



Northern Corridor
Transit and Transport
Co-ordination Authority

For an Efficient, Smart and Green Corridor



SENSITIZATION MISSION ABOUT THE SHORTER ALTERNATIVE TRANSIT ROUTE FROM BURUNDI, DRC AND RWANDA TO MOMBASA PORT AND STRENGTHENING JBC OPERATIONS

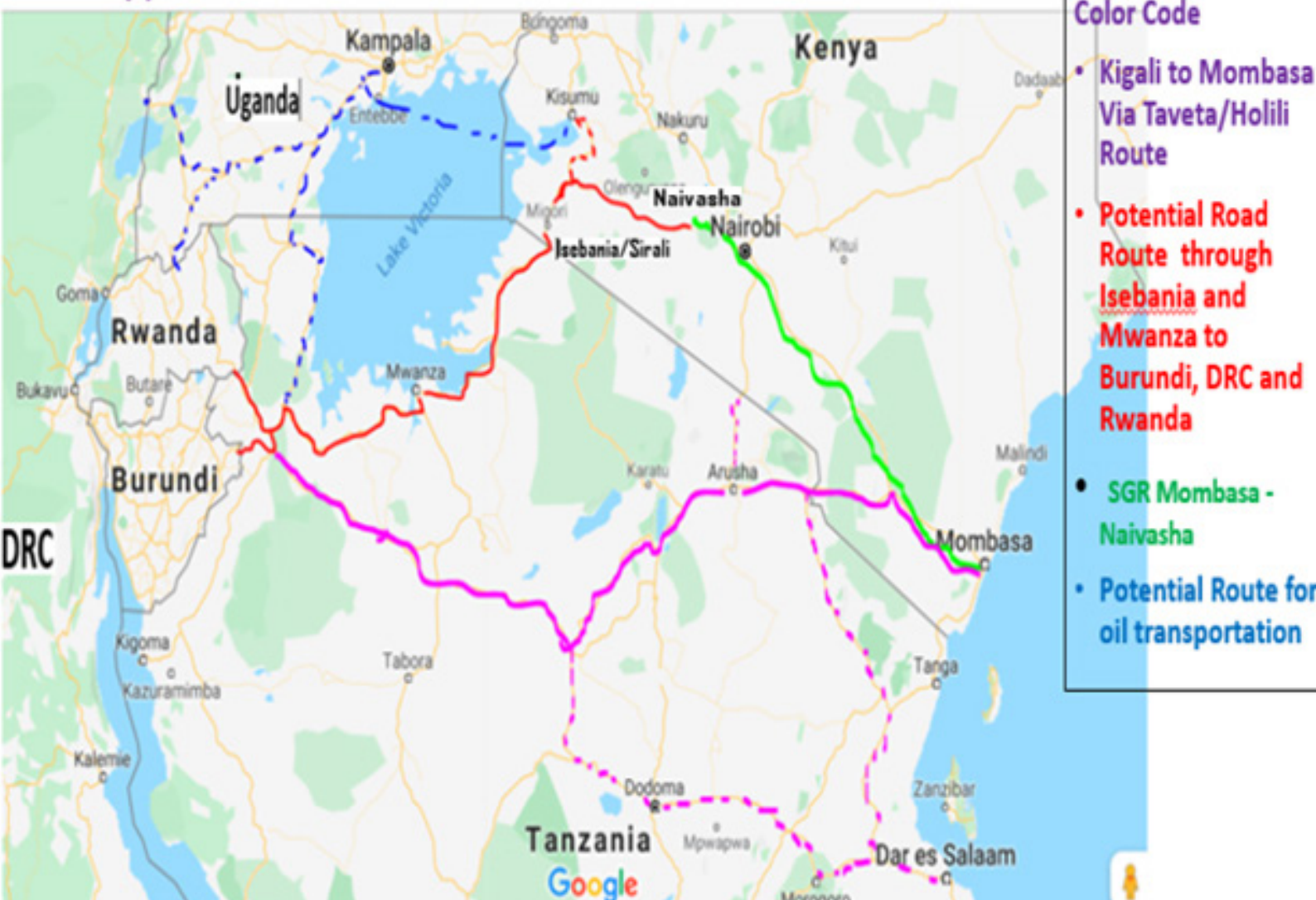
FINAL REPORT

DECEMBER 2019



The road from Voi to Taveta/Holili border was recently upgraded to bitumen standards, it is a section of the alternative shorter transit route to Bujumbura, Goma and Kigali.

Opportunities for more shorter transit routes



The distance from Suswa-Naivasha SGR terminal to Kigali is 1,100km via Isebania/Sirali border, Mwanza and Rusumo. The distance to Bujumbura from Suswa-Naivasha via Isebania, Mwanza and Kobero/Kabanga is 1,200km.

