



REPORT

THE NORTHERN CORRIDOR STAKEHOLDERS TRADE AND TRANSPORT LOGISTICS SURVEY OF THE ALTERNATIVE TRANSIT ROUTES THROUGH LWAKHAKHA BORDER STATION AND NADAPAL

10th – 18th October 2021

NORTHERN CORRIDOR
TRANSIT AND TRANSPORT
COORDINATION
AUTHORITY

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Coordination Authority

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Glossary

ASYCUDA	Automated System for Customs Data
COMESA	Common Market for Eastern and Southern Africa
DBST	Double Bituminous Surface Treatment
DRC	Democratic Republic of Congo
EAAS	East Africa Automobile Service Company Limited
EAC	East African Community
EASC	East African Shippers Council
EES	Eastern Equatoria State – South Sudan
e-SWS	Electronic Single Window System
GVW	Gross Vehicle Weight
HSWIM	High Speed Weigh in Motion
ISCOS	Intergovernmental Standing Committee on Shipping
KEBS	Kenya Bureau of Standards
KeNHA	Kenya National Highways Authority
KENTRADE	Kenya National Trade Network
KEPHIS	Kenya Plant Health Inspection Services
KIFWA	Kenya International Freight and Warehousing Association
KMA	Kenya Maritime Authority
KNCCI	Kenya National Chamber of Commerce and Industry
KNPS	Kenya National Police Service
KPA	Kenya Ports Authority
KPLC	Kenya Power and Lighting Company
KRA	Kenya Revenue Authority
KTA	Kenya Transporters Association

LAPSSET	Lamu Port South Sudan Ethiopia transport corridor
MAAIF	Ministry of Agriculture Animal Industry and Fisheries - Uganda
NCTTA	Northern Corridor Transit and Transport Agreement
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
NEMA	National Environment Management Authority
NFA	National Forestry Authority
NMT	Non-Motorized Traffic
NTSA	National Transport Safety Authority
OSBP	One Stop Border Post
PCR	Polymerase Chain Reaction
PSV	Passenger Service Vehicle
PVoC	Pre-Verification of Conformity
R-ECTS	Regional Electronic Cargo Tracking System - EAC
RRU	Rapid Response Unit - KRA
RSS	Road Side Station
SAD	Single Administrative Document
SGS	Société Générale de Surveillance
SSNRA	South Sudan National Revenue Authority
UNBS	Uganda National Bureau of Standard
URA	Uganda Revenue Authority

Acknowledgement

The NCTTCA would wish to express its gratitude to the stakeholders that have continued to support the Northern Corridor Trade and Transport Logistics Surveys. Special appreciation goes to the institutions and their staff that participated in the Survey of alternative transit routes through Lwakhakha and Nadapal. They committed their resources and time, and braved the road trips.

The Secretariat would like to take this opportunity to recognize the stakeholders that we met with at the different nodes during our Survey; the Ag. Governor of Eastern Equatoria State and his team, the Turkana County Commissioner and his team, the Chairman Turkana KNCCI and his team, public and private sector stakeholders at Webuye weighbridge, Lwakhakha border station and Nadapal, they provided invaluable information. Furthermore, we acknowledge our stakeholders that participated in the online workshop to validate the report of the survey, their contributions during the workshop enriched the report.

Lastly, we wish to acknowledge the Executive Secretary, Mr. Omae Nyarandi for his overall guidance in conducting the survey and preparation of the report and the editorial team at the Secretariat; Emile Sinzumusi, Fred Paul Babalanda, James Mwangi, Gideon Chikamai, Eng. John Deng, Jean Ndayisaba and Clarisse Biraronderwa.

The Secretariat looks forward to the stakeholders for their continued support of the trade and transport logistics survey activities.

NCTTCA Secretariat.

Executive Summary



Trade and transport logistics surveys is one of the key channels used by NCTTCA Secretariat to update stakeholders about the status of trade and transport logistics along the Northern Corridor, identify challenges and their causes in order to make the most appropriate recommendations to address them, as well as identify new opportunities to facilitate international trade.

In order to ease congestion of traffic at Malaba and Busia border stations and to offer alternative transit routes for truckers, the NCTTCA Policy Organs in their August 2021 session, directed the Secretariat to undertake a trade and transport logistics survey of Northern Corridor alternative transit routes through Lwakhakha and Nadapal to update stakeholders about

the status of the routes and identify any challenges that need to be addressed for the routes to be used by heavy commercial vehicles.

The Survey was conducted in October 2021 by a multidisciplinary team of stakeholders from the public and private sector involved in the handling and clearance of international freight along the Northern Corridor. The report of the Survey was validated by stakeholders from the Member States during a virtual workshop held on 9th December 2021.

During the Survey, it was observed that the Member States have made big strides in development of transport infrastructure along the Northern Corridor contributing to increasing volumes of cargo traded and transported along the Corridor. Nevertheless, infrastructure deficiencies were noted and recommendations made to facilitate use of the alternative transit routes through Lwakhakha and Nadapal by heavy commercial vehicles, including;

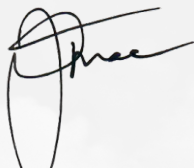
- Upgrading to international trunk road and development of the Kimaeti – Malakisi – Lwakhakha route off the Webuye – Malaba highway needs to be prioritized by Kenya.
- The transit route from Kainuk to Juba through Lodwar and Nadapal is under construction, but there is need to give priority to construct the 1 Km stretch of road between the Kenya and South Sudan entry/exit clearance stations at Nadapal to enable heavy commercial vehicles to commence use of this route; this section was reported to be one of the most treacherous for vehicles along the route.

- Maintain or develop bypasses at sections of the road where truss bridges are being built, trucks carrying abnormal size loads may not be able to pass through the truss bridges being constructed along the Kainuk – Nadapal transit section.
- Fence off the customs control areas at Lwakhakha and Nadapal to regulate entry and exit into the customs areas and for improved security of staff at the border and cargo being cleared.
- Build staff quarters for Government officials working at the border stations. Due to the enforcement nature of the work of the government agencies working at the border stations, it is risky for staff to reside among the communities with people some of whom they take enforcement action against.
- Develop parking areas for trucks and vehicles for other traveller's at Lwakhakha border station and Nadapal.
- There is an urgent need to provide adequate washrooms for staff and public at Lwakhakha border station and Nadapal, furthermore, provide adequate water for Nadapal.
- There is need to develop Roadside Stations for truckers and other travelling public along the transit routes as well as Roadside Stops with washrooms for those that need short breaks during their journey.
- Parking areas at weighbridge stations should have demarcated parking areas for trucks carrying hazardous cargo.
- Development of a One Stop Border Post (OSBP) at Lwakhakha is highly recommended to support expeditious clearance of anticipated increase in traffic once the road connecting the Webuye – Malaba highway to Lwakhakha is completed. In the meantime, OSBP operations at Lwakhakha should commence using the available infrastructure.
- Member States are urged to use virtual weighbridges other than having multiple static weighbridges along the same transit section.
- Develop the road connecting Moroto – Uganda to Todonyang – Kenya/Ethiopia border through Lodwar. The road has a high potential of boosting trade and tourism in that region among the four countries Kenya, Ethiopia, South Sudan, and Uganda. All the four countries have game parks within 300Km radius of Lodwar and Lodwar and its neighbourhood source most of their fresh foodstuffs from Moroto.
- Furthermore, there is need to gazette a border station between Uganda and Kenya at Nakiloro/Lokirama and a border station at Todonyang between Kenya and Ethiopia. The border stations and the Moroto – Todonyang road will help connectivity to the LAPSET corridor for shippers in Uganda and beyond that opt to use the port of Lamu. It will also offer the shortest distance by road from Uganda to Ethiopia; about 250Km. This is also in line with promoting facilitation of trade and the Africa Continental Free Trade Area (AfCFTA).

Apart from the physical infrastructure there is need to address issues relating to policies and business processes which includes;

- Automation and integration of business systems of the public and private sector agencies to facilitate exchange of information used in the handling and clearance of internationally traded goods across the borders at Lwakhakha and Nadapal and the region at large.
- Implementation of the East African Community Common Market protocol to ease movement of people and other factors of production among the Partner States without undue restrictions; abolish visa fees for citizens of the Member States, ease the process of trade facilitation agencies domiciled in a Member State to open branch offices in the other Member States and also obtain work permits for their staff.
- Harmonize the response towards controlling the spread of Covid-19 disease across the borders; ease the requirement for truckers to undertake a PCR test every fortnight. The report recommends that other than taking a PCR test fortnightly which is costly, truckers that are fully vaccinated should take rapid Covid-19 tests at the borders to be allowed to cross into another Member State. Furthermore, where the Covid-19 tests are required, all Member States are urged to offer them to truckers for free like it is already being done by some Member States.
- There is need for mutual recognition by a Member State of quality standard inspection certification issued by sister agencies from the other Member States to minimize duplication of effort and the attendant costs. Furthermore, adjoining States should consider setting up joint testing laboratories at the border stations especially for clearance of goods that require expeditious clearance.

Implementation of the recommendations in this report will go along way in improving trade and transport facilitation along the Northern Corridor, contribute to integration of the Region and implementation of the AfCFTA. A detailed action implementation matrix has been incorporated as part of this report which also apportions responsibility for implementation of the recommendations in the report.



Omae Nyarandi

Executive Secretary.

Preamble

Introduction

1. The Northern Corridor Transit and Transport Coordination Authority, NCTTCA, was established in 1985 under an agreement with objectives to promote the facilitation of trade and transport, and spur regional integration and development of its Member States. The NCTTCA comprises six Member States: Burundi, Democratic Republic of Congo, Kenya, Rwanda, South Sudan, and Uganda.
2. The Northern Corridor is a transport corridor comprising the four surface modes of transport: road, railway, pipeline, and inland waterways. The Northern Corridor transport infrastructure comprises infrastructure designated by the Member States for the Northern Corridor traffic. This includes the sea Port of Mombasa, roads, railways, oil pipelines, inland waterways, border stations, weighbridges, transit parking yards and inland freight stations used in the handling and clearance of internationally traded cargo.

Background

3. Despite having many border stations in operation linking Kenya with the other five Member States, only two border stations, Busia and Malaba, are used by heavy commercial vehicles. Over the years, several initiatives to facilitate trade and transport have been implemented at these two border stations; improvement of infrastructure and business processes enabling the stations to handle larger volumes of traffic. However, with the ever-increasing volumes of traffic along the Northern Corridor, the capacity of these border stations is overstretched, often leading to long queues of trucks and delays in clearance of freight across the borders.
4. During the NCTTCA Policy Organs meetings of August 2021, the NCTTCA Secretariat was directed by the Council of Ministers to coordinate the key stakeholders to undertake a trade and transport logistics survey of the alternative transit routes through Lwakhakha border station and Nadapal. The survey would assess the status and identify measures that the Member States of Kenya, South Sudan and Uganda need to implement to make the routes useable by heavy commercial vehicles plying the Northern Corridor.
5. Opening alternative transit routes through Lwakhakha and Nadapal will ease traffic through the Malaba and Busia border stations. The traffic targeted to use this route includes cargo to South Sudan, Northern Uganda, and parts of North Eastern DRC.

Objective

6. The objective of the trade and transport logistics survey was to;
- i. Assess the status of the alternative transit routes with a view to avail stakeholders with accurate information on the status of transport infrastructure, facilities and business processes for handling and clearance of goods along the routes.
 - ii. Identify any challenges and formulate recommendations to the Member States to enable the transit routes to be opened for use by heavy commercial vehicles.
 - iii. Conduct a road safety audit of the proposed alternative transit routes.

Survey Team

7. The NCTTCA invited key stakeholders and formed a multidisciplinary Survey Team comprised of representatives from the following organizations: ISCOS, LAPSSET, State Department for Transport – Ministry of Transport Kenya, KeNHA, KRA, URA, NTSA, KNPS, KPA, KMA, EASC, KTA and KIFWA. The NCTTCA Secretariat led the team. Refer to Annex I for the list of Survey Team members.

