km)	Current Condition	No of Lane	Lane Width (M)	Climate Resilience Roads Section Km
Nimule - Nesitu - Juba	192	• DBST Asphalt with significant sections severely deteriorated due to minimal maintenance and exceeded design life	2	3.5	• Jebelein, Obama, Kerepi-Pageri section • All Bridges
Nadapal- Kapeata - Torit- Juba	365	• Gravel Road with most sections severely deteriorated due to a halt in the construction since 2022	2	3.5	• Drainage Structures/ Bridges not constructed
Juba - Lainya- Yei - Kaya	224.5	• Gravel Road with most sections severely deteriorated due to a halt in the construction since 2022	2	3.5	
Yei -Meridi	240	• Gravel Road with most sections severely deteriorated	2	3.5	
Juba -Yei- Yambio-Wau	830	• Gravel Road with most sections severely deteriorated	2	3.5	
Lasu- Yei -Juba	237	• Gravel Road with most sections severely deteriorated	2	3.5	•
Lasu- Yei- Yambio	707	• Gravel Road with most sections severely deteriorated	2	3.5	
Juba - Terekeka- Yirol - Rumbek	400	• 0+00 – 120+00 Asphalted • 120+00 – 400+00 Gravel Road severely deteriorated with works expected to resume in march 2026	2	3.5	• 0+00 to 63+00 • Most sections prone to floods

Section	Length (km)	Current Condition	No of Lane	Lane Width (M)	Climate Resilience Roads Section Km
Rumbek -Aweil	411	• Gravel Road with most sections severely deteriorated	2	3.5	
Rumbek - Bentiu	310	• Gravel Road with most sections severely deteriorated	2	3.5	
Juba-Mundri- Maridi- Yambio -Nabiapia	706	• Gravel Road with most sections severely deteriorated	2	3.5	
Yambio- Tumbra - wau - Aweil	520	• Gravel Road with most sections severely deteriorated	2	3.5	
Wau- Kawajok- wunrock- Ajak kauc -Abiemnhom- Mayom- Bentiu-Pariang	558	• Gravel Road with most sections severely deteriorated	2	3.5	
Wau - Kawajok- Wunrock -Minyen abon- Akecnhial- Agok-Ajakkauc -Abeimnhom- Mayom -Bentiu	362	• Gravel Road with most sections severely deteriorated	2	3.5	
Juba- Bor - Ayod - Malakal	620	• 0+00-200+00 (Bor) Asphalted with 6no Bridges not constructed • 200+00 – 0+620 (Renk) Gravel Road severely deteriorated and mostly impassable	4	3.5	• 6 No Bridges Between Juba and Mangala (0+00 – 64km) not constructed
Mundri- Rumbek - Wau	385	• Gravel Road with most sections severely deteriorated	2	3.5	

Note:

- IRI information is not available
- Most roads sections are in flood plains

Annex 6: Road Condition in Uganda

Link_Name	Length(km)	Surface_Type	Road Width	Number of Lanes	IRI	Condition
Kampala - Mukono	17.74	Bituminous	7	2	Ongoing Rehabilitation	Good
Mukono - Lugazi	24.14	Bituminous	9	2	Ongoing Rehabilitation	Fair
Lugazi - Njeru	30.11	Bituminous	9	2	2.86	Good
Njeru - Jinja	2.30	Bituminous	9	2	4.78	Poor
Jinja - Kakira Junction	11.85	Bituminous	8	2	1.82	Very Good
Kakira junction - Iganga	26.87	Bituminous	7	2	1.83	Very Good
Iganga - Nakalama	4.91	Bituminous	7	2	1.97	Very Good
Nakalama - Bugiri - Namutere	28.42	Bituminous	7	2	1.60	Very Good
Namutere - Busitema Junction	24.99	Bituminous	7	2	1.84	Very Good
Busitema Junction - Tororo junction	28.29	Bituminous	7	2	1.86	Very Good
Tororo junction - Malaba(Uganda/ Kenya border)	11.65	Bituminous	7	2	2.49	Good
Kibuye - Natete - Busega	6.52	Bituminous	9	2	4.35	Fair
Busega - Mpigi	25.34	Bituminous	9	2	2.64	Good
Mpigi - Buwama	32.08	Bituminous	9	2	2.37	Good
Buwama - Lukaya	30.50	Bituminous	9	2	2.70	Good
Lukaya - Masaka - bypass	34.00	Bituminous	7	2	1.91	Very Good
Masaka - Lyantonde	67.78	Bituminous	7	2	1.93	Very Good

