

REPORT OF THE TECHNICAL COMMITTEE MEETINGS FOR INFRASTRUCTURE DEVELOPMENT AND MANAGEMENT AND PRIVATE SECTOR INVESTMENT PROMOTION HELD AT HOTEL MACADAMIA, KIGALI, RWANDA, FROM 17 TO 20 OCTOBER 2011

I. INTRODUCTION

1. A back-to-back meeting of the Technical Committee meetings on Infrastructure Development and Management and on Private Sector Investment Promotion was held at Hotel Macadamia, in Kigali, Rwanda, from 17 to 20 October 2011.
2. The meeting was attended by delegations from Burundi, the Democratic Republic of Congo, Kenya, Rwanda and Uganda. Representatives of TTCA's development partners and Regional organizations from USAID COMPETE, African Development Bank and Nile Basin Initiative, also attended the meeting. The list of the participants is attached to this Report as Annex I.
3. The deliberations of the two technical committees were preceded by a workshop on the establishment 3 One-Stop Border Posts at Mpondwe/Kasindi, Gisenyi/Goma and Akanyaru Haut.
4. In his opening statement, the Ag. Executive Secretary of the NCTTCA, Mr. Philip Mwanthi, welcomed the delegates to the meeting and thanked the Republic of Rwanda for having accepted to host the meeting, for the warm welcome accorded to all the delegations, and for the excellent facilities put in place to make the meeting a success.
5. Turning to the objective of the meeting, Mr. Mwanthi pointed out that the back-to-back meeting would discuss the progress so far achieved on the establishment of 3 One-Stop Border Posts at Mpondwe/Kasindi, Goma/Gisenyi and Akanyaru Haut; consider the final report on the Northern Corridor Infrastructure Master Plan; and consider the recommended Investment Projects in the Northern Corridor Spatial Development Project (NCSDP) Scoping Study and proposed action plan for the NCSDP/SDI programs.
6. He reminded the delegates of the main objective of the NCTTCA, namely promoting trade and regional economic integration through ensuring a smooth flow of goods and easing customs procedures along the Northern Corridor, with the final objective of transforming the Northern Corridor into an economic development corridor. Hence the need to urgently address the issue of One-Stop Border Posts, improvement of the

infrastructure along the Corridor and the recommended Anchor Investment Projects in the Spatial Development Program.

7. The meeting was officially opened by the Minister of State in Charge of Transport of the Republic of Rwanda, Hon. Dr. Alexis Nzahabwanimana. In his opening remarks, the Minister welcomed all the delegates to Rwanda and thanked them for having responded positively to the TTCA's invitation to attend this important meeting. The Minister reassured the delegations that as usual, the Rwanda Government would make sure that all the necessary measures are in place to ensure the appropriate atmosphere required for the success of the meeting.
8. Turning to the objective of the meeting, the Minister reiterated the commitment of the governments of the member States of the NCTTCA in ensuring that the Northern Corridor serves as one of the vital tools in fostering regional economic integration, stressing the crucial role played by the Corridor in the economies of Kenya and the landlocked member States of Uganda, Rwanda, Burundi and the Democratic Republic of Congo. In this regard, he expressed the hope that this meeting would come up with tangible recommendations and clear guidance to the governments of the member States on what is required to finalise the project on the one-stop border posts, and to find a conclusive solution to the issue of non-tariff barriers and all other bottlenecks that make transport along the Corridor unnecessarily costly.
9. The Minister lauded the efforts of the TTCA Secretariat in coordinating the member States' efforts in coming up with a binding framework on transit traffic and appealed to all the member States in turn to provide the Secretariat with the necessary support to achieve this objective.
10. Finally, Hon. Nzahabwanimana called on all the participants to assist the member States in putting an end to the culture of inconclusive and never-ending studies and expressed the hope that the present meeting would come up with clear recommendations and guidelines on the way forward, so as to make the TTCA a model development organization.

