



From the ES's Desk

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Welcome to the first issue of the *E-Transit Monitor*. This publication is designed to be an additional source of information about the Northern Corridor and its Stakeholders activities. We hope that you will find this online newsletter useful. We appreciate your suggestions and inputs for future issues of the *E-Transit Monitor*.

A central component of this issue is a round-up of details on programmes activities and best practices in trade facilitation to enhance trade and reduce transport costs as well as some of the key achievements by the Northern Corridor Authority during the period 2012-2013.

Northern Corridor Authority registered tremendous performance improvement in terms of policy harmonisation and removal of trade barriers. The Region, particularly Kenya as a transit country, is commendable for the efforts put in place to improve the Northern Corridor Infrastructure and the performance of the Mombasa Port.

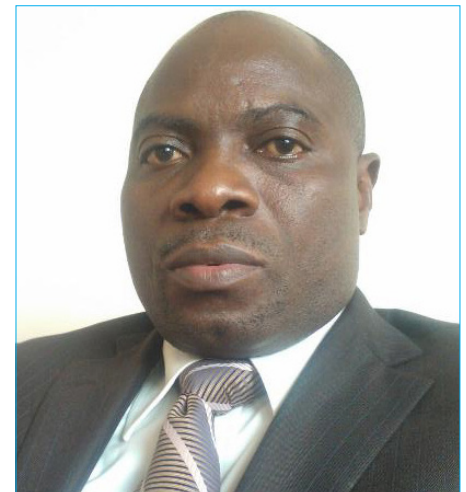
All Northern Corridor Stakeholders have joined efforts to harmonise their policies with the ultimate goal of removing all unnecessary trade barriers and abide by the Northern Corridor Transit and Transport Agreement.

Results are encouraging. We can recall some of them in few lines to let you get the details in the articles covered in this issue.

Most importantly on axle load control, the Northern Corridor has seen a tremendous reduction in the number of weighbridges from 7 to 4 and the removal of roadblocks mainly in Kenya. The weighbridges are being modernized by installing weigh in motion system and one weighing for goods in transit in Kenya and Uganda.

Other results mainly include;

- The development and implementation of One Stop Border Posts (OSBPs) are underway at major borders namely; Malaba and Busia whilst the border crossing operations were streamlined using OSBP procedures.
- Institutionalisation of joint border committees (JBCs) to streamline transit nodes operations;



- The introduction of Electronic Single windows (e-SWs) to integrate operators systems at country level such as Kenya and Rwanda;
- Harmonisation and upgrading of Customs systems: migration to ASCUDA World and upgrading of SIMBA system;
- Pilot single customs territory in implementation;
- KWATOS system in place for management of Port terminal operations,
- Enforcing 24 hours operations at Mombasa Port, etc.

Apart from advocacy, the Permanent Secretariat always takes proactive actions to accompany the above innovative solutions. The initiation of the Transport Observatory Portal (TOP), a web based system to monitor the Corridor performance is one of these initiatives. The Northern Corridor looms to be the pilot and model of smart corridors enhancing interconnectivity and transport efficiency.

In this framework the Authority carry out regular road surveys to guarantee best practices and align procedures and operations with the Northern Corridor Transit and Transport Agreement.

Facts on the above measures and many more, are covered in this first issue of the *E-Transit Monitor*.

Enjoy the reading.

Donat M. BAGULA
Executive Secretary

Advocating for the removal of Trade barriers to abide by the Agreement

The Northern Corridor registered tremendous progress in embracing innovative solutions for improved Transport, Trade logistics and Trade facilitations in the last two years.

However, some obstacles still need concerted efforts to be removed. During their last meetings held at Hôtel du Lac Tanganyika in Bujumbura, Burundi, from 2 to 6 December 2013, the NCTTCA Policy Organs thoroughly discussed the continued efforts to remove all possible trade barriers along the Corridor.

