



**6TH TECHNICAL COMMITTEE MEETING ON CUSTOMS AND TRADE FACILITATION,
HOTEL SOURCE DU NIL, BUJUMBURA, BURUNDI
17TH - 18TH NOVEMBER 2011**

FINAL REPORT

I. INTRODUCTION

1. The 6th Technical Committee Meeting on Customs and Trade Facilitation was held from 17th to 18th November 2011, at Hotel Source du Nil, Bujumbura, Burundi. The meeting was attended by representatives from the Northern Corridor member States of Burundi, Democratic Republic of Congo, Kenya, Rwanda and representatives from regional organizations.
2. The list of participants is attached **as annexe 1** to the report.

II. OPENING OF THE WORKSHOP

3. In his opening remarks, TTCA-NC Acting Executive Secretary, Mr. Phillip Mwanthi, welcomed all the delegates to the 6th Technical Committee Meeting on Customs and Trade Facilitation. He expressed his gratitude to the Government of Burundi for the warm

welcome accorded to the delegates. He thanked the Burundi Revenue Authority for hosting and providing the necessary facilities and logistics for the meeting.

4. He further said that although quite a number of milestones have been achieved in customs and trade facilitation, TTCA-NC has continued to engage key stakeholders in the region to address the remaining challenges in the Northern Corridor so as to improve trade and transport in the corridor. He cited a study being undertaken by the Secretariat aimed at devising a strategy to implement COMESA trade facilitation instruments whose implementation was agreed upon by the Member States but up to now their implementation is lacking.
5. The guest of honour, the Commissioner General of Burundi Revenue Authority (OBR) Mr. Kieran Holmes welcomed all the delegates to Bujumbura, and thanked TTCA-NC Secretariat for giving OBR the opportunity to hold the 6th Technical Committee Meeting in Burundi. He noted that Northern Corridor meetings provide a forum in which key public and private stakeholders from the Member States interact and discuss pertinent issues and strategies for enhancing trade facilitation in the region.
6. The Commissioner General enumerated a number of activities undertaken by OBR such as; signing last month of a One Stop Border Posts (OSBP) Agreement between Burundi and Tanzania with regard to Kobero/Kabanga border post; the pending OSBP Agreement with Rwanda for the Gasenyi/Nemba border crossing which is planned to be extended to cover Kanyaru Haut OSBP; OBR is also implementing COMESA and EAC Simplified Trade Regimes (STRs) to facilitate interstate border trade.

III. INSTALLATION OF THE BUREAU

7. Under ordinary circumstances and in line with the prevailing TTCA tradition, the Bureau would have been constituted as follows:
 - Chairperson : Rwanda
 - Vice-Chair : Uganda
 - 1st Rapporteur : Burundi
 - 2nd Rapporteur : DR Congo

It was however, noted that there was no representative from the Member State of Uganda. Accordingly, the, the Bureau was reconstituted as follows:

- Chairperson : Republic of Rwanda ;

- Vice-chair : Republic of Burundi
- 1st Rapporteur : Democratic Republic of Congo
- 2nd Rapporteur : Republic of Kenya.

8. The elected delegates from the above mentioned Member States were requested to take their respective seats within the Bureau.

IV.ADOPTION OF THE AGENDA AND PROGRAM OF WORK

9. The Secretariat submitted a Draft Agenda and Program of Work both of which were adopted by the delegates after some amendments. The Draft Agenda and Program of Work as adopted are attached as **Annex 2** of the present Report.