II. ADOPTION OF THE AGENDA AND THE WORK PLAN

11. The meeting adopted its agenda and work plan.

III. COMPOSITION OF THE BUREAU

12. The participants were reminded that the Bureau remains as follows:

- Chair: Rwanda
- Vice Chair: Uganda
- 1st Rapporteur: Burundi
- 2nd Rapporteur: Democratic Republic of Congo

IV. DELIBERATIONS

A. WORKSHOP ON THE DRAFT FINAL REPORT ON THE FEASIBILITY STUDY AND DETAILED ENGINEERING DESIGN FOR 3 ONE-STOP BORDER POSTS ALONG THE NORTHERN CORRIDOR (MPONDWE/KASINDI, GISENYI/GOMA AND AKANYARU HAUT)

13. The meeting was guided through the deliberation by a team of consultants from Otieno Odongo & Partners Consulting Engineering, who conducted the study. The meeting discussed the Report under the following sub-titles:
 - a) Proposed Institutional Framework at the Border Posts and Economic Feasibility of the Project
 - b) Legal Audit
 - c) Social Environmental Impact Assessment
 - d) Traffic Projections
 - e) Physical Infrastructure Proposals
 - f) Information Technology

14. The Committee after deliberations, made the following recommendations summarized in the matrix below:

MATRIX OF ISSUES AND RECOMMENDATIONS

REPORT ON PROCEEDINGS ON THE 3 OSBP WORKSHOP

| | Issue Raised | Recommendations |
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| 1. | Traffic Projections | |
| 1.1 | Pavement Design Standards- The Consultant did not consider, when designing for pavement layers, use of standards in other member states. | The Committee recommends that the Consultant reviews and adopts the most conservative Standard within the members states and revise the design accordingly. |
| 1.2 | Pavement Surfacing Materials- Cabro considered for pavements in the drawings | The Committee recommends that the Drawings be revised to reflect concrete pavement. |
| 1.3 | Consultant should relate the pavement design to traffic flow projection | It further recommends that the pavement designs be revised accordingly |
| 1.4 | How far the traffic studies were conducted beyond the border post | Traffic studies were limited to entry and exit points from border points. |
| 1.5 | Crossing time- How will this be reduced with the introduction of OSBP | By half, other factors remaining constant |
| 1.6 | The Design did not cater for slow/ stationary traffic as this tends to be the tendencies with most Heavy Commercial Vehicles as they approach the border post | <p>The Consultant had proposed Cabro pavement as has been mentioned in item 1.2 above.</p> <p>The Committee recommends that the designs be revised to replace the Cabros with Concrete (Rigid) pavement that is able to withstand the stresses caused by slow moving/stationary heavy commercial vehicles.</p> |
| 1.7 | The Delegates from DRC felt that the traffic study needs to be revised since a new traffic survey has been done at Goma border post which now reflects the current traffic at the border and they were willing to share that information with the consultant | Consultant felt that the projections done using the 2010 base year traffic catered for any future traffic within 20 year period that is expected at the border post. |

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| | | The Committee recommends that the Consultant look into the data provided by DRC and if there are significant differences with the consultants projections, then the Final Design be revised accordingly. |
| 2. | Institutional Framework | |
| 2.1 | Recommendations on management of OSBP should be deferred until relevant bills are passed by partner states | The Committee recommends that the consultant incorporates the outcome of the proceedings of the meeting planned for 24th Oct 2011 by EAC Sectoral Council on Legal and Judicial Affairs |
| 2.2 | Delays at the border post | It is further recommended that the Consultant should come up with design performance indicators of the various OSBP agencies. |
| 2.3 | The Structures in EAC members are different from the one applied in DRC e.g. Revenues Authority | The Committee recommends that the Consultant looks into DRC concerns with a way forward to harmonize tripartite requirements of EAC, COMESA and SADC. |
| 2.4 | Communication barrier due to different languages and lack of training | The Committee recommends that NCTTCA look at possibility of training border post staff in basic border post procedures including translation of documents in the common used languages in the region |
| 2.5 | DRC raised Concern on the slow implementation of EAC 2010 bill and that Bilateral Agreements may not necessarily assist EAC Bill. | It is recommended that Partners states enter into Bilateral Agreements which has to be domesticated in their National Laws according to Section 3 of the Proposed Bill. |
| 3. | Physical Infrastructure | |
| 3.1 | Gisenyi-Goma Border post- Recommendation by the consultant to locate OSBP at Poids Lourds instead of Corniche. The name Gisenyi as it appears in item 3.1 above was not correct as the name has been changed to Rubavu. | Concerning the issue of location of the OSBP at Gisenyi-Goma , the Committee recommends that the Consultant base its design on previous stakeholders recommendations in which the |

