



International Conference on the Great Lakes Region

Regional Programme of Action for Economic Development and Regional Integration

Project No. 3.3.1

NORTHERN CORRIDOR:

**PROGRAMME FOR IMPROVING TRANSPORT
INFRASTRUCTURE AND FACILITIES**

March 2006
As amended 30 August 2006
Original Version: French

Preamble

In their Dar-es-Salaam Declaration, adopted in the United Republic of Tanzania, on 20 November 2004, the Heads of State and Governments committed themselves to *promote regional cooperation in trade, monetary policies, energy, transport, tourism, culture, environment, Information and Communication Technologies, as well as in telecommunications, with an emphasis on railways, oil pipelines, submarine cables and optic fibre network connections* (para 45).

Analytical summary

The Northern Corridor is defined as all the infrastructures and facilities serving the landlocked countries signatories of the Northern Corridor Transit Agreement (NCTA) in respect to freight transport to and from the Port of Mombassa in Kenya.

In order to make the Corridor effective and allow it to play its role fully as a factor for economic development and regional integration, all the infrastructures and facilities serving the Corridor must be in good condition as far as the already existing ones are concerned. The missing links must also be put in place to facilitate the interconnection of the infrastructures. The member States are making efforts to mobilise resources to rehabilitate the infrastructures and rehabilitation projects are in progress. However, lack of enough funds remains an obstacle to financing some infrastructures to ensure the fluidity of freight transport along the Corridor.

The summary table below shows the financing needs of the Northern Corridor transport infrastructures and facilities.

A. Infrastructure projects

I ROADS

| Designation of the section | Length (Km) | Intervention required/State of progress | Amount required (\$US million) |
|-------------------------------|-------------|---|--------------------------------|
| KENYA | | | |
| 1. Maji Ya Cumvi-Bachuma Gate | 55 | Rehabilitation. | 25 |
| 2. Southern Nairobi Bypass | 42 | In course of concession. | 40 |
| 3. Northern Nairobi Bypass | 20 | Option open for concession. | 20 |
| 4. Timboroa-Eldoret – Malaba | 183 | Rehab. / Studies in progress. | 16 |

| | | | |
|--|------|-------------------------------------|-----|
| | | | |
| | | | |
| UGANDA | | | |
| 5. Jinja-Mbalala | 74 | Rehab. /Studies to be conducted | 10 |
| 6. Kampala-Gatuna | 440 | Rehab. /Financing sought for 220 Km | 42 |
| 7.Mbarara-Katunguru | 109 | Rehab. /Studies to be conducted | 40 |
| 8.Katunguru-Ishasha | 90 | Asphalting/ Studies to be conducted | 45 |
| 9.Ntungamo-Kagamba-Rukungiri-Ishasha | 95 | Asphalting/Updating studies | 50 |
| 10.Ishaka-Kagamba-Ntungamo-Kakitumba | 88 | Asphalting/Updating studies | 27 |
| | | | |
| | | | |
| RWANDA | | | |
| | | | |
| 11.Gatuna-Kigali | 80 | Strengthening/Studies in progress | 10 |
| 12.Kigali-Ruhengeri-Gisenyi | 95 | Rehab./Studies in progress | 62 |
| | | | |
| | | | |
| BURUNDI | | | |
| 13.Akanyaru-Bujumbura (Bujumbura-Bugarama) | 33 | Rehab. | 15 |
| 14.Bujumbura-Ruhwa | 80 | Rehab./Periodic maintenance | 10 |
| 15.Bujumbura-Gatumba | 19 | Rehab | 3 |
| 16.Kirundo-Gasenyi | 36 | Asphalting | 12 |
| | | | |
| | | | |
| DEMOCRATIC REPUBLIC OF THE CONGO | | | |
| 17.Bukavu-Kindu-Kisangani | 1149 | Asphalting | 130 |
| 18.Bukavu-Uvira | 138 | Asphalting | 35 |
| 19.Goma-Beni-Kasindi | 441 | Rehab. /Asphalting | 87 |
| 20.Kisangani-Beni | 719 | Asphalting | 150 |
| 21.Bukavu-Walikali-Lubutu | 417 | Asphalting | 105 |