V. ACCOUNT OF PROCEEDINGS

A. THE UNIQUE CONSIGNMENT REFERENCE NUMBER

10. The Permanent Secretariat presented a concept note on the Unique Consignment Reference. Reference was made to the 3rd meeting of the NCTTCA Customs and Trade Facilitation Committee, where it was noted that the customs declaration is a provider of information for goods declared in transit. During this recommended that countries adopt a common annual numbering system and any subsequent proceeding new customs declaration made must reflect the reference of the previous one. This system allows easy exchange of data between customs authorities on goods in transit but may not facilitate easy exchange of data with other stakeholders involved in the supply chain.
11. The meeting was informed that currently data exchange between organizations involved in a trade transaction founders (fails) because each organization utilizes its own reference scheme to identify the same transaction. Furthermore, simultaneous processing by the different stakeholders for clearance of a given consignment may not be possible since processing of a transaction depends on the reference number assigned by the previous stakeholder if the audit trail is to be maintained.
12. Recognizing the need to support ongoing customs modernization and trade facilitation initiatives, promote data exchange among all stakeholders involved in the supply chain on a real time basis and enhancing customs facilitation of trade while putting in place controls to achieve customs other mandate of revenue collection, protection of society and provision of consolidated reliable data to its stakeholders. The meeting made the following recommendation:

Recommendation:

- 13. The NCTTCA Permanent Secretariat should undertake activities and studies leading to the adoption of the Unique Consignment Reference by the Northern Corridor Member States.**
- 14. The Permanent Secretariat should consult with other stakeholders about their ongoing initiatives to facilitate trade in its activities leading to the development of the Unique Consignment Reference (UCR). The stakeholders to be consulted should include the organizations within the member States such as those developing the electronic Single Window System (eSWS), Authorized Economic Operator (AEO), Integrated Border Management (IBM), Regional Customs Transit Guarantee Scheme (RCTG), Raddex and Manifest Management information Systems (MMS).**

B. REPORT ON THE COMESA SIMPLIFIED TRADE REGIME (STR) INSTRUMENTS FOR FACILITATION OF CROSS BORDER TRADE

- 15.** A report on the COMESA Simplified Trade Regime (STR) was presented by the TTCA Secretariat. The Common Market of Eastern and Southern Africa (COMESA) was established in 1994 with the main objective of increasing trade among its members. Trade among the COMESA members happens at two levels; trade by big companies and trade by small scale cross border traders.
- 16.** The Northern Corridor has been focusing on transit trade facilitation which is mainly carried out by big companies and virtually not focusing on the small scale cross border traders. The Spatial Development Initiative of the Northern Corridor encompasses promotion of transit, inter-regional trade and inter-state trade with the latter calling for facilitation of cross border traders. The importance of cross border trade lies in that fact that it is carried out by a large number of people thereby providing employment and a source of income for a big size of the population. Over the years, the share of inter-state trade by small-scale cross border traders has been on the increase. The small-scale cross border traders cannot continue to be ignored due to the role they play in inter-state trade and development along the Northern Corridor. Hence the need for implementation of the STR instruments in the clearance of cross border traders through customs.
- 17.** The Permanent Secretariat highlighted the challenges faced by cross border traders and the recommendations by COMESA Council of Ministers to improve the Simplified Trade Regime (STR). A delegate from Rwanda gave an update on the implementation of the STR by Rwanda which included; signing of an agreement with Uganda which encompassed the Common List of products, raising the threshold value for the STR to US \$3,000 and formation of associations for small scale border traders at the Key border stations. Following the discussions that ensued during the meeting the following recommendations were made:

Recommendation:

- 18. Given the role played by Customs in the clearance of goods across the borders, it is recommended that Customs adopts the COMESA STR instruments in the clearance of exports/imports by the small-scale cross border traders.**
- 19. The member States of the Northern Corridor are requested to domesticate the STR instruments in their national legislations. Furthermore, the Northern Corridor member States are requested to:**
- i. Increase the threshold value for goods cleared under the STR regime from US \$500 to US \$1,000.**
 - ii. Eliminate the requirement for the Certificate of Origin for goods on the STR Common List of Products.**
 - iii. Disseminate to the public information relating to the STR**
 - iv. Regularly update their Customs Value data bases.**
- 20. The Permanent Secretariat should explore the need for any safeguards from abuse of the system by some traders such as, putting a limit to the volume or quantity of goods for a given transaction that can be cleared using the STR document.**
- 21. Member States are requested not to withhold the implementation of the STR instruments to facilitate cross border traders on grounds that some traders may use them to defraud the State. Use of the STR does not preclude customs from instituting its usual checks where they suspect that a consignment is being handled fraudulently.**
- 22. Member States are urged to facilitate formation of cross border traders associations at their borders to enhance dissemination and exchange of information between customs and other Government agencies with the traders.**