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LIST OF ABBREVIATIONS

ASYCUDA	Automated System for Customs Data
C2	Customs Form issued by Customs for release and transit of cargo by road
DRC	Democratic Republic of Congo
EAC	East African Community
EAC-CMA/R	East African Community Customs Management Act/Regulations
ECTS	Electronic Cargo Tracking System
Ft	Foot
ICD	Inland Container Depot
ICMS	Integrated Customs Management System
JBC	Joint Border Committee
KeNHA	Kenya National Highways Authority
KENTRADE	Kenya National Trade Network
KMA	Kenya Maritime Authority
KNPS	Kenya National Police Service
KR	Kenya Railways
KSAA	Kenya Ship Agents Association
KTA	Kenya Transporters Association
KIFWA	Kenya International Freight and Warehousing Association
KM	Kilometer
KPA	Kenya Ports Authority
KRA	Kenya Revenue Authority
KWATOS	Kilindini Waterfront Operating System
MGR	Meter Gauge Railway
MININFRA	Ministry of Infrastructure - Rwanda
NC	Northern Corridor
NCTTA	Northern Corridor Transit and Transport Agreement
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
OBR	Office Burundais des Recettes
OCC	Office Congolais de Controle
OGEFREM	Office de Gestion du Fret Multimodal
OSBP	One Stop Border Post

RCTG	Regional Customs Transit Guarantee (COMESA)
R-ECTS	Regional Electronic Cargo Tracking System
RNP	Rwanda National Police
RRA	Rwanda Revenue Authority
RRU	Rapid Response Unit
RSS	Road Side Station
SAD	Single Administrative Document
SCT	Single Customs Territory
SCEA	Shippers Council of East Africa
SGR	Standard Gauge Railway
T1	Transit Document issued by Revenue Authority's
TANCIS	Tanzania Customs Integrated System
TEU	Twenty-foot Container Equivalent Unit
TGL	Transit Goods License
THC	Terminal Handling Charges
TRA	Tanzania Revenue Authority
UCR	Unique Consignment Reference
URA	Uganda Revenue Authority
USD	United States Dollar

ACKNOWLEDGEMENT

The NCTTCA expresses its gratitude to stakeholders in the Northern Corridor Member States for their continuous support towards NCTTCA activities and improvement of trade and transport logistics along the Northern Corridor. We would like to extend our gratitude to the Agencies and stakeholders in Burundi, DRC and Rwanda that participated in the Stakeholders Sensitization about the shorter alternative transit route to Mombasa and strengthening of functioning of Joint Border Committees.

The invaluable contribution by stakeholders during the workshops which were held enabled us to broaden our understanding of the challenges affecting the use of the alternative transit route and was vital to refine the strategies for addressing the challenges.

The NCTTCA Secretariat would like to extend special recognition to Kenya Ports Authority who partnered with the Secretariat to fund the activities conducted during the mission and to organize logistics for the workshops and road transport.

Finally, appreciation goes to the participation of Ministries in charge of transport Burundi, Kenya and Rwanda represented at the workshops at Permanent Secretary level and the stakeholders that formed part of the sensitization and survey team; EAC Secretariat, KRA, MININFRA, OCC, OBR, RRA, KMA, KIFWA, RNP, KNPS, KeNHA, ABADT, ATIB and KTA.

We remain deeply indebted to you all,

The NCTTCA Secretariat.

The lack of awareness about ongoing trade facilitation initiatives can be a barrier in itself to stakeholders that are intended to benefit from the initiatives being implemented along the Northern Corridor. The NCTTCA conducted a trade and transport logistics survey of the Mombasa – Voi – Taveta/Holili transit section which comprises part of the alternative shorter transit route to Mombasa port. The route is shorter by between 200km to 400km for stakeholders from Burundi, DRC and Rwanda as compared to the traditional Northern Corridor route through Malaba and Kampala.

The survey gathered information about the transport logistics status of the route and identified challenges impeding the use of the route by stakeholders. To promote use of this route, which has a high potential of reducing the time and cost of doing business. It was vital to sensitize stakeholders about the route as well as to avail stakeholders an opportunity to contribute to crafting of recommendations to address the challenges identified during the Survey.

On the other hand, Joint Border Committees (JBCs) have been in existence for a couple of years but facing some shortcomings in their operations. The NCTTCA Policy Organs approved guidelines to guide the formation and operations of JBCs in order to strengthen their functioning. The guidelines needed to be discussed with stakeholders at the border to ease their implementation.

In view of the above, the NCTTCA Secretariat in partnership with Kenya Ports Authority organized and conducted activities in Burundi, DRC and Rwanda which included workshops to sensitize stakeholders about the shorter transit route to Mombasa Port, dissemination of the common policy guidelines on formation and functioning of JBCs and survey of the transit sections along the shorter route in Burundi, DRC and Rwanda.

This report sums up the activities conducted in the three countries and highlights what needs to be done to facilitate usage of the shorter transit route and to promote its use by stakeholders. Some of the key issues highlighted in this report that need to be addressed include;

i. Gaps in exchange of information for goods cleared under the SCT framework; data for goods destined to Burundi and Rwanda through the Port of Mombasa cleared under the SCT framework is not shared with the intermediary transit country; Tanzania, as such when the goods arrive at the Taveta/Holili border, the truckers are required to make fresh declarations (transit entries) by TRA to facilitate passage of goods through Tanzania to Burundi and Rwanda. This is an extra cost to the traders and also increases the border crossing time.

There is need to review and improve exchange of data with intermediary transit countries by the countries of origin and countries of destination of goods cleared under the SCT framework. Furthermore, examine the Customs EAC-Single Administrative Document to adequately provide for declaration of all the border station itinerary for all the intermediary transit countries.

ii. Challenges relating to use of the Regional Electronic cargo Tracking System (R-ECTS); this included delays by truckers to commence their transit journeys due to lack of R-ECTS gadgets by the Revenue Authorities, truckers being compelled by KRA to use vendors seals which they find costly, some transit routes are not geo-fenced leading to false alerts for purported diversion of cargo, furthermore, Tanzania is not yet party to the R-ECTS usage and the ECTS used by Tanzania is not yet integrated with that used by the other Member States.



OMAE NYARANDI, Executive Secretary of the NCTTCA.