II. Railways

| | | | |
|--|-----------------|----------------------------------|--|
| I) Existing | | | |
| Kenyan network | 1920 | In course of concession. | 250-300 for the next 25 years |
| Ugandan network In course of concession | 1241 435 | - In course of concession | 54 For the next 25 years |
| | | . | |
| ii) Extensions | | | |
| 1. Extension Mombasa-Kisangani with the links to Kigali and Bujumbura | About. 1100 | Pre-feasibility study | 1 |
| 2. Extension of the Kenyan and Ugandan railway lines respectively from Nakuru and Pakwach to the South of Sudan | - | Pre-feasibility study | 2 |

III. Pipeline

| | | | |
|--|-----|--|-----|
| Eldoret-Kampala | 320 | The governments of Kenya and Uganda are in very advanced negotiations with a private investor. | 100 |
| Kampala-Kigali, Bujumbura and D.R. Congo | - | See Great Lakes project N° 3.1.9 | |
| Kenya-South of Sudan | - | Pre-feasibility study. | |

IV. The Port of Mombasa and the inland ports.

| | | | |
|---|---|--|-----|
| -Executing the activities of the master plan. | - | Construction of a second container terminal and a freeport.. | 500 |
| -Ports of Kisangani, Tanganyika etc.. | - | Rehabilitation and other improvements | |

V. Dry ports and inland container depots.

| | | | |
|---|---|---|-----|
| Kampala container depot | - | Feasibility study and fitting out the depot | 15 |
| Other container depots in Rwanda, Burundi and D. R. Congo | - | Feasibility and improvement study | 2,5 |

VI. Inland waterways.

| | | | |
|---|---|----------------------------------|-----|
| Lakes Victoria, Tanganyika, Kivu, Albert and Edward | - | Navigability studies | 0,5 |
| River Congo | - | See Great Lakes project N° 3.1.7 | - |
| River Akagera | - | Navigability studies | 0,2 |

B. Transport facilitation projects.

| | | | |
|---|---|---|--|
| <i>'One stop' border posts project</i> | | Feasibility studies and improvement of infrastructures and facilities | |
| -Uganda/ R.D.Congo :Mpondwe, Kasindi, Ishasha River and Bunagana | - | | |

| | | | |
|--|---|---|---|
| -Rwanda/ R.D. Congo : Gisenyi ; Cyangugu | - | Feasibility studies and improvement of infrastructures and facilities | 1,8 for the studies ; 24 million for the infrastructures and facilities |
| -Rwanda/ Burundi : Akanyaru Haut | - | Feasibility studies and improvement of infrastructures and facilities | |
| <i>The regional cargo monitoring system.</i> | - | Implementation | 1 million |

NORTHERN CORRIDOR INFRASTRUCTURE AND TRANSPORT FACILITATION PROJECTS

I. INTRODUCTION

This paper provides a brief review of the Northern Corridor Infrastructure and Facilitation Projects. The paper defines what constitutes the Northern Corridor, the mandate of the Corridor Authority (NCTTCA) as well as the existing and future infrastructure projects along the corridor.

1.1. Definition of the Northern Corridor

The Northern Corridor is the transport corridor linking the Great Lakes countries of Burundi, D. R. Congo, Rwanda and Uganda to the Kenyan sea port of Mombasa. The corridor also serves Northern Tanzania, Southern Sudan and Ethiopia.

Map 1: Northern Corridor Routes



1.2. Background

The Northern Corridor Transit Transport Coordination Authority was created in the mid-1980s, following the signing of the Northern Corridor Transit Agreement (the Treaty), by Burundi, Kenya, Rwanda and Uganda. The Democratic Republic of Congo became a contracting state of the NCTTCA in 1987 after ratifying the treaty.

The Northern Corridor sub-region constitutes a significant portion of the COMESA region with a combined population of 20 million people, which is about 30% of the COMESA population of 380 million people. The combined GDP of Northern Corridor countries is 18% of COMESA GDP. Meanwhile intra-COMESA trade of Northern Corridor countries constitutes 30% of COMESA imports and 42% of exports in the year 2003.

1.3. Governance Structure of the NCTTCA

There are 3 principal organs of the NCTTCA, namely:

- The Authority, which is a Council of Ministers of the member states, responsible for transportation;
- The Executive Board, which is an Inter-governmental Committee of Permanent Secretaries and other senior government officials; and
- The Secretariat, headquartered in Mombasa, Kenya and headed by an Executive Secretary, is the executing organ.

There are specialized committees: one on Infrastructure Development Management and another on Trade and Customs. A stakeholders Consultative Forum has been established as well.