Link_Name	Length(km)	Surface_Type	Road Width	Number of Lanes	IRI	Condition
Lyantonde - Mbarara(Bushenyi junction)	67.31	Bituminous	7	2	1.95	Very Good
Mbarara(Bushenyi Junction) - Ntungamo	61.73	Bituminous	7	2	Ongoing Rehabilitation	Good
Ntungamo - Rubaale	14.95	Bituminous	7	1	2.33	Good
Rubaale - Muhanga - Kabale	59.41	Bituminous	7	2	2.41	Good
Kabale - Katuna	21.70	Bituminous	7	2	2.44	Good
Kabale - Ikumba - Muko	42.00	Bituminous	6	2	3.16	Good
Muko - Nyakabande - Kisoro	33.85	Bituminous	6	2	2.66	Good
Kisoro - Bunagana	12.03	Bituminous	6	2	2.92	Good
Kisoro - Muganzi - Chahi	5.10	Bituminous	6	2	3.29	Good
Kisoro - Kyanika	9.89	Bituminous	6	1	2.96	Good
Ishanyu - Kabwohe	26.17	Bituminous	6	2	3.64	Good
Kabwohe - Ishaka	28.08	Bituminous	6	2	5.62	Fair
Ishaka - Buhinda - Rugazi	39.30	Bituminous	7	2	2.24	Good
Rugazi - Katunguru - Kikorongo	33.10	Bituminous	7	2	2.74	Good
Busega - Bujuuko	32.23	Bituminous	9	2	3.05	Good
Bujuuko - Mityana	26.74	Bituminous	7	2	3.68	Good
Mityana - Naama - Myanzi	15.84	Bituminous	7	2	Ongoing Rehabilitation	Good
Myanzi - Kiganda	27.71	Bituminous	7	2	Ongoing Rehabilitation	Good
Kiganda-Kitenga	20.35	Bituminous	7	2	Ongoing Rehabilitation	Good

Link_Name	Length(km)	Surface_Type	Road Width	Number of Lanes	IRI	Condition
Kitenga-Mubende-Lusalira	29.79	Bituminous	7	2	3.12	Good
Lusalira - Nabingoola - Lubaale	16.30	Bituminous	7	2	2.76	Good
Lubaale - Kyegegwa	12.00	Bituminous	7	2	2.86	Good
Kyegegwa - Kakabala - Kyenjojo	52.26	Bituminous	7	2	2.96	Good
Kyenjojo - Rugombe - Fortportal	49.81	Bituminous	7	2	2.14	Good
FortPortal - Rwimi(bridge)	44.68	Bituminous	7	2	2.77	Good
Rwimi(bridge)-Hima-Mubuku	17.80	Bituminous	7	2	2.29	Good
Mubuku - Kasese	11.62	Bituminous	7	2	2.48	Good
Kikorongo - Bwera - Mpondwe	38.25	Bituminous	6	2	4.53	Fair
Kampala - Kawempe	7.68	Bituminous	9	2	3.46	Good
Kawempe - Matuga	8.59	Bituminous	7	2	2.12	Good
Matuga - Wobulenzi	28.92	Bituminous	7	2	1.97	Very Good
Wobulenzi - Kasana - Luweero	15.64	Bituminous	7	2	2.53	Good
Luweero - Nakasongola	54.83	Bituminous	7	2	1.83	Very Good
Nakasongola - Kafu	52.22	Bituminous	7	2	2.51	Good
Kafu - Kigumba	29.68	Bituminous	7	2	1.92	Very Good
Kigumba - Karuma	56.74	Bituminous	7	2	7.66	Poor
Karuma - Kamdini	12.16	Bituminous	7	2	3.09	Good
Kamdini - Minakulu	24.24	Bituminous	7	2	4.37	Fair