C. PROGRESS REPORT ON THE EAST AFRICAN TRADE AND TRANSPORT FACILITATION PROJECT ON THE IMPLEMENTATION OF THE COMESA TRADE FACILITATION INSTRUMENTS AND STRENGTHENING THE NORTHERN CORRIDOR STAKEHOLDERS COMMITTEES/FORUMS

- 23. The Northern Corridor Transit Transport Coordination Authority (NCTTCA) received a grant from the African Development Bank (AfDB) towards the cost of financing some regional activities along the Northern Corridor under the East African Trade and Transport Facilitation Project (EATTFP). Among the activities being financed by the AfDB under the EATTFP is the study on the**

implementation of the COMESA trade facilitation instruments and strengthening the Northern Corridor Stakeholders Committees/Forums.

24. The Permanent Secretariat in its report informed the meeting that a Consultant (Virgin Universal Consultants) had been contracted in October, 2011 to undertake the study. The terms of reference, deliverables and methodology to be used by the Consultant during the study were highlighted. The Consultant is expected to complete the assignment in nine months from the date of signing of the contract.
25. During the discussions that ensued after presentation of the report, concerns were raised by a delegate from DRC on the criteria of recruiting consultants. The delegate had encountered a situation where a consultant hired by an international body to execute an assignment in DRC lacked competence in the official language used in DRC which limited the amount and quality of information gathered by the consultant during his consultations in the field. The meeting observed that there is need for the Permanent Secretariat to review the criteria used in recruiting consultants to take consideration of the official languages used in the member States where the assignment is to be executed and to provide for an expert from the Member State to work with the consultant during the field visits to enhance the amount and quality of information gathered.

Recommendation:

26. **In future the competence by the consultant in the official languages used in the country(s) where the assignment is to be executed should form part of the criteria by the Permanent Secretariat in recruiting consultants. The Permanent Secretariat should also make a provision in the terms of reference for the consultant to work with at least one expert attached to him in the Member State during the field visits.**

D. REPORT ON THE 5TH CUSTOMS AND TRADE FACILITATION STAKEHOLDERS FORUM AND THE REPORT ON THE NORTHERN CORRIDOR STAKEHOLDERS SURVEY OF THE MOMBASA – MALABA NORTHERN CORRIDOR SECTION.

27. The Permanent Secretariat presented the report on the Northern Corridor Stakeholders May 2011 Survey of the Mombasa to Malaba section. The survey was coordinated by the Permanent Secretariat and carried out by a Task Force drawn from the public and private sector appointed during the Kenya Ports Authority Friday Stakeholders Meeting. The overall objective of the survey was to make an on spot identification of challenges/Non Tariff barriers along the Mombasa – Malaba section of the Northern Corridor and make recommendations to address these challenges. The necessity for the survey followed persistent complaints on the challenges faced by the stakeholders that use the Corridor and the frequent hold up of trucks carrying goods in transit at transit nodes especially at the Malaba border.

28. The Permanent Secretariat further presented the report on the 5th Northern Corridor Stakeholders Consultative Forum held on 29th July 2011 at Hotel Africana, Kampala – Uganda.

29. The Permanent Secretariat made a follow up of implementation of the recommendations made in the reports mentioned above through formal correspondences and holding meetings with the concerned organizations. The Secretariat thanked those organizations that had implemented the recommendations. The Chairman invited the delegates to give an update of the issues raised in the reports.