1.4. Mandate of the NCTTCA

The NCTTCA mandate is stipulated in the Transit Agreement and they include:

- Safeguarding the freedom of transit and right of access to and from the sea for the landlocked countries;
- Ensuring implementation of and compliance with the provisions of the Transit Agreement;
- Joint promotion and coordination of the development of regional transport infrastructure;
- Reduction of transport costs through the removal of all customs barriers in the corridor;
- Harmonization of transit transport policies and technical standards in order to facilitate operations along the corridor;
- Promotion of regional consensus on all matters relating to the management of the corridor and which are of mutual benefit to the member States; and
- Cooperation with other international organizations.

The current agreement is being reviewed to take on board new developments in the member States.

II. STRATEGIC PLAN

(a) Infrastructure Development & Management Programme

The TTCA has recently elaborated a strategic plan with four primary strategic objectives, namely:

- SO1. Transformation of the Northern Corridor into an Economic Development Corridor (EDC)

- SO2: Harmonisation of policies and legal framework on transport and trade among member States, in collaboration with regional economic groupings, such as COMESA and the East African Community;
- SO3: Improved transport and communications infrastructure and services relating to road, rail, pipeline, inland waterways, terminal and telecommunications services; and
- SO4: Enhanced knowledge management and performance monitoring.

Infrastructure Development and the management of the infrastructure is primarily aligned to strategic objectives 1 and 3 and covers the following Northern Corridor infrastructure facilities and services: Road, Railway, Pipeline, Ports and Inland Waterways and Telecommunications. Table 1, below outlines programme objectives, desirable outputs and proposed actions.

Table 1: Summary of Infrastructure Development Programme Logframe

| Relevant strategic objective[s] | Programme Objective [s] | Outputs | Key activities |
|--|---|--|--|
| <p>SO1: Transformation of the Northern Corridor into an Economic Development Corridor [EDC].</p> <p>SO3: Improved rail, road, pipeline and comm. Infrastructure services</p> | <p>Expand and improve the performance of the Northern Corridor transport infrastructure services [Highway, rail, port, oil-pipeline and telecommunications]</p> | <p>Outputs</p> | <p>Key activities</p> |
| | | <p>Roads:</p> <ul style="list-style-type: none"> ▪ The Northern corridor highway network upgraded and expanded ▪ Common classification system for roads adopted ▪ A common standard for road design, construction and maintenance adopted ▪ Axle load limits and vehicle weight dimensions harmonized and enforced ▪ Externalities addressed | <ul style="list-style-type: none"> ▪ Establish a consultative committee for roads officials ▪ Mobilise private sector resources in financing and management of the northern corridor infrastructural assets ▪ Mobilise support from development partners ▪ Consultations with other sub-regional organizations ▪ Promote joint planning and marketing of projects ▪ Prepare and facilitate adoption of common manual on axle limits ▪ Develop mechanisms for cooperation between road agencies of member states ▪ Develop guidelines for harmonised road financing policies and management structures. ▪ Promote research in utilization of local construction materials. ▪ Road safety, environment, HIV AIDS, and corruption integrated into the highway performance activities. |

Infrastructure Development & Management Programme Log-frame

| Relevant strategic objective[s] | Programme Objective [s] | Outputs | Key activities |
|--|---|--|---|
| <p>S01: Transformation of the Northern Corridor into an Economic Development Corridor [EDC].</p> <p>S03: Improved rail, road, pipeline and comm. Infrastructure services</p> | <p>Expand and improve the performance of the Northern Corridor transport infrastructure services [Highway, rail, port, oil-pipeline and telecommunications]</p> | <p>Railways:</p> <ul style="list-style-type: none"> ▪ Existing infrastructure rehabilitated ▪ Missing links to the network constructed ▪ Rail network to cover Rwanda, Burundi and Congo D.R extended. ▪ Reforms in management of railways facilitated ▪ Common standards for track construction adopted. ▪ Cooperation between inter-country railway agencies enhanced. | <ul style="list-style-type: none"> ▪ Work with railway companies to carry out an inventory of the railway infrastructure. ▪ Analyse and draw relevant recommendations from the railway restructuring study carried out by EAC. ▪ Present viable projects for funding consideration by development partners. ▪ Hold a consultative forum with stakeholders to agree on priority actions for Burundi, Rwanda and D.R. Congo. ▪ Facilitate harmonization of railway policies, legislation and operations among member states ▪ Promote ongoing consessioning of Kenya and Uganda Railway. ▪ Encourage railways to adopt modern IT solution for the management of their rolling stock and tracking of cargo consignments. |
| | | <p>Ports and Inland waterways</p> <ul style="list-style-type: none"> ▪ Mombasa port expanded ▪ Institutional reforms in the management of Ports and Inland Container Depots implemented. ▪ The port container terminal expanded ▪ Inland dry ports established as appropriate ▪ Navigability and safety of the inland waterways improved. ▪ Use of ICTs in port management established. | <ul style="list-style-type: none"> ▪ Package projects for private-public partnerships ▪ Package projects for support by development partners. ▪ Seek project financing through the NEPAD framework. ▪ Collate and synthesize various studies on reforms and hold a stakeholder consultation forum. ▪ Facilitate wider dissemination of information and experiences on restructuring. ▪ Promote the World Bank designed Ports reform toolkit. ▪ Establish current status and condition of dry ports ▪ Work with member states to determine level of need for dry ports. ▪ Synthesise and disseminate and facilitate dialogue on existing studies including those carried out with the help of ECA. ▪ Promote project financing through the NEPAD framework. ▪ Implement an ICT programme in port management. ▪ Establish a port users' information feedback system to improve on service delivery. |

