



4TH TECHNICAL COMMITTEE MEETING ON TRANSIT TRANSPORT POLICY AND STRATEGIC PLANNING

14TH-16TH NOVEMBER 2011
HOTEL SOURCE DU NIL, BUJUMBURA, BURUNDI

FINAL REPORT

I. INTRODUCTION

1. The 4th Technical Committee Meeting on Transit Transport Policy and Strategic Planning took place from the 14th to 16th November 2011, at Hotel Source du Nil, Bujumbura, Burundi. The meeting was attended by representatives from the five countries of the Northern Corridor (Burundi, Democratic Republic of Congo, Kenya, Rwanda and Uganda); Development partners and various regional international organizations, namely EAC (East African Community), TMEA (Trade Mark East Africa), PMAESA (Port Management Association for East and Southern Africa), ISCOS (Intergovernmental Standing Committee on Shipping).
2. The list of participants is attached **as annex 1** of the present report.

II. OBJECTIVE OF THE MEETING

3. The objective of the 4th Technical Committee Meeting was to deliberate on issues regarding the harmonization of policies and transport regulations in the Northern Corridor Member States, the ratification and domestication of the Northern Corridor Transit and Transport Agreement in national legislations. It also reviewed the Progress on the Northern Corridor Transport Observatory Project and the 2012 Action plan.

III. OPENING OF THE WORKSHOP

4. In his opening remarks, TTCA-NC Acting Executive Secretary, Mr. Philip MWANTHI, on behalf of the Secretariat, welcomed all the participants to the meeting, which was taking place back-to-back with the 6th Technical Committee Meeting on Customs and Trade Facilitation, saying he was particularly happy

with the participation by delegates from all Member States of the Northern Corridor.

5. He thanked the Permanent Secretary, Ministry of Transport, Public Works and Equipment of Burundi, who is also a Member of the TTCA-NC Executive Board, for sparing time from his busy schedule and for accepting to grace the meeting, a clear manifestation of the importance with which the Government of Burundi attaches to activities of the Permanent Secretariat. He thanked the Government of Burundi and Burundi Revenue Authority (BRA) for the warm welcome extended to all the delegates and for availing the meeting venue and related facilities. He described BRA as one of the key stakeholders in trade facilitation and logistics chain coordination in the Northern Corridor.
6. Mr. MWANTHI expressed gratitude to the development partners (BAD, TMEA, UNECA, and SSATP-World Bank) for their support with regard to the program activities. He also stressed the fact that efficient and harmonized transport policies with simplified custom clearing procedures were critical in the promotion of Regional and International trade. He concluded by expressing hope that the deliberations would provide the Secretariat with clear recommendations with concrete action plans which will go a long way in promoting trade in the Northern Corridor region.
7. On his part, the Commissioner General of Burundi Revenue Authority (BRA) reiterated the fact that custom authorities do not only exist to collect revenues, but also to facilitate commerce and to protect various business operators/consumers against cross border irregularities and fraud. He stressed that BRA was committed to support and implement trade facilitation measures by rolling out ASYCUDA for better customs operations.
8. The Permanent Secretary, Ministry of Transport, Public Works and Equipment of Burundi, Mr. Pascal MIDENDE, on behalf of the Government and on his own behalf, welcomed all the delegates to Bujumbura. He reaffirmed that the Northern Corridor Executive Board together with all the other stakeholders will ensure that all aspects of the Transport and Transit Agreement will be effectively implemented by the Member States.
9. He reiterated the fact that the Northern Corridor plays an important role in the social and economic development of the Member States, and particularly the landlocked countries such as Burundi, DR Congo, Rwanda and Uganda. He expressed hope the meeting would come up with clear and relevant recommendations on key subjects under discussion. He thanked BRA, the Permanent Secretariat, Member States and respective Institutions for the implementation of various programmes in the Northern Corridor and declared opened the 4th Committee Meeting on Transport Policy and Strategic Planning.

IV. INSTALLATION OF THE BUREAU

10. In conformity with TTCA-NC provisions regarding the Bureau, as established during previous TTCA-NC Policy Organ meetings for the period 2009-2011, the Bureau was constituted as follows:

- Chairperson : Rwanda ;
- Vice-chair : Uganda ;
- 1st Rapporteur : Burundi ;
- 2nd Rapporteur : Democratic Republic of Congo.

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

V. ADOPTION OF THE AGENDA AND PROGRAM OF WORK

12. The Secretariat submitted a Draft Agenda and Program of Work for adoption; and the latter were approved by participants. The Draft Agenda and Program of Work as adopted are attached as Annex 2 of the present Report.