30. The delegates present gave an update on the progress of implementation of the key recommendations which included:

a) Mombasa Port: A representative of Kenya Ports Authority (KPA) gave the following updates:;

- i.** A One Stop Center has been set up for use by all containerized cargo interveners at the Port. Clearance is done under one roof by all cargo interveners. Efforts are underway to set up a similar facility for clearance of conventional cargo (non-containerized cargo).
- ii.** More exit lanes for transit goods have been opened to expedite delivery of cargo from the Port. Furthermore, a new road that passes below the airport is planned for construction to provide another alternative to exit cargo leaving Mombasa.
- iii.** KPA and Kenya Revenue Authority (KRA) are working on the integration of their electronic business systems, the KWATOS and SIMBA to enhance information sharing and exchange.
- iv.** A technical committee was set up to explore the modalities of weighing cargo while being loaded on the trucks as a proactive measure to assist drivers of transit goods trucks to comply with Gross Vehicle Weight (GVW) load limits.
- v.** KPA is upgrading its IT systems (SAP and KWATOS) and following up on the implementation of the National Single Window System that will transform the Port into an e-Port by 2012.

b) Weighbridges and Roads: A representative from Kenya National Highways Authority (KeNHA) gave the following updates;

- i.** The road section leading to the Malaba Bridge has been resealed by KeNHA.

- ii. Kenya agreed to adopt the 56 tons G.V.W load limits for trucks as approved by EAC Council of Ministers, however, implementation may take effect in July 2012 after making the necessary amendments in the domestic laws of the five EAC Partner States. Furthermore, the 56 tons GVW load limits apply only to the designated Northern Corridor roads. For the other roads, the GVW still remains at 48 tons due to the strength of the bridges along these roads that cannot accommodate weights above 48 tons GVW.
- iii. The Mariakani and Athi River weighbridges have been automated and fitted with public view screens to display the weight of the truck while being weighed. KeNHA is still exploring modalities of sharing data generated at these weighbridges with other stakeholders.
- iv. Evaluation of bids for the rehabilitation of the road A104 between Timboroa and Eldoret has been completed. The rehabilitation will address the failed section near Baraton University.
- v. KeNHA has installed warning signs for drivers at some of the dangerous spots along the Northern Corridor Roads. The exercise is still ongoing.

c) **Pipeline:** A representative from Kenya Pipeline Company (KPC) gave the following updates;

- i. The construction of the new parallel pipeline from Nairobi to Eldoret with an installed capacity of 380 *cubic meters per hour* was completed. The pipeline is currently undergoing testing. The pipeline is 14 inches in diameter and can deliver a volume of fuel of 700 cubic meters per hour in future if additional pumping stations are installed. The new and the existing old pipelines are to be used in conveying fuel from Nairobi to Eldoret.
- ii. KPC is planning to install more “loading islands” for diesel and petrol at the Eldoret depot.
- iii. **It is recommended that oil dealers be encouraged to pick their products from Eldoret and Kisumu when the new pipeline becomes fully operational**

d) **Customs Agents:** A representative from KIFWA promised to follow up the implementation of all the recommendations made in the report. He however, registered his disappointment for lack of representation of some of the key stakeholders namely Kenya Revenue Authority (KRA) and Uganda Revenue Authority (URA) in the meeting.