Infrastructure development & Management Programme continued Log-frame

| Relevant strategic objective[s] | Programme Objective [s] | Outputs | Key activities |
|--|--|---|--|
| <p>S01: Transformation of the Northern Corridor into an Economic Development Corridor [EDC].</p> <p>S03: Improved rail, road, pipeline and comm. Infrastructure services</p> | <p>Expand and improve the performance of the Northern Corridor transport infrastructure services [Highway, rail, port, oil-pipeline and telecommunication s]</p> | <p>Oil Pipeline</p> <ul style="list-style-type: none"> ▪ Oil pipeline improved and extended to Uganda ▪ Extension to Burundi, Congo DR and Rwanda initiated <p>Telecommunications</p> <ul style="list-style-type: none"> ▪ Telecommunications and ICTS infrastructure established along the corridor ▪ Communication network to facilitate navigation, search and rescue on the inland waterways established. | <ul style="list-style-type: none"> ▪ Promote project through NEPAD financing mechanisms ▪ Explore public- private partnership financing and management models ▪ Carry out an inventory of completed and ongoing projects ▪ Assess the status of existing systems ▪ Make proposals to improve/upgrade current systems. |

III. NORTHERN CORRIDOR INFRASTRUCTURE PROJECTS

A. ROADS

The Northern Corridor main road network totals about 7,000Km of which 60% is paved and the remaining 40% is unpaved, as depicted in the table below.

Table 1: Distribution of the Main Road Network by Country (Km)

| Country | Paved | Unpaved | Total |
|--------------|--------------|--------------|--------------|
| Burundi | 320 | 36 | 356 |
| DR Congo | 721 | 1,960 | 2,641 |
| Kenya | 1,196 | 0 | 1,196 |
| Rwanda | 814 | 0 | 814 |
| Uganda | 1,042 | 657 | 1,669 |
| Total | 4,093 | 2,613 | 6,706 |
| Percent | 61% | 39% | 100% |

The above table, however, does not show the actual condition of the road networks, which are generally poor even for the paved sections.

Member States of the Northern Corridor have made significant progress in mobilizing resources for the rehabilitation of the trunk road networks. Nevertheless they are still faced with major funding gaps as outlined in the sections herein below.

KENYA

- **Mombasa – Nairobi section**

There is need to rehabilitate the Maji ya chumvi- Bachuma Gate section (55Km) in order to have the whole of Mombasa – Nairobi section homogenously rehabilitated after the on- going works and that to be undertaken by the European Union and World Bank funding on the other sections. The required funding is estimated at 25 millions US\$.

- **Southern Nairobi bypass and Northern Nairobi bypass**

- Kenya is in the process of concessioning Southern Nairobi bypass (42 Km). Three companies have been shortlisted.
- Regarding the Northern bypass (20 Km), there is still an open option for concessioning. The required funding is estimated at 20 Million US\$.

- **Nairobi – Malaba/Busia section**

There is need to rehabilitate the Timboroa-Eldoret-Malaba section (183 Km). A request has been sent to the European Union Commission for funding the studies and subsequently the rehabilitation works.

