



COMMON GUIDELINES OF THE NORTHERN CORRIDOR TRANSPORT POLICIES AND IMPLEMENTATION PLAN

I. BASIC PRINCIPLES

1. The basic principles used in the development of guidelines are:
 - a) Viability;
 - b) Efficiency and effectiveness (in terms of reduction of transport costs and delays along the Northern Corridor) ;
 - c) Inter-connectivity of the Northern Corridor with other corridors in Africa;
(Recommendations of the 30th Executive Board Meeting held from 1st to 3^d December 2008).

II. GENERAL OBJECTIVES

2. The general objectives of the Transport Policy Common Guidelines and are:
 - a) Develop an efficient transport system with a view to facilitating economic and social integration at the national and international levels;
 - b) Develop viable and modern transport infrastructures with active participation of the private sector in the region;
 - c) Develop and ensure interconnection of networks and/or modes of transport both at national, regional or international levels;
 - d) Facilitate movement of people and goods at the national and international levels in the Northern Corridor region;
 - e) Guarantee security and safety in all modes of transport;
 - f) Ensure the respect of international standards and regulations.

III. GUIDELINES

TRANSPORT INFRASTRUCTURE AND EQUIPMENTS

3. Transport infrastructure is one of the key pillars of fast tracking growth and reducing poverty. Due to this fact, it deserves particular attention from Member countries of the Northern Corridor region.

A. ROAD NETWORKS

Specific Objective.

- Develop a viable, modern and interconnected network for economic and social integration.

Situation analysis.

- a. In spite of efforts made by States, certain sections of the road network along the Northern Corridor are in deplorable condition, leading to lack of standards, quality and reliability of the network.
- b. The Northern Corridor is marred by total lack of service and parking areas (parking lots) for international transport and transit along the corridor.
- c. Poor quality of border infrastructure between countries of the Northern Corridor region and lack of coordination amongst Government agencies in these areas thus occasioning long and unnecessary delays while transiting across the border posts.
- d. Lack of interconnectivity and/or reliability of road networks make it difficult to access certain areas of social and/or economic interest.

Strategic Approach

- a. **Ensure interconnection of different road networks both at the national and the regional levels, as well as easy access to all sectors of economic and social interest.**
- b. **Establish and apply common standards relating to design, construction and management of road infrastructure as recommended in the Infrastructure Master Plan of the Northern Corridor.**

- c. **Promote Public-Private-Partnership (PPP) in the construction and/or the management of road network in the Northern Corridor region, in order to involve the private sector in the development of infrastructure.**
- d. **Establish parking facilities such that parking zones for trucks transporting dangerous products (notably petroleum products, gas, etc..) are clearly separated from those of trucks transporting other products.**
- e. **Harmonize national plans relating to road and border infrastructure to ensure the quality of trans-border road infrastructure.**
- f. **Pay particular attention to the improvement of border infrastructure and to develop joint facilities at all border posts in the Northern Corridor region, in conformity with the Authority N°TTCA/A/9/96/1 dated 25th October 1996 on Modalities of Creation and Organization of One-Stop Border Posts.**
- g. **Develop interconnectivity of the Northern Corridor with other corridors in Africa where possible.**
- h. **Ensure coordination of integration projects and monitor the viability of road network at the regional level through an ad hoc commission in the Member States under the facilitation of TTCANC Permanent Secretariat. This commission must be capable of defining indicators and standards of road networks along the Northern Corridor.**
- i. **Promote the capacity building of Experts in the member States to enable them better manage the projects.**

B. RAILWAYS

Specific Objectives.