Scope of the Survey and Target Stakeholders

8. The survey covered the following transit routes, transit nodes and stakeholders
- i. **Transit routes covered;**
 - Kisumu – Webuye – Lwakhakha via Kimaeti
 - Webuye – Lwakhakha via Kimilili
 - Webuye – Kitale – Lodwar – Lokichogio – Nadapal
 - Kitale – Eldoret.
 - ii. **Transit Nodes Covered;**
 - Webuye Weighbridge
 - Lwakhakha border station
 - Kainuk
 - Lodwar
 - Lokichogio
 - Nadapal
 - iii. **Stakeholders met;**
 - Weighbridge Operators, Truckers and Clearing Agents and Kenya National Chamber of Commerce officers
 - Revenue Authority Officers, Immigration officers, Police officers and Standards Agencies officers from Kenya, Uganda, and South Sudan.
 - Government officials from South Sudan Eastern Equatoria State led by the Ag. Governor, County Commissioner Turkana County – Kenya, Turkana County Police Commander, South Sudan Ministry of Trade Officers.

Survey Observations, Comments and Recommendations

A. Survey of the transit route from Kisumu – Webuye – Lwakhakha

✓ Kisumu – Webuye Section

9. The section of the road from Kisumu to Webuye is classified as Class A and is in good condition. The road has two lanes with shoulders, lane width of 3.5M and shoulder width of 1.5M. Further, the road is dualled at some towns it passes through and has climbing lanes in some sections with a steep ascent.



10. It was observed that there were no roadside stops for use by truckers and other travellers along the road section between Kisumu and Webuye.
11. Road safety concerns observed along the Kisumu Webuye section included tractors transporting sugar canes which obstruct other road users, and narrowed carriageway at some bridges located near sharp corners along the road.



Left: Tractors transporting sugar canes obstruct the view of motorists behind them. **Right:** A black spot at narrowed carriageway at River Yala bridge located at Iguhu along the Kisumu – Webuye road. Should a tractor carrying sugar canes such as the one in the photo above meet at this bridge with a heavy commercial vehicle coming from the opposite direction, the likelihood of an accident is high.

12. Recommendations

- i. Road side stops with washrooms facilities for use by truckers and other travellers be developed along the roads. Management of the washrooms after their development can be under a Public-Private Partnership arrangement.
- ii. Enforce proper loading of tractors carrying sugar canes so that the load being carried does not spread across the lanes of the road.

Webuye Weighbridge Station

13. The Webuye Weighbridge station is located along the Eldoret – Malaba highway, 56Km from the Malaba border station. Management of the Webuye Weighbridge is currently contracted to Avary East Africa by KeNHA. The weighbridge operations are 24/7 and target vehicles of gross weight 3.5 tons and above. The weighbridge station is installed with both High-Speed Weigh In Motion (HSWIM) and multideck static weighbridge scales. About 2,500 trucks, on average, are weighed at the weighbridge per day. The trucks weighed include those in transit and those carrying local cargo.
14. Vehicles that do not comply with the vehicle load limits are diverted to the static weighbridge; they are signalled red automatically by the HSWIM for confirmatory weighing at the static weighbridge.
15. The Survey Team took note that;
 - i. Vehicle load compliance is enforced on Gross Vehicle Weight (GVW), Axle Load and size of the cargo being transported (dimensions of the load; Length, Width and Height).
 - ii. Vehicle overload allowance tolerated is 200Kg for Gross Vehicle Weight (GVW) and 500Kgs for Axle Load.
 - iii. The GVW limits and axle load limits for a truck vary depending on the axle configuration of the vehicle and the type of tyres used (super single tyre or not). Therefore, whereas the maximum GVW limit is 56 tons, different trucks have different allowable GVW limits.
 - iv. KeNHA gives the penalty schedules for overload, and the penalties imposed depend on the excess weight. Tankers pay penalties which are five (5) times the fines payable by other vehicles.
 - v. Trucks compliant on GVW but non-compliant on axle load are advised to distribute the cargo on the truck and reweighed again. If they comply after cargo redistribution, they are allowed to proceed on their journeys without attracting penalties.
 - vi. Trucks that are not compliant with GVW are required to get another vehicle to transport the cargo to the destination. The whole cargo (container) may be transshipped onto another truck or part of the cargo transshipped onto another truck. However, tankers found overloaded on GVW are not required to offload part of their cargo but pay penalties as prescribed above.
 - vii. Penalties are paid using bankers cheques. If the banks are closed, the truckers have to wait until when the banks open to pay the fines. This leads to delays and congestion of trucks at the weighbridge.
 - viii. The weighbridge weighing scales are on one side of the road on the left as you travel from Eldoret to Malaba. Traffic sensors are used to screen empty trucks from Malaba, which record the truck number plate, and the truck is allowed to proceed on its journey without stopping.

- ix. Calibration of the weighbridge is done every 3 months by the Weights and Measures Department.
- x. Currently, there is no system used by the weighbridge operators to automatically notify the truck owners when their trucks are impounded for overloading. It is left to the truck driver to inform the truck owner. It was observed that currently, there is a system used by NTSA to notify the registered owner of a vehicle found not to comply with the law.

16. Recommendations

- i. A mobile money payment facility, such as a Paybill which truckers can use for payment of penalties, be put in place to minimize delays and congestion of trucks at the weighbridge.
- ii. Digitalize weighbridge for seamless communication with the truck owners for vehicles found in breach of the vehicle load limits. May benchmark with NTSA to put in place a system for automatic notification of the truck owner, whose truck is found to be overloaded.
- iii. Publication and wide dissemination of vehicle load tolerance limits and the penalties imposed for vehicle overload should be done by the regulator.



Webuye Weighbridge truck parking yard: Has no designated area in the yard for parking trucks carrying hazardous cargo. In case of a fire, even cargo that would have been saved may get destroyed. In the photograph above, tankers carrying fuel are parked together with trucks carrying non-hazardous cargo.

17. It is recommended that:

Weighbridges demarcate separate areas in their yards for parking trucks transporting hazardous goods such as petroleum products.

18. It was also noted that:

- i. The security for the parking yard is provided by the Kenya National Police Service and the private security guards hired by the weighbridge operators.
- ii. Police based at the weighbridge prepare reports for overloaded trucks in case of need for prosecution of offenders in courts of law.

Bungoma KRA Rapid Response Unit (RRU)

- 19. The KRA operates a RRU for the Bungoma area, with its office now at Webuye weighbridge station. The Bungoma RRU area of operation extends to Malaba, Turbo, Kitale and Lodwar. The Bungoma Unit has; one vehicle operating from its base at Webuye; 10 staff; 2 drivers, 7 officers and the Officer-In-Charge. The Unit operates two shifts of 12 hours each. The target response time to a R-ECTS alert is 1 hour.

20. In addition to responding to alerts from the R-ECTS alarms, the Unit is also responsible for the supervision of transshipment of cargo for trucks found to be overloaded at the weighbridge or those that need to redistribute cargo on their trucks to comply with axle load limits.
21. Furthermore, the Unit also responds to trucks carrying goods subject to customs control involved in accidents while in transit. It maintains some R-ECTS at its Webuye office in case there is a need for arming a truck.

22. Recommendations

- i. Due to the expansive area under RRU Bungoma, there is a need to subdivide the Bungoma RRU area of operation and another RRU Unit set up for Lodwar area.
- ii. To beef up its operations, another vehicle and more staff be allocated to RRU – Bungoma.

Webuye Northern Corridor Police Patrol Unit

23. There is also the presence of the Northern Corridor Police Patrol Unit which is responsible for security of cargo in transit along the Northern Corridor. The operations of the Webuye Patrol Unit cover up to Eldoret, Malaba, Kakamega and Kainuk.
24. The Patrol Unit also beefs up the operations of the KRA-RRU, furthermore, engages in rescue operations in case of an accident, whether involving a vehicle in transit or not. Priority is given to saving the lives of people involved in the accident. The 1st respondent to the accident has the role of saving lives and coordinating other agencies to respond to the call of the accident. The Red Cross and neighbouring hospitals are called to provide ambulances to transport the injured to hospital, but the Police pickup truck often is used to ferry the wounded to hospital as an emergency.
25. The operations of the above two Units is 24/7 and involve a lot of movements along the transit routes and communication with various stakeholders, which calls for availing these Units with adequate resources to enable them to perform to their expectations.
26. Operational challenges faced included;
 - i. Delay of receiving alerts by Police, some alerts from the R-ECTS are received after a week. It was also observed that when some trucks in transit get a mechanical breakdown, as long as the truck is parked along the transit route, the Police Patrol Unit receives the alert only after the R-ECTS battery runs down.
 - ii. The large area of operation with few and old vehicles, little fuel and use of personal phones and airtime for communication. For the case of Bungoma RRU, the distance from Webuye to Lodwar is about 360Km; it is very difficult to timely respond to an alert in Lodwar from Webuye.
 - iii. Drivers who collude with criminals to steal cargo which they are transporting.
 - iv. They are supposed to be online 24/7 communication but lack facilitation.
 - v. Weighbridge scales are on one side of the road, vehicles from Malaba as they turn to the static weighbridge interfere with oncoming trucks from Eldoret direction being weighed passing the HSWIM.

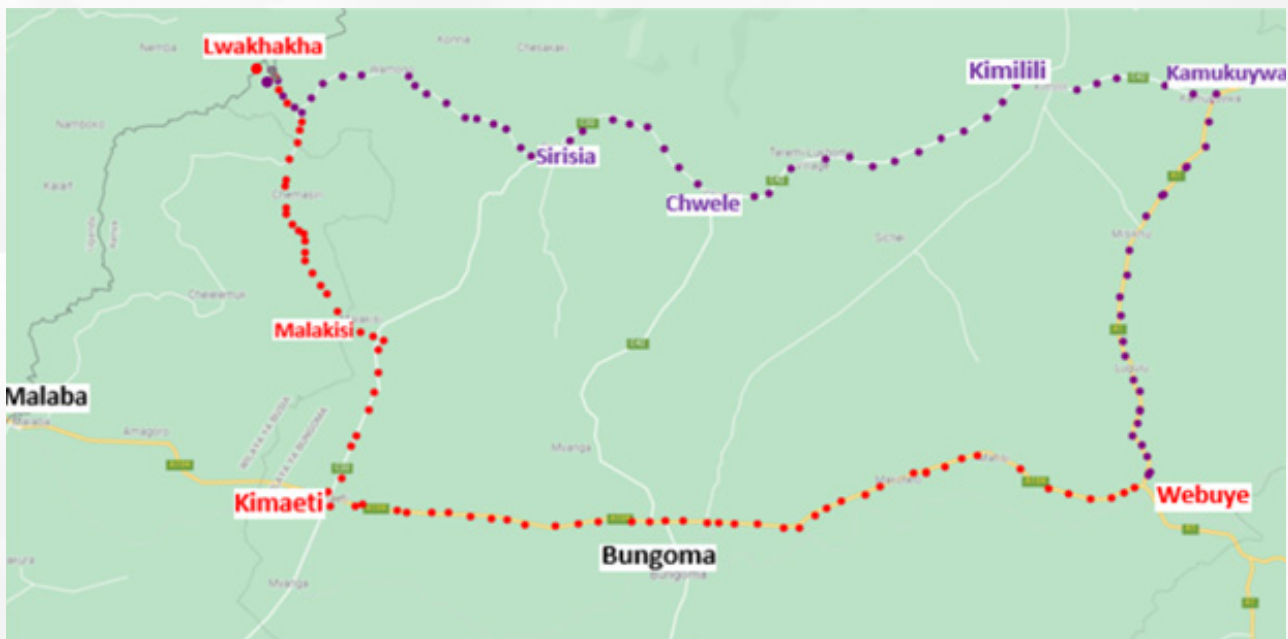


A truck carrying spirits to South Sudan gets an accident between Lokichar and Lodwar. The scene of this accident, over 300Km from Webuye, is part of the area under KRA Bungoma RRU, based in Webuye.

27. Recommendations:

- i. The Northern Corridor Patrol Units be provided with official communication telephone lines with data and airtime.
- ii. Put in place a system where the Northern Corridor Patrol Units get real-time alerts from the R-ECTS and alerts for trucks that get a mechanical breakdown in transit.
- iii. Review the resources provided to the enforcement Units to do their work to enhance the facilitation of the Units to boost their operations.