UGANDA

- **Jinja – Kampala**

Jinja – Mbalala section (74 Km) require to be strengthened. There is need to carry out studies. The estimated cost of the rehabilitation is 10 million US\$.

- **Kampala – Katuna (440 Km)**

It is expected that European Union will fund the rehabilitation of 220 Km, between Kampala and Mbarara at a cost of 50 million US\$ out of the whole road which is 440 Km length. The required funding is estimated at 92 million US\$ to rehabilitate the whole section.

- **Mbarara – Katunguru**

The road (109 Km) is in bad condition and requires to be rehabilitated. Studies need to be done and the rehabilitation works will cost about 40 million US\$.

- **Katunguru – Ishasha**

The road (90 Km) has to be bitumenized at the cost of 45 million US\$.

- **Ntungamo – Kagamba – Rukungiri – Ishasha (95 Km)**

International entails upgrading the road to bitumen standard. Work on Kagamba – Rukungiri (45 Km) commenced in August 2003 and is expected to be completed in October 2005, with EU funding of 15 million Euros. Funding is required for Rukungiri – Ishasha section.

- **Ishaka – Kagamba – Ntungamo – Kakitumba (87.6 Km)**

The road requires upgrading to bitumen standard to provide an all weather road linking the Kasese railhead to Rwanda. Ntungamo-Kagamba was completed in May 2003. Financing for design review and construction of Ishaka – Kagamba and Ntungamo – Kakitamba, estimated at USD 27 million is required.

RWANDA

- **Gatuna – Kigali – Akanyaru**

The Gatuna – Kigali section (80 Km) need to be strengthened at a cost of 10 million US\$.

- **Kigali – Ruhengeri – Gisenyi**

The road (95 Km) is linking the RD Congo through Goma. Studies are ongoing for rehabilitation under EU funding. The estimated cost of works is 62 million US\$. There is need to mobilize funds for this road.

BURUNDI

- **Akanyaru – Bujumbura**

There is need to rehabilitate the road on the section Bujumbura-Bugarama (33 Km). The estimated cost of rehabilitation works is 15 million US\$.

- **Bujumbura – Ruhwa**

There is need to rehabilitate some sections of the road and to make periodic maintenance on the remaining sections. The estimated cost is 10 million US\$.

- **Bujumbura – Gatumba**

The road has to be rehabilitated on a section of 19 Km. The estimated cost is 3 million US\$.

- **Kirundo – Gasenyi**

The road is currently a marram road. There is need to bitumenize the 36 Km in order to link Kirundo and Kigali by a paved road. The unpaved road in Rwanda Kicukiro – Nyamata-Nemba is being upgraded to a bitumenized road as the works were expected to start before the end of 2005.

D R CONGO

Most of the Northern Corridor roads in Eastern D R Congo are marram roads and in bad condition.

- **Bukavu–Kindu – Kisangani (1.149 Km)**

Although there are some works on-going on a section of the road i.e. Lubutu-Kisangani, it is only remedial works in order to reopen the road for traffic. Hence there is need to mobilize funding for detailed studies and for rehabilitation/modernization. The estimated cost is 130 million US\$.

- **Bukavu–Uvira (138 Km)**

There is need to modernize Bukavu–Kamanyola and rehabilitate Kamanyola-Uvira for a cost estimate of 35 million US\$.

- **Goma-Beni-Kasindi (441 Km)**

The only paved section is Goma-Ndoluwa (140 Km), which needs to be strengthened. The rest of the road is to be bitumenized. The total amount required is estimated at 87 million US\$.

- **Kisangani-Beni (719 Km)**

There are some works ongoing on this road with a view of reopening it to traffic. The total funding required for reconstruction of the road is 150 million US\$.

- **Bukavu-Walikali-Lubutu (417 Km)**

There are works ongoing for the reopening of the road for traffic. The required funding is 105 million US\$, for reconstruction of the road.

B. RAILWAYS

Existing Railways

Some sections of existing rail networks in Kenya and Uganda are in process of being concessioned to a private investor for a period of 25 years. Kenya is concessioning practically the entire network (1920 Km) and Uganda 35% of the total network representing 1241 Km. Long term (25 years) investment in Kenya is estimated at US\$ 250 – 300 million with 30 – 40 million US\$ in the first 5 years. Long term (25 years) investment in Uganda is estimated at US\$ 54 million with US\$ 18 million in the first 5 years. It is expected that the concessionaire will take over the 2 railways before the end of 2005.