Under the theme “*Making Strides towards a Seamless Transport Oriented Development*”, the 38th meeting of the Executive Board and the 25th Council of Ministers meeting, two Policy Organs of the Northern Corridor Transit and Transport Coordination Authority, adopted a number of key resolutions related to advocacy for policy harmonization and removal of trade barriers to improve on efficient transit trade and transportation of cargo along the corridor.



accordance with Protocols 2 and 3 of the Northern Corridor Transit and Transport Agreement;

3. Northern Corridor Member States were urged to continue with the efforts of upgrading and rehabilitation of their infrastructure, taking into account the best practices contained in the Infrastructure Master Plan, namely 7 m of road width (3.5 m x 2) and 2.0 m of

directed the Permanent Secretariat to work closely with other Regional Institutions and Development Partners to document Best Practices on Public Private Partnerships (PPPs) in the region to be shared among the Member States.

The NCTTCA Policy Organs congratulated and commended H.E. the President of the Republic of Kenya for the efforts the country has put in place to improve the Northern Corridor Infrastructure and the performance of the Mombasa Port.

In attendance of the 25th Council of Ministers meeting were representatives of some of the intergovernmental organisations and development partners namely; the African Development Bank (AfDB), Burundi Country Representative; the Executive Secretary of the International Conference for the Great Lakes Region (ICGLR) and Secretary General of the Intergovernmental Standing Committee on Shipping (ISCOS).



The NCTTCA Policy Organs took important decisions including but not limited to;

1. Change of the name of the Authority: the Name of the Permanent Secretariat shall be: “*Northern Corridor Transit and Transport Coordination Authority (NCTTCA)*” or “*Autorité de Coordination de Transit et de Transport du Corridor Nord (ACTTCN)*” in English and French respectively;

2. The Policy Organs recommended to South Sudan to communicate officially to the Permanent Secretariat its routes and customs offices for goods transiting its territory to and from the other Member States of the Northern Corridor, in

road shoulders;

4. The Policy Organs urged Member States to put in place the necessary policies and legal framework for the improvement of road safety;

5. The Policy Organs recommended that Member States should get their laws and regulations to comply with the provisions of the EAC vehicle load control Act;

6. The Policy Organs urged Member States to expedite the signing process of the bilateral Agreements between Member States involved in the implementation of One Stop Border Posts (OSBPs);

7. Last but not least, the Policy Organs

The NCTTCA Policy Organs meetings held at Hotel Club du Lac Tanganyika in Bujumbura, Burundi, in December 2013, reconstituted the new Bureau for the next two years whereby the Republic of Burundi took over the Chairmanship of the Authority from the Republic of Uganda, the Vice Chair went to Democratic Republic of Congo, the Republic of Kenya took over as the 1st Rapporteur while the Republic of Rwanda became 2nd Rapporteur.

Highlights of Key Achievements of the Northern Corridor Authority



The Revised and ratified Northern Corridor Agreement, the Strategic Plan 2012-2016 and the first Transport Observatory Report being handed over to the Executive Secretary by the Chairman of the Council of Ministers as guiding tools for the Corridor operations

The NCTTCA commitment during the last two years was to expedite the integration agenda through the development of soft and hard infrastructures along the corridor, harmonization of transport and trade regulations and advocacy for joint funding mobilisation.

Here below are highlights of some of the key results achieved during the last two years.

Ratification and Entry into force of the revised Agreement

The revised Northern Corridor Transit and Transport Agreement signed in Nairobi on 6th October 2007 was ratified and entered into force in December 2012. The provisions of this Agreement are now being domesticated in national laws by Member States. This is a critical step to streamline the Northern Corridor regulations and procedures in order to fast track the integration agenda in the region.

Admission and accession of South Sudan to the Agreement

South Sudan which was playing an observer status in the NCTTCA sought permanent membership to join the Northern Corridor Authority. The request by South Sudan to join the Organization was honoured in December 2012 in which the Country was admitted, making it the 6th Member State of the Northern Corridor Authority along with Burundi, Democratic Republic of Congo, Kenya, Rwanda and Uganda.

Upon admission, the Member State of South Sudan had ratified the Agreement and deposited the instruments of ratification with the Secretariat in March 2013.

Evaluation of the previous Strategic Plan 2007-2011 and the development of a successor five year Strategic Plan for the period 2012-2016.