✓ Alternative transit routes from Webuye through Lwakhakha border station



28. There are two alternative transit routes from Webuye through Lwakhakha proposed for development by KeNHA for use by heavy commercial vehicles. The first alternative route is Webuye – Kimaeti – Malakisi – Lwakhakha, and the second is Webuye – Kamukuywa – Kimilili – Chwele – Sirisia – Lwakhakha.

 Survey of Webuye – Kimaeti – Malakisi – Lwakhakha alternative transit route

29. It was observed that a bigger section of this transit route from Kimaeti to Korosiondet is gravel standard, while about the 3.5Km stretch from Korosiondet to Lwakhakha is a low volume seal road unsuitable for heavy commercial vehicles. At the time of the survey, the road was under a routine maintenance program where the scope of works included heavy grading and gravelling of the road and upgrading drainage structures such as bridges and culverts.



Culverts being constructed at Sango near Malakisi along a section of the alternative transit route from Kimaeti to Lwakhakha.



Single-lane bridge at Karisandeti along the Kimaeti – Lwakhakha road, there is a need to construct two-lane bridges along this road with capacity suitable for use by heavy commercial vehicles.



Survey of Webuye – Kamukuywa – Kimilili – Chwele – Sirisia – Lwakhakha alternative transit route

30. It was observed that this route is paved though the grade of the road cannot support its use by heavy commercial vehicles. However, some sections of the roads though paved, are not in good condition, and the road does not meet the standards of roads designated for international traffic.



Above: Lwakhakha – Sirisia – Chwele – Kimilili – Kamukuywa – Webuye transit route; Some road sections were recently worked on and are in good condition, whereas some are in poor condition. The grade of the road cannot support use by heavy commercial vehicles.

Below: The several crowded roadside markets which encroach on the carriageway along this route raised road safety concerns, a situation that needs to be addressed.



31. Recommendation

Build safety fences where there are markets along the roadsides (like in the photograph above). Otherwise, such markets should be established off the highways.

32. It was reported that the alternative transit routes through Lwakhakha from Kenya had been reclassified to Class B roads whose development and maintenance is under KeNHA. However, some sections of these roads are still classified as Class C roads under KeRRA.

33. It was observed that the road developed by Uganda to link Lwakhakha border station to its Tororo – Mbale highway was reclassified to Class A upon upgrade from Class C. The upgraded road has an overall carriage width of 7.0 Meters (2x3.5M lanes) with Double Bituminous Surface Treatment (DBST) and 1.5M width shoulders in rural areas and 2.0M width in urban areas. Additional 3.5M wide parking lanes are provided in built-up areas. Furthermore, the bridge constructed by Uganda at the Lwakhakha border linking the Kenya and Uganda side of the border has a capacity for use by heavy commercial vehicles.
34. It was noted that the distance from Webuye to Lwakhakha via Kimaeti is 69 Km and that from Webuye to Lwakhakha via Kamukuywa is 78Km. Furthermore, the Webuye weighbridge is located along the road section between Webuye and Kimaeti.
35. Observing that there is already a weighbridge along the Webuye – Kimaeti – Lwakhakha route and the greater route length, i.e. Webuye – Kimaeti, is already developed.

36. Recommendation

Priority is given to the development of the Webuye - Kimaeti – Lwakhakha route as the alternative transit route for use by heavy commercial vehicles in transit through Lwakhakha border station.



Above: Uganda side of Lwakhakha border station - Road from Lwakhakha border crossing point to Uganda. Uganda constructed a Class A dual carriage road over a km long with pedestrian walkways to facilitate the movement of motorists and pedestrians crossing the border.

Below: Kenya side of Lwakhakha border station – Road to the Lwakhakha border crossing point from Kenya.



37. Recommendations

- i. Given that Uganda has already developed a Class A road that links the Lwakhakha border station with the Tororo – Mbale highway in Uganda, the Republic of Kenya is urged to upgrade the alternative transit route from Kimaeti to Lwakhakha to Class A road.
- ii. Furthermore, dual and re-align the access road to the border crossing point, which should also have pedestrian walkways to facilitate easy and safe movement of both motorists and pedestrians crossing the border.



Above: Winding access roads to the Lwakhakha bridge raise safety concerns; potential risk of a heavy commercial vehicle colliding with another oncoming vehicle as they cross the border

Below: Kenya side of the border offers an opportunity to minimize the curving during an upgrade of the access road from Kenya to the bridge by shifting the access road to the right.



38. Recommendations:

- i. The approach to the Lwakhakha bridge on the Kenyan border side be redesigned to reduce/eliminate the tight horizontal curve, and the same be implemented during the upgrading of the road.
- ii. The Member States urged to develop dual carriage bridges when constructing new bridges across rivers at border stations.

B. Survey of Agencies working at Lwakhakha border station

✓ Port Health Uganda

39. Ministry of Health Uganda opened offices at the Uganda border stations following the outbreak of the COVID-19 pandemic. The role of Port Health is to check that all truckers and other travellers crossing the border station have valid COVID-19 PCR test certificates. The PCR certificates for truckers is valid for 14 days, whereas for other travellers, it is valid for 120 hours from the time of taking the test. Port Health also checks for Yellow Fever vaccination certificates, furthermore, preliminary screening of travellers to check travellers for contagious disease.
40. Port Health Lwakhakha also takes COVID-19 samples for truckers and other travellers for testing in laboratories located in Tororo. However, by the time of our visit, hardly anyone visits the Lwakhakha Port Health office for the COVID-19 test.



The Survey Team meeting with the Uganda Port Health staff at Lwakhakha border station. The office location does not enable them to be in full view of whoever is entering or leaving the country. They rely on support from other Government Agencies at the border station to direct the travellers to their office for registration and screening.

41. It was noted that at the beginning of the pandemic last year, most of the people that tested positive for COVID-19 in Uganda were truck drivers. In fact, between April and July, 2020 over 50% of the positive cases recorded per day were truck drivers. Currently, truck drivers comprise less than 5% of the daily positive cases. The positivity rate of drivers tested for COVID-19 has significantly reduced.
42. It was noted that requiring truck drivers to test every 14 days is costly, time-consuming and causes delays in cargo transportation. Given that there are other measures available to contain the spread of COVID-19, after close to two years, we need to progress to more convenient and less costly measures of preventing the spread of COVID-19. In addition, Member States have acquired vaccines available to adults who wish to take the jab.

43. Recommendations:

- i. Truckers that are fully vaccinated and present no signs of COVID-19 should be exempted from the PCR test. Instead, they undergo a rapid COVID-19 Antigen test which is cheaper and if negative, they should be allowed to cross the borders on presentation of a COVID-19 vaccination certificate.
- ii. COVID-19 vaccination facilities should be availed at border stations, as is the case for yellow fever vaccination to serve travellers and people from the border surrounding communities in need of taking the vaccination.
- iii. Port Health should not limit itself to checking for vaccination certificates and COVID-19 test certificates but should check that all offices at the border station at which they serve and their surrounding environment are in good hygiene and sanitation facilities like washrooms are adequate and well maintained.

Immigration Lwakhakha border – Uganda

44. The Lwakhakha border station immigration office opens from 8:00 am to 7:00 pm. Travellers crossing the border have to clear through Port Health before being cleared by immigration to cross the border. They must possess a valid COVID-19 PCR test certificate and a yellow fever vaccination certificate in addition to the regular immigration travel documents; a valid passport, temporary travel document or inter-state pass.
45. In the case of Ugandans, a temporary travel permit can be obtained from the immigration office at the Lwakhakha border station. The mandatory requirement is proof of being a Ugandan, two recent coloured passport photographs, and 10,000 Uganda Shillings. The temporary travel permit is for a single exit and it is valid for a period of 3 months.
46. The Inter-state Pass can also be obtained at the border station, but one must have a valid Ugandan national Identity Card. The Inter-state Pass is issued for free, and it is valid for six months for a single exit.



Uganda Immigration office at Lwakhakha. The office is hidden behind other buildings and not easily traceable by travellers. The immigration officers are also unable to see whoever is entering or leaving the country from the point where the office is located.



Behind the tent that serves as the Uganda Port Health office is a derelict customs warehouse that is not in use, and on the right, the old customs office is also not in use. It was observed that the structures not in use are occupying valuable space. Given the proposed plans for the Lwakhakha border station, it is not worthwhile to renovate these structures.

47. It was observed that customs areas are restricted areas; uncontrolled access to the customs area makes it easy for the general public to interfere with the work of border officials and goods being cleared. Furthermore, it compromises the security of staff working at the border.



URA land at Lwakhakha border station. The acreage of URA land was reported to be 15 acres. However, part of it was reported to have been encroached upon; the land is not properly fenced. As a result, the general public and animals have uncontrolled access to the land, which comprises the customs control area at the border.

✓ Lwakhakha Border – Uganda Business Center

48. The Business Center is a one-stop centre for clearance of goods. The agencies operating from the Centre are URA, UNBS, MAAIF, Bank Agent. In addition, the centre has a boardroom and stores. However, OSBP operations have not yet been implemented at the Lwakhakha border.

✓ Uganda Revenue Authority

49. It was reported that, on average, 70 trucks are cleared through the border every day. The goods cleared through the border are mainly agricultural produce, including onions, bananas, maize, and Irish potatoes. In addition, fertilizers and raw materials for making shoes are also commonly imported through the border. For the case of agricultural produce, these can be imports or exports depending on the seasons.
50. Cargo clearance processes and documents used are similar to those used at other Uganda customs border stations, and the customs business processes are automated.
51. Taxes and revenues collected by URA are paid through the banks. There are Bank Agents at the border with a desk at the Business Center. There is a facility available for payment of taxes by Mobile Money, but there is a delay for the payment to reflect in the URA system to enable onward processing of a declaration to enable release of cargo by URA.



Lwakhakha Border Station – Uganda. On the right is a newly constructed building housing the Business Center, in the middle is a decrepit customs verification shed, left is the old customs office and washrooms, which are not in use.

✓ Uganda National Bureau of Standards, UNBS

52. The role of UNBS at the Lwakhakha border station is to inspect imports and enforce quality standards of imports entering the country.
53. The UNBS processes cargo clearance through the Uganda electronic Single Window System (e-SWS). Before UNBS processes cargo clearance, the cargo must be declared first to customs in the ASYCUDA, and before URA releases cargo to its owner, it has first to be cleared by UNBS.
54. UNBS runs a pre-inspection program, Pre-Verification for Conformity (PVoC), to reduce delays in cargo clearance at the border. Goods are inspected at the point of origin prior to being shipped to Uganda. UNBS accredited pre-inspection firms are; Société Générale de Surveillance (SGS), Intertek International, TUV Rheinland and East Africa Automobile Service Co. Ltd (EAAS). Furthermore, there is mutual recognition of quality certificates issued by the other EAC Partner States.
55. Lack of PVoC calls for full destination inspection, which comes at a cost and the process may delay the release of goods to the owner.
56. The challenges faced by UNBS include; Lack of a lab to conduct rapid tests, samples drawn have to be taken to Kampala for testing. In addition, the lack of a designated place where UNBS can keep the samples collected at the border may compromise the integrity of the samples, lack of accommodation for staff and manpower shortage.

✓ Ministry of Agriculture Animal Industry and Fisheries, MAAIF

57. The role of MAAIF is to inspect and enforce import and export restrictions on plants, animals and their products. MAAIF is connected to the Uganda e-SWS to clear goods.
58. To import plants, plant material or animals, one must be in possession of an import permit from the importing country. Furthermore, in the case of plants, one should have a phytosanitary certificate, for animals, a Health Certificate issued by the exporting country.

59. In order to export timber, one must have permits from National Environment Management Authority (NEMA) and National Forestry Authority (NFA).
60. In case of need to test imported plants or plant materials, samples are drawn and taken to Kawanda – Kampala for testing.



61. The challenge highlighted is the lack of manpower, one person manning the station, making it challenging to conduct field surveillance.

Uganda Police

62. The role of the Police is to enforce law and order and provide security at the border; furthermore, conduct surveillance of the border to check illegal entry and exit of people and goods.
63. Challenges faced by police include; manning the porous border, not being automated, lack of accommodation for staff. Police officers seek to rent accommodation within the community around people some of whom they take law enforcement action against.
64. It was observed that the station is connected to the main national power grid and has running water supplied by National Water.
65. The challenges experienced include;
- i. Intermittent power supply
 - ii. Land not fenced
 - iii. Inadequate public washrooms
 - iv. Lack of facilities for examination and storage of cargo.