Extension of railways

Currently TTCA is promoting the development of two major missing links.

- a. Extension of the Kenya-Uganda Railways from Kasese to Kisangani
 - **The Kasese – Kisangani rail line with rail links to Kigali and Bujumbura**

TTCA organized an extraordinary meeting in Nairobi in August 2004 to consider the project of extension of the rail line from Kasese to the DR Congo, Rwanda and Burundi.

During the meeting, the Authority adopted the network to be considered in further studies i.e. the Kasese – Kisangani (DR Congo) rail line with rail links to Kigali (Rwanda) and Bujumbura (Burundi). TTCA Secretariat has already organized a meeting of railway experts of the member States in order to prepare the terms of reference, which were submitted to the African Development Bank, with a request to the Bank to finance the pre-feasibility studies. The objective of the project is to link the Indian Ocean to the Atlantic Ocean by railway and inland waterways.

- b. Extension of Kenya and Uganda to Southern Sudan
 - **Rail lines linking Kenya to Southern Sudan through Nakuru – Lochichogio and Uganda to Southern Sudan through Nimule**

With the signing of the peace agreement in Sudan, several initiatives are in progress in order to promote investment in that country. Linking

Southern Sudan with the East African rail network originating from Mombasa constitutes a priority for the SPLM (Sudan People's Liberation Movement) authorities. The Kenya Government decided that preliminary studies on the Nakuru – Lochichogio rail line be carried out within the regional framework with the assistance of NEPAD.

It is proposed that the new missing lines should be considered within the regional framework and should be included in the NEPAD program.

It is recommended that these projects be included in the Great Lakes Railway network which include links with Zambia being promoted by COMESA, the extension central network originating from Dar Es Salaam to Rusumo Falls via Isaka, with a view to promoting regional economic integration, without excluding the rail link to the Horn of Africa.

C. PIPELINE

The Existing pipeline

As the demand for oil by the landlocked countries is increasing rapidly, there is need to improve the existing pipeline capacity. Kenya Pipeline Corporation has commenced planning for that purpose, by initially extending the pipeline from Eldoret to Kampala (320 Km). A feasibility study carried out, found the project viable. A consultant was hired in June 2005 to carry out a study on the environmental impact. The report is expected in August 2005. Evaluation of the offers from investors who expressed their interest had been completed. Launching of bids was expected in October 2005. Works are expected to commence in 2007. The project will be managed within the framework of the BOOT (Build, Own, Operate and Transfer) system in partnership with the public/private sector distributed as follows:

Private Investor: 51%

Government of Kenya: 24,5%

Government of Uganda: 24,5%

The Extension of the pipeline from Kampala – Kigali, Bujumbura and RD Congo

This project is vital to landlocked countries such as Rwanda, Burundi and DR Congo. Hence, there is need to carry out studies and then consider the implementation of the project in the near future.

The Extension of the Pipeline between Kenya and Southern Sudan

Southern Sudan is known as an important oil producer. Kenya is considering linking its pipeline to Southern Sudan.

D. THE MOMBASA PORT

Currently, the Mombasa Port is equipped with 16 deep-water berths, a large container terminal, 2 terminals for bulk cargo and two petroleum jetties. It is the second busiest port in East and Southern Africa after the Port of Durban.

The traffic throughput is as below (table 1 and 2)

Table 1: Traffic throughput the port of Mombasa: 1998 – 2004 (Mn tons)

| Countries | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|-----------|------|------|------|-------|-------|-------|--------|
| Domestic | 732 | 6.74 | 7.47 | 8.18 | 8.01 | 8.87 | 9,620 |
| Transit | 1.13 | 1.31 | 1.45 | 2.12 | 2.22 | 2.45 | 2,891 |
| T/ment | 0.11 | 0.14 | 0.20 | 0.30 | 0.34 | 0.61 | 409 |
| Total | 8.56 | 8.16 | 9.13 | 10.60 | 10.60 | 11.93 | 12,920 |