There is need to geo-fence all the routes gazetted by the Member States for transportation of goods under customs control. Furthermore, countries in the Region should work towards adopting the R-ECTS now used by the majority of the Member States.

iii. Challenges of return of empty containers to shipping lines and high cash deposits demanded by shipping lines before release of import containers to their destinations; the region is losing hundreds of millions of dollars each year through the cash deposits given to the shipping lines by the traders. It was observed that containers are temporary imports but their importation and re-exportation is not being regulated and monitored like it is done for other temporary imports. Indeed, a good number of containers end up being diverted for other usage in the importing countries without paying taxes and without the knowledge of the shipping lines. Governments are losing taxes and on the other hand shipping lines are losing their containers thus resorting to demanding cash deposits from importers irrespective of whether they are compliant or not.

The NCTTCA Secretariat developed a concept paper to seek a solution to this problem. The solution to this problem necessitates Member States to regulate the period of stay of imported containers in their countries, monitor and enforce their re-exportation.

iv. The Transit Goods License (TGL) although have a validity period of one year all the TGLs issued during a calendar year expire on 31st December of that year regardless of the date of issue during the year; Despite paying full annual fees for the license, a good number of licenses issued by the Revenue Authorities expire before being used for a period of one year, some are hardly used for two months. The TGL is issued under the EAC-CMA/EAC-CMR.

There is need to consider review of expiry date of the TGL to run for a period of one year from the date of issue or have the TGL fees paid pro-rata.

v. Non harmonized levying of Road User Charges (RUC) for trucks transiting through territories of the Member States. The non-harmonized application of RUC by Member States raises concerns of discrimination and lack of fairness in application of RUC across the Region.

The Member States should consider implementation of specific Road User Charges for foreign registered vehicles like it is being done for cars.

vi. Cargo in transit to DRC and South Sudan is still required to make fresh transit declarations when crossing from one country to another within the Region, thereby increasing the border crossing time and cost of doing business.

The EAC Secretariat needs to expedite development of the SCT inward transit and outward transit clearance processes to facilitate clearance of cargo to South Sudan, DRC and other non EAC Partner States under the SCT framework to avoid multiple transit goods declarations.

Furthermore, it is recommended that;

vii. The EAC Secretariat takes the lead to address the challenges identified during the NCTTCA stakeholders trade and transport logistics surveys such as the ones above which require to be addressed as a region through regulations.

viii. The EAC Secretariat also considers including the transport Corridor Authorities in the Region on its technical working groups handling issues related to trade and transport. Furthermore, consider inclusion of DRC on the technical working groups given that DRC is a major user of the East African transport corridors.

Implementation of the recommendations highlighted above and those in the entire report will go a long way to address the challenges being faced in the transport logistics chain contributing to delays and cost of doing business in the Region. All stakeholders from the both public and the private sector are endeared to actively participate in implementation of these recommendations.

OMAE NYARANDI
Executive Secretary

A. Background

1. Following the development of roads forming the transit route to Burundi, DRC and Rwanda which links the Central Corridor with the Northern Corridor through the Kenyan and Tanzanian territories. The NCTTCA Policy Organs directed the Secretariat to survey the new route and establish facts about the benefits and the challenges of using this alternative transit route; Mombasa – Voi – Taveta/Holili – Arusha – Bujumbura/Kigali by traders from the NC member States of Burundi, DRC and Rwanda.
2. After completing the survey of Mombasa – Voi – Taveta/Holili transit section, the Policy Organs directed the Secretariat to survey the renaming section of the transit route and sensitize stakeholders to promote its use. The distance to Bujumbura and Uvira-DRC using the new route is shorter by 400km and that to Kigali and Goma-DRC is shorter by 200km using the new route compared with the traditional Northern Corridor transit route through Malaba and Kampala.
3. Furthermore, it was observed that the Member States have developed a couple of One Stop Border Posts (OSBPs) along the Corridors and that policy guidelines to strengthen functioning of Joint Border Committees at border stations were approved by the Policy Organs but remain largely not implemented at the border stations. Thus, the Policy Organs directed the Secretariat to disseminate the guidelines and support the Member States to form JBCs where they do not exist and to strengthen them where they exist.
4. In view of this the NCTTCA Secretariat collaborated with Kenya Ports Authority and jointly organized a sensitization campaign to promote the use of the new transit route from Burundi, DRC and Rwanda to the port of Mombasa. The campaign also involved dissemination of JBC guidelines and sensitization of the border communities of how to strengthen functioning of the JBCs.

B. Objectives

5. The objectives of the mission in general were to;
 - Raise awareness by Burundi, DRC and Rwanda stakeholders about the new transit route to Mombasa Port with a high potential of reducing transit time and cost of doing business.
 - Provide information to stakeholders about the status of the transport infrastructure, business processes and requirements for clearance, handling and transportation of goods through this route;
 - Disseminate reports of the trade and transport logistics surveys and advocate for implementation of the recommendations in these surveys by both the public and private sector agencies.
 - Garner support from stakeholders to conduct the survey of the remaining sections of the transit routes.
 - Disseminate the common policy guidelines on formation and strengthening functioning of JBCs
 - Obtain the transport infrastructure status for Bujumbura – Gasenyi/Nemba – Kigali, Kigali – Rubavu/Goma and Kigali –Rusumo transit sections.