A comprehensive evaluation of the Strategic Plan 2007-2012 was undertaken and the lessons learnt from this plan constituted the basis of developing the Successor Strategic Plan 2012-2016 launched in December 2012.

the trade and transport logistics chain on the Northern Corridor that need concerted efforts from Member States to address such as; Lengthy administrative and customs clearance procedures, poor infrastructure that causes low turnaround of cargo trucks, multiple weigh bridges and security checks along the Corridor, constant breakdown in IT systems both at the port of Mombasa and Customs offices, unjustified additional charges levied by CFSS and shipping lines as well as the lack of designated Customs parking yards especially at the borders.

The NCTTCA has consequently conducted a number of Surveys geared towards the identification, the removal of those NTBs and the monitoring progress of implementation of the policy organs recommendations.

Advocacy

During the last two years, the NCTTCA has carried out a strong advocacy campaign to all stakeholders, capitalizing on the steps made by Member States in promoting Border Posts Automation, Public Private Partnership (PPP) in



NCTTCA Stakeholders Sensitization Workshop held in Juba in September 2013

The Corridor Performance Monitoring

One of the tools to monitor the implementation of the approved Strategic Plan is the Northern Corridor Transport Observatory which is hosted by the Permanent Secretariat. The Observatory is now fully operational and is tracking 25 key performance indicators related to volume and capacity, transit time and delays, rates and costs, efficiency and productivity.

Surveys

There are still some but few of the Non-Tariff Barriers (NTBs) effecting

the development and Management of Transport Infrastructure through advocacy for establishment of PPP legal frameworks in member States; formulating strategies aimed at promoting investment and improving business environment in the region.

Partnerships

The Northern Corridor has continued to enhance Strategic Partnerships with Co-operating Partners in boosting the regional integration by providing technical assistance to implement the NCTTCA programs or participating in international fora.



Pictured, clockwise are Donat M. BAGULA, Executive Secretary of NCTTCA; Heidi SCHRODERUS-FOX, Director UN-OHRLS; Caroline MAWANDJI, Managing Director Shipping Line; Jose Maria RUBIATO, Head Trade Logistics Branch, Technology and Logistics Division, UNCTAD; and Anne MIROUX, Director of Technology and Logistics, UNCTAD.

Trade Facilitation and innovative ICT initiatives to reduce high Transport costs along the Northern Corridor

During the UNCTAD Multiyear Expert Meeting on Transport, Trade Logistics and Trade Facilitation, held at the “Palais des Nations” in Geneva, Switzerland, from 22 to 24 October 2013, Mr. Donat Bagula, Executive Secretary of the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) told the global advocacy meeting that though there are still some challenges, the Northern Corridor has already embarked on transport and trade logistics efficiency agenda embracing innovative solutions for improved transport, trade logistics and trade facilitation towards a smart corridor.

The objective of this global meeting in Geneva was to discuss new methods of quantity evaluation of logistics activity effectiveness within the transit transport corridors and peculiarities of management and technological progress in area of trade logistics.

The meeting was in the process of preparation of the second comprehensive UN ten-year review conference of the Almaty programme of Action (APoA) scheduled to take place in 2014, as adopted by the General Assembly of the United Nations in March 2012.

Ten years ago, specifically in August 2003, the UN adopted what was termed as Almaty Programme of Action for transit transport cooperation for landlocked and transit developing countries.

The aim of APoA was to help galvanize international solidarity and partnerships

with a view to assist landlocked and transit developing countries in enhancing their participation in the international trading system.

The World Trade Organisation (WTO) Agreement on trade facilitation negotiated in Bali, Indonesia, provides that the second APoA UN conference next year will ensure faster and cheaper trade across border for landlocked developing countries.

According to Ms. Heidi Schroderus-Fox, Director of the UN Office of the High Representative for the least developed countries, landlocked developing countries and small island developing states (UN-OHRLS), the potential reductions in trade costs for LLDCs from the trade facilitation measures in the WTO Agreement would amount to over 16%.

“The trade facilitation Agreement could also stimulate the \$ 22 trillion world economy by more than \$1 trillion”, she stated.

According to Anne Miroux, Director of the Division on Technology and Logistics, UNCTAD, being land locked tends to increase a developing country’s shipping cost by as much as 50%. And Transport cost can represent as much as 3/4th of the value of some exports from Landlocked Countries (LLDCs).