VI. ACCOUNT OF PROCEEDINGS

A. HARMONISATION OF TRANSIT TRANSPORT POLICIES AND REGULATIONS

Presentation of the Common Transport Guidelines and policies for the Northern Corridor Member States and Plan of Implementation.

13. A representative from the Permanent Secretariat presented the Report on harmonization of Transit Transport Policies and Regulations. He indicated that in line with the project on the harmonisation of transit transport policies, the TTCA-NC Executive Committee had, during its 33rd Meeting held from the 22nd to 25th September 2010 in Mombasa, Kenya, recommended the establishment of ad hoc Committee charged with finalizing a draft Framework project on common transport guidelines and policies for the Northern Corridor Member States, which was formulated in 2010.

14. In this regard, the Secretariat had organized a workshop on Common Transit Transport Guidelines and Policies for the Northern Corridor on the 1st and 2nd August in Mombasa, Kenya. The workshop was attended by Experts from five (5) Member States, each country being represented by five (5) Experts, except Kenya which was represented by three (3) Experts. The fields of expertise covered by the participants in this workshop were as follows: Road Transport, Railway Transport, Transport by Inland Water Ways, Pipeline Transport, and Transport Security.

15. During the workshop, the Experts finalized the document formulated by the Secretariat on Common Transit Transport Guidelines and Policies of the Member States, as well as its Plan of Implementation. Indeed, the representative from Secretariat sought the adoption of the document on Common Transit Transport Guidelines as well as the Plan of Implementation.
16. Later, after the opening of the debate by the Chairman, participants made a number of amendments to the Guidelines and Plan of Implementation. The Meeting affirmed that the establishment of an institutional framework for Railways, as well as training centres where they do not exist in the Member States, was indispensable for strengthening of capacities in the region.
17. Furthermore, the Meeting expressed the need to formulate an efficient mechanism of ensuring that cargo is transported by the most appropriate mode of transport depending on type and nature of the merchandise; where heavy products are transported by Railways, while those of petroleum and gas are hauled by Pipeline.
18. With regard to the transport by Pipeline, the Meeting took note of the various on-going initiatives for the development of a pipeline network in the region, particularly the effort to extend the network between Kenya and Uganda and the feasibility study to develop the construction of the Lamu Corridor in Kenya. The relevance of formulating of a Master Plan for the development of the network in the Northern Corridor region was also acknowledged by the meeting.
19. On the issue of safety on land transport modes, the meeting ruled that this will be addressed according to respective modes of transport. Regarding road safety, the Meeting directed the inclusion of the study on speed limit along the Northern Corridor, particularly relative to transportation of dangerous products, as well as the study on the harmonisation of the Highway Safety Codes and the management of accident data, among actions to be undertaken within the framework of the Guidelines. On safety along Inland Water Ways, the meeting noted that improvement and modernization of port infrastructures and facilities are some of the actions envisaged.
20. After debate and deliberations, the Meeting adopted the Common Transit Transport Policies Guidelines and Implementation Plan, and formulated the following recommendations :

RECOMMENDATIONS

21. **The Secretariat should revise the document on common transport policies guidelines with proposed amendments before submitting them to the next Executive Board meeting.**
22. **The Member States should establish a regional training Centre for the strengthening of human capacities in the Railway sector, and set up an**

institutional framework in this sector, in the Member States where this do not exist.

23. The Member States should devise an appropriate Master Plan for the development and extension of the Pipeline network within the region.
24. The Secretariat should address the issue of safety, as far as land transport modes are concerned, according to respective modes of transport.
25. The Secretariat should undertake a study on the harmonisation of Highway Safety Codes with the widest regional scope possible given the international dimension of this issue. Further, the Secretariat should undertake a study on speed limits particularly with regard to transportation of dangerous goods.
26. Stakeholders should include in envisaged actions, security on inland waterways, the improvement and modernisation of infrastructures and port equipment as well as hydrographical studies.
27. Member States should put in place emergency systems or services in case of accidents in all modes of transport.
28. The Secretariat should initiate meetings from early 2012 with high ranking officials in charge of transport policy in the Member States, with a view of ensuring smooth implementation of the Guidelines in line with the Plan of Implementation, and by taking into account the prevailing local realities in each Member State.