C. Composition of Team on the mission

6. The Team was comprised of the public and private sector stakeholders involved in the handling and clearance of goods along the Northern and Central Corridors led by NCTTCA Secretariat, namely; Kenya Ports Authority, Shippers Council of East Africa, East African Community Secretariat, Kenya Revenue Authority, Burundi Revenue Authority, Kenya Maritime Authority, Office Congolais de Controle (OCC-DRC), Kenya National Highways Authority, Ministry of Infrastructure – Rwanda

(MININFRA), Kenya Transporters Association, Kenya Freight Forwarders and Warehousing Association (KIFWA), Kenya National Police Services and Rwanda National Police.

D. Scope of the mission

7. Visited the following facilities; OBR offices in Bujumbura, Port of Bujumbura, Gatumba/Kavimvira, Gasenyi/Nemba, Rubavu/Goma and Rusumo border stations. Held sensitization workshops at Gatumba/Kavimvira border, Bujumbura, Rubavu/Goma border, Rusumo border and Kigali. Surveyed transit sections of Bujumbura – Ngonzi – Gasenyi/Nemba, Nemba – Kigali, Kigali – Rubavu/Goma and Kigali – Rusumo.

E. Workshops on Sensitization on use of shorter alternative route to Mombasa Port

8. During the mission three stakeholders’ sensitization workshops were held at Bujumbura, Goma/Rubavu and Kigali. The Team also briefed stakeholders at the Rusumo border about the use of the shorter alternative route to Mombasa during which it highlighted some of the challenges being faced by the truckers along this route which may be impeding its uptake.
9. Presentations were made on the status, trade facilitation initiatives and benefits of using the shorter alternative route as well as challenges that need to be addressed to further reduce time and cost of doing business along the Corridors. Some of the challenges highlighted were not unique to this route but entire corridor networks.

Map showing the traditional Northern Corridor transit route and alternative route



10. The status of the alternative transit route is that the roads have been paved to bitumen standards, the border stations along the route; Taveta/Holili, Kobero/Kabanga, Rusumo and Rubavu/Goma have been developed to OSBPs. The customs business processes have been automated and there is use of a Regional Customs Transit Guarantee (RCTG), implementation of Single Customs Territory (SCT) framework for clearance of goods and use of a Regional Electronic Cargo Tracking System (R-ECTS) to track goods transiting from their origin to destination.
11. The benefits of the alternative shorter transit route to Mombasa from Burundi, Rwanda and DRC also includes reduction in distance to be covered by truckers by 400km for the case of Bujumbura and Uvira and 200km for the case of Kigali and Goma for a one-way trip. For a return trip the reduction in distance to be covered doubles to 800km and 400km respectively compared to the traditional transit route through Malaba.
12. Furthermore, there are fewer big towns to traverse using the alternative route hence avoiding traffic jams and considerably reducing transit time and amount of fuel consumed by the trucks. For transporters from Burundi and Uvira, the Road User Charges are also reduced by over 40% i.e. by USD 304 for a return journey to Mombasa. The number of border crossing points also reduces by one.

F. Recent initiatives being implemented to facilitate trade and transport along the Northern Corridor

13. Kenya Ports Authority opened liaison offices in Kampala, Kigali and Bujumbura to address concerns of its stakeholders in the transit countries. KPA has also made expansions on its ports and modernized its operations; it has implemented smart gates at ICD Embakasi-Nairobi and plans are underway to procure a new automated Terminal Operating System (TOS). Furthermore, KPA has a robust modern equipment acquisition program; It has also developed a new container terminal at Mombasa to increase its cargo handling capacity by 550,000 TEUs per year, expanded the Embakasi - Nairobi ICD capacity from 180,000 TEUs to 450,000 TEUs per year. The Embakasi Nairobi ICD is currently being served by railway; SGR and MGR as well as trucks accessing the ICD by road. The above high levels of automation are geared towards increasing customer convenience while interacting with the Port.

Mombasa port has seen a lot of improvements which includes, port dredging, expansion and equipment, putting it in a position to improve its service delivery and to receive larger vessels which give leverage to shipping lines to offer competitive freight rates



14. Kenya Transporters Association (KTA) has a training school which offers training to drivers and fleet managers for better truck performance and to minimize transportation costs.
15. Kenya has a dedicated police unit for the Northern Corridor which patrols the transit route, further more, the Revenue Authorities shares with the unit alerts from the R-ECTS for their timely intervention in case cargo is being diverted or tampered with when in transit.
16. Kenya National Highways Authority is now implementing virtual weighbridges along some sections of the Corridor to further minimize the number of stoppages by truckers along the Corridor. The virtual weighbridges are not manned, however, if a truck violates the vehicle load limits its photograph, vehicle particulars and weight are automatically taken by the virtual weighbridge and transmitted to static weighbridges along the Corridor. When the vehicle reaches a static weighbridge, it is stopped to address the violation detected by the virtual weighbridge.
17. Kenya Maritime Authority has been undertaking trade facilitation sensitization campaigns in Kenya in collaboration with other stakeholders geared towards creating awareness among the trading communities to take advantage of the ongoing trade and transport facilitation initiatives in the region.
18. Kenya Revenue Authority has upgraded its business system to the Integrated Customs Management System (ICMS); which among other aspects will be easy to integrate with other systems, offer a platform for issuance of electronic certificate of origin and electronic certificates export, once goods exit the Kenya territory. KRA furthermore, has in place a Rapid Response Unit (RRU) in collaboration with other Revenue Authorities and Police are able to respond on real time to transit violation alerts and provide feedback on the operations and action taken.