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| | | <p>Corniche border post is to be designed as common One-Stop Border Posts.</p> <p>It is further recommended that the Final Design Report be revised to design the OSBP at Poids Lourds as “Juxtaposed Border”.</p> <p>It was noted, however that Rwanda is currently going on with the implementation of their Master Plan.</p> |
| 3.2 | Goma- Proposed site for verification shed and Scanner is swampy and might not meet the EIA requirements according to REMA act. The DRC delegates felt that the item 3.2 was not well captured as REMA deals with Rwanda. | <p>The Committee recommends that the Consultants review the proposed site at Goma to ensure that it meets the Environmental Impact Assessment (EIA)requirements of REMA. It is further recommended that item 3.2 should read Rubavu and not Goma as per section 3.1 above</p> |
| 3.3 | Akanyaru- Cost options for Juxtaposed or common border | <p>It is recommended that the type of OSBP between Burundi and Rwanda at Akanyaru Haut be a “Common Border”</p> |
| 3.4 | Verification Shed, X-Ray and Warehouse proximity | <p>The committee recommends that the verification sheds, X-Ray and Warehouse be incorporated in Final Design.</p> |
| 3.5 | Inclusion of Weighbridges within OSBP. Uganda position is to have the custom weighbridge within the border control zone, same position shared by Rwanda and DRC Delegates. Consultant also advised to check the EAC bill, experiences at Chirundu and Mutukula OSBPS in making recommendations | <p>The committee recommends that the Consultant includes only Customs weighbridges in OSBP in the Final Report. For axle load control, it is recommended that the Consultant borrows experiences at Chirundu and Mutukula OSBPs while making his recommendations in the Final Report.</p> |
| 3.6 | Provision of the following Facilities Warehouse – Storage of different categories of goods - Wet cargo | <p>It is recommended that for most items, the consultant incorporate them in Final Design.</p> |

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| | <ul style="list-style-type: none"> - Office Space - Strong room <p>Administration Building</p> <ul style="list-style-type: none"> - Interview Room - Archives - Registry - IT Server room <p>Parking Yard</p> <ul style="list-style-type: none"> - Management of fuel tankers and dipping facilities <p>In addition various delegates were concerned for exclusion of minimal services to cater for private sector e.g.</p> <ul style="list-style-type: none"> - Banks - Clinic - Clearing and Forwarding Room | <p>But for the extent of exclusion of services to be provided to private sector, it is noted the consultant pressed for a detailed brief on this but in the absence the consultant will provide minimum spaces around the OSBP.</p> |
| 3.7 | Mpondwe-. Proposed demolition of staff houses. A delegate felt that compensation was omitted for relocation of neighboring houses | It is recommended that new staff accommodation be provided as part of the project. It is noted that the design is only based within the existing border control zone and no private property has been touched in the plan. |
| 3.8 | Kasindi- Electricity supply | Noted that supply on site |
| 3.9 | Fire Fighting services/ assembly | It is recommended that this be addressed in Final Report |
| 3.10 | Maintenance of physical facilities | Addressed in institutional framework |
| 3.11 | Bridge at Mpondwe/Kasindi- separation of Non-motorized traffic including human beings, motorcycles, motor bikes, Hand Cats etc | Addressed in the report, new bridge for motorized traffic provided downstream. Existing bridge to cater for all non motorized traffic |
| 4. | EIA STUDY | |
| 4.1 | Goma- fear of Volcanic Risks | It is recommended to observe security strip because of Volcanic Risks |
| 4.2 | Noise and smoke pollution | Addressed in the report |
| 4.3 | Cost of relocation in Akanyaru and Goma | It is recommended that this be reviewed in Final Design |