- Promote and ensure modernization of Railway networks;
- Ensure a balanced development and interconnectivity of railway networks in the Northern Corridor region;

Situation analysis

- a. Lack of efficient railway networks in the Northern Corridor region;

- b. Lack of interconnectivity of networks and standard railway gauge in the region (notably 1067 mm, 1000mm and 600mm).
- c. Lack of Railway lines in certain member countries of the Northern Corridor, particularly in Burundi and Rwanda.
- d. Existence of a new standard-gauge Railway project « DAR-ISAKA-KIGALI-KEZA-GITEGA-MUSONGATI » whose feasibility study has been completed and whose on-going engineering design study is due for completion in 2012; with construction works expected to begin in 2013.
- e. Inadequate human resource capacities within the railway sector;

Strategic Approach

- a. **Harmonization of railway gauge, extension and inter-connectivity plans of railway networks, given the rationality of railways in the transportation of heavy products over long distances.**
- b. **Put in place an inclusive coordination framework of modernization of railway networks involving all TTCA-NC member States to ensure a balanced development of railway systems in the region.**
- c. **Promote standard-gauge railway system, given its advantages with regard to speed and technical capacity.**
- d. **Extend the railway network in the member States where it does not exist.**
- e. **Improve the performance of existing networks.**
- f. **Promote return of heavy cargo to Railway transport in purpose to reduce transport cost and protect road network within the region.**
- g. **Promote Private-Public Partnership (PPP) in the railway sector.**
- h. **Rehabilitate and maintain existing networks in a permanent state.**
- i. **Strengthen human resource capacities within the railway sector.**

C. TRANSPORT BY INLAND WATERWAYS

Specific Objectives

- Promote the development of a vibrant inland waterways transport through development of a seamless integrated multimodal transport system in the Northern Corridor in order to facilitate regional trade.
- Promote the participation of the private sector in the development, maintenance and rehabilitation of infrastructure/facilities and in the operation of inland waterways transport services.
- Ensure safety and security of conventional and non-conventional vessels/ships through national and regional maritime safety regulations and inspection of such vessels.

Situation analysis

- a. Lack of efficient inland waterways transport;
- b. Lack of infrastructure and adequate facilities for the promotion of Inland Water ways transport;
- c. Lack of harmonized regional regulations relating Inland Waterways transport in the Northern Corridor region;

Strategic Approach

- a. **Create an enabling environment to attract the necessary investments for the modernization of Inland Waterways in the Northern Corridor region.**
- b. **Undertake legal and institutional reforms of Inland Waterways transport in order to attract more Public-Private-Partnerships (PPP);**
- c. **Promote Public-Private-Partnership (PPP) in the rehabilitation, maintenance and modernization of transport in Inland Waterways.**
- d. **Enhance capacity building within the Inland Waterways transport sector.**
- e. **Enhance transport security and safety within the Inland Waterways.**

D. PIPELINE

Specific Objectives

- Promote transport by pipeline.

- Ensure operation and complementarities of pipeline with other modes of transport ;

Situation analysis

- a. Lack of promotion of Pipeline for transportation of dangerous products; whose transportation by road poses enormous risks to human life and environment.
- b. Lack of extension of the pipeline network from the Port of Mombasa to all Member States of the Northern Corridor.

Strategic Approach

- a. **Establish a good technical coordination between member States for the development of Pipeline network in the region;**
- b. **Ensure the extension of the Pipeline from the Port of Mombasa to all countries, taking into account technical, environmental requirements and economic viability;**
- c. **Promote transportation of petroleum products and gas by Pipeline in the region in order to guarantee transport security and reduction of transport costs.**
- d. **Develop Pipeline interconnectivity platforms to different modes of transport i.e railway, inland waterways and roads.**

E. TRANSPORT SECURITY

Specific Objectives

- Take into account prevention of accidents as a criteria in design, standards and construction of Transport Infrastructure;
- Reduce the number of accidents.

Situation analysis.

- a. Lack of harmonization with regard to Design and Construction of roads;
- b. Inadequate knowledge of traffic rules and regulations relating to road safety;
- c. Lack of Prevention and Awareness Programme on road safety;

- d. Lack of an Independent Agency with funds for the promotion of Road Safety in the member countries as recommended by the United Nations Resolution on Decade of Actions on Road Safety 2011-2020 ;
- e. Lack of appropriate technical Inspection Centres;
- f. Outdated laws and regulations in the railway transport and within the Inland waterways transport sector; and lack of enforcement of Road Traffic Rules and Regulations;
- g. Lack of policy relating to non Motorized Transport;
- h. Lack of sign boards, beacons and navigational aids along the railways and the Inland waterways; and lack of harmonization of vertical and horizontal signs boards as well as their implementation;
- i. Lack of harmonization of road traffic codes in the region notably relating to traffic direction (right or left) and right of way. This raises the problem of suitability of automotive equipment used in the corridor;
- j. Lack of road Readability;
- k. High rate of accidents in the Region ;
- l. Construction of dwellings along the railway line;
- m. Existence of outdated and Obsolete railways and equipments;
- n. Lack of adequate and poor quality inland port infrastructure, equipments, facilities including berthing quays.