“High transport costs brought about by low trade volumes and inefficient trade and transport practices restrict the access of LLDCs to global markets”, said Anne Miroux, on the occasion. She added that the main sources of delay are at both

extremes of the land transit chain - at the transit ports located in coastal countries and at the inland origin/destination points within landlocked countries.

“The improvement of transit transport systems should be geared towards a single and clear objective: removing all possible obstacles to enable the access of landlocked countries to logistics systems at least equivalent to those that their counterparts in coastal countries enjoy”, she urged.

Challenges of delays in Exporting and Importing

The Executive Secretary of the NCTTCA revealed also that 37% of the total logistics costs in landlocked developing countries (LLDCs) in Northern Corridor are attributed to road transport costs, of which direct costs of delays contribute to more than 2%.

“Indirect costs including hidden costs of delays are one of the high logistics costs in Landlocked Northern Corridor’s Member States constituting more than 40% of the total logistics costs”, added Mr. Bagula.

“Delays on Northern Transport Corridor is estimated to cause a loss of an estimated \$ 800 per day per truck, hence increasing the cost of doing business in the region”, said Mr. Donat Bagula, the NCTTCA Executive Secretary.

“Landlockedness hinders full participation in international trade and minimizes comparative advantage”, said Ms. Heidi Schroderus-Fox, Director of UN-OHRLS emphasizing on problems faced by LLDCs in doing business.

She further said that a worldwide recent study by the UN-OHRLLS revealed that landlocked developing countries' trade was just 61% of the trade volumes of coastal countries while transport costs for LLDCs were 45% higher than a representative coastal economy.

"The cost of exporting a container was \$ 3,040 on average for LLDCs, compared with \$ 1,268 for transit countries" she stated. "Similarly, the cost to import a container was \$ 3,643 for LLDCs compared with \$ 1,567 for transit countries", she added.

Innovative solutions to reduce the NTBs

To curb those challenges, Mr. Donat Bagula highlighted some measures, actions and ICT initiatives that were put in place to enhance interconnectivity, transport and trade logistics efficiency. These initiatives are being implemented along the Northern Corridor including the infrastructure master plan developed in 2010, the development and implementation of one stop border posts (OSBPs), institutionalisation of joint border committees (JBCs) to streamline transit nodes operations, Electronic Single windows (e-SWs) to integrate operators systems at country level, Harmonisation and upgrading of Customs systems: migration to ASCUDA World and upgrading SIMBA system; Pilot single customs territory in implementation; KWATOS system in place for management of Port terminal operations, Enforcing 24 hours operations at Mombasa Port, etc.

Additional to those innovative solutions, the NCTTCA carry out regular road surveys to guarantee best practices and align procedures and operations with the Northern Corridor Transit and Transport Agreement.

"Most importantly on axle load control, the Northern Corridor has seen a tremendous reduction of weighbridges from 7 to 4 towards 2 and the removal of roadblocks in Kenya", said Bagula.

The innovative solutions to improve transport and trade facilitation need to be sustained and monitored to avoid dys-function of trade logistics services and lack of trade facilitation mindset. The Transport Observatory Portal (TOP), a web based system to monitor the Corridor performance on weekly, monthly and quarterly basis is one of the maiden innovative tools along the Corridor.

Northern Corridor Performance Dashboard

Turning innovative ideas into actions

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA), Trade Mark East Africa (TMEA) and Mombasa Port Community members agreed to expedite the lasting change on the Transport Observatory online database to another level through the "Northern Corridor Performance Dashboard" to be availed and accessible to end users.

The decision was made in their Technical Meeting held on 27th September 2013 at Hilton Hotel in Nairobi, Kenya. Since then, the Observatory is being upgraded.

This innovative corridor performance monitoring was welcomed during the courtesy visit of Mr David Standton, the Deputy CEO of TMEA on Mr Donat M. BAGULA, the Executive Secretary of NCTTCA on 19th September 2013.

"The Analytical Comparative Transport Cost Study along the Northern Corridor Region", a study commissioned by Northern Corridor Transit Transport Coordination Authority (NCTTCA) in 2010 revealed that "the Average transport cost along the corridors in East Africa are considerably higher than those in West Africa and Southern Africa, and domestic costs are even higher".