Above: Premium Energy and Shell-Bonje near Mombasa has a parking capacity for over 400 trucks. Parking facilities which fit in the definition of the approved model for Northern Corridor Road Side Stations (RSS) are being developed for use by truckers along the Northern Corridor. They offer secure parking, fueling, servicing and weighing for trucks, furthermore social amenities for drivers such as washrooms, restaurants and accommodation. Truckers are allowed to park free at the above facility provided they refuel their trucks from there. ***It is recommended that Revenue Authorities qualify these facilities as rest stops so that drivers are not penalized for diversion of goods when they seek secure parking for their trucks and cargo at these facilities when in transit.***

G. Challenges identified during the survey

19. The survey report shared during the sensitization workshops highlighted some challenges that need to be addressed as a Region to further improve trade and transport facilitation not only along the new alternative transit route but across the entire corridor networks. These included;
20. Gaps in exchange of information for goods cleared under the SCT framework; data for goods destined to Burundi and Rwanda through the Port of Mombasa cleared under the SCT framework is not shared with the intermediary transit country; Tanzania, as such when the goods arrive at the Taveta/Holili border the truckers are required to make fresh declarations (transit entries) by TRA to facilitate passage of goods through Tanzania to Burundi and Rwanda. This is an extra cost to the trade and also increases the border crossing time.
21. Challenges relating to use of the Regional Electronic cargo Tracking System (R-ECTS); this included delays by truckers to commence their transit journeys due to lack of R-ECTS gadgets by the Revenue Authorities, some transit routes are not geo-fenced leading to false alerts for purported diversion of cargo, furthermore, Tanzania is not yet party to the R-ECTS usage and the ECTS used by Tanzania is not yet integrated with that used by the other Member States.
22. Return of empty containers to shipping lines and high cash deposits demanded by shipping lines before release of import containers to their destinations; the region is losing hundreds of millions of dollars each year through the cash deposits given to the shipping lines by the traders. It was observed that containers are temporary imports but there are gaps regulating their importation and enforcement of their re-exportation by the Member States.
23. The delays in return, damage and loss of containers prompted the shipping lines to impose hefty cash deposits to guarantee their return and on the other hand some individuals in the region are taking advantage of the gaps in the regulatory framework to divert the containers to other usage without neither the knowledge of the shipping lines nor without paying the due taxes to Government for the empty containers.
24. Non harmonized levying of Road User Charges (RUC) for trucks transit through territories of the Member States. The non-harmonized application of RUC by Member States raises concerns of discriminatory tendencies and fairness in application.
25. The Transit Goods License (TGL) although it has a validity period of one year, all the TGLs issued during a calendar year expire on 31st December of that year. It was observed that most of the licenses issued expire before they run for a period of a year. Despite paying full annual fees for the license some of the licenses expire before the transporter has hardly used it for two months. The TGL s issued under the EAC-CMA/EAC-CMR.

26. **It was recommended that the EAC Secretariat takes the lead to address the challenges identified during the NCTTCA stakeholders trade and transport logistics survey which require to be addressed as a region through regulations.**
27. **Furthermore, the EAC Secretariat considers including the transport Corridor Authorities in the region on its technical working groups handling issues related to trade and transport. Furthermore, consider inclusion of DRC on the technical working groups given that DRC is a major user of the East African transport corridors.**

H. Guidelines on formation/strengthening operations of Joint Border Committees

28. The objective of formation/strengthening functioning of JBCs and Cross JBCs is to promote collaboration between the private and public sector stakeholders to address operational challenges that affect the movement of goods, vehicles and people across the border and to reduce time and cost of doing business.
29. The 36th Meeting of the NCTTCA Executive Committee directed the Secretariat to advocate for institutionalization of JBCs by all NC member States and support their formation or strengthen their functioning where they exist. This was to be achieved partly through dissemination of the Common policy guidelines on formation/strengthening functioning of JBCs.
30. The Guidelines were presented to stakeholders at the workshops held at Gatumba/Kavimvira and Rubavu/Goma. In a nutshell the guidelines are intended to;
 - Strengthen the collaboration between the private and public sector stakeholders operating at the border to timely address operational challenges that affect the movement of goods, people and vehicles across the border stations.
 - Provide a more formal setting for an efficient border management which is supported by ties between operational and policy levels. Furthermore, enhance bilateral collaboration by the different public and private sector stakeholders across the borders.
 - Strengthen stakeholders operating at the border by providing them with an official recognition and working tools in order to address operational issues without referring to the Central Authority except for matters related to policy.
 - Provide a mechanism to keep the Central authorities continuously informed on operational issues identified on ground so that they can be taken into account when formulating policies.
 - Provide a platform where stakeholders operating at the border can express their views on matters related to simplification and harmonization of formalities and procedures related to the movement of goods, vehicles and people across the borders without violating the relevant international laws and regulations.
 - Provide an organized framework for conducting needs assessment in training and capacity building in view of an efficient border management.

I. Highlights of observations made by Team in the field during the mission

31. The Northern Corridor roads along the transit sections visited in Burundi and Rwanda are paved to bitumen standards and there were ongoing works to improve some sections of the transit routes like observed along the Kigali-Rusumo transit section. The bridge linking Burundi with DRC at the Gatumba/Kavimvira border has been upgraded to support transportation of heavy loads. The development of OSBP infrastructure at Rubavu/Goma (La Corniche/Grande Barriere), Gasenyi/Nemba and Rusumo was completed and the facilities are being utilized. However, OSBP facilities at Rubavu-Goma at la petite barrier on the DRC side are yet to be developed, the OSBP facilities on the Rwanda side are complete and operational. Furthermore, in general there has been improvements in transport and trade facilitation infrastructure as compared to the last time a logistics survey was conducted in this region in March 2013 as highlighted on the next page;



Left: March 2013, the single lane bridge without pedestrian walkway at Gatumba/Kavimvira border station at the Burundi-DRC border crossing point was in need of repair, NCTTCA survey team recommended upgrade to increase its capacity

Right: December 2019, the capacity of the bridge has been upgraded to carry heavier loads with two lanes for motorized traffic and pedestrian lanes on each side.