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| 5. | LEGAL AUDIT | |
| 5.1 | Current Procedures and existing legislation not covered in the report | Covered adequately in the report |
| 5.2 | Omitted details of management procedures at OSBP | It is recommended that this be catered for under bilateral agreement between partner states |
| 5.3 | The Consultant should carry out Comparative analysis of the existing laws in the partner states | It is recommended that this be done and included in the Final report. |
| 6. | ICT | |
| 6.1 | How ICT will assist in elimination/detection of fraud | It is recommended to be addressed in the Draft Final Report |
| 6.2 | Incorporation of existing ICT system within member states and Nile basin | It is recommended that the Nile Basin Initiatives (NBIs) data and information sharing procedures be considered as Northern Corridor Member countries are also NBIs member States It is recommended to be addressed in Final Report |
| 6.3 | Software-Cost omitted | It is recommended that this be addressed in the Final Report |
| 6.4 | Software-Cost omitted | It is recommended that this be addressed in the Final Report |
| 6.5 | Security Requirements | It is recommended that this be addressed in the Final Report |
| 6.6 | Sustainability of the proposed system | It is recommended that this be addressed in the Final Report |
| 7. | GENERAL | |
| 7.1 | Response Matrix- Include column for action taken | It is recommended that this be incorporated in the Final Report |
| 7.2 | Detailed Engineering Design- the scope of works | It is recommended that Detailed Engineering Design be done according the contract and with all requirements attached to this kind of design. Type of OSBPs agreed in the workshop are as follows: |

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| | | Mpondwe /Kasindi: “Juxtaposed” Goma/Rubavu (Poids Lourds): “Juxtaposed” Akanyaru Haut: “Common” |
| 7.3 | Time Frame for implementation | Secretariat to address |
| 7.4 | Consultant advised to consult the EAC secretariat and include any appropriate recommendations in the Final Design Report | Noted and will be done |
| 7.5 | Consultant to look at the Nile Basin Protocol Website and include any recommendation in the Final Design | Noted and will be done. |
| 7.6 | Procedure for application for funding by ADB. | ADB Delegate advised that application for funding should be put by EAC Secretariat and that this must be supported by a letter from each of the member States sharing a border post. The Secretariat instructed the Consultant to include ADB as the funding agency in all the documents submitted. |

B. PRESENTATION OF THE FINAL REPORT OF THE NORTHERN CORRIDOR INFRASTRUCTURE MASTER PLAN

15. The Secretariat presented the Final Report of the Technical Committee on Infrastructure Development and Management.
16. The Final Report comprises 38 projects considered as priority projects in order to respond to the demand in transport by the year 2030, estimated to total approximately 80 million tonnes **per year**. The Master Plan took into account the following criteria:
 - a. The magnitude of the transport problem that the project is addressing (congestion, low capacity), or the project has an internal rate of return higher than 12%;
 - b. The state of progress in the preparation of the project.

I. Roads

17. The Master Plan retained 10 projects. Out of these 10 projects recommended in the Master Plan, six address the issue of capacity. In particular, the Master Plan recommends the creation of by-passes to avoid urban centres along the Northern Corridor such as Mombasa, Eldoret and Kigali. The Master Plan also recommends the widening of the major routes of the Northern Corridor whose carriageway width is less than 7m.

Recommendations

- a. ***The Committee recommends that the countries adopt a standard width of 7m (minimum of 3.5 meters per lane) of carriageway and 2m of shoulder width minimum for the main Northern Corridor trunk road.***
- b. ***The Committee further recommends harmonisation of Axle Load limits within the Northern Corridor Member States.***
- c. ***The Committee also recommends that the necessary improvements be carried out in order to resolve the issue of traffic congestion in the areas where the trunk road crosses urban centres located along the Northern Corridor.***

II. Railways

18. The Master Plan recommends 9 projects. These will involve, on the one hand, the rehabilitation of the existing metric gauge line between Mombasa and Kampala and, on the other, creation of new standard gauge lines in the Northern Corridor region.
19. Much as the need to construct a standard gauge line is evident and is in line with the Railways Master Plan of the EAC, the Master Plan recommends the rehabilitation of the existing railway lines as a matter of priority, particularly the metric gauge line from Mombasa to Kampala.