31. Following the discussions that ensued, after the presentation of the reports and feedback on implementation from the Stakeholders present. The meeting made the following recommendations:

Recommendation:

- 32. The Permanent Secretariat should develop a matrix that designates the responsibility center and a time frame for implementation of the recommendations made in the reports and update the stakeholders on a quarterly basis.**
- 33. When the allowable axle load limits comes into effect, KeNHA should publicize the roads for which the load limits of GVW 56 tons is applicable and those for which it does not apply to safeguard the drivers from unduly attracting penalties for inadvertently using roads for load limits of 48 tons when carrying loads within the GVW limits of 56 tons.**
- 34. The Permanent Secretariat should publish a geographical map showing the Northern Corridor designated routes (roads, railway, pipeline, waterways) used for transport of goods and the location of the various transit nodes (Ports, Weighbridges, Customs Check Points, Customs Border Stations). This information will help stakeholders to identify where their cargo is located.**
- 35. The Permanent Secretariat should survey the remaining sections of the Northern Corridor which were not surveyed during the May 2011 stakeholders survey of the Mombasa – Malaba section to identify and address the challenges faced by the traders throughout the Corridor.**
- 36. The member States should be requested to disseminate information pertaining to the cost of obtaining the different types of visas and their validity to enable regular truckers to obtain the most cost effective visas for their operations. (The meeting was informed by the Secretariat that a Uganda multiple entry visas which is valid for one year costs US \$100 whereas a single entry visas costs US \$50).**

E. COUNTRY REPORTS ON PROGRESS OF IMPLEMENTATION OF THE ONE STOP BORDER POSTS (OSBPS), ELECTRONIC CARGO TRACKING SYSTEMS (ECTS), AUTHORIZED ECONOMIC OPERATORS (AEO) AND THE ELECTRONIC SINGLE WINDOW SYSTEM (ESWS).

- 37. The member States gave an update of the implementation of the above highlighted trade facilitation instruments as follows:**

a) Republic of Burundi:

- i. Burundi is operating an OSBP at Gasenyi at the border with Rwanda. Projects for development of other OSBP's along the Burundi-Rwanda border at Ruhwa and Kanyaru-Haut is in progress. Burundi is also pursuing operating an OSBP at Kobero/Kabanga at the border with Tanzania.
- ii. AEO has not yet been implemented, Burundi Revenue Authority (OBR) is still building capacity to be able to implement the program.
- iii. eSWS not yet rolled out, but OBR has started sensitizing the stakeholders in preparation for this project.

b) Democratic Republic of Congo:

- i. DRC is undertaking projects to open OSBP's at the Goma/Gisenyi border with Rwanda and another OSBP at the Kasindi/Mpondwe border with Uganda. The DRC International Immigration Office is undertaking construction of OSBPs at Rusizi I and Rusizi II.
- ii. AEO; a new customs law has come into force which provides for operation of AEO scheme by DRC. Under the new law the AEOs are referred to as Approved Economic Operators. The cargo for the Approved Economic Operators is accorded preferential customs clearance.
- iii. Computerization of customs stations is ongoing in DRC. It commenced with automating the customs stations in Western DRC and Kinshasa and currently being rolled out to customs stations in Eastern DRC.
- iv. DRC implemented an electronic cargo trucking scheme

c) Republic of Kenya:

- i. Procurement for construction of five OSBPs between Kenya and Uganda at Busia and Malaba as well as between Kenya and Tanzania at Taveta, Isebania and Lungalunga is underway. The designs are complete and the bids for construction are under evaluation. The consultancy services for the design and the supervision are being funded by the World Bank while the construction works are expected to be funded by both the World Bank and TradeMark East Africa.

- ii. Kenya established the Kenya National Trade Agency to implement the eSWS.
- iii. The implementation of the ECTS in Kenya was suspended following a court case filed by the transporters.

d) Republic of Rwanda:

- i. Rwanda is operating OSBPs at Gatuna/Katuna, Nemba/Gasenye. Undergoing projects on OSBPs include: Akanyaru-haut, Ruhwa and Gisenye – Goma, Rusumo and Kagitumba - Meramahills.
- ii. Rwanda is expecting to implement the eSWS by the end of February 2012.
- iii. Rwanda is undertaking activities for implementation of the ECTS.
- iv. The AEO project has been launched by Rwanda, training of stakeholders is being undertaken.

e) Republic of Uganda

The republic of Uganda was not represented but the Permanent Secretariat had earlier obtained some information from Uganda about the above projects.