B. DOMESTICATION OF THE NORTHERN CORRIDOR TRANSIT AND TRANSPORT AGREEMENT IN NATIONAL LEGISLATIONS.

29. A representative of the Secretariat introduced the Northern Corridor Transit and Transport Agreement signed in Nairobi, Kenya, on 6 October 2007. He highlighted the objectives of the Agreement as follows:
 - a. To facilitate trade, the movement of persons, vehicles and goods in domestic, regional and international transport.
 - b. To stimulate social and economic development in the territories of the contracting parties.
 - c. To transform the Corridor into a development corridor which, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, will stimulate investment and enhance sustainable development and poverty reduction.
 - d. To implement strategies for accelerating economic and social growth along the corridor while ensuring environmental sustainability.

30. He focused on the eleven Protocols which are an integral part of this Agreement. He explained that the implementation of the Agreement was subject to its ratification by Member States and that, as of now, Uganda had already ratified it and deposited the instruments of ratification at the Secretariat; Rwanda had ratified it and had yet to deposit the instruments at the Secretariat.
31. Finally, he urged the Member States to accelerate the ratification process so as to implement the transformation of the Northern Corridor into an economic development corridor.
32. In opening the floor for discussions, the Chairman asked the representatives of the Member States to inform the meeting on the progress of the ratification process in their respective States.
33. In this regard, Burundi informed the meeting that the ratification process was quite advanced and that the issue would be dealt with at the next session of Parliament during the first quarter of next year (2012). DR Congo informed the meeting that the Agreement had already been forwarded to Parliament but that, due to the preparations of the Presidential and Parliamentary elections scheduled by the end of this November 2011, Parliament was unable to deal with this issue. With regard to Kenya, the meeting noted that the agreement had already been submitted to the government for adoption. Regarding Rwanda, the meeting noted that the Agreement had already been ratified and that the ratification instruments would be forwarded to the Secretariat by 30 November 2011.
34. The meeting made the following recommendation.

RECOMMENDATION

35. **Member States which have not yet finalized the ratification process should accelerate it and deposit the related instruments by June 2012.**

C. PROGRESS REPORT ON THE IMPLEMENTATION OF THE TRANSPORT OBSERVATORY PROJECT OF NORTHERN CORRIDOR.

1) Design and Development of the Transport Observatory Project

36. Two representatives of the Secretariat introduced the report on the implementation of the Transport Observatory Project of Northern Corridor.
37. The first presenter addressed the background and the various phases of the project, the methodology used, the indicators of the performance of the Corridor, and he stated that the selected performance indicators are those which could be used to assess the Corridor based on its three dimensions, namely the physical or infrastructure, the quality of the services provided for goods carried on various routes, and the movement of goods in the Corridor.

38. The second presenter talked about the model and the structure of the database selected for the Transport Observatory. He addressed also the issue of the data required for the Observatory, the presentation of indicators and the issue of users' access to the system. He hailed the good collaboration evidenced between some stakeholders owning information systems and the TTCA-NC Secretariat during the exercise of background data collection from 2009 to 2010. He informed the meeting that KPA (Kenya Port Authority), KRA (Kenya Revenue Authority), URA (Uganda Revenue Authority), RRA (Rwanda Revenue Authority) and Bujumbura port had provided the Secretariat with statistics for this period.
39. Finally, he underscored the need for automatic data exchange among the information systems of stakeholders of the Corridor, the use of GPS technology and surveys in the production of data other than those available from the information systems of stakeholders.
40. In the ensuing discussions, the meeting appreciated the collaboration between TMEA and TTCA-NC in the implementation of the Transport Observatory project. Concerning the access to the system, the meeting noted that access by the users to the Observatory system will be limited since they cannot have access to all the data and there is need to secure the confidentiality of information. The meeting noted also that Kenya had initiated a project under KMA for the production of key performance indicators in the maritime sector in order to implement efficiently the new regulations in this sector. The meeting made a number of recommendations as follows:

RECOMMENDATIONS

41. **The stakeholders to fast track the development process of the Transport Observatory system and the establishment of the required infrastructure and equipment.**
42. **TTCA-NC Secretariat to continue with negotiations with stakeholders, especially the Ports and Customs Administrations of Member States to ensure a continuous flow of data to the Observatory through an automated data exchange.**
43. **Stakeholders working in the Northern Corridor logistic chain and operating information systems should facilitate the integration of their systems with that of the TTCA-NC Transport Observatory in order to make available the required data for the production of Northern Corridor performance indicators.**
44. **Stakeholders to facilitate the integration of their information systems with that of the Northern Corridor Transport Observatory for automatic data exchange regarding selected performance indicators.**
45. **TMEA and TTCA-NC should consider as a matter of urgency appropriate solutions for the implementation of the GPS project with the support**

of the Carriers' Associations operating along the Northern Corridor, in order to feed the Observatory with the necessary data for the production of road transport performance indicators.