66. Recommendations

- i. The boundaries of the land belonging to the government agencies be reclaimed and fenced to stem illegal encroachment and uncontrolled access to the customs area.
- ii. Consider shifting the immigration office and port health office to a more strategic location for the travelling public to locate the office easily and support the immigration officers' performance.
- iii. Plan to develop the station into an OSBP; the plan should include construction of staff quarters for all government agencies working at the border station.
- iv. As an emergency, construct washrooms for the public.
- v. A small lab to be set up for rapid testing of goods inspected at the border station to expedite the release of perishable goods to owners.
- vi. If there are no plans to renovate the old, dilapidated building structures not used at the station, they should be brought down to create space for truck parking and other border station activities.



A water pump house along river Lwakhakha, the boundary between Kenya and Uganda. Many people have lost their lives in this river trying to smuggle goods across the border. The vast land on both sides of the river belongs to government agencies. The land where the pump house sits belongs to URA, and the land at the opposite side of the river belongs to KRA.

Lwakhakha border station – Kenya Government Agencies

67. The Kenya Government agencies operating at Lwakhakha border station are KRA, Immigration, Police, KEBS, Port Health and KEPHIS. The hours of work are from 8:00 am to 07:00 pm.
68. The border clearance processes for these agencies mirror those of the Ugandan agencies with similar mandate and are the same to those of other Kenya border stations. In view of this, the Survey Team did not dwell much to obtain details of business processes for each agency.
69. The business processes of the government agencies are automated, and goods are cleared through the Kenya e-SWS. However, KEBS had not yet gained access to operate through the Kenya e-SWS.



Above: Kenya – Lwakhakha Border Control Complex houses offices for Government agencies working at the border.

70. The building at the border where the Government agencies operate sits on KRA land, which measures 18 acres. The land is not fenced and has been encroached. Currently, many encroachers have built on the land.



Lwakhakha Border Station; encircled in red is KRA land said to have been built by encroachers. This was seen as the most suitable location for the development of a truck parking yard for trucks awaiting clearance through the border.



On both sides of the road leading to the Lwakhakha border with Uganda, the buildings are said to have been constructed on KRA land. The area where these buildings sit would be the most suitable for developing a truck parking yard for trucks expected to transit through this border station.



Above: A section of the 18 acres of land that belong to KRA Lwakhakha border station. The lack of a fence exposes it to easy encroachment. This section of land could serve as an alternative for developing a parking yard for trucks awaiting clearance at the border station.

Below: The public facility is locked currently not available for use by the public. It is located very far (about 0.5Km) from the border crossing point and offices.



71. The challenges raised during engagement with agencies working at the border included;
- i. The border station lacks a verification shed and warehouse.
 - ii. Lack of staff houses, staff rent houses within the community with people whom enforcement action is taken against making it unsafe for the staff.
 - iii. The customs area is not fenced, allowing uncontrolled access to the customs areas by people and animals and exposure to encroachment.
 - iv. Some agencies are not yet operating through the e-SWS, such as KEBS.
 - v. Inadequate staffing, which may worsen the situation when traffic through the border station increases.
 - vi. Lack of enough vehicles to patrol the expansive border.
 - vii. Loss of lives as people try to smuggle/illegally cross the border across the river.

72. Recommendations

- i. A master plan to be drawn for the development of the Lwakhakha border station into an OSBP, consideration being given to include staff quarters for all government agencies operating at the border station.
- ii. Open boundaries of the land belonging to government agencies at the border and fence it to mitigate encroachment and uncontrolled access by people and animals to the customs area.
- iii. Dual the road leading to the border crossing point.
- iv. Develop a parking yard for trucks awaiting clearance through the border station.
- v. KEBS and other agencies at the border not yet operating through the Kenya e-SWS should work with KRA and KENTRADE to resolve any challenges they may be facing.
- vi. Conduct awareness campaigns to address the ills of smuggling and the risk of smuggling across the river.
- vii. Roll out OSBP operations by Uganda and Kenya agencies using the current infrastructure and facilities while awaiting the development of standard OSBP infrastructure.
- viii. The Governments urged to address land encroachment and vacation issues by encroachers from the land belonging to government agencies at the border.
- ix. Institute joint/coordinated border patrols with the Government Agencies from both sides of the border station.

✔ Use of Lwakhakha border station for transit by heavy commercial vehicles

73. The Survey Team generally observed that Lwakhakha Border Station has the basics needed to handle and clear heavy commercial vehicles. However, observing that both KRA and URA have ample land, the development of the facilities necessary to boost their capacity to handle increasing traffic should not deter opening the route for use by heavy commercial traffic once the road from Kimaeti to Lwakhakha is upgraded.
74. The critical challenge hindering the route from being used for heavy traffic is the capacity of the road and the capacity of the bridges from Kimaeti to Lwakhakha border station, which do not support heavy commercial vehicles usage. The length of the road from Kimaeti to Lwakhakha is about 26Km.

75. Recommendations:

- i. KeNHA expedites upgrading the Kimaeti – Lwakhakha road to international trunk road standards to enable use by heavy commercial vehicles in transit.
- ii. Government Agencies should make plans to beef up their manpower at Lwakhakha to handle the increase in traffic expected through the border station.

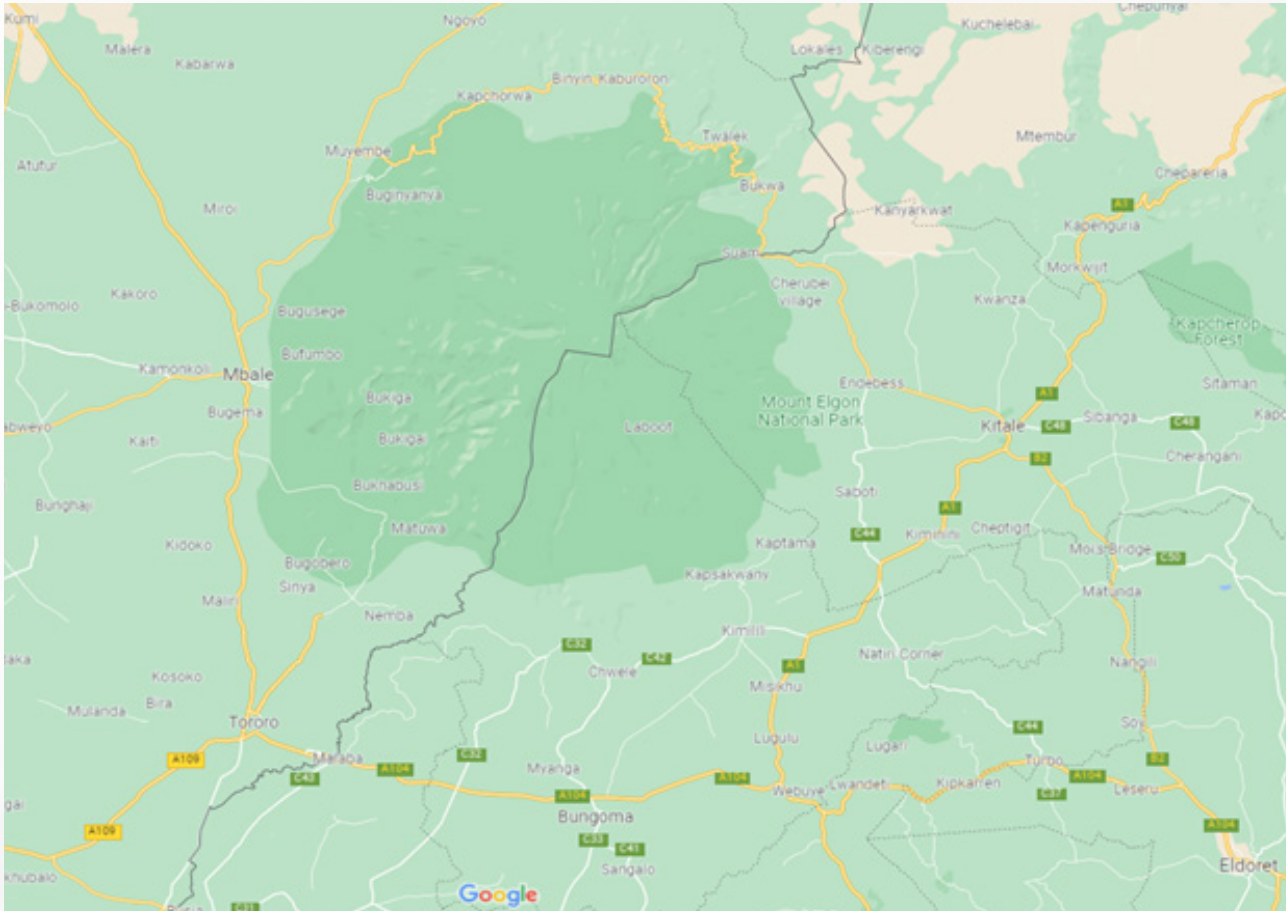
C. Survey of Webuye – Kitale – Kapenguria – Lodwar – Nadapal Transit Route

✔ Kitale – Webuye road section

76. It was reported that the road from Webuye to Nadapal through Kitale and Lodwar is part of the transnational Isebania – Kisumu – Kitale – Lodwar – Nadapal (A1) Corridor designated as Class A road. At the time of the survey, construction works were ongoing at the B14 road from Kitale through Endebess to Suam River border station with Uganda. In addition, it was reported that concurrent works were ongoing on the Uganda side from Kapchorwa to Suam River border station.



Part of the Kitale – Suam River road under construction. The distance from Kitale to the Suam River border station with Uganda is about 45Km, and the distance from Suam River Border station to Kapchorwa - Uganda is about 80Km.



Google map showing the location of Kitala, Suam, Kapchorwa and other key neighbouring towns.

77. Recommendation

The entire Multinational Kapchorwa – Suam – Kitala road be reclassified as a Class A road and recognized as an international trunk road after completion of ongoing works.

Kitala – Kapenguria – Kainuk road section

78. The Kitala – Kapenguria – Kainuk road section is generally in good condition and fair at some sections. However, the road is narrow, and shoulders are either missing or dilapidated. It was reported that there was an ongoing consultancy contract for design review, Works Contract procurement support and construction supervision of the Kitala – Morpus road section, with detailed design and procurement support being at an advanced stage at the time of the survey.

79. The scope of works under the Works Contract will include widening the carriageway to 7M with 2M wide shoulders, realignment of steep winding sections including the Kamatira hills and construction of service roads at all major trading centres along the road corridor.



Above: Section of the Kitale - Kapenguria – Kainuk road. The road does not have shoulders; it is getting eaten away on the boundaries and has sharp curves, which raise road safety issues.

Below: Virtual weighbridge at Kapenguria along the Kitale – Kainuk road.



80. Recommendations

- i. Road designs and construction should include shoulders furthermore, widen the road at sharp curves from Kapenguria to Morpus.
- ii. Conduct road safety audits for road designs being developed before their approval.
- iii. Engage key government agencies and key private sector stakeholders in the road designing process.
- iv. Other than having mobile weighbridges, it is recommended that the Member States adopt virtual weighbridges to minimize physical human interaction, which puts integrity to the test.
- v. Improve the drainage channels at sections of the road prone to floods.



When it rains, the floods carry soil and rocks into the road, raising safety concerns for the road users.



Survey Team makes a stopover at Chepkorniswo, located between Chepareria and Morpus, just after descending the steep slopes along Kapenguria – Kainuk road section. The Survey Team was fronting the location as opportune for an RSS. Proposals made under the consultancy contract include construction of road safety features, social amenities, weighbridge, and weigh in motion facilities.

81. Recommendation

For treacherous road stretches like the one from Kapenguria to Kainuk, Road Side Stops should be built between these stretches for truckers and other travellers who may need to have short breaks. The Roadside Stations can also offer safe parking for truckers and other motorists whose vehicles get mechanical breakdowns.



Some crash barriers were found not appropriate for the purpose they ought to serve.