Source : KPA Annual Review and Bulletin Statistics

Table 2: Transit traffic throughput the port of Mombasa per country (000 tons)

| Countries | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|-----------|---------|---------|---------|---------|---------|---------|---------|
| Uganda | 841.9 | 1,012.6 | 1,114.6 | 1,669.8 | 1,701.1 | 1,893.7 | 2,209.9 |
| Tanzania | 57.7 | 63.3 | 93.2 | 145.9 | 157.0 | 181.8 | 229.9 |
| Burundi | 1.2 | 4.2 | 2.3 | 6.8 | 28.8 | 4.2 | 19.8 |
| Rwanda | 94.4 | 109.3 | 71.7 | 109.1 | 80.8 | 176.8 | 201.8 |
| Sudan | 52.2 | 46.3 | 45.1 | 67.4 | 93.0 | 75.3 | 67.2 |
| RD Congo | 59.5 | 52.4 | 76.3 | 68.5 | 100.2 | 71.6 | 106.9 |
| Others | 20.1 | 21.8 | 51.2 | 49.4 | 45.1 | 49.2 | 55.1 |
| Total | 1,126.8 | 1,310.0 | 1,454.3 | 2,116.8 | 2,214.9 | 2,452.6 | 2,890.6 |

Source : Kenya Ports Authority

Kenya Ports Authority has recently published the Port Master Plan for the next 20 years. The Master Plan was presented to the stakeholders in Nairobi and Mombasa.

KPA vision is that the Mombasa Port should be among the 20 world best ports by 2010.

KPA established a strategy for the development of the port of Mombasa in several phases:

- **Mombasa Container Terminal**

Phase 1: Improving the yard capacity at berths No 12 – 18
Some of the activities in this phase are already in progress.

Phase 2: Expanding quay-handling capacity: This phase shall continue up to 2008

- **Kilindini Container Terminal**

Phase 3: Construction of a second container terminal at berths No 4 – 6

Phase 4: Expansion of the Kilindini Container Terminal by 2021

Other development works shall be carried out to cater for bulk cargo, petroleum products, Magadi Soda, Roll-on/Roll-off and the motor vehicle section. A free trade area shall also be installed near the motor vehicle section etc.

It is estimated that by 2025 traffic at the Mombasa Port would handle around 25 million tons and that the construction of a second container terminal would enable the port to handle around 1.8 million TEUs per annum.

The investment required is estimated to cost around US\$490 million. The master Plan also contains proposals for restructuring the management of the Port by introducing a public/private sector partnership.

E. INLAND PORTS AND CONTAINER DEPOTS

The investment at the Mombasa Port may not have a positive impact on the regional transport system unless similar policies are implemented on the entire Northern Corridor infrastructure. In order to absorb the expected traffic, infrastructure serving the Mombasa Port would have to be improved in order to cater for the anticipated volumes and avoid congestion at the port.

This will require improvement of inland ports, such as Bujumbura, as well as Inland Dry Ports and Container Depots in Nairobi, Kisumu, Eldoret, Kampala and Kigali. In the case of Kampala, there is need to develop an inland port as a common user facility to which goods can be consigned from overseas and from which goods can be shipped to overseas destination. Approximately US\$ 2.5 million will be required for improvement of Inland Container Depots, while the Kampala Inland Port will require approximately US\$ 15 million for its development.

F. INLAND WATERWAYS

Lakes Victoria, Tanganyika, Kivu, Albert and Edward are used for transportation of goods inside and outside the countries. The Congo River plays a similar role too. The navigability of Akagera River needs to be explored. These transport modes are however necessary for the multi-modal transport chain since they are complementary to other modes of transport. Hence, there is need to mobilize funding in order to improve inland transport waterways. In this regard, funding to the tune of US\$ 250,000 is required to undertake necessary studies.

G. ICT AND TELECOMMUNICATIONS INFRASTRUCTURES

ICT and telecommunications have become useful tools in trade and transport facilitation. Several initiatives are in progress to install these tools at the regional level. These include the COMESA COMTEL project, Optic fiber as well as others introduced within the EAC. Despite the dramatic development of mobile phone the telecommunications in the sub-region are not only poor but also very expensive. The data exchange need also to be improved.

H. ECONOMIC DEVELOPMENT CORRIDOR

The TTCA has a mandate to transform the northern transport corridor into an economic development corridor. Given the institutional and physical problems along the northern corridor, this will not be an easy or single-direction task. A review of other corridors, most notably the Johannesburg-Maputo corridor, shows that a major key to success has been the use of large anchor projects, such as the MOZAL aluminum smelting plant, to help generate traffic on the corridor and accelerate related economic development activities; plus a strong commitment of the highest Authorities of the contracting countries.