Strategic Approach.

- a. **Harmonize and implement standards for road design and construction;**
- b. **Formulate and implement a public awareness Programme on prevention and safety in all modes of transport notably in road, railways and inland waterways transport ;**
- c. **Enhance Safety in all modes of transport notably in road transport as recommended by the United Nations Resolution on the Decade of actions on Road Safety 2011-2020 by setting up specialized agencies with adequate financial, material and human capacity;**
- d. **Reformation of legal and institutional framework on prevention and reduction of high rate of accidents in the Northern Corridor.**

- e. **Formulate and implement adequate Policy on non-Motorized transport.**
- f. **Installation of signs boards, beacons and navigational aids in the Railway network and along the Inland Waterways, and undertake harmonization with regard to vertical and horizontal signs boards; as well as their implementation;**
- g. **Launch harmonization of road traffic codes in the region notably with regard to traffic direction (right or left) and right of way.**
- h. **Make roads in the region Readable;**
- i. **Capacity building in safety and Security for all modes of transport ;**
- j. **Enhance safety and security of railways and inland waterways;**

IMPLEMENTATION

A. ROADS

Strategic Approach	Activity	Relevant Institutions	Implementation period
1) Ensure the interconnectivity of different road networks both at the national and regional levels and make sure all economic and/or social centres of interest are easily accessible.	<ul style="list-style-type: none"> - Classification of roads along the Northern Corridor; - Financing of roads. 	Regional Economic Communities (RECs); TTCA; Ministries in charge of Infrastructure, Public Works and Transports in the member States.	Short-term
2) Establish and apply common standards relating to design, construction and management of road infrastructure as recommended in Northern Corridor Infrastructure Master Plan.	<ul style="list-style-type: none"> - Establish common standards on size and vehicle weight, axle load and the weight limit for use by all the Northern Corridor Member States. - Enforce standards on vehicle dimensions, axle load, traffic signs and regulations relating thereto. - Establish common standards to be used in all member States of the Northern Corridor relating to design of roads in the Northern Corridor. 	Ministries in charge of Infrastructures, Public Works and Transports in the member States	Medium term
3) Promote Public-Private-Partnership (PPP) in the construction and/or management of road networks in the Northern Corridor, in order to involve the private sector in the development of infrastructure.	<ul style="list-style-type: none"> - Undertake institutional reforms for increased efficiency in the management of Public-Private-Partnership projects; - Develop policies and modalities for Public-Private-Partnerships. 	Ministries in charge of Transports, Finance and PPP Agencies in the member States.	Short-term
4) Construct parking zones in a way that parking lots for trucks transporting dangerous products (notably petroleum products, gas, etc..) are clearly separated from those of trucks transporting other products.	<ul style="list-style-type: none"> - Develop, through this partnership, parking and service facilities (parking) at the regional or international level in the Northern Corridor region. - Establish parking zones. 	Ministries in charge of Infrastructure, Public Works, Transports, Finance and PPP Agencies in the member States.	Medium-term.
5) Harmonize national plans relating to road and border infrastructure to ensure	<ul style="list-style-type: none"> - Integrate the Northern Corridor Master Plan in the national Plans. 	Regional Economic Communities (RECS); TTCA; Ministries in charge	Short term.