According to the study, *"the high transport costs are brought about through a combination of poor infrastructure, high fuel costs, older or inefficient trucks and considerable delays at weighbridges, border points and various checkpoints along the main routes".*

To curb these bottlenecks along the corridor, in December 2012, the NCTTCA, with the support of Trade Mark East Africa (TMEA) and partnership with the Kenya Transporters Association (KTA), launched the Transport Observatory Project (TOP), an evidence-based regional platform capable of monitoring, measuring and tracking up to 25 key performance indicators related to volume and capacity, transit time and delays, rates and costs, efficiency and productivity.

This online database measuring performance along the Northern Corridor is used by the NCTTCA as an operational monitoring tool and by the region's Policy Makers for informed decisions towards resolving corridor bottlenecks for cost effective operations.

The system is up and running and TOP weekly and quarterly reports are regularly produced and shared among stakeholders including the Port Community. *"But this is not enough. Dissemination and good presentation of the analysed online data on specific key performance indicators in a meaningful manner is paramount to reframe key stakeholders' leading role and turn their actions into regional commitment," emphasised Donat M. Bagula, the Executive Secretary of NCTTCA.*

The Performance Dashboard will enable NCTTCA to monitor and meaningfully analyse data along the Northern Corridor especially the performance of the Mombasa Port. The Application is intended to be an open-source and will be replicable by other transit agencies.

Key performance indicators

The meeting on the Transport Observatory Dashboard agreed upon seven (07) key performance indicators to be part of the data on the Transport Observatory dashboard.

Those key indicators include: Mombasa port dwell time (for both local cargo through CFSs and Transit Cargo), Transit time through Kenya, Weighbridge Traffic and Compliance, Time for Customs Clearance at the Document Processing Centre (DPC), Time for Clearance at One Stop Centre (Mombasa), Delay at the port after Release by Customs and Average ship turnaround Time.

With the existing infrastructure, the NCTTCA's TOP incorporates data ranging from various stakeholders' ICT systems and Roads Surveys and the results are disseminated online through <http://top.ttcanc.org>. All the weekly and quarterly reports are posted online so that key issues can be identified, discussed and be resolved in a timely and effective manner.

However, beyond the development of apps and building of the new Northern Corridor Performance Dashboard, trust and synergy between all stakeholders especially transit agencies will be of prime importance to provide accurate and timely data and ensure smooth information sharing.

GPS Survey

The Transport Observatory (T.O) was established as a tool to provide informa-



Transporters receiving questionnaires on GPS survey from Field Supervisors

tion to the users and regulators along the Northern Corridor to measure the performance of the corridor and identify areas that require improvements. The NCTTCA Secretariat generates periodic reports of the T.O to update stakeholders about the performance of the Corridor.

Not only have the Corridor performance indicators taken different shapes over the years but also methodologies of the surveys undertaken.

Technology evolves by the day and it is always important that any initiative moves along with emerging technological

developments. Northern Corridor Transport Observatory equally has not been left behind in these emerging issues. The GPS Survey is one such initiative implemented together with Kenya Transporters Association (KTA) to collect information along the Corridor. This approach is a unique blueprint on performance monitoring for Corridors in Africa.

GPS Based survey that officially commenced in April 2013 is currently ongoing and it is an all year round activity, covering all Northern Corridor Member States transiting from Port of Mombasa to the various countries.

This survey is intended to cover the various transit routes and nodes with the primary objective of monitoring transit times and delays.

The Permanent Secretariat introduced the GPS survey to help in measuring performance of the various nodes by the various activities on Geo zoning/fencing to ensure reliability.



Transporters plugging in the GPS devices on Trucks

NC Stakeholders committed to curb diversion of goods in Transit

The NCTTCA Stakeholders in their meeting held in September 2013 at Hilton Hotel in Nairobi, Kenya, agreed upon a number of practical measures to tackle the vice of diversion of goods in transit without hindering the smooth flow of trade along the Northern Corridor.

The two day workshop was organised in partnership with Trade Mark East Africa (TMEA) brought together Customs Authorities and the representatives of Public and Private sector Stakeholders involved in the handling and clearance of goods from Burundi, DRC, Kenya, Rwanda, Uganda and South Sudan.