2) Audit of Border Posts along the Northern Corridor

46. A representative from the Secretariat presented a progress report on performance audit study of border posts along the Northern Corridor. After introducing the context in which the study was conducted, he informed the meeting that this activity was carried out with the support of SSATP. For this purpose, a Consultant was recruited and has already begun work on the ground since the month of September 2011. As a result of difficulties encountered on the ground, the consultant was unable to submit the first report which was expected in the month of November 2011.
47. The Meeting took note of the Progress Report of activities, and requested for further audit in Malaba, Busia and Katuna/Gatuna border posts. Further, the meeting made the following recommendations to the Secretariat:

RECOMMENDATION

48. **The Secretariat must extend performance analysis on all border posts along the Northern Corridor; and that the 2012 audit should be extended to cover Akanyaru-Haut/Kanyaru-Haut (Burundi/Rwanda), Gisenyi/Goma (Rwanda/DRC) and Mpondwe/Kasindi (DRC/Uganda) border posts. The remaining border posts will be considered at a later stage.**

3) Implementation of the Comparative Transport Cost Analysis Study in the Northern Corridor region.

49. A representative from the Secretariat presented the implementation plan for the recommendations formulated by the Comparative Transport Cost Analysis Study in the Northern Corridor region. He recalled the report of this study was adopted by the TTCA-NC Executive Committee during its 33rd meeting that took place in Mombasa, Kenya, from the 22nd to 25th November 2010, and a plan for implementation and a summary of the report were sent to stakeholders for implementation.
50. While opening the debate, the Chairman of the meeting invited delegates from Member States to give a brief overview on the status of implementation of the above study.
51. The delegates from Kenya informed the meeting about the progress in the implementation of the recommendations formulated by the study. The Meeting took note of the following activities which have already started:

- a. Integration of KRA Simba 2005 and KPA KWATOS systems with other systems under the “Manifest Management System (MMS)” ;
- b. The Port of Mombasa is now operating 24 hours around the clock, seven days per week; and that CFS are in the process of adopting the same system and other actors in the port involved in cargo clearing.
- c. The improvement of CFS efficiency system is under way with the new regulation in the maritime sector, as well as activities related to the reduction of shipping and port tariffs.
- d. Formulation of Terms of Reference for a consultancy to provide options for a Regulatory Framework which promotes fair competition within and between different modes of transport. An MOU was signed between Uganda and Kenya for the development of standard gauge railway between Mombasa-Kampala.
- e. With regard to the promotion and development of inland waterway transport on Lake Victoria to divert cargo from road transport to railway and maritime transport, KPA is expected to commence operations at the Port of Kisumu from July 2012.
- f. KPC has plans to develop common user facilities suitable and compatible to all mode of transport in Nairobi and its vicinity.

52. Burundi informed the Meeting about the difficulties encountered by road transporters along the Northern Corridor, with regard to axle weight inspections for trucks fitted with « Super-Single » tyres particularly in Uganda, and multiplicity of tariffs and rates relative to transit charges.

RECOMMENDATIONS

53. In the ensuing discussions, the Meeting recommended that “super-single” tyres be considered and recognized as double tyres as is the case in Kenya.

54. TTCA-NC Member States should harmonize their road transit rates and charges.

D. REGIONAL REGULATIONS FOR INLAND WATERWAYS TRANSPORT IN THE EAST AFRICAN COMMUNITY (EAC) REGION.

55. The representative of EAC made a presentation on Inland Waterways Transport Regulations. He started by introducing the Lake Victoria Basin Commission which is an EAC sectoral organ in charge of Inland Waterways Transport Regulations in the region. He traced the genesis of the programme on maritime safety under

the 2007 Transport Code on Lake Victoria, explaining that this Code was going to extend its coverage to other lakes in the region.

56. He emphasized the importance of maritime communication and navigational aids in maritime security and the search and rescue services in case of accident. Finally, he highlighted the importance of the hydrographic study, security, safety for sustainable development in the sector.
57. In the ensuing discussions, the Chairman invited Member States delegates to give their opinion on the priority of the question of regulations, security and safety in inland waterways transport in the Northern Corridor region.
58. All the delegates were unanimous in declaring that the issue of regulations, security and safety was a priority for the region. Indeed, the meeting noted that the promotion and the development of inland waterways transport as well as fisheries on inland lakes and waterways required regulations and security.
59. The meeting noted the importance of harmonizing shipping regulations on inland waterways in EAC with those of CICOS which are applied in DR Congo, which is not member of EAC, for the improvement of cross border navigation, especially on Lakes Tanganyika, Kivu, Albert and Edward. In particular, the meeting noted that in the case of regulations for Lake Tanganyika, the issue had already been raised at the regional level by the countries sharing its waters, namely Burundi, DR Congo, Tanganyika and Zambia.