- i. Uganda is operating OSBPs at border with Rwanda at Katuna/Gatuna and at the border with Kenya at Malaba. Activities are underway to operate OSBP's at Busia, Mutukula, Mpodwe and Merama-Hills along the border with Kenya, Tanzania, DRC and Rwanda respectively.
- ii. AEO; Uganda is undertaking activities to implement the AEO
- iii. ECTS; Uganda is in the process leading to the implementation of the ECTS system.

The meeting appreciated the progress made by the member states in implementing trade facilitation measures and made the following recommendations:

Recommendation:

- 38. When undertaking initiatives to facilitate trade and transport in the Northern Corridor, member States are requested to provide for future harmonization of their programs and systems with each another.**
- 39. When undertaking development of OSBPs and projects to automate, member States are urged to make provisions for the rural stakeholders who may require to clear their goods through customs but do not have the capacity of acquiring equipment necessary to connect to the automated customs business systems to access data and make their declarations.**

Provision of public space/room with terminals to link to customs servers for processing declarations should be provided for, especially in the designs of OSBPs.

F. CUSTOMS AND TRADE FACILITATION PROGRAM OF ACTIVITIES 2012

- 40. The Permanent Secretariat presented the Program of Activities for the year 2012. The Committee approved the Program of activities with some amendments to include an activity to carry out a survey of the remaining sections of the Northern Corridor and to adjust the timelines for adoption of the proposed regulatory framework arising from the planned studies.**

G. ANY OTHER BUSINESS

Amendments Introduced In the East African Community – Customs Management under Section 34(5) for collection of Customs Warehouse Rent:

- 41. The Chairman Kenya Association of Manufacturers Mombasa representing the private sector stakeholders raised concerns about the amendments made to the East African Community – Customs management Act, 2004 under Section 34(5) which empowers the Commissioner Customs to levy customs warehouse rent for goods that have been entered but not delivered out of a customs area after 14 days. Under Regulation 84 of the East African Community – Customs Management Regulations, 2010, customs warehouse rent is charged at a rate of US \$0.3 per cubic meter per day.**

42. The practice at the Mombasa Port is that the Customs Agents are required to pass their entries in advance based on the expected time of arrival (ETA) of a vessel as published by both the shipping lines and KPA. The levying of Customs Warehouse Rent does not put in consideration;
- i. The late arrival of a vessel after the entry has been passed
 - ii. The late discharge of cargo from vessels resulting from delays in berthing of the vessels
 - iii. Lack of vehicles and challenges in vehicle movements at the Port to evacuate large shipments of bulky cargo say shipments of 40,000 tons of grain or steel products in 14 days.
 - iv. That the trader pays demurrage (rent) to the Transit Sheds or CFS operators where the cargo is kept pending delivery
43. The criteria for waiver of the customs warehouse rent by the Commissioner Customs is cumbersome and takes long, the process may take up to 6 days. The criterion for waiver does not facilitate direct delivery of goods from the vessel whose arrival, berthing or discharge is delayed.
44. Following the discussions that ensued, the meeting observed that the need for the Customs Agents to pre-enter the goods prior to their arrival as a means of enhancing expeditious delivery of the goods from the Port. The meeting made the following recommendation:

Recommendation:

45. **The Permanent Secretariat in collaboration with the member States should make a follow up with the EAC Secretariat the issues raised above by the representative of the private sector with an aim of reviewing section 34(5) of the EAC-CMA, 2004 to address their concerns.**

