

TRANSPORT OBSERVATORY REPORT

NORTHERN CORRIDOR TRANSIT AND TRANSPORT COORDINATION AUTHORITY

Issue No. 7 | November 2015

TRANSPORT OBSERVATORY

RELIABLE NORTHERN CORRIDOR PERFORMANCE DATA

Economic Corridor performance monitoring



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ACRONYMS

ABT	Association of Burundi Transporters
ASYCUDA	Automated System for Customs Data
BI	Burundi
DGDA	Direction Générale Des Douanes Et Accises
DRC	Democratic Republic of Congo
DWT	Dead Weight Tonne
ECTS	Electronic Cargo Tracking System
FEC	Fédération des Entreprises du Congo
GPS	Global Positioning System
IABT	International Association of Burundi Transporters
ICD	Inland Container Deport
ICT	Information Communication Technology
IRI	International Roughness Index
KE	Kenya
KeNHA	Kenya National Highway Authority
KPA	Kenya Ports Authority
KPC	Kenya Pipeline Authority
KRA	Kenya Revenue Authority
KTA	Kenya Transporters Association
KWATOS	Kilindini Waterfront Automated Terminal Operations System
MAGERWA	Magasins Généraux du 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 Contrôle
OR	Office Des Routes
OGEFREM	Office de Gestion Du Fret Multimodal
OSBP	One Stop Border Post
RRA	Rwanda Revenue Authority
RTDA	Rwanda Transport Development Agency
RVR	Rift Valley Railways
RW	Rwanda
SPSS	Statistical Package for Social Science
SSFEBA	South Sudan Federation of Employers and Business Association
TMEA	TradeMark East Africa
TO	Transport Observatory
TOP	Transport Observatory Portal
UFFA	Uganda Freight Forwarders Association
UG	Uganda
UNRA	Uganda National Roads Authority
URA	Uganda Revenue Authority
URC	Uganda Railways Corporation
ACPLRWA	Rwanda Long Distance Truck Drivers Association

FOREWORD

We welcome you to the 7th issue of the Transport Observatory report. Since the launch of the Transport Observatory in 2012, we have seen an improvement in terms of the data being received and growth in the number of indicators being reported on. Currently we are reporting on more than 31 key performance indicators up from the initial 25 indicators.

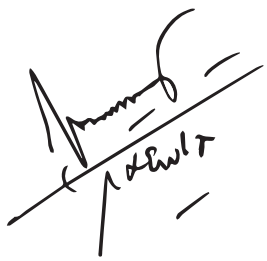
This report gives a glimpse on intraregional trade with focus on formal trade. Going forward, we will be delving into informal cross border trade as we try to capture a holistic image of international trade performance of the region.

Comparing the reporting period with last year, the number of visitors to the Transport Observatory portal increased tremendously by over 59% to about 9,600 visits between April 2014 and September 2015, an indication of the Observatory becoming a source of information for the decision makers, our stakeholders and the general public.

The Northern Corridor Transit and Transport Coordination Authority is committed to the implementation of the Port Community Charter and Vehicle Load Control charter. In addition to hosting the online Northern Corridor Performance Dashboard, the Secretariat provides technical support to the port community in keeping track of the Key performance indicators using information from the Dashboard. Plans are underway to extend the initiative to other Member States of the Northern Corridor. Through the Northern Corridor Integration Projects Summit (NCIP) spearheaded by the Heads of states, we have been able to carry out a number of Studies using the observatory data for Policy formulation and decision making. For instance, the Northern Corridor impact assessment Study was able to inform the impact of trade facilitation initiatives spearheaded by the Northern Corridor Summit as well as fill the gaps on the cost of transport and other qualitative aspects of some indicators on the Observatory.

There are still some challenges, some of which are expected given the growth currently being experienced. For instance, the Port Dwell time has slightly increased and this calls for multiple players in the port to review their business processes and embrace coordinated approach in the operations. The delay by traders to collect their cargo from the port after it has been released by Customs is one of the biggest contributors to the Port Dwell Time.