RECOMMANDATION

60. **The meeting recommended the harmonization of shipping regulations on EAC inland waterways with CICOS, the CEMAC Code which is applicable in DR Congo which is not a member of EAC, for the improvement of cross border navigation on Lakes Tanganyika, Kivu, Albert and Edward and River Akagera.**

E. MANAGEMENT SYSTEM OF SECURITY AND SAFETY DATA ON SURFACE TRANSPORT IN THE NORTHERN CORRIDOR REGION

61. A representative of the Secretariat introduced the document on the management of security and safety data in surface transport. He informed the meeting that TTCA-NC covered mainly surface transport, namely road, railway, inland waterways and pipeline transport. Everybody knows that security issues are not a prerogative of road transport. Accidents and other incidents occur in all modes of transport, especially surface transport. Despite that Member States were unanimous about the negative impact of transport accidents on the socio-economic development and the will of the Member States to develop programmes to address this situation, Member States have not put in place an appropriate system for the coordination, management and analysis of data on accidents occurring in all the modes of surface transport.

62. In the ensuing discussions, the meeting was informed that Uganda had established an institution in charge of coordinating the collection and analysis of data on accidents. In addition, the meeting made some amendments on the road security data format.

RECOMMENDATIONS

The meeting made the following recommendations:

63. TTCA should formulate an Action plan to reduce road traffic accidents in line with the 2015 Millennium Development Goals and the African Road Safety Action Plan within the framework of the 2011-2020 World Decade on Road Safety.
64. Member States should put in place a comprehensive and adequate system for the management of data on accidents which would record all the information collected at the time of the accident by the relevant authority in all modes of surface transport, both at the regional and Member States level.
65. The Secretariat of the TTCA-NC together with Member States should harmonize data formats on accident per mode of transport on one hand, in order to facilitate the development of action programmes and initiatives for the prevention and reduction of accidents and, on the other, facilitate the comparison, monitoring and evaluation.
66. The Secretariat should include the amendments made to the formats of data on safety and develop formats of data on safety in the other modes of surface transport.

F. PROGRESS REPORT ON 2007-2012 STRATEGIC PLAN EVALUATION STUDY AND FORMULATION OF 2012-2016 STRATEGIC PLAN

67. A representative from the Secretariat presented a Progress Report on the evaluation study of the Strategic Plan (2007-2011), and the second TTCA-NC Strategic Plan (2012-2016). He said that during the 33rd TTCA-NC Executive meeting held in Mombasa, Kenya from the 22nd to 23rd November 2010, the Secretariat was directed to conduct an integral evaluation on the realization of the 2007-2011 Strategic Plan, and proceed with the formulation of the second TTCA-NC Strategic Plan for period 2012-2016. Due to lack of financial resources, the Secretariat approached and obtained support from UNECA. In this regard, UNECA has already recruited a consultant and the study is expected to start in November 2011. The presenter said the delay in starting the study was due to the very long tendering procedures.

RECOMMENDATIONS

68. To continue with the implementation of the on-going 2007-2011 strategic plan activities while awaiting the end of the study;
69. To integrate new activities identified during the year 2011 and whose implementation is deemed as a priority;
70. To fast track the roll-out of the study so as to allow the adoption of the new strategic plan by TTCA-NC Executive Committee during its first meeting in the year 2012.

G. ADOPTION OF 2012 PROGRAMME OF ACTIVITIES FOR TRANSPORT STRATEGIC PLANNING AND POLICIES

71. A representative from the Secretariat presented the draft project on 2012 programme of activities for approval. After debate, this programme of activities was adopted. The adopted programme of activities is attached in **Annexe 3** of the present report.

VII. AOB

72. Only a single issue was raised in AOB regarding gender representation in TTCA-NC Secretariat. The Acting Executive Secretary recalled that the Permanent Secretariat is an equal opportunity employer and that the Board had already made a resolution on gender representation within the Secretariat's staff during its 32nd sitting in Kigali.

VIII. DATE AND VENUE OF THE NEXT MEETING

73. The next meeting will be held during the fourth quarter of the year 2012. The Secretariat will consult with DRC on the possibility of hosting the next Committee meeting, whose date and venue will be communicated by the Secretariat once they are confirmed.