H. VENUE OF THE NEXT MEETING

46. The Republic of Rwanda accepted to host the 7th Technical Committee meeting on Customs and Trade Facilitation.

I. ADOPTION OF REPORTS

47. The Technical Committee adopted the reports presented by the Permanent Secretariat with amendments.

J. CLOSURE OF THE MEETING

48. The meeting was closed on 18th November 2011 after adoption of the final report.

ANNEX 1

LIST OF PARTICIPANTS 6TH MEETING OF THE NORTHERN CORRIDOR CUSTOMS AND TRADE FACILITATION COMMITTEE

LISTE DES PARTICIPANTS LA 6^{EME} REUNION DU COMITE DES DOUANES ET LA FACILITATION DU COMMERCE

**HOTEL SOURCE DU NIL – BUJUMBURA, BURUNDI
17-18 NOVEMBER 2011**

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ANNEX 2

<p>6TH MEETING OF THE NORTHERN CORRIDOR CUSTOMS AND TRADE FACILITATION COMMITTEE HOTEL SOURCE DU NIL – BUJUMBURA, BURUNDI</p>

17-18 NOVEMBER 2011

PROVISIONAL AGENDA

1. Opening Session
2. Installation of Bureau
3. Report on the Unique Consignment Reference (UCR)
4. Report on the COMESA Simplified Trade Regime (STR)
5. Progress Report on EATTFP Activities
6. Report on the 5th Customs and Trade Facilitation Stakeholders Forum and the Northern Corridor Stakeholders Survey of Mombasa – Malaba Section
7. Country Reports on the implementation of the One Stop Border Posts (OSBP), Electronic Cargo Tracking Systems (ECTS), Authorized Economic Operators (AEO) and the Electronic Single Window System (eSWS)
8. Work Plan for Customs and Trade Facilitation for 2012
9. Any Other Business
10. Preparation and Adoption of the 6th Customs and Trade Facilitation Committee Report.
11. Closing Session

PROGRAMME OF WORK

6 TH CUSTOMS AND TRADE FACILITATION COMMITTEE MEETING 17 TH – 18 TH NOVEMBER, 2011	
Day 1 Thursday, 17 November, 2011.	
08:30 - 09:00	Registration of Participants
09:00 - 09:30	Opening Session <ul style="list-style-type: none"> • Welcome remarks by Ag. Executive Secretary • Speech by Guest of Honor, Commissioner General Burundi Revenue Authority
09:30 – 10:00	<ul style="list-style-type: none"> • Installation of Bureau • Adoption of Agenda and Program of Work • Introduction of Participants
10:00 – 10:30	Presentation of Reports : <ol style="list-style-type: none"> I. Use of the Unique Consignment Reference (UCR) <i>Discussions</i>
10:30 - 11:00	<ol style="list-style-type: none"> II. Report on the COMESA Simplified Trade Regime (STR) <i>Discussions</i>
11:00 -11:30	COFFEE/TEA BREAK
11:30 – 12:00	III. Progress Report on the EATTFP Activities.

12:00 –12:45	<p style="text-align: center;"><i>Discussions</i></p> <p>IV. Report on the 5th Stakeholders Forum Meeting and the Northern Corridor Stakeholders Survey of the Mombasa – Malaba Section</p> <p style="text-align: center;"><i>Discussions</i></p>
12:45 - 14:00	LUNCH BREAK
14:00 - 15:30	<p>V. Country Reports on the Implementation of the OSBP, AEO, ECTS and Electronic Single Window System.</p> <ul style="list-style-type: none"> • Burundi • Democratic Republic of Congo • Kenya • Rwanda • Uganda <p style="text-align: center;"><i>Discussions</i></p>
15:30 – 16:00	<p>VI. Programme Of Activities Jan – June 2012</p> <p style="text-align: center;"><i>Discussions</i></p>
16:00 – 16:30	<p>VII. Any Other Business</p>
	End of Day 1

Day 2

Friday, 18th November 2011

09:00 - 12:30	Preparation of Reports
12:30 - 14:00	Lunch Break
14:00 - 14:45	Adoption of Reports
14:45 - 15:00	Closing Of The Workshop

