Northern Corridor initiatives to enhance sustainable and efficient transport systems: experiences for great participation of LLDCs in regional & global trade

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Sustainable transit transport systems: for great participation of LLDCs in regional & global trade
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Outline

1. Overview
2. Initiatives & Experiences to enhance sustainable and efficient transport in NC
3. Conclusion & Recommendations

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1) **Introduction:**

**Overview of transport corridors in Africa**

- Typically sections of the Trans African Highways
- Linking landlocked countries to various maritime ports around the continent (land linked).
- Aim to boost regional integration and create a larger trade area.
- Most corridors have management / coordination authorities to promote efficient transportation of goods, services and people for an integrated regional approach to development.
What is the Northern Corridor

The NC is the transport corridor linking the Great Lakes Land locked Countries of Burundi, Rwanda, South Sudan and Uganda to Kenyan seaport of Mombasa. It serves also DRC, Northern Tanzania, Ethiopia and Somalia.

The NC is a multimodal corridor encompassing: road, rail, pipeline and inland waterways transport.

It is the busiest and most important route in East and Central Africa.
2) Initiatives & Experiences to enhance efficient and sustainable transport in NC

The 2007 Revised NC Transit and Transport Agreement’s main objectives are based on 3 pillars of sustainable transport:

- Facilitate and Enhance the seamless movement of trade and traffic across the corridor.
- Stimulate economic, social development and inclusive transport in the Contracting parties.
- Transform the Corridor into a development corridor which, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, will stimulate investments, encourage sustainable development and poverty reduction.
- Implement strategies for offering safe, fast, competitive transport and ensuring environmental sustainability.
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To achieve above objectives, a 5Y Strategic Plan 2012/2016 towards a seamless and smart transport corridor was endorsed by MS, from which following initiatives anchored on these 3 pillars are underway:

A. On Economic dimension aiming at promoting efficient and competitive transit transport systems

- Development of NC Infrastructure Master Plan (22 OSBP, 12,866 Km Roads, Port (double capacity early 2016), Railways, Pipeline, …)
- Automation of customs and administrative procedures
- Integration of Systems under Electronic Single Windows (ESWs)
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- Implementation of Electronic Cargo Tracking Systems
- Migration to ASYCUDA World underway by Customs Authorities
- Vehicle Axle load Control (Self regulatory charter signed in October 2014 for a coordinated and safe transport):
  - Use of High Speed Weigh In Motion Weighbridges (HSWIM).
- Pilot Single Customs territory: stationing LLDCs Customs Officers at Mombasa Port
- Regular Road surveys undertaken to guarantee best practices and align procedures and operations with the NCTTA provisions
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global trade…….

 The development of the Northern Corridor Transport
Observatory and the NC Performance Dashboard which
are web based systems to monitor the corridor
performance: http://www.top.ttcanc.org

 This is an online database / tool for measuring and monitoring the
performance of the corridor from the port of entry to destination
on weekly, monthly, quarterly and annual basis. (Tracking 31
Indicators + additional on green freight transport underway)

 It serves as well for evidence based in decision making and policy
formulation / improving operations
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B. **On Social dimension aiming at promoting an inclusive transport system**

- Unlocking linkages between Centres of production and distribution
- Focus on intra regional trade: women in cross border trade, SMEs, Health dimension and cross border communicable diseases in the corridor
- Development and endorsement by MS of a Comprehensive program on Roadside stations (rest stops, parking, Road safety and wellness centres and other facilities) along the corridor to improve inclusiveness and accessibility: [www.roadsidestations.org](http://www.roadsidestations.org)
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B. **On Environmental dimension aiming at promoting a green transport**

- Development of 5Y Green Freight Transport Program to align GF program with the NC strategy by:
  - raising awareness, advocating for modal shift, streamlining transport activities, identifying areas of actions, formulating a long-term strategy
  - Development of national and regional integrated projects to shift freight transport patterns on benefit of cleaner modes of transport (SGR, pipeline, inland waterways), fuel-efficient, low-carbon, safe, ...
  - Improve fuel efficiency, Reduce PM, black carbon and NOX,
  - Reduce CO2 emissions
  - Reduce accidents

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Railway network is currently inefficient with less than 4% of goods leaving Mombasa port by Railway.

The Standard gauge railway (SGR) linking Mombasa and Nairobi is under development.

This SGR is connecting to Kampala, Kigali, South Sudan and DRC.

The project is expected to have the largest impact on efficiency of the freight transport, fuel emissions.

Expect to shift ~40% of freight on railways upon completion in 2017/18.
3. Conclusion

In order to continue driving the interconnectivity and enhancing efficient transit transport systems, Corridors are to still serving as link and driver for sustainable transport systems by:

- fostering the partnership in infrastructure development (hard and soft)
- Facilitating transport and trade
- Harmonizing and incenting the shift of policies across regions and countries, legal framework and regulations
- Enhancing productive capacity and promoting private sector investment
- Promoting cross border PPPs
- Driving sustainable freight transport
- Monitoring corridor performance
3. Conclusion (cont....): Recommendations

Partnership, leveraging & remodelling

× To achieve this, need for:

→ partnership at national, regional and international level:

such as UNCTAD-UNEP-UNECA-Northern Corridor to promote Sustainable freight transport:

Development a training Toolkit on freight transport principles

Development of Green freight program (need to finance the program)

Development of Corridor Strategic Plan 2016/21

Development of LT Strategy encompassing relevant SDGs, Required investments and financing mechanisms - 2030

→ Leveraging on existing initiatives with achievable targets and timeline: legal framework, policies, planning, operations, investments

× Remodelling progressively the Public and Private sector investments

× Exploring & coupling innovative sources of financing and capacity building in projects packaging: PPPs, Green bonds,....

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THANK YOU

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