The Workshop was organised following recommendations made by the Technical Committee on Customs and Trade Facilitation during its 7th meeting and the 7th Northern Corridor Regional Stakeholders Forum and endorsed by the 37th meeting of NCTTCA Executive Committee held respectively in May and July 2013.

In his welcoming remarks,

“The NCTTCA Secretariat expects from this workshop which has brought together Customs Authorities and representatives of public and private sector stakeholders involved in the handling and clearance of goods along the Northern Corridor to come up with measures to address diversion of goods in transit. Henceforth the commitment of everyone is critical to curb this riddle”, said Mr. Donat M. Bagula, the Executive Secretary NCTTCA, in his opening remarks.

On behalf of Mr. John Njiraini, the Commissioner General (CG) of Kenya Revenue Authority (KRA) and Chairman of the Northern Corridor Regional Stakeholders Forum, Mr. Abdi Malik Hussein, Senior Assistant Commissioner Customs, said that diversion of goods in transit has not only been a revenue-related issue, but also a problem to all aspects of life.

“As a matter of fact, diversion and dumping of goods in transit is mainly



Northern Corridor Stakeholders requested NCTTCA to come up with modalities for interconnecting Electronic Cargo Tracking Systems in all Member States to enhance the monitoring of Cargo in transit

aimed at evading duties and taxes, denying Governments the means of delivering on their mandate of ensuring the integral welfare of their population”, said Mr. Abdi Malik.

“The fight against diversion of goods in transit and other same-effects malpractices along the Northern Corridor calls for the support of all traders, all the public and private stakeholders including the consumers, in terms of lawful and trustworthy business”, he emphasized.

All member States reported that the goods commonly involved in transit diversion include sugar, textiles, cigarettes, used motor vehicles, fuel, dry batteries, electronics and spirits. High tax on these items was identified as one of the factors that fuels diversion of these goods in the member States.

Among the channels used to divert goods in transit reported by the member states are use of; trucks with false number plates, false transit goods licenses, scanned copies of customs documents, amendments of transit documents, tampering with transit documents between the sending and receiving customs office, validation of transit transaction when goods have not exited the transit country (connivance), abuse of the foreign registered motor vehicle temporary importation facility, issuance of registration number plates to vehicles that are still in transit, false declaration and transshipment.

The delegates discussed the consequences and challenges of fighting diversion of

goods in Transit and agreed to speed up implantation of the measures agreed at different levels of the supply chain.

The Nairobi Workshop set a number of measures to be put in place to bring diversion of goods to an end and the perpetrators to account.

Those measures include putting into operation the agreements made by the member States for exchange of information, preparation of separate entries at the port of origin of goods in transit in the same container but destined to different countries or alternatively, the goods to be declared to the point/station where the first transshipment is to take place, licensed operators licenses to be publicized by the licensing institutions' website for access by the public, member States to interconnect customs business systems in the region, address the issue of lack of integrity among the stakeholders, providing a working environment conducive for the Government agencies to perform their functions properly at the remote border stations and all member States to enhance the monitoring of cargo in transit by the use of the Electronic Cargo Tracking System (ECTS).

The delegates also recommended the NCTTCA to come up with modalities for interconnecting the ECTS in the member States.

The recommended measures are intended to minimize as much as possible the effects of non-tariff barriers that affect trade.

Roads Side Stations (RSS) to enhance Connectivity, Road safety and Health along the Northern Corridor

The Policy Organs of the NCTTCA, in their December meetings in Bujumbura, Burundi, commended the ongoing initiative between the Secretariat and Trade Mark East Africa (TMEA) aimed at establishing Road Side Stations (RSS)/Truck Stops along the Northern Corridor.

They urged the Secretariat to work with Member States so that appropriate truck stops can be designated and promoted.

An ongoing study on the establishment of RSSs, aimed at creating secure and suitable facilities which will allow long distance drivers to have breaks at appropriate intervals; unveils that once the outcomes of the study are fully implemented, the RSSs will tremendously improve the road safety along the Northern Corridor.