Recommendations

The Committee recommends that RVR and other relevant players take necessary measures to secure the required funding and rehabilitate existing meter gauge lines between Mombasa and Kampala.

The Committee further recommends that the member states take necessary measures to finalise studies for the development of new standard gauge railway lines along the Northern corridor.

III. Sea Ports

20. The Master Plan recommends 6 projects. The Technical Committee was informed of the high traffic growth rate at the Port of Mombasa, which has been 8.8% per annum since 2002, with accelerated growth in the containerised traffic (14% for imports).
21. Heavy investment is planned under the Master Plan for the Port of Mombasa, in order to increase handling capacity. However, with the current configuration of the port today, it will reach full saturation before 2030, hence the need to construct another port at Lamu.
22. The deep water port of Banana in the DR Congo is destined to serve as an entry point for the Northern Corridor in matters of international trade. Once the construction works are finished, the region will have a link between the Atlantic Ocean and the Indian Ocean.

Recommendations:

- a. ***Speed up the implementation of the investments envisaged in the Master Plan for the Port of Mombasa;***
- b. ***The Government of DRC to finalise the feasibility study for the development of the deep sea port of Banana***
- c. ***The Government of Kenya to undertake necessary measures for the development of the deep sea port of Lamu.***

IV. Inland Ports and Inland Waterways

23. The Master Plan recommends 5 projects. These projects comprise the improvements in navigation on Lake Victoria, Lake Tanganyika, Lake Kivu, and River Congo and on the Kagera River. They also include the rehabilitation of the infrastructure and equipment in the port of Kisangani.

Recommendation:

The Committee noted the recommendation of the Master Plan of envisaging to increase investment in the infrastructure but also reforms in the management of these waterways, with a view to improving their outreach, efficiency, cost effectiveness and safety.

The Committee further recommends that the development and operationalization of the inland ports and waterways be done as soon as possible

The Committee recommends that the infrastructure master plan should include plans for the development of in-land water ports at Lake Albert, George and Lake Kyoga

V. The Pipeline and associated facilities

24. The Master Plan proposes 2 projects, namely the pipeline destined for connecting South Sudan to the port of Lamu and a pipeline for the transportation of refined petroleum products from Lake Albert to the various Northern Corridor countries.

Recommendations

- a. The Committee welcomed the initiatives made in an effort to develop the pipelines of the Northern Corridor and recommends the immediate implementation of the projects in order to lower the current high costs of transporting petroleum products, particularly affecting the landlocked countries of the Northern Corridor.***
 - b. It further recommends that the existing Mombasa – Nairobi pipeline be replaced in order to meet the increasing transport demand, considering that the Nairobi – Nakuru – Eldoret section has already been enhanced by constructing a parallel line.***
- VI. The other projects are in the field of multimodal and institutional transport, as well as the establishment of one-stop border posts.**
25. These are namely:
 - The multimodal access corridor to the new container terminal at Kipevu in the port of Mombasa;
 - Creation of one-stop border posts between the Northern Corridor member countries.
 - Institutional capacity building.
- VII. General observations on the Final Report**
26. During debate, the delegates wished to have some additional projects included in the Master Plan. However, the meeting concluded that at the present level, with the Master Plan already in place, and considering that extensive discussions had taken place between the various stakeholders in the member countries on the one hand, and with the Consultant, Louis Berger, who prepared the study and submitted it to the client on the other, it was no longer possible to include these new projects in the current plan.
27. Nonetheless, the Committee noted that the Plan should not be static and that it should be updated on a regular basis, say every five years.
28. The Committee proposed that a list of projects, considered to be priority projects by the member States and which do not figure in the Final

Report, be prepared and attached as an annex to this Report for future consideration. The list is attached to this Report as Annex II.

VIII. State of Progress of the 2011 – 2012 Work Programme

29. The Secretariat presented a progress report on the implementation of the Work Programme, which covers 18 months and whose budget extends up to June 2012.
30. The Committee noted that there were delays in some activities with regard to the initial plan; and recommended that all efforts be made to speed up the implementation of the programme, which shall have to be evaluated by the Executive Board when the budgetary period comes to an end.