Currently the Secretariat is undertaking a Time Release study which will examine the business processes, extent of intervention by different players in the supply chain, their contribution to clearance time, challenges being faced and detail all the necessary steps to be undertaken to streamline operations. From, statistics, the Corridor is still one of the best in the region and our efforts should be geared towards further improvement. We are urging everyone to adjust their plans by implementing the recommendations proposed at the end of the report
Together we can achieve more



Donat M. BAGULA
Executive Secretary

ACKNOWLEDGEMENT

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) acknowledges the immense support towards the Transport Observatory by the Council of Ministers, the Executive Committee and all the Policy Organs of the NCTTCA.

The Secretariat wishes to greatly acknowledge the Stakeholders for their continued provision of the data used to generate the Transport Observatory Reports. The Transport Observatory relies on raw data from the stakeholders to ensure its continuity.

Special thanks go to Trademark East Africa (TMEA) for the financial contribution and support of the Northern Corridor Transport Observatory Project.

Lastly the Secretariat appreciates the valuable contributions and comments made by the stakeholders gathered during the workshop to validate this report.

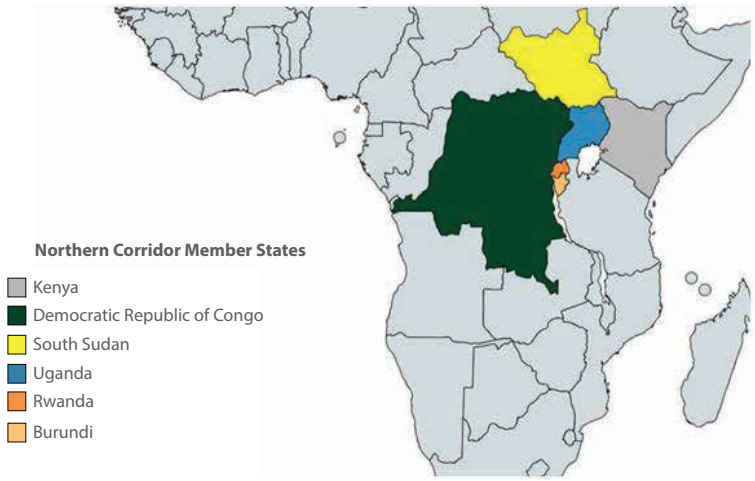
The NCTTCA Secretariat.


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1. INTRODUCTION

The Northern Corridor is a multi-modal transport Corridor consisting of surface transport modes which include road, rail, inland waterways and pipeline networks. The Corridor links Burundi, DR Congo, Rwanda, South Sudan and Uganda to the Mombasa sea Port in Kenya.

Figure 1: Northern Corridor Member States



The Northern Corridor Member states through the Northern Corridor Transit and Transport Agreement (NCTTA) agreed to facilitate transit cargo from the port of Mombasa to the hinterland. The contracting parties agreed to grant each other right of transit through their respective territories and to provide all possible facilities, harmonize regulations and procedures for that purpose without any discrimination

The purpose of the NCTTA is to promote use of the Northern Corridor to be the most effective route for the surface transport of goods between the Member States. The revised Agreement which was signed in 2007extends the purpose of Northern Corridor to an economic development corridor. The primary focus of the Secretariat is coordination of the facilitation of trade and transport through the corridor with the ultimate view to support development and alleviate poverty.

Table 1: Key Economic Indicators and projections for Northern Corridor Member states

			Real GDP Growth (%)			
	Population:	Ease of Doing Business Rank (2016)	2012	2013	2014	2015
DRC	69,360,118	184	7.2	8.4	9.1	9.2
Kenya	45,545,980	108	4.5	5.7	5.3	6.8
Uganda	38,844,624	122	2.6	3.9	4.9	5.4
Rwanda	12,100,049	62	8.8	4.7	7.0	7
South Sudan	11,738,718	187	-46.8	24.2	5.5	3.4
Burundi	10,482,752	152	4.0	4.5	4.7	4.8

Source: World Economic Outlook, April, 2015 and World Bank ease of doing Business

The Northern Corridor region with a population of over 188 million has been experiencing varying growth rates with real GDP estimates ranging between 3.4 and 9.2 in 2015. Investment in the transport sector is expected to spur further economic growth as the countries implement major regional infrastructure projects. The implementation of the standard gauge railway, proposed pipeline development and the exploitation of minerals in the region projects a brighter future for the region.