Strategic Approach	Activity	Relevant Institutions	Implementation period
the quality of trans-border road infrastructure.		of Infrastructure, Public Works, Transports, Planning and Finance in the member States.	
6) Give particular attention to improvement of border infrastructure and use of joint facilities at all border posts in the Northern Corridor region, in conformity with the decision of the Authority N°TTCA/A/9/96/1 dated 25th October 1996 on Modalities of Creation and Organization of One-Stop Border Posts.	- Establish a management system for One-Stop Border Post (joint inspection), as it involves construction, information management and customs declaration.	Member states; TTCA-NC; RECs.	Long term.
7) Undertake the interconnection of the Northern Corridor with other corridors in Africa where possible.	- Elaborate working and cooperation modalities with leaders and actors in transport corridors.	Member states; TTCA-NC; RECs.	Short-term.
8) Ensure the coordination of integration projects and monitoring of the viability of road network at the regional level through an ad hoc commission in the member States under the facilitation of the TTCA Permanent Secretariat. This commission must be able to define indicators and standards of road network viability in the Northern Corridor.	- Strengthen the mandate of TTCA Secretariat and ensure follow-up of quality of available road network (Give TTCA additional mandate to do it) ;	Member states; TTCA-NC; RECs.	Short term.
9) Enhance capacity building of Experts in the member States to enable them better manage the projects.	- Encourage and ensure training in specialized field in Transport ;	Member states; TTCA-NC; RECs.	Short term.

B. RAILWAYS

Strategic Approach	Activity	Relevant Institutions	Implementation Period
1) Harmonize railway line gauge, extension and interconnectivity plans of railway networks, given the rationality of railways in the transportation of dangerous products over long distances.	<ul style="list-style-type: none"> - Set up in Burundi and Rwanda a legal and institutional framework in railways sector. - Formulate and implement mechanisms for harmonization of policies at the national and regional levels. 	Regional Economic Communities; TTCA ; Ministries in charge of Infrastructure and Transports in the member States.	Short term
2) Establish an inclusive framework for coordination of modernization projects of railway networks composed of all TTCA member States for balanced development of railway in the region.	<ul style="list-style-type: none"> - Establish commissions charged with the formulation of a permanent coordination mechanism at the regional level. 	Regional Economic Communities; TTCA ; Ministries in charge of transports in the member States	Short term
3) Promote standard gauge railway, given its advantages with regard to speed and technical capacity.	<ul style="list-style-type: none"> - Adopt standard gauge (1435 mm) for all planned projects and formulate the related regulation. 	Member States of the Northern Corridor	Short term
4) Extend railways to member States where they don't exist;	<ul style="list-style-type: none"> - Conduct feasibility studies; - Construct new railways. 	Relevant ministries in the member States; TTCA;	Medium & Long Term
5) Improve performance of existing net works	<ul style="list-style-type: none"> - Ensure permanent follow-up of on-going projects; - Improve the management of existing networks. 	Member states; donors ; operators	Medium-Term
6) Promote return of heavy cargo to Railway transport in purpose to reduce transport cost and protect road network within the region	<ul style="list-style-type: none"> - Establish common standards on size and vehicle weight, axle load and the weight limit for use by all the Northern Corridor Member States. - Enforce standards on vehicle dimensions, axle load, traffic signs and regulations relating thereto. - fast-tracking of the use of facilities and weighbridges, and respect the limits of 	Regional Economic Communities; TTCA; Ministries in charge of Infrastructures, Public Works and Transports and member States.	Medium & Long Term

Strategic Approach	Activity	Relevant Institutions	Implementation Period
	axle load on all roads within the Northern Corridor region.		
7) Promote PPP in the railway sector	<ul style="list-style-type: none"> - Formulate legal framework in the member States where it does not exist; - Establish institutional structures for the management of PPP. 	Member states.	Short term
8) Rehabilitate, maintain existing networks in a permanent state.	<ul style="list-style-type: none"> - Promote PPP for rehabilitation and maintenance of railways network; 	Member states and Donors	Short term
9) Capacity building in the railway sector	<ul style="list-style-type: none"> - Establish training programmes for human resources - Establish a regional training Centre for the strengthening of human capacity on railway sector. 	Member states.	Short term.