82. It was observed that some crash barriers were not appropriate for the purpose they ought to serve. The shortcomings with crash barriers included; not being high enough, short lap length, erected just at the edge of the road or shoulder. It was further observed that the standard specifications for roads and bridges for Kenya was developed in 1986, which needs to be revised.

83. Recommendations:

- i. Crash barriers and safety fences should be erected at least 0.5M from the edge of the shoulder.
- ii. Revise the standard specifications for roads and bridges; the revision process should involve the agencies whose mandate touches on road transport and road safety.



Heavy-duty bridge has been constructed at Kainuk, the river used to overflow the bridge that was previously there. The area experiences unpredictable flash floods. The new bridge gives peace of mind to users of this road; worries of finding the bridge awash have been addressed.



Kainuk; County Government of Turkana allocated 100 acres to Kenya Central Government Agencies to construct a business park.

84. It was reported that out of the 100 acres, the Ministry of Trade had been allocated some land, KeNHA allocated 15 acres and KRA 20 acres, of which it intends to build a Truck Parking Yard/Road Side Station. It was observed that there are other key government agencies involved in trade and transport which also need to be allocated land such as Police and NTSA.

85. Recommendations:

- i. Given that KeNHA and KRA already have land at Kainuk, considerations should be made to build a Road Side Station at Kainuk and to build a Road Side Stop at Morpus, a location that had been proposed for the development of an RSS in the redesigning of the Kitale – Lodwar road; However, it was noted that land at Morpus is not yet acquired.
- ii. NTSA be allocated land at Kainuk and Lodwar for the establishment of Motor Vehicle Inspection Centers.



Dualling of road through Kainuk trading centre with main carriageway and service roads for vehicles that may wish to make a stop.

86. It is recommended that;

- i. Designs for roads passing through towns and trading centres should adopt dualling Of the section of the road through the town and/or construction of service roads, just like it was done at Kainuk. This will minimize obstruction of traffic using the main carriageway by motorists that wish to make stopovers in the town/trading centre.
- ii. Master Plans for towns and trading centres should consider dualling and/or construction of service roads along the section of the highway passing through the towns.



The Lokichar – Lodwar road has very steep edges; any slight veering off the road, the driver may be unable to steer the truck back to the road; thus, the truck is likely to overturn.

87. It was observed that about 50% of the road between Lokichar and Lodwar had been upgraded to bitumen standards. The developed section of the road is good but has very steep slopes at the edges of the shoulders; any slight veering off the shoulder may cause an accident. Therefore, there is a need to address this road safety concern.

88. It was noted that the motor vehicle inspection unit for the area stretching from Nadapal to Webuye is at Kitale. Therefore, in case of an accident, a vehicle has to be taken to Kitale or the owner has to arrange with inspectors in Kitale to inspect the vehicle, which may take over a week before the inspection is done.

89. It is recommended that:

- i. Motor vehicle inspection centres should be established at Lodwar and Kainuk to serve the area stretching from Nadapal to Kapenguria.
- ii. Road signs should be erected along the road to caution drivers and specifically sensitize truckers about the dangers of Lokichar – Lodwar road.
- iii. Road signs should use a symbol(s) or language(s) that communicates to a wider audience.
- iv. Deliberate efforts be made to establish health facilities at the key towns along the Kainuk – Lokichar – Lodwar – Lokichogio – Nadapal stretch. With increased traffic, increasing demand for health services is expected especially handling emergencies.
- v. KeNHA should establish Road Side Stops between Kapenguria and Kainuk to facilitate vehicles that get mechanical problems to park off the main carriageway.



Road sign cautioning motorists as you descend the steep slopes between Kapenguria and Kainuk. This signage is particularly important to truckers, but many may not understand the communicated message due to the language used.

✓ Survey of Lokichar – Lodwar – Lokichogio transit section

90. The survey of Lokichar – Lodwar - Lokichogio involved meeting with stakeholders in Lodwar and Lokichogio and visits to transport infrastructure facilities along this route. Among the stakeholders met included the Turkana County Commissioner, the County Police Commander and the Chairman Chamber of Commerce and Industry. During the visits and discussions, it was observed and noted that;
91. Under the vote for Turkana County social corporate responsibility framework, a Road Side Station is being developed at Lodwar. The RSS is nearing completion and has a capacity for over 100 trucks.
92. There are plans to develop another RSS at Kakuma and a truck parking yard at Lokichogio.
93. Lodwar sources most of its fresh foodstuffs from Moroto Uganda. The distance from Lodwar to Lokiriama near the border with Uganda is about 100Km, but the road is in bad condition, and there is no gazetted border entry/exit point between Kenya and Uganda. The distance from Lokiriama to the border crossing point with Uganda is about 12Km. From this border crossing point to Moroto town in Uganda is about 20Km. The Uganda side of the border is called Nakiloro.
94. It was reported that the Turkana County government allocated 40 acres of land to KRA at Lokiriama for setting up a customs station.

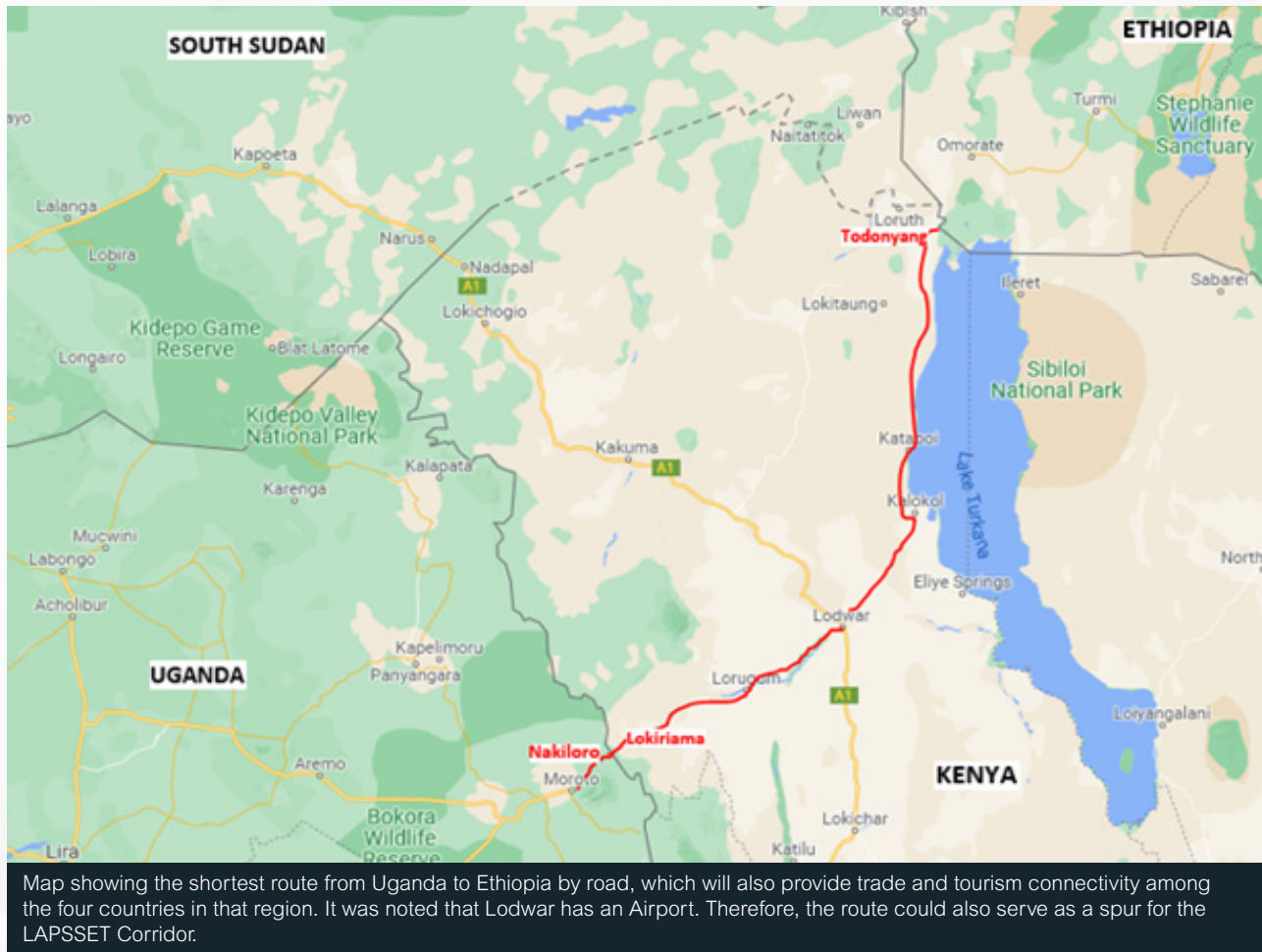
95. It is recommended that:

- i. The Government of Kenya and the Government of Uganda gazette and develop a border station at Lokiriama -Kenya/Nakiloro – Uganda to facilitate interstate trade between Kenya and Uganda.
- ii. The Government of Kenya engages the Government of Ethiopia to open a border station at Todonyang.
- iii. Through the implementing agency, the Government of Kenya upgrades the roads linking Lodwar to Lokiriama/Nakiloro border and Lodwar to Todonyang border to bitumen standards and reclassify them to international trunk roads. Furthermore, designate the road to be under the management of KeNHA.



Lodwar Truck Parking Yard/RoadSide Station under construction, with a capacity of over 100 trucks.

96. Lake Turkana offers tourism potential, it has an airport at Kalokol near the shores of Lake Turkana, but it has been out of use for some time. A Norwegian company constructed the airport for exportation of fresh fish from Lake Turkana, but the fishing company closed. So currently there is a lot of fish coming from Lake Turkana which can be exported to the neighbouring countries if there is good transport infrastructure. Kalokol is 40Km from Lodwar.
97. The LAPSSET project has a component of developing Turkana Resort City for tourism. In light of this, there is a need to upgrade the existing airport at Lodwar to an international airport. The international airport will also be strategically located to serve neighbouring communities of countries neighbouring Kenya; Ethiopia, South Sudan and Uganda.
98. It was observed that there are game parks in each country in the neighbourhood of Turkana County; Kidepo Valley National Park and Bokora Wildlife Reserve - Uganda, Kidepo Game Reserve and Boma National Park – South Sudan, Sibiloi National Park and Namunyak Wildlife Conservation Trust – Kenya, Mago National Park and Stephane Wildlife Sanctuary – Ethiopia.
99. The distance from Lodwar to Todonyang at the border between Kenya and Ethiopia is 150Km. If developed, the Moroto – Nakiloro – Lokiriama – Lodwar – Kalokol – Todonyang with a total distance of about 270Km would offer the shortest distance by road from Uganda to Ethiopia through Kenya. It would also boost tourism in the region.
100. It was reported that Uganda had upgraded to bitumen standards the road from Moroto to Soroti, which links to the main Northern Corridor road from Malaba to Elegu/Nimule at Soroti.



101. It is recommended that:

- i. Lodwar airport is upgraded and gazetted as an international airport to promote tourism in the area in line with the envisioned Turkana Tourism Resort City.
- ii. Put in place a mechanism that links airfields in the region to facilitate the movement of tourists from one game to another across national borders.

102. It was observed that land in Turkana is still communally owned. Therefore, acquisition of land for development was still a challenge. However, it was reported that the County Government has embarked on titling the land.

103. The nearest NTSA services for motor vehicle inspection are in Kitale, a distance of over 300Km from Lodwar and around 500Km from Nadapal. Those owning commercial vehicles in Turkana County have to take them to Kitale for inspection or wait until the NTSA inspection team visits their nearest town in Turkana. In case of an accident, it takes long before an issue is addressed and resolved since it will require an inspection report from NTSA.

104. It was also observed that it is strategically necessary for KeNHA to have a road maintenance unit in Lodwar, which is viewed as a strategic base for maintenance of roads in the Region by KeNHA.

105. It is recommended that:

The County Government of Turkana considers giving land to NTSA and KeNHA to set up service centres in the County's strategic towns to bring their services closer to the people residing and travelling through Turkana County and facilitate KeNHA to maintain roads in the County.

106. Security was observed as one of the most challenging issues inhibiting the transport corridor's use. It was noted that insecurity mainly stems from tribal conflicts between the ethnic groups, normally arising from cattle rustling, which needs to be addressed.