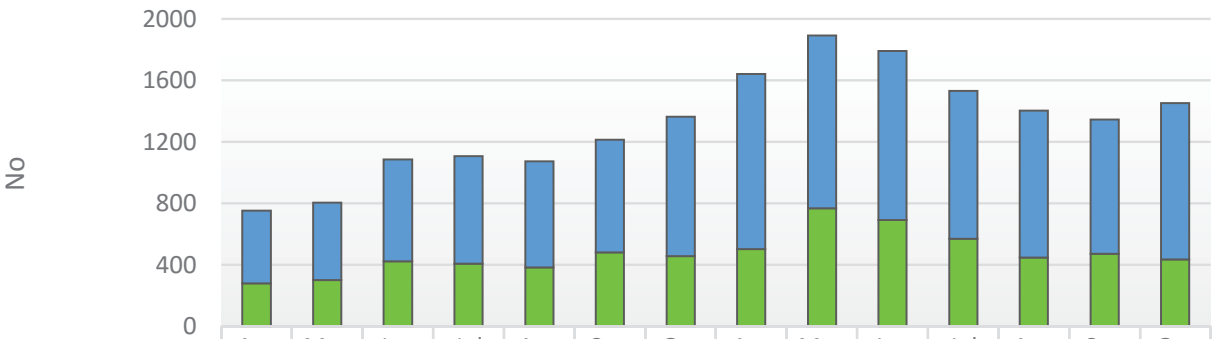
2. NORTHERN CORRIDOR PERFORMANCE MONITORING

The NCTTCA Secretariat uses various tools to monitor performance of the Corridor i.e. Northern Corridor Transport Observatory, the Northern Corridor Performance Dashboard, and the Northern Corridor Trade and Transport Logistics Stakeholders Surveys.

2.1 THE NORTHERN CORRIDOR TRANSPORT OBSERVATORY

The Transport Observatory measures and tracks changes in 31 performance indicators along the Corridor ranging from the time when the ship arrives at Mombasa Port up to the time when the goods reach their final destination . The Observatory is a performance monitoring tool with an online portal that is accessed via http://top.ttcanc.org. The Northern Corridor Transport Observatory highlights the performance of the Corridor vis-à-vis the targets and indicators set under the Port Community Charter and stakeholders' client service charters. Figure below shows the number of visits to the transport observatory portal.

Figure 2: Online Observatory Visit



	Apr	May	Jun	Jul	Aug	Sep	Oct	Apr	May	Jun	Jul	Aug	Sep	Oct
	2014							2015						
New Users	473	503	662	701	691	732	908	1139	1125	1100	962	954	875	1016
Returning Users	280	302	424	407	383	481	457	502	767	691	570	448	471	436
Total Traffic	753	805	1086	1108	1074	1213	1365	1641	1892	1791	1532	1402	1346	1452

Source: Northern Corridor Transport Observatory, October 2015

The figure above shows that the number of visitors to the Observatory has generally been on the rise with visits to the TOP portal registering the highest number of visitors (1,892) during the month of May, 2015.

2.2 NORTHERN CORRIDOR PERFORMANCE DASHBOARD

The Dashboard is used in monitoring the implementation of the Port Community Charter that commits both public and private sector to undertake measures that will increase efficiency of the Port and the Northern Corridor.

The objectives of the charter are to establish a permanent framework of collaboration that binds the port community to specific actions, collective obligations, targets and timelines.