IX. VISIT TO BUJUMBURA PORT FACILITIES AND ROAD STATION

74. Under the coordination of Burundi Revenue Authority, the participants visited the Bujumbura Port facilities and Bus/Truck Terminal, as well as Gatumba/Kavimvira Border Post (Burundi/DR Congo).

X. ADOPTION OF THE REPORT

75. The report was adopted with amendments.

XI. CLOSURE OF THE MEETING

- 76.** After discussion of all Agenda items, the representative of ISCOS, on behalf of all Regional and International Institutions, expressed gratitude to His Excellency the President and the people of Burundi for the warm hospitality extended to all the delegates since their arrival in the country. He also thanked Burundi Revenue Authority and the TTCA-NC Permanent Secretariat for the efficient organization of the meeting. In conclusion, he thanked all the Northern Corridor Member States for their support in the implementation of various TTCA-NC programmes.
- 77.** The TTCA-NC Acting Executive Secretary, Mr Philip MWANTHI thanked the Bureau for the ensuring the success of the 4th Technical Committee Meeting on Policies and Strategic Planning. He expressed hope that delegates will remain and actively participate in the 6th Technical Committee Meeting on Customs and Trade Facilitation scheduled to begin immediately. He also thanked all the present delegates for their contribution and support in various activities undertaken along the Northern Corridor, saying no efforts will be spared to make sure the expected results are achieved.
- 78.** In conclusion, the Chairman of the meeting thanked the participants for their commitment, particularly the Member States of the Northern Corridor as well as the development partners for having contributed to the meetings' deliberations. He then declared the 4th Technical Meeting on Policies and Strategic Planning officially closed.

ANNEX I

LIST OF PARTICIPANTS 4TH MEETING OF THE COMMITTEE ON TRANSIT TRANSPORT POLICY & STRATEGIC PLANNING

LISTE DES PARTICIPANTS LA 4^{IÈME} REUNION DU COMITE SUR LES POLITIQUES ET LA PLANIFICATION STRATEGIQUE DU TRANSPORT DE TRANSIT

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

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ANNEX 2A

4th COMMITTEE MEETING ON TRANSIT TRANSPORT POLICY AND STRATEGIC PLANNING OF THE NORTHERN CORRIDOR. 14-16 NOVEMBER 2011, BUJUMBURA, BURUNDI.

PROVISIONAL AGENDA

1. HARMONIZATION OF TRANSPORT POLICIES & REGULATIONS

- ✓ Draft Report on Common Guidelines of transport policies of Member States of the Northern Corridor Transit Agreement (NCTA).

2. THE NORTHERN CORRIDOR TRANSIT AND TRANSPORT AGREEMENT IN THE NATIONAL LEGISLATIONS:

- ✓ The Northern Corridor Agreement 2007; the Ratification process and Need for its incorporation into the national regulations of the Member States.

3. PROGRESS REPORT OF THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY PROJECT:

- ✓ Designing and Development of the Northern Corridor Transport Observatory Project.
- ✓ Border Posts Audit along the Northern Corridor (Malaba, Busia, and Katuna/Gatuna).
- ✓ Implementation of the Action Plan from the Analytical Comparative Transport Costs Report in the Northern Corridor Region.

4. INLAND WATERWAYS REGIONAL TRANSPORT REGULATIONS.

- ✓ In the East African Community (EAC).

5. DATA MANAGEMENT SYSTEM ON SURFACE TRANSPORT SECURITY AND SAFETY IN THE NORTHERN CORRIDOR REGION.

6. PROGRESS REPORT OF THE STUDY ON EVALUATION OF THE STRATEGIC PLAN 2007-2011 AND ELABORATION OF THE STRATEGIC PLAN 2012-2016.
7. ACTIVITY PROGRAM 2012.
8. A.O.B.
9. VISIT OF THE FACILITIES OF THE BUJUMBURA PORT; THE ROAD TERMINAL (BUJUMBURA PARKING YARD) AND GATUMBA/KAVIMVIRA BORDER POSTS.
10. ADOPTION OF THE REPORT.
11. CLOSURE OF THE 4th MEETING.