107. The issues raised by the private sector concerning trade and transport included;

- i. Payment of CESS to the County government of Kshs 3,000 at Kainuk and again demanded to pay CESS of Kshs 7,000 at Nadapal for goods destined to South Sudan.
- ii. Passenger Service Vehicles registered in South Sudan operate in Kenya; they are allowed to carry passengers from Kenya to South Sudan, but Kenya PSVs are not allowed to do so in South Sudan.
- iii. Traders raised concerns of losing their goods in South Sudan, furthermore, harassment involving security personnel when they demand payment for services offered to South Sudan nationals in South Sudan.
- iv. Taxes levied in South Sudan vary from border to border; it was claimed that traders using Nadapal are charged more taxes than those using Nimule border.

108. It is recommended that:

- i. The County Government of Turkana addresses the issue of multiple levying of CESS. Furthermore, abide by the Northern Corridor Agreement of not levying taxes on trucks in transit save for fees for services offered to the truckers.
- ii. The County Government of Turkana and the State Government of Eastern Equatoria periodically meet to address security concerns and challenges being faced by cross-border traders and cross-border service providers.
- iii. There is a need for joint sensitization of the communities in Turkana County – Kenya and Eastern Equatoria State – South Sudan to address the issue of insecurity and ethnic conflicts.



Women in Turkana fetching water



Photograph showing the Children in Turkana mining for water from the sandy seasonal river bed; if they are lucky, it takes them an hour to fill a 20-litre jerrycan.

109. It was observed that a big section of the transit route from Kainuk to Nadapal about 400Km long passes through an arid area where water is scarce. Therefore, there is a need to address water scarcity for the communities, truckers, and other travellers along this transit route.
110. It was further observed that two large underground water aquifers holding about 250 billion cubic meters of water were discovered in Turkana in 2013, a discovery that is yet to be tapped to alleviate the water problem in Turkana. Furthermore, there are a number of studies carried out in Turkana relating to the exploitation of underground water, which can be made use of.

111. It is recommended that:

- i. Government considers building valley dams/water reservoirs to harvest the water from the seasonal rivers.
- ii. Drill deep wells along the transit routes for use by the communities, truckers, and other travellers.
- iii. Studies undertaken towards provision of water for Turkana County should be made use of towards provision of water for Turkana.



Several bridges are under construction between Lokichar and Nadapal as part of the Kitale – Nadapal road upgrade project.



Above: A truss bridge under construction, abnormal loads of abnormal heights may not pass through this type of bridge.

Below: On the left shows an existing road passing across a seasonal river; on the right, a truss bridge part of the new road is being constructed across the river.



112. It was observed that bridges are being built over seasonal rivers, which normally present as flash floods. In addition, some of the bridges being constructed such as the truss bridges may not accommodate usage by trucks carrying abnormal loads.

113. It is recommended that:

- i. The existing roads, such as the one in the photograph above, at sections where steel truss bridges are built be maintained and used as diversions for trucks carrying abnormal loads.
- ii. Develop and maintain diversions of appropriate standards where steel truss bridges are being developed if the existing road section across the river is not in good motorable condition.



Bridge/Culvert does not cover the entire width of the seasonal river; what are the contractor's intentions?



Goats crossing the road is common between Kainuk and Nadapal; drivers have to be extra careful to avoid accidents.

114. It is recommended that:

Signage should be increased at reasonable intervals along the Kainuk – Nadapal stretch, especially those cautioning drivers about animals crossing.



Left - A loaded Probox van awaiting clearance by South Sudan Authorities for the imports it is carrying. Right – A loaded Probox van heading towards South Sudan from Lokichogio.

115. It was reported that due to poor road connectivity, very few trucks are able to make it across to South Sudan and towns inside South Sudan. As a result, the public has resorted to using small vans, the Toyota Probox, for transporting goods to South Sudan, circumstances dictating how they are loaded. Currently, circumstances force it to be a necessary evil.

D. Nadapal Kenya and South Sudan Exit/Entry clearance point – Nadapal Kenya

✓ Kenya Revenue Authority, KRA

116. The highlights for the KRA business clearance process for South Sudan destined cargo;
- i. Currently, cargo clearance is done through the main KRA office at Lokichogio, where 100% verification is done when the need arises.
 - ii. Goods to South Sudan, especially high-value goods, are escorted to Nadapal for onward exit processing from Kenya.
 - iii. At Nadapal, customs seals are checked for intactness, and a documentary check is done before the goods are allowed to proceed to South Sudan.
117. The goods cleared for export through the station include mainly; wheat flour, corn oil, beer, construction material, and used motor vehicle units. It was reported that sorghum was the main import by Kenya from South Sudan. On average, 100 trucks of 3 axles and above, 600 cars, vans, and pickup trucks are cleared through the station and per month. The number per month is both for entry and exit from Kenya.



Survey Team meeting with Kenya Government officials working at Nadapal

✓ Kenya Port Health

118. The role of Port Health is to screen people to check for infectious diseases. Port Health Nadapal also inspects foods, drugs and chemicals for conformity to quality standards.
119. Currently, travellers crossing the border are required to have;
- i. A yellow fever certificate, vaccination for yellow fever having been taken at least ten days before travelling.

- ii. Yellow fever vaccination can be taken from Loking Hospital located 27Km from Nadapal, at a cost of Kshs 2,500.
- iii. A valid COVID-19 PCR test certificate; for truckers, validity is 14 days, other travellers validity is five days from the time of taking the test.
- iv. The nearest centre from Nadapal where one can take a COVID-19 PCR test is Kitale, over 500Km away.

✓ Kenya Immigration

120. The role of immigration at Nadapal is to control exit and entry of people into Kenya. The hours of business are from 06:00 am to 06:00 pm.

121. Requirements for clearance through immigration;

- i. Before one is processed for entry or exit from Kenya must clear through Port Health first.
- ii. Have valid travel documents; passport, interstate pass or temporary travel permit.
- iii. Currently, no visa fees are required for South Sudan nationals entering Kenya, like other EAC passport holders.
- iv. Temporary travel permits are processed online; a traveller must process his/her temporary travel permit before reporting to the Nadapal immigration office for clearance.



Foreground is the Kenya Immigration office at Nadapal. Clearance of travellers is automated.

✓ General observations and comments

122. The station is not yet on the main electricity grid; a power generator is currently being used. However, it was reported that Kenya Power and Lighting Company (KPLC) plans to establish a solar power system to supply power to the area.

123. KRA was allocated 68 acres of land at Nadapal, of which it has demarcated some land for parking of trucks which are awaiting clearance by Customs and other Government agencies at Nadapal.

124. Plans to establish an OSBP were reportedly awaiting delineation of border boundaries between Kenya and South Sudan.



Vast cleared area at Nadapal as you approach KRA offices being prepared for a truck parking yard for trucks in transit awaiting clearance to and from South Sudan.

125. The challenges highlighted at Nadapal included;

- i. Insecurity at the border escalated by cattle rustling.
- ii. Temporary structures housing the offices are not secure enough to store valuables and office equipment.
- iii. Lack of electricity, they depend on a generator. Furthermore, water is also a challenge.
- iv. Lack of washrooms for staff and the general public.
- v. Porous border, uncustomed goods may flow back to Kenya after exiting the country at Nadapal.
- vi. Lack of staff quarters, those available are in a desolate state.
- vii. The Customs area is not fenced, and there are no barriers to regulate entry and exit from the customs area.
- viii. While the immigration processes at Nadapal were automated, KRA's were manual.
- ix. Language barrier.
- x. Undocumented travellers, especially refugees claiming to be returning home to South Sudan.



Survey Team is led the staff quarters in an overgrown bush.



One of the staff houses, the houses are temporary structures in a poor state. How safe are staff in wooden houses where neighbouring local communities fight with live ammunition?

126. It is recommended that:

- i. The area being used by Government agencies to do their work should be fenced to regulate entry and exit into the customs area.
- ii. As an emergency, construct washrooms for staff and the general public at Nadapal.
- iii. Drill deep wells or establish other water sources to supply water at Nadapal.

E. Nadapal Kenya and South Sudan Exit/Entry clearance point – Nadapal South Sudan



Nadapal – South Sudan Entry/Exit clearance station.

✓ South Sudan National Revenue Authority (SSNRA)

127. SSNRA operates an office at Nadapal. The main customs document used to clear goods is similar to the EAC Customs Single Administrative Document (SAD). However, the customs document processing is still manual, and there are customs clearing agents at Nadapal that declare goods to customs on behalf of the owner.

128. To import or export goods from South Sudan, one should have an import license or export license. The Ministry of Trade issues the import and export licenses. The licenses can be applied for online,

and there are fees payable depending on the value of goods being imported/exported.

129. The Ministry of Trade has its staff working at Nadapal to ensure that imports and exports comply with the Ministry's regulations.

130. Taxes for imported goods are currently being paid in cash.



Travellers processing their clearance through the South Sudan immigration office at Nadapal.

✓ South Sudan Immigration

131. The South Sudan immigration office uses an automated process to clear travellers entering and leaving South Sudan. Currently, no visa fees are being charged for Kenya, Uganda and Tanzanian citizens.

132. South Sudan citizens without valid passports wishing to travel to adjoining states can apply for an emergency travel document by completing a manual form. The traveller must have a recent passport photograph.

F. Meeting with South Sudan Government officials and private sector stakeholders

133. The Survey Team met with South Sudan Government officials led by the Ag. Governor of Eastern Equatoria State accompanied by some of his Ministers and Directors. The Survey Team Leader briefed the Governor and his entourage about the survey objectives.

134. The survey coordinated and led by the NCTTCA Secretariat was to establish the status of trade and transport infrastructure, facilities and business processes for the proposed alternative transit routes from Kenya through Lwakhakha border station and Nadapal and to identify any challenges that need to be addressed to promote the use of the transit routes. The alternative transit routes are expected to reduce the time and cost of doing business for the South Sudan stakeholders.



Northern Corridor Survey Team pose for a photograph at Nadapal after meeting with South Sudan stakeholders led by the Ag. Governor Equatoria State.

135. Some of the issues highlighted that required to be addressed to promote trade and transport facilitation included;

- i. Improvement of transport infrastructure along the Northern Corridor; roads, bridges, Truck Parking Yards/Road Side Stations, weighbridges and border stations (OSBPs).
- ii. Kenya had planned to upgrade the section of the Northern Corridor road up to Nakadok but faced challenges due to issues of national boundaries with South Sudan that required delineation.
- iii. Automation of cargo business clearance processes by Customs and other Government agencies involved in the handling and clearance of internationally traded goods.
- iv. Security for truckers and other travellers along the transport corridors.
- v. Immigration visas and requirements for registration within 72 hours upon entry into South Sudan.
 - It was observed that South Sudan abolished visa fees for Kenya, Uganda and Tanzania citizens but introduced registration fees for foreigners equivalent to what was being charged as visa fees.
 - Furthermore, truckers are required to register within 72 hours at the immigration head office in Juba; the 72 hours may elapse even before the trucker arrives in Juba.
- vi. Multiple centres for collection of government revenues at the border entry points.
- vii. Implementation of the COMESA Simplified Trade Regime to facilitate the clearance of small scale traders across the border.

136. The Governor took note of the issues raised, and in response, it was reported that;

- i. The development of the highway connecting Kenya and South Sudan through Nadapal is to continue pending delineation of the borderline, issue of establishment of Road Side Stations along the highways was also noted.

- ii. South Sudan has National, State and Local Governments, each assigned different revenue collection responsibilities. There engagements to try to harmonize where there are conflicts.
- iii. Currently, the worst section of the road for the entire corridor was reported to be the 1Km stretch at Nadapal between Kenya Government offices and the South Sudan Government offices.



Section of the 1 Km stretch of road between Kenya and the South Sudan Government offices at Nadapal. When it rains, or they experience flash floods, the road is impassable, especially for trucks.