PRIVATE SECTOR AND INVESTMENT PROMOTION COMMITTEE

IX. THE NORTHERN CORRIDOR SDI PROGRAMME

31. The Committee was informed that the EDC/ SDI approach aims at synchronizing and creating synergies between transport infrastructure development and other key sectors of the economies including Energy, Agro-processing, Mining and Tourism industries.
32. The Committee adopted the final report of the Scoping Study on the Northern Corridor Spatial Development Program (SDP) initiative. The Committee noted the key Anchor Projects that were identified, however, it was noted that some data in the study need to be updated.
33. The Committee further noted that the SDP initiative is aimed at Transformation of the Corridor into an Economic Development Corridor (EDC) by promoting Public – Private Partnerships in transport infrastructure investments and investments in other sectors to promote synergies between transport infrastructure and other sectors.
34. The Committee also noted that the Secretariat need to work more closely with member states agencies involved in promoting private sector development and especially by looking at the PPP initiatives and legal frame currently being initiated within the member states.

X. PRIORITISATION OF INVESTMENT AND PROMOTION OF PPPs

35. The Committee discussed and adopted the Final report of the Scoping study with the following major amendments and recommendations especially in regards to the data and priority projects.

Recommendations

The Committee after deliberations made the following recommendations;

- (i) ***On the part of DRC, it was noted that the list of prospective investment projects was not exhaustive and therefore recommended that the secretariat collects further data on sectors of mining, Oil deposits in Eastern DRC, Cement production, Methane gas which is shared in Lake Kivu with Rwanda, Timber production and***

processing and the port project linking DRC to the Atlantic Ocean.

- (ii) *The Committee noted that some of the economic and National data does not reflect the real situation on the ground in some countries particularly Burundi and DRC. it was recommended that data should be updated by the secretariat in conjunction with the National Investment Agencies in Member Countries as soon as possible*
 - (iii) *It was further recommended that further consultations be undertaken between with member countries through National Investment Agencies to update the list of priority projects in the Scoping Study report.*
 - (iv) *The Committee further recommended that member countries should work together and come up with common strategies for addressing the Non-Tariff Barriers.*
 - (v) *It was also recommended that the key actions for the promotion of Northern SDP should be fast tracked by the Secretariat in close collaboration with key private sector organizations.*
36. The Committee strongly upheld the Board recommendation that the Secretariat should establish more close collaboration and work with the existing agencies in member states in charge of Investment promotion and development PPPs in promoting the program.
37. **For more effective representation and more inclusiveness, the Northern Corridor Private Sector Investment/PPP Committee the meeting recommended the following agencies ;**
- i. Kenya Private Sector Alliance;
 - ii. Kenya Investment Authority;
 - iii. Uganda Investment Authority;
 - iv. Uganda Private Sector Foundation;
 - v. Rwanda Private Sector Federation;
 - vi. Rwanda Development Board;
 - vii. ANAPI DRC;
 - viii. Federation Des Enterprises Du Congo (FEC)
 - ix. Burundi Investment Agency;
 - x. Kenya National Chamber of Commerce and Industry
 - xi. Uganda National Chamber of Commerce and Industry

- xii. Burundi Federal Chamber of Commerce and Industry;
- xiii. Ministries of Transport and Infrastructure
- xiv. Representatives of Ministries of Finance and Planning/
Treasury involved in PPPs frameworks; and
- xv. Representatives of Public Agencies in transport and
infrastructure, Pipeline, Port Management

XI. DEVELOPMENT OF NCSDP BUSINESS PLAN

38. The Committee noted the Northern Corridor SDP Steering Committee meeting recommendation for preparation of a Business Plan and the Investment Promotion Strategy for the Northern Corridor SDI through the NEPAD/IPPF.

- i. The Grant will be used for the development of the Northern Corridor Spatial Development Initiative Business Plan and Implementation Strategy.
- ii. This Plan and Strategy includes Northern Corridor Private Sector Investment Strategy, Communications Strategy for SDP and Strategy for PPPs Capacity Development and Social Economic issues

39. The draft Project Information Memorandum (PIM) document was presented to the Committee for information and noting and pledged to send further input on the logical framework to be sent to the Secretariat.