C. TRANSPORT BY INLAND WATERWAYS

Strategic Approach	Activity	Relevant Institutions	Implementation Period
1. Create conducive environment to attract the necessary investments for the modernization of Inland waterways transport in the Northern Corridor region.	<ul style="list-style-type: none"> - Improve public sector capacity in the maintenance of Inland waterways; - Promote private sector investments in the rehabilitation and development of port infrastructure within the Inland waterways transport. 	Ministries in charge of Infrastructure, Public Works and Transport in the member States.	Long-term
2. Undertake legal and institutional reforms in the Inland waterways transport for more efficient PPP;	<ul style="list-style-type: none"> - Establish mechanism to eliminate duplication of functions by governmental organs in charge of managing networks and ports within Inland waterways. - Harmonize the regulations in inland waterways at the regional level and take in account the international conventions on maritime and inland waterways 	Ministries in charge of Infrastructure, Public Works, Transport and Finance in the member States.	Medium-term

Strategic Approach	Activity	Relevant Institutions	Implementation Period
	transport.		
3. Promote Public-Private-Partnership in the maintenance, rehabilitation and modernization of Inland waterways.	- Encourage PPP participation in use and management of ports and other infrastructure within the Inland waterways;	Ministries in charge of Infrastructure, Public Works, Transport, Finance and in the member States and other actors from the private sector.	Long term
4. Enhance the capacity building within the Inland water ways transport;	- Establish training and retraining for the development of human resource.	Ministries in charge of Infrastructure, Public Works and Transport in the member States.	Short term
5. Enhance safety and security within the Inland waterways	<ul style="list-style-type: none"> - Strengthen institutional and legal capacities for implementation of laws and regulations relating to security and safety within the Inland waterways. - Conduct hydrographic surveys in inland waterways. - Improve and modernize of port infrastructures and facilities in inland waterways transport. - Put in place an appropriate Search and Rescue organisation along the Northern Corridor inland waterways. 	Ministries in charge of Infrastructure, Public Works and Transport in the member States, as well as other operators/ Government Agencies within the Inland waterways.	Short term

D. PIPELINE

Strategic Approach	Activity	Relevant Institution	Implementation period
1. Establish good technical coordination between member States for the development of pipeline network in the region and ensure the extension of the pipeline network from the Port of Mombasa to Southern Sudan and to all countries, taking into account technical, environmental and economic viability	<ul style="list-style-type: none"> - Develop an appropriate Pipeline network Master Plan for the Northern Corridor region. - Conduct feasibility study for the extension of the pipeline from Eldoret and from the refinery in South Sudan to landlocked member countries. 	TTCA member States including South Sudan TTCA Secretariat	Short term
2. Interconnectivity of pipeline network (s) to different modes of Transport.	- Develop pipeline interconnectivity platform to different modes of transport i.e railways, inland waterways and roads.	Member states;	Medium Term

Strategic Approach	Activity	Relevant Institution	Implementation period
3. Promote transportation of petroleum products and gas by pipeline in the NC region in order to guarantee transport safety/ security and reduce transport costs	- Implementation of feasibility study results proposed in activity no 1 : <ul style="list-style-type: none"> ➤ Construction of pipelines ➤ Running of pipelines 	TTCA member States including South Sudan and TTCA Secretariat	Medium Term

E. TRANSPORT SAFETY

a) Road

Strategic Approach	Activity	Relevant Institution	Implementation Period
1. Harmonize and implement standards for design and construction of roads;	- Harmonization and respect of standards for design and construction of roads;	Ministries in charge of Infrastructure and Transport in the member States.	Medium term
2. Formulate and implement a Public Awareness Programme on prevention and safety in all modes of transport notably roads, railways and inland waterways;	- Establish a Public Awareness Programme in the member countries; - Enter into immediate contact with the Ministry of Education to formulate a joint Programme ; - Create awareness on the respect of road signs.	Ministries in charge of Transport in the member States;	Short term
3. Promote Safety in all modes of transport notably road transport as recommended by the United Nations Resolution on Road Safety Actions Decade 2011-2020 by creating specialized agencies with adequate financial, material and human capacity;	- Fast-tracking the implementation of these agencies in member countries; - Allocation of sufficient budget to the specialized agencies for prevention and road safety; - Fast-tracking implementation of Road Safety Decade 2011-2020 action plan.	Ministries in charge of Infrastructure and Transport in the member States.	Short term
4. Reform legal and institutional framework for prevention and reduction of high rate of accidents in the Northern Corridor region ;	- Fast-tracking of the implementation of Technical Inspection Centres for Motor Vehicles; - Fast-tracking of installation and use of weighbridges, and enforcement of axle load limits ; - Harmonization of laws and regulations and their strict implementation in the region and, Updating of legal framework ;	Ministries in charge of Infrastructure and Transport in the member States.	Medium term

