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PRESENTATION OUTLINE

A. Transport Corridors in Africa
B. The Northern Corridor
C. Northern Corridor Transport Observatory
D. Key Initiatives & Success Stories
E. Bottlenecks & Challenges
F. Recommendations
A. TRANSPORT CORRIDORS IN AFRICA

- Africa has a number of Transport Corridors.
- The Corridors mainly link Landlocked countries (LLCs) to various Maritime Ports around the continent.
- Transport Corridors facilitate Trade and boost regional integration.
- Most African Corridors have management and/or coordination Authorities to promote efficiency.
- However, there are still some challenges facing the African Corridors.
A. TRANSPORT CORRIDORS IN AFRICA

Transport Corridors play three major roles:

A. INFRASTRUCTURE
Transport Corridors provide the infrastructure and capacity to undertake trade (both import and export); and are therefore crucial prerequisite for trade facilitation in the LLCs.

B. INTEGRATION
Cross-border trade flows and cooperation, like those taking place in the East African Region often foster integration and faster economic transformations.

C. MARKET
Transport Corridors are market development tool, either on the maritime foreland or on the hinterland.
B. THE NORTHERN CORRIDOR

- The Northern Corridor is a Transport Corridor linking the Great Lakes countries of Burundi, DR Congo, Rwanda, South Sudan and Uganda to the Kenyan seaport of Mombasa.
- The Corridor also serves Tanzania, Ethiopia and Somalia.
- It is a multi-modal Corridor encompassing: Road, Rail, Pipeline and Inland Waterways.
- The Corridor is the busiest route in the whole of the East and Central Africa.
The Northern Corridor Secretariat was established through a Treaty known as the Northern Corridor Transit and Transport Agreement signed in 1985 and revised in 2007.

The Agreement has 11 Protocols on (maritime port, routes, customs control and operations, documentation & procedures, rail transport, waterways transport, pipeline, multimodal transport, handling of dangerous goods, facilitation of transit and corridor development); all aiming at transforming the Corridor into an economic development Corridor.

The Legal Framework took into account the three pillars of Sustainable Transport (i.e. Social, Economic and Environmental).

The highest policy making organs are the Council of Ministers and the Executive Committee.
C. THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY

The Northern Corridor Transport Observatory is a monitoring tool that assesses and measures performance of the Northern Corridor and has an online platform to track and disseminate information on various key performance indicators.

**Main Purpose:**
- Identification of areas for improvement in relation to targets.
- Provision of a set of tools for diagnosing problems on the corridor.
- Measuring the evolution of the Corridor to gauge efficiency and bottlenecks.
- Provision of reliable information for policy and decision making.

**The Observatory Track 35 Performance Indicators on:**
1. Volume and Capacity
2. Transport cost and rates
3. Productivity and efficiency
4. Transit time and delays
5. Intra-Regional Trade
6. Green Freight Program

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D. KEY INITIATIVES & SUCCESS STORIES

- Harmonization and simplification of Customs processes and procedures.
- The Single Customs Territory (SCT) and the Regional Electronic Cargo Tracking System (RECTs).
- Regular Northern Corridor Road Surveys and Road Safety Initiatives.
- The One Stop Border Post (OSBP) initiatives at major border crossings between Member States.
- The self regulatory Vehicles Axle Load Control and adoption of High Speed Weighing in Motion.
- The Road Side Stations (RSS) Initiative.
- The Northern Corridor Green Freight Transport Program.
- The Public-Private Stakeholders consultative forum.
E. BOTTLENECKS & CHALLENGES

- Slow *domestication* of some of the provisions of the Northern Corridor Agreement and Protocols.
- Varying National *priorities* in the Northern Corridor Member States; especially the LLCs.
- Poor infrastructure/limited capacity and insufficient financing for projects in the Member States.
- Slow economic growth, low productive capacity and general governance issues.
- Multiple and overlapping memberships in Regional Economic Communities (RECs).
- The issue of state sovereignty and diverging roadmaps to integration.
- Inadequate knowledge management on issues of the LLCs and lack of consistent memory, and reliable records and documentation of issues.
F. RECOMMENDATIONS

- Enhancing partnerships between Member States in improving connectivity and infrastructure development.
- Harmonizing and streamlining of policy, legal framework and regulations.
- Maintaining strong M&E mechanisms to assist policy makers on informed decisions.
- Encouraging Intra-Regional and strengthening Trade Facilitation instruments.
- Enhancing the productive capacity in LLCs and promoting enabling environment for Private Sector participation.
- Building capacity at key National, Corridor and Regional levels.
- Implementing strategies that accelerates economic and social growth along the Corridor while ensuring environmental sustainability for the populations.
CONTACT US

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THANK YOU!

MERCI POUR VOTRE AIMABLE ATTENTION

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