Above: March 2013, NCTTCA Stakeholders Survey Team during a trade and transport logistics survey mission at the Grande Barriere border offices at Goma; DRC-Rwanda border crossing point.

Below: December 2019, Grande Barriere OSBP offices at Goma – DRC/Rwanda border station.





Above: Fuel tankers crossing into DRC at the Rubavu/Goma OSBP. The border stations visited do not have dedicated areas for parking vehicles carrying dangerous goods such as petroleum products and furthermore, the border stations are not adequately equipped to combat fires that may arise from such goods raising safety concerns.

Below: A fuel tanker parked in front of the OSBP offices at Rusumo





Above: March 2013, La Corniche border offices at Rubavu.

Below: December 2019, La Corniche OSBP offices at Rubavu – Rwanda/DRC border station



Left: Small scale cross border traders at Rubavu OSBP. About 50,000 people cross the Rubavu-Goma OSBP daily. The majority of whom are women and youth, they mainly deal in goods produced in the adjoining Member States. Some of the small-scale traders' goods especially those dealing in manufactured goods are not realizing the benefits of the Simplified Trade Regime at

Goma. Their goods are deposited in the warehouses in Goma and subjected to the same clearance processes like the big scale traders.



Above: A grader clearing the road after a landslide along the Kigali – Rubavu road. The Survey Team also encountered several landslides along the Kayonza-Bujumbura road after Kayonza town towards Bujumbura. With heavy rains due to the topography of the area several landslides occur which affect flow of traffic along these transit sections.



Above: Trucks parked at Rusumo border. The yard has a parking capacity for 50 trucks, with increasing traffic via this border post from the two major regional ports there is need to rethink strategies to minimize time spent at the border by each truck to avoid congestion of trucks at the border. A lot of cargo from Mombasa and Dar-es Salaam port to Rwanda and DRC is to pass through this border station. Trucks carrying cargo to DRC make fresh declarations at Rusumo before transiting through Rwanda.

The EAC Secretariat needs to expedite development of the SCT inward transit and outward transit clearance processes to facilitate clearance of cargo to South Sudan, DRC and other non EAC Partner States under the SCT framework to avoid multiple transit goods declarations



Above: A truck being loaded with clinker at the Port of Bujumbura

Below: A vessel leaving the port of Bujumbura after discharging its clinker. The clinker is delivered to Bujumbura via Lake Tanganyika. The potential for Lake Tanganyika to offer inland water transport to connect the Region to the Southern African countries is yet to be exploited.



Above: Conceptual plan of the Port of Bujumbura.

J. Issues arising from the discussions during the stakeholder's workshops

32. The transporters raised concerns of being subjected to use of vendors seals which cost US \$1,000 by KRA especially when loading exports from Kenya.
- It was observed that use of electronic seals is a requirement by the Revenue Authorities to deter diversion of cargo transiting to destination, furthermore, the Revenue Authorities committed themselves to provide free R-ECTS.
 - Implication is that if some transporters are sealed with R-ECTS which are free and others subjected to use of vendors seals at a cost brings about unfair competition. The transporters who are subjected to use of vendors seals at a cost felt discriminated.

It was recommended that the Revenue Authorities should expedite the process of acquiring sufficient R-ECTS. Where the R-ECTS's are not provided, use of vendors should be at the cost of Revenue Authorities.

The EAC Secretariat is urged to step up its efforts to engage the Republic of Tanzania to put in place a mechanism for tracking goods across Tanzania and the entire region in general.

33. The Stakeholders expressed concerns of information needed during the handling and clearance of goods not being readily available to them, as a result they are taken advantage of by some regulators.

It was recommended that the regulatory agencies should readily avail information pertaining to the requirements to comply to the laws and regulations they enforce to the public. This can be through information on noticeboards at their offices, websites, conducting sensitization drives, media.

On the other hand, transporters should train their drivers to empower them to know their rights and obligations in the trade logistics facilitation chain. Furthermore, traders/truck owners should verify information about malpractices alleged by the drivers/clearing agents with the concerned agency.

The stakeholders in Bujumbura requested for a port facility tour of Mombasa Port and other key cargo handling/clearance facilities in Kenya.

34. The Stakeholders also raised the issue of Local Government Levies being imposed on trucks transporting goods in transit when traversing territories of local administrations.

The Governments of the Member States are requested to prevail over the local administrations not to impose levy's on trucks transporting goods in transit in order to be granted passage.

35. It was reported that DRC is implementing a pre-inspection of goods for conformity to quality standards. However, some of the containers are stripped and goods transhipped into covered-body trucks while still in transit which compromises the integrity of the inspected consignment and recognition of the certificate of conformity issued by the pre-inspection company is hard.

The Revenue Authorities of the transit countries should not permit stripping of containers to transship goods in transit to DRC which have been pre-inspected and sealed by the pre-shipment inspection companies.

36. It was reported that some clearing agents are operating without valid licenses especially those representing traders in transit countries where goods are cleared under the SCT regarding obtaining delivery orders from the shipping lines and release of goods from the port.