Under the Mombasa Port Community charter, the Northern Corridor Secretariat hosts the online Performance Dashboard and monitors 9 key performance indicators as part of the Monitoring and Evaluation Framework for the Charter. The Dashboard monitors implementation of the port Charter through the following indicators which include; Port dwell time, Document Processing Centre (DPC) time, time at One Stop Centre, Time of removal of cargo from Port after Customs release, ship waiting time, ship turnaround time, transit time along the Northern Corridor Kenyan Section, weight compliance at weighbridges and volume of traffic weighed. The secretariat is now focussing on extending the scope of the dashboard to all the Northern Corridor Member States.

2.3 NORTHERN CORRIDOR TRADE AND TRANSPORT LOGISTICS SURVEY

Northern Corridor Trade and Transport Logistics Survey is conducted by a multi-disciplinary Survey Team comprising of public and private sector stakeholders involved in handling and clearing goods along the Corridor. During the Surveys, observations are made on physical transport infrastructure and facilities in place, procedures for handling and clearance of goods along the corridor and plenary sessions held with stakeholders at various transit nodes to discuss findings made. Based on findings and trend of the performance Indicators, the main objective of the survey is identification of the Non-Tariff Barriers and bottlenecks along the Northern Corridor and come up with measures to overcome them.



3. METHODOLOGY AND ANALYSIS

The Transport Observatory process involves data collection, analysis and generation of reports. The reports and the processed data are available online on the transport observatory database.

Figure 3: The Transport Observatory Process



Data collection involves a combination of various methods and sources. The main source of data is from computerized systems from Stakeholders that are automated such as Ports Authorities (KPA), Revenues Authorities (KRA, URA, RRA, OBR, and DGDA), Road Authorities and road Fund (KeNHA, UNRA, RTDA, Office des Routes Burundi, FONER DRC), Railways Authorities (KRC/URC), RVR, Bureau of Statistics, and Transporters Associations (KTA, UNTA, FEC, ATAR, ACPLR, ABT) Bureau of Statistics and Central banks. Other sources include GPS road transport surveys and the Trade and Transport Logistics Surveys.

GPS and road surveys are run concurrently whereby the field supervisor issues GPS kits and survey forms to road transporters. The Kits capture geo codes and time stamps for all the stops from which stop locations, transit time and delays at various nodes are extracted from the kits. Initial preparations for these surveys involve geo zoning to map possible stop locations. The border post zones are set 1 Km on both sides of the border while the weighbridge region is measured 1 Km and 0.5 Km respectively before and after the weighing scale infrastructure. The questionnaire is administered alongside the kits for drivers to capture qualitative information such as reasons for stopping, fees, and other charges being paid along the Corridor.

In this report, data was obtained from Customs business systems, Electronic cargo tracking system, GPS survey and the traditional road transport surveys. The indicators have been categorized into: Volume and Capacity, Transit Time and Delays, Cost and Rates, Efficiency and Productivity.

The data in this report are current as of September, 2015 except for some indicators, which are covered on an annual basis and where there was no data for the period April-September, 2015.

The data sets cover six Member States and the indicators monitor implementation of NCTTCA Policy Organs decisions and recommendations; Sensitization of stakeholders about ongoing trade facilitation initiatives; Identification of the Non-Tariff Barriers along the Northern Corridor and inform policy changes. This report will help in identifying areas that need improvement and support policy makers in designing regulatory reforms.

The analysis involves both descriptive and quantitative techniques using various statistical tools to generate graphs and tables for interpretation. Assumptions were made based on the types of data for each indicator and data source under description and results generated for the reporting period.



4. FINDINGS

Findings in this report are categorised based on the indicators being measured. The descriptions of trends summarise changes during the reporting period.