Link_Name	Length(km)	Surface_Type	Road Width	Number of Lanes	IRI	Condition
Minakulu - Bobi - Gulu	37.50	Bituminous	7	2	4.72	Fair
Gulu - Atiak	68.16	Bituminous	7	2	2.96	Good
Atiak - Nimule(Uganda/ Sudan border)	37.28	Bituminous	7	2	3.02	Good
Tororo - Magodes - Nabumali	33.70	Bituminous	7	2	3.50	Good
Nabumali - Mbale	10.23	Bituminous	7	2	3.93	Good
Mbale - Namunsi - Kumi	54.69	Bituminous	7	2	3.49	Good
Kumi - Soroti	46.75	Bituminous	7	2	3.51	Good
Soroti - Dokolo	67.44	Bituminous	7	2	4.63	Fair
Dokolo - Agwata	23.49	Bituminous	7	2	3.84	Good
Agwata - Lira	31.15	Bituminous	7	2	Ongoing Rehabilitation	Good
Lira - Ayer	27.08	Bituminous	7	2	Ongoing Rehabilitation	Good
Ayer - Kamdini	43.96	Bituminous	7	2	Ongoing Rehabilitation	Good
Karuma - Olwiyo	51.63	Bituminous	7	2	Ongoing Rehabilitation	Good
Olwiyo - Packwach	54.41	Bituminous	7	2	Ongoing Rehabilitation	Fair
Packwach - Nebbi	53.49	Bituminous	7	2	Ongoing Rehabilitation	Good
Nebbi - Eruba	63.79	Bituminous	7	2	5.35	Fair
Eruba - Arua - Manibe	18.82	Bituminous	7	2	5.02	Fair
Eruba - Vurra	9.41	Bituminous	7	2	3.28	Good
Namutere - Busia	16.91	Bituminous	7	2	1.70	Very Good

Annex 7: Select Port and Marine charges at the Port of Mombasa

Type of cost/charge incurred	Minimum charge in USDs	Notes
Pilotage	150.00	
Pilotage exemption license for Inward, Outward, and Internal vessel movements	2,000.00	The certificate shall remain valid for one (1) year from date of issue
TUG SERVICES	300 per Tug	Additional USD 15.00 per every 30 minutes or part thereof for tug ordered and present at the time of service but not used by the vessel through no fault of the Authority
MOORING SERVICES		
Mooring, un-mooring or any other mooring service for vessels of 100 GT and above	200.00	RORO, Pure Car Carriers and Passenger Vessels charged at the rate of eighty%
Vessels less than 100 GT to pay a fixed charge per operation	150.00	
Mooring Gang ordered and present at the time of service, but not used by the vessel within 30 minutes through no fault of the Authority	3.30 per 30 minutes	
LIGHT DUES ⁶	150.00	Vessels, other than those exempted or paying an annual fee
PORT AND HARBOUR DUES ⁷	150.00	RORO, Pure Car Carriers and Passenger Vessels shall be charged 80% of the rate
DOCKAGE, BUOYAGE AND ANCHORAGE		
Vessels at quays, wharves, or jetties	0.26	Per Metre per hour or part thereof
Vessels at buoys, or RORO vessels	0.13	

⁶ Please note that Vessels which are resident in Kenyan port shall pay an annual fee. The fee charged is USD 600.00 payable annually in advance

⁷ Vessels which are resident in a Kenyan Port may request to pay an annual fee. The fee charged is USD 600.00 payable annually in advance

Type of cost/charge incurred	Minimum charge in USDs	Notes
Vessels at anchorage	0.07	
SUPPLY OF FRESH WATER		
Via shore Hydrants	10.00	Rate per tonne or part thereof
In stream by barge or Tug(s)	15.00	
In stream supply ordered and present at the time of service, but not used by the vessel within 30 minutes, through no fault of the Authority, shall be charged detained thereafter	100.00 per each 30 minutes	
LAID UP VESSELS charged per week of seven (7) calendar days		
Vessels up to 10,000 GT	10.00	
Vessels over 10,000 GT	20.00	
PRIVATE MOORING, BUOYS AND JETTIES		
Facility used for crafts engaged in commercial activities at the Port of Mombasa	5,000.00	Rate per year or part thereof
Facility used for crafts engaged in commercial activities outside the Port of Mombasa	1,000.00	Rate per year or part thereof
Facility used for private craft and yachts (Non-Commercial)	300.00	Rate per year or part thereof
SECURITY DUES	100.00	Vessels other than those paying annual fee

Source: KPA Tariff



Northern Corridor
Transit and Transport
Coordination Authority

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

Telephone: +254 729 923574

E-mail: tca@ttcanc.org
Website: www.ttcanc.org