Strategic Approach	Activity	Relevant Institution	Implementation Period
	<ul style="list-style-type: none"> - Updating of observatories to facilitate a permanent statistic data base for road accidents. 		
<p>5. Formulate and implement the necessary policy on non-Motorized transports</p>	<ul style="list-style-type: none"> - Formulate a policy relating to non Motorized Transports in the member countries; - Establish the necessary road infrastructure with non motorized transport. 	<p>Ministries in charge of Infrastructure & Public Works and Transport in the member States.</p>	<p>Medium term</p>
<p>6. Install signs boards and embark on harmonization of vertical and horizontal signs as well as their implementation;</p>	<ul style="list-style-type: none"> - Install road signs and warnings especially along the border to inform the users the change of traffic direction (right or left); - Establish a permanent mechanism for road signs . 	<p>Ministries in charge of Infrastructure & Public Works and Transport in the member States.</p>	<p>Short & medium</p>
<p>7. Embark on harmonization of road traffic codes in the route notably on traffic direction (left or right) and right of way, which poses the problem of suitability of automotive equipment used in the corridor.</p>	<ul style="list-style-type: none"> - Conduct feasibility study on harmonisation of road traffic Codes in the region; 	<p>TTCA; Member States.</p>	<p>Short term</p>
<p>8. Make roads in the region more Readable;</p>	<ul style="list-style-type: none"> - Marking and correction of accident black spots ; - Installation of road signs and warning especially along the border to inform users the change of traffic direction (left or right). 	<p>Ministries in charge of Infrastructure & Public Works and Transport in the member States.</p>	<p>Short & medium term</p>
<p>9. Capacity building in safety and Security in all modes of transport ;</p>	<ul style="list-style-type: none"> - Establish a system of regular training for users, drivers and persons in charge of prevention/ safety and security in transport ; - Put in place an appropriate Search and Rescue organisation along the Northern Corridor road network. 	<p>Ministries in charge of Infrastructure & Public Works, Public Health and Transport in the member States.</p>	<p>Short term</p>

b) Railway

Strategic Approach	Activity	Relevant Institution	Implementation Period
1. Harmonize and implement standards for design and construction of railways ;	- Harmonization and respect of standards for design and construction of railways;	Ministries in charge of Infrastructure and Transport in the member States.	Medium term
2. Formulate and implement a Public Awareness Programme on prevention and safety in all modes of transport notably roads, railways and inland waterways;	- Establish a Public Awareness Programme in the member countries; - Enter into immediate contact with the Ministry of Education to formulate a joint Programme ; - Create awareness on the respect of railways signs.	Ministries in charge of Transport in the member States;	Short term
3. Reform legal and institutional framework for prevention and reduction of high rate of accidents in the Northern Corridor region ;	- Fast-tracking of the implementation of Technical Inspection Centres; - Harmonization of laws and regulations and their strict implementation in the region and Updating of legal framework ; - Updating of observatories to facilitate a permanent statistic data base for railways accidents.	Ministries in charge of Infrastructure and Transport in the member States.	Medium term
4. Install signs boards, beacons in railways and embark on harmonization of vertical and horizontal signs as well as their implementation;	- Establish a permanent mechanism for railways signs and beacons ;	Ministries in charge of Infrastructure & Public Works and Transport in the member States.	Short & medium
5. Capacity building in safety and Security in all modes of transport ;	- Establish a system of regular training for users, drivers and persons in charge of prevention/ safety and security in transport ;	Ministries in charge of Infrastructure & Public Works and Transport in the member States.	Short term
6. Enhance safety and security of railways ;	- Upgrading of infrastructure and facilities ; - Rehabilitation and upgrading of existing quays ; - Strict interdiction of construction of dwellings in prohibited zones along the railway line ; - Put in place an appropriate Search and Rescue organisation along the Northern Corridor railways.	Ministries in charge of Infrastructure & Public Works, Public Health and Transport, Government Agencies, operators in the member States.	Short term