137. It is recommended that;

- i. Priority should be given to completing the 1Km stretch of the road between the Kenya and South Sudan Government offices at Nadapal to facilitate the alternative transit route by heavy commercial vehicles.
- ii. The requirement of foreigners to register within 72 hours upon entry into South Sudan needs to be waived for truckers; their reason for travel is to transport imports to South Sudan and transport exports out of South Sudan.
- iii. The recently introduced registration fees demanded from foreigners entering South Sudan negates the spirit of waiving visas fees; the registration fees need to be vacated.
- iv. South Sudan urged to eliminate the multiple revenue collection centres and harmonize collection of Government Revenue under one Government agency.
- v. South Sudan encouraged to expedite upgrading the road section from Nesitu to the border with Kenya. Furthermore, development of the road should include establishment of Road Side Stations for truckers.
- vi. South Sudan urged to implement the COMESA Simplified Trade Region to reduce the time and cost of doing business for small scale cross border traders.
- vii. South Sudan steps up and maintains security along the transport Corridors.

✓ General Observations:

138. After the meeting with stakeholders, the Survey Team led by the Governor toured the Government offices at Nadapal. It was observed that though manual, most of the business processes of South Sudan mirror those of Kenya government agencies with a similar mandate. Furthermore, most of the challenges faced at Nadapal South Sudan are similar to those faced by Nadapal Kenya; thus, the same recommendations apply.



The Survey Team with the Governor and his team meeting with one of the Stakeholders at Nadapal during the tour of the South Sudan government offices.

G. Survey of Kitale – Eldoret transit section

139. The Survey Team observed that the road was narrow with no shoulders and there are many activities by the roadside.



The Eldoret – Kitale road lacks shoulders, and along some sections, the road is being eaten away. As a result, cyclists are in danger of using this road. With gulleys on the side of the road, it is difficult to veer off the road to avoid a head-on collision.



The use of donkeys to transport goods is common along the Eldoret – Kitale road. Since there are no shoulders, the donkey dictates the speed at which motorists move. As traffic grows, this is likely to cause unnecessary jams. Therefore, there is a need for road designers to start planning for non-motorized traffic when designing roads for construction; cyclists, pedestrians, etc.



Maili Tisa full cloverleaf road interchange at the junction where the road from Kitale joins the main Webuye – Eldoret road. It was reported that a Road Side Station is being planned for development near this interchange. It was observed that matatus have already established a Matatu park.

140. It was reported that KenHA plans to upgrade the Lesseru – Kitale (B14) road with a 7M width for the main carriageway and 2M wide shoulders to enhance its capacity and reduce the frequency of accidents on the road. Further scope of works include dualling approximately 15 Km of highway sections through the urban and critical sections, construction of service roads and Non-Motorized Traffic (NMT) facilities in towns and trading centres traversed by the road.

It was recommended that NCTTCA extend such surveys to all the Member States to update on the status of transport infrastructure and other trade and transport facilitation facilities throughout the entire corridor, focusing on opening new transit routes.

Validation Workshop for the Report of the Logistics Survey.

141. The NCTTCA Secretariat organized an online workshop on 9th December 2021 to validate the report of the Northern Corridor stakeholders trade and transport logistics survey of the alternative transit routes through the Lwakhakha border station and Nadapal. The workshop was attended by stakeholders from the public and private sectors from the Northern Corridor Member States.

142. During the workshop, a draft report of the survey was discussed by the stakeholders following its presentation by the Secretariat. A soft copy of the draft report had been shared with the stakeholders in all the Member States by the Secretariat.

143. Following the discussions of the report, the stakeholders made the following recommendations:

- i. The Ministry of Health Kenya should identify the most strategic locations for health centres along the Kapenguria – Lodwar – Nadapal transit section and equip them with facilities to treat people in the community and travellers seeking medical care and emergencies as those arising from accidents.
- ii. Governments of Kenya and Uganda are urged to gazette the Nakiloro/Lokiriama border between Kenya and Uganda due to its significance in facilitating cross-border trade, interstate trade and tourism in the area.
- iii. Furthermore, the Lokiriama – Lodwar – Todonyang road is of great significance to serve as an international trunk road linking Uganda, Kenya and Ethiopia to the LAPSSET Corridor; there is a need to designate it and develop it as an international trunk road and put it under the care of the agency managing international truck roads; KeNHA.
- iv. The Member States should consider the safety aspect of the roads being developed when designing roads such that they provide for safety for all road users, including pedestrians. Furthermore, the road sides should be developed such that they are forgiving; if a vehicle swerves slightly off the main carriageway, it should not overturn.
- v. The issue of inadequate washrooms at border stations needs to be addressed urgently by the Member States.
- vi. Governments should consider reducing the cost of PCR tests for COVID-19 to provide free PCR tests gradually. Furthermore, consider waiving the requirement for PCR tests from fully vaccinated truckers and use a rapid Antigen test before a trucker is allowed to cross the border.

- vii. There is a need for interconnectivity of business systems in the region; furthermore, Revenue Authorities should make it easy for duly licensed clearing agents from the other Partner States to access their business systems to make customs declarations for international traded goods.
- viii. NCTTCA Secretariat should produce its reports in English and French to enable all stakeholders to participate in the report's discussions and benefit from its contents. Furthermore, during the presentation of reports, there should be interpretation services.
- ix. The Secretariat should conduct similar surveys in all the other Member States to open up new transit routes that benefit stakeholders which will also ease congestion of traffic at the traditional border stations.
- x. The Secretariat should mobilize and facilitate the key stakeholders to participate in the Northern Corridor trade and transport logistics surveys.

144. The stakeholders validated the report and urged the Secretariat to follow up on the implementation of the recommendations in the report with the concerned agencies in the Member States.

Recommendations Implementation Matrix

Northern Corridor Trade and Transport Logistics Survey of Alternative Transit Routes through Lwakhakha and Nadapal Border Stations

Observation/Issue raised	Recommendation	Responsibility Center
<p>1. It is challenging for truckers and other travelling public along the Kisumu – Webuye route to park their vehicles for short breaks.</p> <p>Tractors loaded with sugar canes in a manner that their cargo spreads across the lanes of the road, dangerous for other road users and obstructs the view of other motorists behind them.</p>	<p>Develop roadside stops with washroom facilities for truckers and other travellers along the roads.</p> <p>Explore to put management of the washrooms after their development under a Public-Private Partnership arrangement.</p> <p>Enforce proper loading of tractors carrying sugar canes so that the load being carried does not spread across the lanes of the road.</p>	<p>Road Authorities</p> <p>Traffic Police; Kenya National Police Service</p>
<p>2. Truckers at Webuye Weighbridge are required to pay their penalties for overloading using bankers cheques. As a result, when the banks are closed, they cannot pay, which causes delays and congestion at weighbridges.</p> <p>Truck owners lack timely communication to take action regarding their trucks impounded at weighbridges for overloading.</p> <p>The general public feels unduly penalized at weighbridges. There is lack of information on penalty schedules for overloading.</p>	<p>Put in place a mobile money payment facility such as a Paybill which truckers can use for payment of penalties to minimize delays and congestion of trucks at the weighbridges.</p> <p>Digitize weighbridge for seamless communication with the truck owners for vehicles found in breach of the vehicle load limits.</p> <p>Publication and wide dissemination of vehicle load tolerance limits and the penalties imposed for vehicle overload should be done by the regulator.</p>	<p>Road Authorities; KeNHA</p> <p>Road Authorities</p> <p>Road Authorities</p>

Observation/Issue raised	Recommendation	Responsibility Center
3. Risk of trucks carrying hazardous cargo parked together with trucks carrying non-hazardous cargo.	Weighbridges demarcate areas for parking of trucks transporting hazardous goods such as petroleum products.	Road Authorities
4. Bungoma RRU area of operation is expansive, and it affects the timely response to incidences that occur in locations distant from their operation base.	Subdivide the Bungoma RRU area of operation and set up another RRU Unit for the Lodwar area. Another vehicle should be allocated to RRU – Bungoma to beef up its operations.	KRA
5. The Northern Corridor Police Patrol Unit Bungoma is under facilitated; vehicles assigned to the unit are old with little fuel allocations, and the unit staff depend on personal phones, airtime, and data to conduct official work. It was also reported that there are delays in getting alerts by the Patrol Units from the R-ECTS, especially for trucks that break down while in transit.	The Northern Corridor Patrol Units be provided with official communication lines with data and airtime. Put in place a system where the Northern Corridor Patrol Units get real-time alerts from the R-ECTS and alerts for trucks that get a mechanical breakdown in transit. Review the resources provided to the Units to do their work with a view of enhancing facilitation of the Units to boost their operations.	KNPS KRA KNPS
6. Roadside markets encroach on the carriageway and increase the risk of road accidents where they are located.	Build safety fences where there are markets along the roadsides. Otherwise, such markets should be established off the highways.	Road Authorities
7. KeNHA identified two alternative transit routes from Kenya to Uganda through Lwakhakha for heavy commercial vehicles. It was observed that the route branching off from the main Eldoret – Malaba highway to Lwakhakha at Kimaeti is more direct and shorter.	Priority should be given to the development of the Kimaeti – Malakisi - Lwakhakha route as the alternative transit route.	KeNHA

Observation/Issue raised	Recommendation	Responsibility Center
8. Uganda has already developed a Class A road that links the Lwakhakha border station with the Tororo – Mbale highway in Uganda—furthermore, constructed a bridge across the River at Lwakhakha, accommodating usage by heavy commercial vehicles.	The Republic of Kenya is urged to upgrade the alternative transit route from Kimaeti to Lwakhakha to Class A road. Furthermore, dual and re-align the access road to the border crossing point and develop it with pedestrian walkways to facilitate easy and safe movement of both motorists and pedestrians crossing the border.	KeNHA KeNHA
The approaches at the bridge across the river at Lwakhakha border station are very sharp likely to cause accidents when trucks bypass each other at sharp curves.	The approach to the Lwakhakha bridge on the Kenyan side of the border is redesigned to reduce/eliminate the tight horizontal curve and be implemented while upgrading the road. The Member States urged to develop dual carriage bridges when constructing new bridges across rivers at border stations.	KeNHA Member States
9. Truckers are required to test at least every two weeks, which is costly and time-consuming. Nevertheless, it was observed that the number of truckers testing positive for COVID-19 has greatly reduced; furthermore, the Member States have acquired ample vaccines for all adults that wish to be vaccinated for COVID-19.	Truckers that are fully vaccinated and present no signs of COVID-19 should be exempted from the PCR test, on presentation of a COVID-19 vaccination certificate, take a COVID-19 rapid antigen test at the border. If negative, they be allowed to cross and proceed to destination. COVID-19 vaccination facilities should be availed at border stations, as is the case for yellow fever vaccination to serve travellers and people from the border surrounding communities needing vaccination. Port Health should not limit itself to checking for vaccination certificates and COVID-19 test certificates but should check that all offices at the border station at which they serve and their surrounding environment are in good hygiene and sanitation facilities like washrooms should be adequate and well maintained.	Member States - Ministry of Health

Observation/Issue raised	Recommendation	Responsibility Center
<p>10. Land belonging to Government agencies at Lwakhakha is not properly demarcated and secured from encroachment. As a result, the agencies working at the border reported that the public had encroached on their land.</p> <p>The border station has inadequate washrooms, lacks a laboratory for carrying out rapid testing for goods that require quick release, especially perishables.</p>	<p>The boundaries of the land belonging to the government agencies be reclaimed and fenced to stem illegal encroachment and uncontrolled access to the customs area.</p> <p>The Governments urged to address land encroachment and vacation issues by encroachers from the land belonging to government agencies at the border.</p> <p>Washrooms for staff and the general public should be constructed at the Lwakhakha border station on Kenya and the Uganda side of the border.</p>	<p>KRA/URA/Uganda Police/Kenya Police</p> <p>Government of Kenya/Uganda</p> <p>Border Lead Agency (KRA/URA)</p>
<p>Office of Port Health – Uganda is located in a place hidden from the view of travellers crossing the border. Therefore, the immigration officers can also not see whoever is entering or exiting the country when at their office.</p> <p>The Uganda side of the border has many old, dilapidated buildings which are not being used.</p>	<p>Washrooms for staff and the general public should be constructed at the Lwakhakha border station on Kenya and the Uganda side of the border.</p> <p>Consider shifting the immigration and port health offices to a more strategic location to support their work performance.</p> <p>Plan to develop the station into an OSBP; the plan should include construction of staff quarters for all government agencies working at the border station. As an emergency, construct washrooms for the public.</p> <p>A small lab is set up for rapid testing of goods inspected at the border station to expedite the release of perishable goods to owners.</p> <p>If there are no plans to renovate old, dilapidated building structures not used at the station, they should be brought down to create space for truck parking and other border activities.</p>	<p>Port Health Uganda</p> <p>KRA/URA</p> <p>KEBS/UNBS/KEPHIS/Ministry of Agriculture Uganda</p> <p>URA/Uganda Police</p>