The Revenue Authorities, Port Authorities and Shipping Lines should not recognize clearing agents that have expired licenses to act on behalf of traders in the process of clearing goods.

37. It was also reported that immigration at the Rubavu/Goma border faces challenges of truckers that arrive at the border with expired emergency travel documents especially truckers from Kenya and Tanzania.

The immigration authorities of the country where the trucker is citizen should not clear the trucker for exit if his travel documents are about to expire (less than one-month validity)

38. The Stakeholders raised concerns about containers in transit which are not inspected for damages at the time of being loaded onto trucks at the Port of Mombasa. Upon return of empty containers to Mombasa, the traders are held accountable even for damages that existed before loading the imported goods container at the port.

The port authorities (Kenya Ports Authority) should ensure that import containers are inspected for damages at the port before being loaded onto trucks in transit to avoid unduly holding importers liable to damages on the containers at the time of their return to the shipping lines.

39. The traders in DRC raised concerns about the Customs Value of goods approved by KRA in clearance of goods transiting to DRC which is different from that on the invoices submitted by the trader to support the declaration. It was observed that despite KRA using other valuation methods to approve the customs value of goods. The transit declaration approved by KRA indicates the Customs Value was derived using the Transaction Value method which is based on the trader's invoice despite using other methods to determine the value. As such the DRC Customs rejects the trader's invoices as fictitious and penalizes the traders.

The Revenue Authorities should clearly indicate the method used to determine the Customs Value of goods being cleared where the transaction value method is not used to appraise the value of goods.

40. The traders raised concerns about incidents of receipt of empty import containers despite all the seals on the containers being intact.

The stakeholders should report such incidences for investigation by Police. The investigators may also find out the weights of the containers measured from the time of receipt of the container at the Port, weights at weighbridges to verify where the cargo disappeared if at all it was loaded at origin.

Furthermore, Police should publicize its hotlines to enable the public contact them when need arises.

41. The traders complained about the shipping lines charging them Terminal Handling Charges (THC) before getting the Delivery Order, whereas it is also collected by KPA. They observed that at Dar es Salaam port THC is not being collected by the shipping lines.

Kenya Maritime Authority should engage the relevant agencies to address the multiple payments being made for the same service.

42. The shippers raised concerns about the shipping lines seemingly taking advantage of them by imposing all kinds of conditions and charges on them unchecked by Governments.

The private sector associations in the region are urged to establish a forum for engagement/ negotiations of shipping lines towards reduction of fees levied for the different services offered.

The NCTTCA Secretariat should advise clearly on how the Governments in the region should regulate and enforce return of empty containers to the shipping lines.

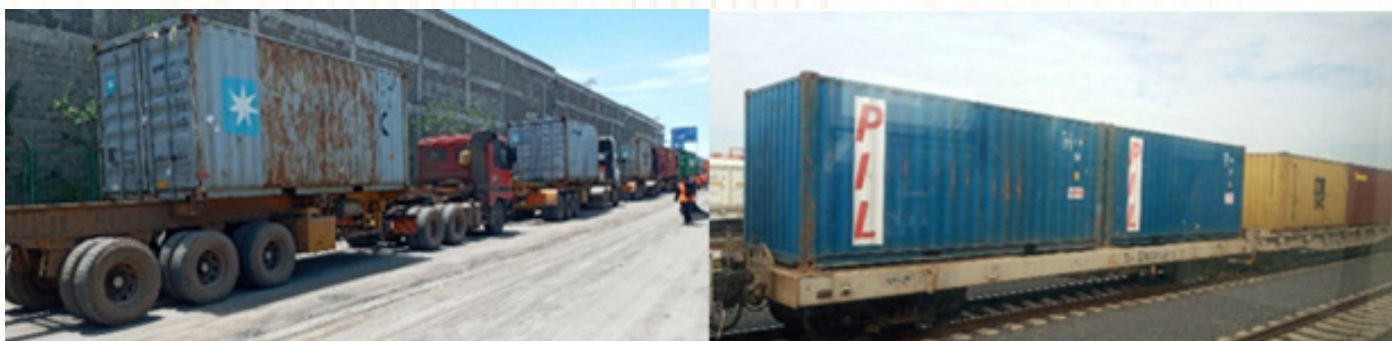
Furthermore, the EAC in collaboration with the Corridor Authorities and ISCOS should spearhead development of a framework for use of insurance guarantees to guarantee return of empty containers other than use of cash deposits.

43. It was reported that Clearing Agents in Kenya are able to access the customs business system of RRA and clear cargo but Clearing Agents in Rwanda are unable to access the KRA system to clear cargo.

Kenya Revenue Authority should address the issue of clearing agents from other Partner States access to the KRA system to clear cargo.

K. Emerging opportunities for alternative time and cost-effective transit routes

44. The Member States are developing transport infrastructure for the different modes of transport which are opening up opportunities for alternative transport routing of cargo to offer traders more choices for transportation of their cargo. Among the infrastructure being developed includes, the Standard Gauge Railway (SGR) which has now reached Naivasha from Mombasa port, the oil pipeline with construction of a jetty completed at Kisumu on Lake Victoria and a similar facility being constructed at Kawuku near Kampala in Uganda, furthermore, development of new roads which are improving connectivity across the region.
45. The traders are encouraged to look out for these new developments and take advantage. The second phase of development of the SGR in Kenya from Nairobi to Naivasha (Suswa) has been completed. This offers an alternative route to stakeholders from Burundi, DRC and Rwanda from Suswa-Naivasha via Isebania/Sirali border station and Mwanza. The distance by road from Suswa to Kigali is 1,100km and from Suswa to Bujumbura is 1,200km. This route is critical in transportation of heavy containers. The railway wagons are able to carry two 1x20ft heavy containers whereas trucks are only able to carry one.