4.1 VOLUME & CAPACITY INDICATORS

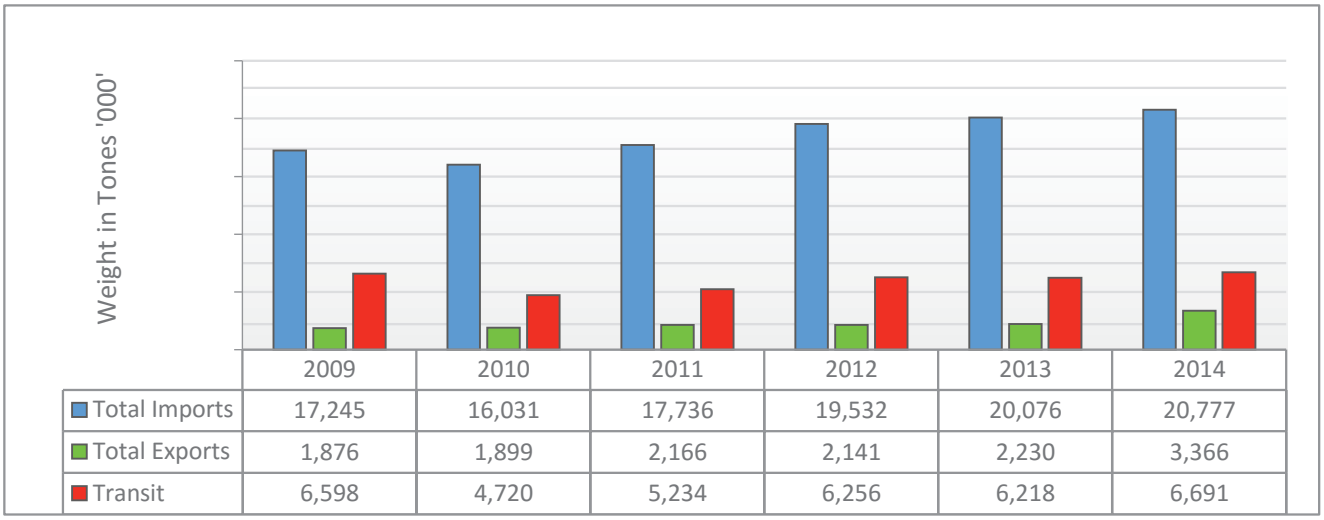
4.1.1 Cargo throughput at Mombasa Port

This indicator gives imports, exports and volume of transit cargo to Member States of Northern Corridor. Figure 4 shows the total cargo imports and exports and transit cargo weight in tones handled at the port of Mombasa during the period 2009 – 2014.

From Figure 4, Mombasa Port majorly handles import cargo. Comparing 2013 and 2014 figures, imports through the port increased by 0.7 million tons, exports by 1.13 tons and transit by 0.48 million tons. Total increase in cargo throughput in 2014 compared to 2013 was 2.31 Million tons, a percentage increase of about 8.1%.

The ratio of exports to imports in 2014 was about 1:6, in 2013 it was about 1:9. Much as there was significant improvement in the ratio of exports to imports in 2014, the imports greatly outweigh the exports creating balance of trade deficit.

Figure 4: Cargo Through put at the Port of Mombasa



	2009	2010	2011	2012	2013	2014
Total Imports	17,245	16,031	17,736	19,532	20,076	20,777
Total Exports	1,876	1,899	2,166	2,141	2,230	3,366
Transit	6,598	4,720	5,234	6,256	6,218	6,691

Source: KPA, 2009-2014



Table 2 gives a comparison of transit traffic for imports and exports per Country within the Northern Corridor during the period 2009-2014.