The outcomes of the 1st Interim Report of the study were discussed and amended during a one day meeting of regional Stakeholders' Forum for development of RSSs along the Northern Corridor held on 25th September 2013, at Southern Sun Mayfair Hotel in Nairobi, Kenya.

"The RSSs long term goals will be the enhanced Connectivity, road safety and health along the Northern Corridor using the RSSs as a launch pad", said Donat Bagula, the Executive Secretary of the NCTTCA. "Other benefits include better wellness centres for health, fostering security as well as promotion of alternative income generation activities for



Northern Corridor Stakeholders unanimously supported the ongoing RSSs Project intended to tackle the challenges of lack of rest facilities along the Corridor.

communities along the Northern Corridor and enhanced environmental protection", he added.

Mr. Isaac Kamau, Ag. Director General of the Kenya National Transport and Safety Authority who was speaking at the occasion on behalf of the Principal Secretary in charge of Transport, Ministry of Transport and Infrastructure, reminded that the Northern Corridor Member States have a noble mandate to expand their economy and reduce poverty in their respective countries by improving not only their Transport systems' infrastructure but also the quality of service.

"No doubt that by allowing long distance drivers to have breaks at appropriate

intervals and at suitable and secure facilities, a network of well designed RSSs will eliminate driver fatigue and improve security and health for crews, long distance passengers and cargo", confidently assured Mr. Isaac Kamau.

He commended TMEA for the tireless efforts in availing the financial resources not only to undertake this important study on establishment of RSSs and improving Road Safety and Health along the Northern Corridor but also by funding other projects in Kenya and in the East Africa Region as a whole.

Mr. Kamau said that the Study is being undertaken when Road Safety has become a major challenge for the region in general and for Kenya in particular.

"In Kenya alone about 3,000 lives are lost every year and this is a very big cost not only to the bereaved families but also to the nation as a whole", illustrated Mr. Kamau.

He said that the study on establishment of RSSs comes to reinforce other initiatives undertaken by Kenyan Government and other development partners to building Roadside Stations in specific locations along the Northern Corridor.

The main objective of the study on establishment of RSSs is to identify and appraise interventions that will facilitate investment in the construction of roadside stations along the Northern Corridor as a way to support cost effective, reliable and safe conveyance of



freight and people in East Africa.

“Total logistics costs arising from moving one 20ft container from Mombasa range from \$ 9,174 (Mombasa-Nairobi) to \$28,309 (Mombasa-Juba)”, reads one of the key findings of a recent “Analytical and Comparative Transport Cost Study along the Northern Corridor Region”, a study commissioned by the NCTTCA.

Among causes of this situation is that the Northern Corridor road network is currently delivering a very low level of service owing to poor travel conditions.

“There are few rest facilities with parking space that can accommodate heavy and large vehicles. Most of the lodging facilities used by truck drivers do not meet basic sanitary and hygienic conditions”, the interim report on RSSs study has found.

The main functions of the RSSs will include providing secure parking yards for transit vehicles as well as rest facilities, restaurants, information centres, and

outlets for amenities needed by truck crews, long distance passengers and, in some cases, the local communities.

It is expected that RSSs that will accommodate trucks for long stops including overnight stays will attract more attention. However attention is also accorded to short-stop RSSs.

Hazards along the Northern Corridor as the study on establishment of RSSs disclosed include prostitution which is rife at some places, compounded by extreme poverty in many surrounding communities. This human unfriendly condition contributes to spreading HIV/AIDS infection along the corridor.

Other constraints include poor terminal facilities at some key nodes and many sections with long uphill stretches where any attempt to overtake very slow moving Heavy Weight Vehicles involves a very high risk of accident.

Additionally, markets have sprung

up in a disorderly fashion along the roadside with some time child hawkers approaching moving vehicles resulting in more accidents. And public agencies’ controls are not always well organised leading to traffic congestion at weighbridges, borders and police/ customs check points and results in Non Tariff Barriers.

“As a result, travel speeds are low, security of cargo and crews are poor, road accidents are very many, corruption is common at check points, and HIV/AIDS is rampant among truck drivers and their clients at truck-stops”, the interim report on RSSs study reads in part.

The Roadside Stations project will be presented to an Investor Conference to show the project opportunities and attract Public Private Partnerships for effective implementation of the RSSs Project.



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