40. Based on the resolution of the Executive Board that had earlier approved and directed to the Secretariat to prepare the Project Information Memorandum (PIM) and Project Concept for submission to NEPAD/IPPF, the Committee pledged its support to work closely with the Secretariat in this process.

XII. ACTION PLAN FOR THE NORTHERN CORRIDOR SDP

41. The Committee discussed and adopted the phases of the Action Plan for the Northern Corridor SDP with amendments which shall be reconciled with earlier amendments made by the Steering Committee meeting. A revised Action Plan once revised will be submitted to Committee members for joint implementation.

Recommendation

The committee recommended the formation of national focal points monitoring committee for enhancements of the action plan activities

XIII. OTHER NATIONAL AND REGIONAL INVESTMENT PRIORITIES

42. Based on the Executive Board resolution which directed that investment strategies should be more focused on Investment Promotion Activities in areas of Port development and Inland Water Ways, Roads, Railway Development, Inland ports, Inland Container Depots, and Export Processing Zones (EPZs).

Recommendations

- a. ***The Committee recommends that the Secretariat through National Investment Agencies compile data on the current investment initiatives and feasibilities already in place and PPP opportunities on Port development and Inland Water Ways, Roads, Railway Development, Pipeline, Inland ports on major lakes, Inland Container Depots, Parking yards, and Export Processing Zones (EPZs)/ Free Economic Zones. The information shall then be used to create sector profiles for promoting PPPs.***
- b. ***Further, it was recommended that data on other production sectors including Energy, Mining, Agro-processing, Tourism, ICT, Forestry and exploitation of natural resources be compiled by the Secretariat in collaboration with National Investment agencies to develop sector profiles.***

XIV. PROMOTION OF PPPS IN THE NORTHERN CORRIDOR

43. The Committee noted that there already some initiatives from some countries like Kenya to develop a legal and policy framework for PPPs.

Recommendation

On promoting legal framework for PPPs, the Committee recommended that Investment Agencies referred to in paragraph 37 work with the Secretariat to update data on the

status of legal frameworks for PPPs in Member States with a view of harmonization.

XV. ADDRESSING CROSS-BORDER SOCIO-ECONOMIC DIMENSIONS ALONG THE NORTHERN CORRIDOR

44. The Committee also noted the effects of socio-economic dimensions of HIV/AIDS, Environment, and safety on Cross Border Trade and Transport Logistics chain along Northern Corridor.
45. The Committee supported the Strategy for addressing HIV/AIDS and Road Safety along the Northern Corridor Cross-Border Transport as earlier directed by the Board.

Recommendations

- a. The Committee further recommended that the main strategy proposed should aim at setting up Wellness Centers, Information Centers and Rest Stops for Truckers and Public transport along the Northern Corridor.*
- b. The development of ICT systems was recommended and should include key information on road safety, axle load control immigration issues and Customs clearance procedures.*

XVI. WORK PROGRAMME FOR 2012

46. The Committee adopted the Work Program for 2012. However, it was noted that the available allocated budget on some of the activities is marginal and may not be able to execute the planned activities.

XVII. Addendum

Air Transport

47. The Committee recommended that the secretariat carries out a study with a view of integrating Air Transport mode in the Northern Corridor Transport Master Plan and Investment

Promotion of Social Economic development

48. The Committee recommended transformation and processing of raw materials into final products by all member states before export. This

will create employment, promote industrialisation and expand the export base.

XVIII. CLOSURE OF THE MEETING

49. In his closing remarks, the chairperson thanked the participants for the job well done during the deliberations. He also thanked all the persons who helped the meeting to happen and to conclude with success. He recalled the importance of the themes discussed in the for the economic development of our member States and the role of Transport Infrastructure and Private Sector Investment in promoting regional integration. The chairperson urged the participants to translate in action plan the deliberations of the meeting. Finally, he wished all visiting delegates safe journey back to their respective countries.