ANNEX 2B

PROGRAM OF WORK

Sunday, 13 November 2011: Arrival of Participants and Transfer to Hotels

Day 1: Monday, 14 November 2011.	
4th Meeting of the Committee on Transit Transport Policy & Strategic Planning of the Northern Corridor	
Schedule	Activities
08:00 – 08:30	Registration
08:30 – 09:00	0. Opening Ceremony. <ul style="list-style-type: none"> ✓ Welcoming Statement (by Ag. Executive Secretary/NC-TTCA). ✓ Statement (by Commissioner General, Burundi Revenue Authority). ✓ Opening Remarks (by Permanent Secretary, Ministry of Transport, Works and Equipment, Burundi). ✓ Group Photo
09:00 – 09:30	<ul style="list-style-type: none"> ✓ Installation of the Bureau (Chair, Vice-Chair, Rapporteurs). ✓ Introduction of Participants. ✓ Presentation and Adoption of the Program of Work and Agenda.
09:30 – 11:00	1. Draft Report on Common Guidelines of Transport Policies in the Northern Corridor Transit Agreement Member States. <ul style="list-style-type: none"> ✓ Background, Objectives and Scope of the Work. ✓ Structure and Summary of the Draft Report. ✓ Discussion.
11:00 – 11:30	Coffee/Tea Break.
11:30 – 12:30	2. The Northern Corridor Agreement 2007, the Ratification process and Need for its incorporation into the national laws and regulations of the Northern Corridor Member States <ul style="list-style-type: none"> ✓ Presentation of the Agreement and its Protocols. ✓ Progress report on the ratification process. ✓ Comments.
12:30 – 14:00	Lunch Break.

14:00 – 16:00	3. Progress of the Northern Corridor Transport Observatory Project. <ul style="list-style-type: none"> ✓ Designing and Development of the Project. ✓ Audit of the Border Posts of Malaba, Busia, and Katuna/Gatuna. ✓ Implementation of the action plan from the Report on the Analytical Comparative Transport Costs Study in the Northern Corridor Region ✓ Discussion.
16:00 – 16:30	Coffee/Tea Break
	End of the first day.

Day 2 : Tuesday, 15 November 2011.	
4th Meeting of the Committee on Transit Transport Policy & Strategic Planning of the Northern Corridor (cont'd).	
Schedule	Activities
08:30 – 09:30	4. Regional Regulations on Inland Waterways Transport. <ul style="list-style-type: none"> ✓ In the region of the EAC Countries. ✓ Discussion.
09:30 – 10:30	5. Problems of the Data Management System on Security and Safety in the surface transports in the Northern Corridor region <ul style="list-style-type: none"> ✓ Presentation of the Concept Note. ✓ Discussion.
10:30 – 11:00	Coffee/Tea Break
11:00 – 12:00	6. Progress of the study on evaluation of the Strategic Plan 2007-2011 and elaboration of the Strategic Plan 2012-2016. <ul style="list-style-type: none"> ✓ Presentation of the Progress Report. ✓ Discussion.
12:00 - 13:00	7. Program of Activities 2012. <ul style="list-style-type: none"> ✓ Presentation of the Program of Activities. ✓ Discussion.
13:00 – 13:30	8. A.O.B. 9. Date and Venue of the next meeting.
13:30 – 14:00	Lunch Break
14:00 – 17:00	10. Drafting and translation of the final report.
	End of the second day.

Day 3 : Wednesday, 16 November 2011.

4th Meeting of the Committee on Transit Transport Policy & Strategic Planning of the Northern Corridor (end).

Schedule	Activities.
09:00 – 12:00	11. Visit of the Port facilities; the truck depot of Bujumbura and Border Posts (Gatumba/Kavimvira).
12:00 – 14:00	Lunch Break
14:00 – 15:30	12. Adoption of the final report. ✓ Adoption of the Final Report.
15:30 – 16:30	13. Closure of the meeting. ✓ Statement by the Representative of the Regional/International Institutions. ✓ Closing Statement.
16:30 – 17:00	Coffee/Tea Break
17:00	14. End of the committee meeting.

ANNEX 3

PROGRAMME - TRANSPORT POLICY AND PLANNING : ACTIVITY PROGRAMME FOR THE YEAR 2012

Objectives	Outputs	Key Activities	Detailed activities	2012				Who
				Q1	Q2	Q3	Q4	
To achieve and implement uniform transport policies and regulations of the member states.	Member states transport policies harmonized.	Review of policies of member states and identification of areas that need harmonization, relating to all modes of transportation.	Monitoring the implementation of the Common Guidelines of Transport Policy (Follow up of the implementation of the common guidelines of the NC transport policies in the member States).					TTCA-NC/Sec Member States
	Implementation of the Northern Corridor Transit Agreement.	Promote adoption of NCTA into national policies and legislation.	Review of existing regulations relating to transit transport in all the member States. - Documents collection - Analysis.					Sec/TTCA
			Promotion and adoption of measures of the Northern Corridor Agreement in the national legislations of the member States: - Outreach and awareness campaign for the implementation of the Agreement at Member State level.					Sec/TTCA