The Northern Corridor economic development catchments area is rich in the potential to develop many smaller projects in the areas of cash crops, agro-processing, mining, and energy. There may even be large projects yet to be fully explored, including the gas in Rwanda, and oil deposits in southern Sudan for shipment out of Mombasa. TTCA is to adopt a broad-based strategy to increase the attractiveness of both foreign and domestic investors to find and develop these opportunities in a business-friendly institutional environment as a start to the action plan to develop the northern economic development corridor.

The overall strategy is to first identify the wide range of opportunities for private-sector economic development, second to identify the major constraints to the private sector's development of these opportunities, third to develop a strategy to alleviate these constraints, and fourth to have a cohesive action plan to tie these elements together within an institutional framework that will, as the constraints are lifted, advertise to potential private investors the possibilities for investments in the wide range of viable project opportunities. The TTCA at that point in the

action plan should hold an investors' conference and present the results of a number of pre-feasibility studies. For those investors who show interest in particular projects, the TTCA would like to work with development partners to subsidize the cost of full feasibility studies that the potential investors will wish to carry out on their own. With the proper balance of institutional reform and project promotion, the TTCA should be successful in seeing private investors develop many of these projects that will be a true starting point to transform the northern corridor into an economic development corridor.

The proposed strategies for the TTCA, is to work with the donors, governments, private stakeholders, and regional cooperative groups such as COMESA and the EAC, to lift these constraints to make the catchments area more attractive to private investors. This will take the TTCA into the broader area of regional economic development that is related to transport, but well beyond the current focus on transport issues. The strategies include ways for the TTCA to work to use institutions in place to alleviate political risk for potential investors, lift sectoral constraints, push for a more integrated transport infrastructure development and maintenance program, alleviate legal barriers and improve financial markets. These are all aimed at making the catchments area more attractive to investors.

The Action Plan emphasizes the need to achieve Presidential buy-in, private sector participation, local stakeholder participation, and engaging the region's governments and regional institutions to achieve the goals of having the private sector manage as much of the transport sector as possible, and to have private investors developing projects in the identified "anchor sectors". The proposed timetable to implement this action plan seem to be realistic, given the energy of the TTCA and its partners, and the opportunities awaiting development in the NC catchments area.

IV. TRANSPORT FACILITATION PROJECTS

a. One-Stop Border Posts Projects

The one-stop border posts project was initiated in 1996 vide the Decision No TTCA/A/9/96 of 25 October 1996 providing modalities for the establishment and organization of joint controls at adjacent border posts.

The TTCA plans to convert all the major border posts into one-stop border posts as follows:

| | | |
|-----------------|---|----------------------------------|
| Kenya/Uganda | : | Malaba, Busia |
| Uganda/Rwanda | : | Katuna, Kagitumba |
| Uganda/DR Congo | : | Mpondwe, Ishasha River, Bunagana |
| Rwanda/DR Congo | : | Gisenyi, Cyangugu |
| Rwanda/Burundi | : | Akanyaru |

With the financial support from USAD/REDSO and the East and Central Africa Trade Hub, feasibility studies for Malaba, Busia, Katuna and Kagitumba have been carried out. These border posts are likely to receive funding from the World Bank and the East African Trade and Transport Facilitation Project. Funds are required to undertake feasibility studies for the remaining border posts USD 0.3 million and subsequently for improvement of infrastructure and facilities. This is estimated at approximately USD 2 to 4 million per border post.

b. The Regional Cargo Tracking System

Progress made in Information Communication Technology enabled Northern Corridor partners including ports, railways, shipping agents and road transporters to acquire this technology and make it a useful management tool. The KPA modernization system, which is intended to transform the Mombasa Port into a paperless port by 2010 is playing a major role toward the introduction of the Port Community Based System. KPA partners joined the system and a consultant was recruited to facilitate the implementation of the system. Similarly, KRA launched its Reform and Modernization Program with a similar objective. The success of the CBS system will largely depend on the achievements of the KRA system.

At the regional level, TTCA, PMAESA and the ECA/SRDO Kigali are jointly working on the Regional Cargo Tracking System for the Northern and Central Corridors. The feasibility study envisages that the Regional Cargo Tracking System would use data originating from the various partners including shipping agents, ports, customs, road and rail transporters in order to facilitate the electronic tracking of cargo from the office of origin to the office of destination. Involvement of these partners including customs is essential for the success of the project. Preliminary estimates show that a minimum of USD 1million will be required to implement the Regional Cargo Tracking System to be sustained through a user-pay mechanis