Above: Trucks normally carry only 1x20ft heavy container whereas each wagon can carry 2x20ft heavy containers.

	Challenge/Observation made	Recommendation	Responsibility Center
05.	Non harmonized levying of Road User Charges (RUC)	Consider implementation of specific Road User Charges for foreign registered trucks across the Region like it is being done for cars.	EAC Secretariat
06.	Cargo in transit to DRC and South Sudan is still required to make fresh transit declarations when crossing from one country to another within the Region.	Expedite development of the SCT inward transit and outward transit clearance processes to facilitate clearance of cargo to South Sudan, DRC and other non EAC Partner States under the SCT framework to avoid multiple transit goods declarations.	EAC Secretariat
07.	Multiplicity of intervention for same challenges identified in the Region	The EAC Secretariat takes the lead to address the challenges identified during the NCTTCA stakeholders trade and transport logistics surveys such as those which require to be addressed as a region through regulations. The EAC Secretariat also considers including the transport Corridor Authorities in the Region on its technical working groups handling issues related to trade and transport. Furthermore, consider inclusion of DRC on the technical working groups given that DRC is a major user of the East African transport corridors.	EAC Secretariat
08.	Most stakeholders in Bujumbura expressed lack of clear understanding of Mombasa Port operations and its peripheral facilities used in the handling and clearance of cargo.	Conduct a stakeholder's port facility tour of Mombasa Port and other key cargo handling/clearance facilities in Kenya.	KPA/Burundi Private Sector Organizations.

09.	The Member States approved development of Road Side Stations (RSS) along the Northern Corridor through Public – Private Partnership. Facilities which fit in the envisioned definition and model of RSS have been developed by the private sector along the Corridor. Unfortunately, when truckers seek safe and secure parking at these facilities, rest stop and servicing their trucks while in transit they are penalized by the Revenue Authorities for diversion of goods.	Inspect and qualify for use by truckers, facilities developed along the Northern Corridor by the private and public sector which fit in the definition of the envisioned RSS to offer safe and secure rest stops and overnight parking for trucks. Furthermore, geo-fence them so that transporters are not penalized when they utilize these facilities during their transit journeys	Revenue Authorities
10.	Containers carrying pre-inspected cargo have their seals broken and stripped while still in transit which compromises the pre-inspection done and the Certificate of Conformity to standards issued by the pre-shipment companies.	The Revenue Authorities of the transit countries should not permit stripping of containers to transship goods in transit to DRC which have been pre-inspected and sealed by the pre-shipment inspection companies.	Revenue Authorities
11.	Containers in transit are not inspected for any damages at the time of being loaded onto trucks at the Port of Mombasa. Upon return of empty containers to Mombasa, the traders are held accountable for damages that existed at the time of discharge of the imported goods container from the vessel at Mombasa port.	Ensure that import containers are inspected for damages at the port before being loaded onto trucks for transit to avoid unduly holding importers liable to damages on the containers at the time of their return to the shipping lines at Mombasa.	KPA
12.	Other than the Transaction Value method, KRA uses alternative methods to determine the Customs Value of goods in transit despite this, it approves the Customs Value on the transit declaration as though it was derived using the Transaction Value method. As a result of this, DRC Customs rejects the trader's invoices as fictitious and penalizes the trader. <i>(N.B. the Transaction Value method is based on the traders' invoice)</i>	Clearly indicate on the customs transit declaration entry, the method used to determine the Customs Value of goods being cleared where the Transaction Value method is not used to appraise the value of goods	Revenue Authorities

	Challenge/Observation made	Recommendation	Responsibility Center
13.	The traders raised concerns about incidents of receipt of empty import containers despite all the seals on the containers being intact.	<p>Report such incidences for investigation by Police.</p> <p>Investigators may also find out the weights of the containers measured from the time of receipt of the container at the Port, weights at weighbridges to verify where the cargo disappeared if at all it was loaded at origin.</p> <p>Police should publicize its hotlines to enable the public contact them when need arises.</p>	<p>Traders</p> <p>Police</p> <p>Police</p>
14.	The traders complained about the shipping lines charging them Terminal Handling Charges (THC) before getting the Delivery Order, whereas it is also collected by KPA.	Engage the relevant agencies at the Port to address the multiple payments being made for the same service.	Kenya Maritime Authority
15.	The shippers raised concerns about the shipping lines seemingly taking advantage of them by imposing all kinds of conditions and charges on them unchecked.	<p>The private sector associations in the region are urged to establish a forum for engagement/ negotiations of shipping lines towards reduction of fees levied for the different services offered.</p> <p>Regulate and enforce return of empty containers to the shipping lines.</p> <p>Develop a framework for use of insurance guarantees to guarantee return of empty containers other than use of cash deposits.</p>	<p>Shippers Council of East Africa</p> <p>EAC in collaboration with NCTTCA Secretariat, ISCOS and Member States</p>
16.	It was reported that Clearing Agents in Kenya are able to access the customs business system of RRA and clear cargo but Clearing Agents in Rwanda are unable to access the KRA system to clear cargo.	Address the issue of clearing agents from other Partner States inability to access the KRA system to clear cargo.	KRA



Stakeholders pose for a photo during the stakeholder's workshop at Marriott Hotel – Kigali



Multi-Agency Sensitization Team with OSBP Officers at Rusumo Border between Rwanda and Tanzania

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