Objectives	Outputs	Key Activities	Detailed activities	2012				Who
				Q1	Q2	Q3	Q4	
		Member States policies integrate relevant cross-cutting issues (gender, HIV/Aids, Environment, anti-corruption).	<p>Consideration and adoption of common rules for the management of water resources and natural disasters in the region of the Northern Corridor.</p> <ul style="list-style-type: none"> - Documents Collection; - Analysis 					Sec/TTCA
	Transport regulations of member States harmonised.	A common regulation framework for licensing means of transport used in intra-regional and transit trade developed.	Review and monitor implementation of harmonized policies and regulations by the tripartite (EAC-SADC-COMESA.).					Sec/TTCA
To enhance policy harmonization between TTCA and other organizations having similar mandate.	TTCA's policies and regulations harmonized with those of other regional economic integration organizations.	Negotiate and implement cooperation agreements with other regional economics groupings	Negotiation of a new and/or amendments of current Memorandum of Understanding with UNECA, the Nile Basin Initiative, ICGLR.					Sec/TTCA
			Strengthen collaboration and establish a mechanism to exchange information with EAC, COMESA, and CICOS PMAESA (with whom TTCA-NC signed or in process of signing memoranda of understanding).					Sec/TTCA
			Establish a Collaboration and Working Group with Other transit and development management corridor Agencies in Sub-Saharan Africa for making the economic integration effective.					Sec/TTCA

Objectives	Outputs	Key Activities	Detailed activities	2012				Who
				Q1	Q2	Q3	Q4	
		Coordinate program with development partners.	Active Participation and involvement in meetings organized by the Committees of the RECs and other international organizations in connection with the transport policy and trade facilitation.					Sec/TTCA
			Exploring and initiating preliminary contacts with potential development partners					Sec/TTCA
To maintain a transport database to aid in planning, policy formulation and monitoring	To make the Northern Corridor the most cost effective and competitive corridor in East and Central Africa.	Study on Freight rates and Transport Cost	Dissemination and monitoring of implementation of recommendations of the Analytical Comparative Transport Cost study along the Northern Corridor Region.					Sec/TTCA
		Evaluation of performance of the Five Year Plan	Baseline study on the First Five Year Plan and development of the Second Strategic Plan of TTCA-NC.					Sec/TTCA UNECA
		Establishment of a data management system on Safety and security in the surface transport modes.	Development of mechanism for coordination, collection, compilation and analysis of data on safety and security in surface transport in the Northern Corridor region.					Sec/TTCA
	Corridor transport database established.	Carry out necessary baseline studies and put in place a mechanism for continuous data collection analysis and dissemination.	Establishing an automated data exchange method with Stakeholders computerized systems.					Sec/TTCA
			Monitoring the Performance of Border posts along the Northern Corridor including Malaba, Busia, Katuna/Gatuna;					Sec/TTCA TMEA/SSATP

Objectives	Outputs	Key Activities	Detailed activities	2012				Who
				Q1	Q2	Q3	Q4	
	Capacity Building	Improvement of Staff skills and sharing experience with similar organizations.	Gisenyi /Goma, Akanyaru-Haut; Kasindi /Mpondwe;					Sec/TTCA
			Production of reports on performance indicators of the Northern Corridor.					
			Training module on the management of projects and programs focused on the result.					
Engage and involve all stakeholders in the TTCA-NC process of decision making and implementation of activities relating to transport policy, strategic planning and performance monitoring of the northern corridor.	Performance and competitiveness of the northern corridor.	Organize meetings of the Committee on Policy and Strategic Planning of Transit Transport Northern Corridor.	Organizing the workshop for discussion of the Corridor performance indicators with support of TMEA.					Sec/TTCA TMEA
			Organizing of the workshop on Corridor Transport Observatories in Africa with the support of SSATP.					Sec/TTCA SSATP
			Organizing with the support of TMEA three (3) Working Group meeting on TTCANC - CCTTFA Transport Observatories.					Sec/TTCA – TMEA – CCTTFA.
			Organizing the validation workshop of the evaluation report of the Strategic Plan 2007-2011 and the adoption of the Plan 2012-2016 with support of UNECA.					Sec/TTCA – UNECA.
			Organizing of the annual meeting of the Committee on Transit Transport Policy and Strategic Planning.					Sec/ACTT