Observation/Issue raised	Recommendation	Responsibility Center
<p>11. There is space, but there is lack of a well-defined parking area for trucks at the Lwakhakha border station.</p> <p>Some agencies were reported not to be clearing goods through their National e-SWS.</p>	<p>Develop a parking yard for trucks awaiting clearance through the border station.</p> <p>KEBS and other agencies at the border not yet operating through the Kenya e-SWS should work with KRA and KENTRADE to resolve any challenges they may be facing.</p> <p>Conduct awareness campaigns to address the ills and the risk of smuggling across the river.</p> <p>Roll out OSBP operations by Uganda and Kenya agencies using the current infrastructure and facilities while awaiting the development of standard OSBP infrastructure.</p> <p>Institute joint/coordinated border patrols with the Government Agencies from both sides of the border station.</p>	<p>KRA/URA</p> <p>KENTRADE</p> <p>Government Agencies Kenya/ Uganda</p>
<p>12. Lwakhakha border station has the basics to handle clearance of heavy commercial vehicles; what is lacking is upgrading the road from the Webuye – Malaba Highway to Lwakhakha, which can accommodate heavy commercial vehicles.</p>	<p>KeNHA expedites upgrading the Kimaeti – Lwakhakha road to international trunk road standards for heavy commercial vehicles in transit.</p> <p>Government Agencies should make plans to beef up their manpower at the station to handle the increase in traffic expected through the station.</p>	<p>KeNHA</p> <p>Kenya/Uganda Government Agencies that have operations at Lwakhakha border stations.</p>
<p>13. Uganda is upgrading the road, which was reclassified as Class A from its town of Kapchorwa to Suam River border station to bitumen standards suitable for use by heavy commercial vehicles. Kenya is also upgrading the road from Kitale to Suam River border station</p>	<p>The entire Multinational Kapchorwa – Suam – Kitale road be reclassified as a Class A road and recognized as an international trunk road on completion of ongoing works.</p>	<p>KeNHA</p>

Observation/Issue raised	Recommendation	Responsibility Center
<p>14. Most of the road sections from Kitale to Kainuk lack shoulders, and the road is narrow at sharp curves of the road.</p> <p>Furthermore, the road is choked at some sections with mud, stones, and pebbles when it rains.</p> <p>It was observed that KeNHA was installing virtual weighbridges along the highways, which is being recommended for implementation also by the other Member States.</p>	<p>Road designs and construction should include shoulders, furthermore, widen the road at sharp curves from Kapenguria to Morpus.</p> <p>Conduct road safety audits for road designs being developed before their approval.</p> <p>Engage key government agencies and key private sector stakeholders in the road designing process.</p> <p>Other than having mobile weighbridges, it is recommended that the Member States adopt virtual weighbridges to minimize physical human interaction, which puts integrity to the test.</p> <p>Improve the drainage channels at sections of the road prone to floods.</p>	<p>KeNHA</p> <p>Road Authorities</p>
<p>15. There are no proper parking spaces for trucks from Kapenguria to Kainuk, where truckers can stop for short breaks.</p>	<p>For treacherous road stretches like Kapenguria to Kainuk, Road Side Stops should be built between these stretches for truckers and other travellers who may need to have short breaks.</p>	<p>KeNHA</p>
<p>16. Crash barriers at some road sections are erected at the edge of the road shoulders.</p>	<p>Crash barriers and safety fences should be erected at least 0.5M from the edge of the shoulder.</p> <p>Revise the standard specifications for roads and bridges; the revision process should involve the agencies whose mandate touches on road transport and road safety.</p>	<p>KeNHA</p>
<p>17. It was observed that the Turkana County Government allocated KeNHA and KRA sizeable land area at Kainuk. However, land at Morpus proposed for the development of a Road Side Station by the Consultancy redesigning the Kitale – Lodwar road has not yet been acquired.</p>	<p>Considerations should be made to build Road Side Stations at Kainuk and Morpus in the redesigning of the Kitale – Lodwar road.</p> <p>NTSA be allocated land at Kainuk and Lodwar to establish Motor Vehicle Inspection Centers.</p>	<p>KeNHA</p>

Observation/Issue raised	Recommendation	Responsibility Center
18. The section of the highway through Kainuk was redesigned to include service roads that minimize obstruction of traffic using the main carriageway by motorists that wish to make a stopover at Kainuk.	Plans /designs for roads passing through towns and trading centres should adopt dualling of the section of the highway passing through the town/trading centre and/or construct service roads.	Member States
19. To promote road safety, NTSA periodically inspects commercial vehicles and reports on the condition of vehicles involved in accidents before the vehicles are repaired and allowed to go back on the road. Stakeholders from Lokichogio, Lodwar and Lokichar have to go all the way to Kitale to seek NTSA services There is a need to implement more measures to enhance road safety along the highways.	Motor vehicle inspection centres should be established at Lodwar and Kainuk to serve the area stretching from Nadapal to Kapenguria. Road signs are erected along the road to caution drivers and specifically sensitize truckers about the dangers of Lokichar – Lodwar road. Road signs should be a symbol(s) or language(s) that communicates to a wider audience. Deliberate efforts should be made to establish health facilities at the key towns along the Kainuk – Lokichar – Lodwar – Lokichogio – Nadapal stretch. With increased traffic, increasing demand for health services is expected especially handling emergencies.	NTSA KeNHA/NTSA Ministry of Health/County Governments
20. It was reported that most of the fresh foodstuffs consumed in Lodwar and Turkana County, in general, are obtained from Moroto – Uganda, but there is no gazetted border crossing point between Kenya and Uganda, and the road linking Lodwar and Moroto is in a deplorable condition. Furthermore, an opportunity exists to link Ethiopia and Uganda by road if the road from the Kenya Uganda border at Lokiriama/Nakiloro to Todonyang Kenya/Ethiopia border is developed. The distance from the Uganda border to Ethiopia is about 250Km.	The Government of Kenya and the Government of Uganda gazette and develop a border station at Lokiriama -Kenya/ Nakiloro – Uganda to facilitate interstate trade between Kenya and Uganda. The Government of Kenya engages the Government of Ethiopia to open a border station at Todonyang. Through the implementing agency, the Government of Kenya should upgrade the roads linking Lodwar to Lokiriama/Nakiloro border and Lodwar to Todonyang border to bitumen standards and reclassify them to international trunk roads. The Government of Uganda develops the road leading to the border with Kenya at Nakiloro/Lokiriama.	Government of Kenya/Uganda Government of Kenya/Ethiopia Ministry of Transport Kenya/KeNHA Ministry of Works and Transport/ UNRA

Observation/Issue raised	Recommendation	Responsibility Center
21.	<p>Lodwar airport be upgraded and gazetted as an international airport to promote tourism in the area in line with the envisioned Turkana Tourism Resort City.</p> <p>Put in place a mechanism that links airfields in the region to facilitate the movement of tourists from one game reserve to another across national borders.</p>	
22.	The County Government of Turkana considers giving land to NTSA and KeNHA to set up service centres in the County's strategic towns to bring their services closer to the people residing and travelling through Turkana County and facilitate KeNHA to maintain roads in the County.	Turkana County Government
<p>22. The stakeholders plying their trade between Kenya and South Sudan raised the following concerns;</p> <ul style="list-style-type: none"> - CESS is paid to the County government at Kainuk, and again they are demanded to pay CESS by the same County Government at Nadapal for goods destined to South Sudan. - Passenger Service Vehicles registered in South Sudan operate in Kenya; they are allowed to carry passengers from Kenya to South Sudan, but Kenya PSVs are not allowed to do so in South Sudan. - Traders raised concerns of losing their goods in South Sudan, furthermore, harassment involving security personnel when they demand payment for services offered to South Sudan nationals in South Sudan. - Taxes levied in South Sudan vary from border to border; it was claimed that traders using Nadapal are charged more taxes than those using the Ni-mule border. 	<p>The County Government of Turkana addresses the issue of multiple levying of CESS. Furthermore, abide by the Northern Corridor Agreement of not levying taxes on trucks in transit save for fees for services offered to the truckers.</p> <p>The County Government of Turkana and the State Government of Eastern Equatoria periodically meet to address security concerns and challenges faced by cross-border traders and cross-border service providers.</p> <p>There is a need for joint sensitization of the communities in Turkana County – Kenya and Eastern Equatoria State – South Sudan to address the issue of security and ethnic conflicts.</p>	Turkana County Government / Eastern Equatoria State

Observation/Issue raised	Recommendation	Responsibility Center
23. Access to water is a challenge in Turkana County	Government considers building valley dams/water reservoirs to harvest the water from the seasonal rivers. Drill deep wells along the transit routes for the communities, truckers, and other travellers.	Government of Kenya; KeNHA
24. The steel truss bridges being built at some of the Lokichar – Nadapal highway sections may limit the highway's use by trucks carrying oversized cargo.	The existing roads at sections where steel truss bridges are built be maintained and used as diversions for trucks carrying abnormal loads. Develop and maintain diversions of appropriate standards where steel truss bridges are being developed in case the existing road section across the river is not in good motorable condition.	KeNHA/South Sudan Road Authority
25. Frequent encounters with animals; goats crossing the road between Kainuk and Nadapal	Signage should be increased at reasonable intervals along the Kainuk – Nadapal stretch, especially those cautioning drivers about animals crossing.	KeNHA
There is unrestricted access to the customs area at Nadapal, and there is lack of water and washrooms at the station.	The area being used by Government agencies to do their work should be fenced to regulate entry and exit into the customs area. As a matter of emergency, construct washrooms for staff and the general public at Nadapal. Drill deep wells or establish other water sources to supply water at Nadapal.	KRA

Observation/Issue raised	Recommendation	Responsibility Center
Some of the challenges highlighted during the meeting with South Sudan stakeholders included;	Priority should be given to completing the 1Km stretch of the road between the Kenya and South Sudan Government offices at Nadapal to facilitate the alternative transit route by heavy commercial vehicles.	KeNHA
<ul style="list-style-type: none"> - The road from Kainuk to Nadapal in Kenya is under construction, with the biggest percentage completed. The road from Juba to Nadapal was also reported to be under construction. It was reported that the most treacherous section of the road is the 1Km stretch at Nadapal between the location of the government offices of Kenya and those of South Sudan. 	<ul style="list-style-type: none"> Consider waiver of the requirement of foreigners to register within 72 hours upon entry into South Sudan for truckers. Consider vacating demand for registration fees introduced following the elimination of visa fees for citizens of Kenya, Uganda and Tanzania entering South Sudan. South Sudan urged to eliminate the multiple revenue collection centres and harmonize collection of Government Revenue under one Government agency. 	South Sudan Government
<ul style="list-style-type: none"> - The recently introduced registration fees demanded from foreigners entering South Sudan negates the spirit of waiving visa fees. 	<ul style="list-style-type: none"> South Sudan is encouraged to expedite upgrading the section of the road from Nesitu to the border with Kenya. Furthermore, the development of the road should include the establishment of Road Side Stations for truckers. 	
<ul style="list-style-type: none"> - During the meeting, several issues were raised whose recommendations are in the adjacent column. 	<ul style="list-style-type: none"> South Sudan urged to implement the COMESA Simplified Trade Region to reduce the time and cost of doing business for small scale cross border traders. 	
	<ul style="list-style-type: none"> South Sudan steps up and maintains security along the transport Corridors. 	
	<ul style="list-style-type: none"> It was recommended that NCTTCA extends such surveys to all the Member States to update on the status of transport infrastructure and other trade and transport facilitation facilities throughout the entire corridor with a focus on the opening of new transit routes 	NCTTCA Secretariat

Annex I: Northern Corridor Stakeholders Survey Team Members

Northern Corridor Trade and Transport Logistics Survey of Alternative Transit Routes through Lwakhakha and Nadapal Border Stations, 10th – 18th October 2021

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