c. Inland Waterways

Strategic Approach	Activity	Relevant Institution	Implementation Period
1. Formulate and implement a Public Awareness Programme on prevention and safety in all modes of transport notably roads, railways and inland waterways;	<ul style="list-style-type: none"> - Establish a Public Awareness Programme in the member countries; - Enter into immediate contact with the Ministry of Education to formulate a joint Programme ; - Create awareness on the respect of beacons and navigational aids. 	Ministries in charge of Transport in the member States;	Short term
2. Reform legal and institutional framework for prevention and reduction of high rate of accidents in the Northern Corridor region ;	<ul style="list-style-type: none"> - Fast-tracking of the implementation of Technical Inspection Centres for vessels; - Harmonization of laws and regulations and their strict implementation in the region and Updating of legal framework ; - Updating of observatories to facilitate a permanent statistic data base for inland waterways accidents. 	Ministries in charge of Infrastructure and Transport in the member States.	Medium term
3. Install beacons and navigational aids in along inland waterways;	<ul style="list-style-type: none"> - Establish a permanent mechanism for beacons and navigational aids ; 	Ministries in charge of Infrastructure & Public Works and Transport in the member States.	Short & medium
4. Capacity building in safety and Security in all modes of transport ;	<ul style="list-style-type: none"> - Establish a system of regular training for users, drivers and persons in charge of prevention/ safety and security in transport ; 	Ministries in charge of Infrastructure & Public Works and Transport in the member States.	Short term
5. Enhance safety and security in inland waterways transport ;	<ul style="list-style-type: none"> - Upgrading of infrastructure and facilities ; - Rehabilitation and upgrading of existing quays ; - Improve and modernize the port infrastructures and facilities in inland waterways transport. - Strengthen institutional and legal capacities for implementation of laws and regulations relating to security and safety within the Inland waterways. - Conduct hydrographic surveys in inland waterways. - Put in place an appropriate Search and Rescue organisation along the Northern Corridor inland waterways. 	Ministries in charge of Infrastructure & Public Works, Public Health and Transport, Government Agencies, operators in the member States.	Short term

d. Pipeline

Strategic Approach	Activity	Relevant Institution	Implementation Period
1. Formulate and implement a Public Awareness Programme on prevention and safety in all modes of transport notably roads, railways and inland waterways;	<ul style="list-style-type: none"> - Establish a Public Awareness Programme in the member countries; - Enter into immediate contact with the Ministry of Education to formulate a joint Programme ; - Create awareness on the respect of pipeline network. 	Ministries in charge of Transport in the member States;	Short term
2. Reform legal and institutional framework for prevention and reduction of high rate of accidents in the Northern Corridor region ;	<ul style="list-style-type: none"> - Fast-tracking of the implementation of Technical Inspection Centres for pipeline network and facilities; - Updating of observatories to facilitate a permanent statistic data base for pipeline accidents. 	Ministries in charge of Infrastructure and Transport in the member States.	Medium term
3. Capacity building in safety and Security in all modes of transport ;	<ul style="list-style-type: none"> - Establish a system of regular training for users, drivers and persons in charge of prevention/safety and security in transport. 	Ministries in charge of Infrastructure & Public Works and Transport in the member States.	Short term
4. Enhance safety and security pipeline;	<ul style="list-style-type: none"> - Upgrading of infrastructure and facilities ; - Rehabilitation and upgrading of existing interconnectivity platform of pipeline to different modes of transport ; - Strict interdiction of construction of dwellings in prohibited zones along the pipeline network. - Put in place an appropriate Search and Rescue organisation along the Northern Corridor pipeline. 	Ministries in charge of Infrastructure & Public Works, Public Health and Transport, Government Agencies, operators in the member States.	Short term

December 2011