Table 2: Transit Cargo from Mombasa Port to other Destination

Country	Cargo Type	DWT					
		2009	2010	2011	2012	2013	2014
Uganda	Imports	3,686,862	3,942,242	4,028,361	4,499,302	4,508,118	5,132,276
	Exports	293,532	290,492	347,314	346,193	404,198	389,844
DR Congo	Imports	263,110	401,703	339,287	464,989	491,367	383,461
	Exports	25,586	28,714	16,004	17,369	20,346	24,267
Rwanda	Imports	236,087	275,559	216,306	247,730	223,127	221,323
	Exports	14,472	12,564	9,787	12,508	16,972	14,589
S. Sudan	Imports	155,691	190,468	375,897	736,266	716,470	696,816
	Exports	11,662	32,999	41,135	30,390	58,679	64,520
Burundi	Imports	19,093	5,785	1,201	38,917	66,227	79,961
	Exports	1,022	1,204	688	243	682	139
Total	**Imports**	**4,360,843**	**4,815,757**	**4,961,052**	**5,987,204**	**6,005,309**	**6,513,837**
	Exports	**346,274**	**365,973**	**414,927**	**406,703**	**500,877**	**493,359**
% Growth	Imports (%)	-	10.4	3	20.7	0.3	8.5
	Exports (%)	-	5.7	13.4	-2	23.2	-1.5

Source: KPA, 2009-2014

The table above shows that transit imports and exports has been growing overtime at a fluctuating rate with the highest growth for imports of 20.7% experienced in 2012, compared to negative 2.0% slow growth of transit exports during the same year.

Comparing 2013 and 2014, transit volumes for imports have showed a growth of 8.5% while export growth has dropped by 1.5%.

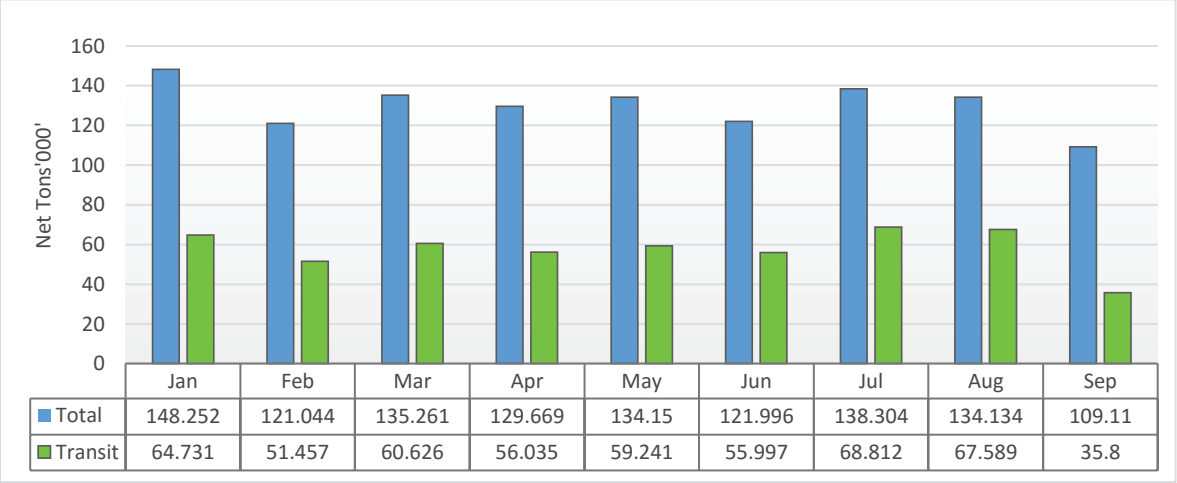
Uganda still remains the largest transit Country followed by South Sudan and DR Congo.

4.1.2 Rail Transport Capacity

Railway Capacity indicator within the Northern Corridor looks at the total number of locomotives and wagons and the proportion of the total cargo carried by rail.

The total volume of cargo transported between January and September, 2015 by RVR has been between 109,000 tons and 148,000 tons per month. The design capacity and the poor infrastructure has resulted in decline in the volume that can be hauled by the railway.

Figure 5: Volume cargo Transported by railway



Source: KRC, Jan-Sep 2015

4.1.3 Licensed Fleet of Transit Trucks

The indicator looks at the number of registered vehicles licensed to transport goods in transit per Country per year.

Table 3: Number of Licensed Trucks by Member State

		Number of Trucks Licensed per Year				
Country of Reg.	Stakeholder	2010	2011	2012	2013	2014
Kenya	KRA	4,133	3,023	1,460	6,708	5,939
Rwanda	RRA				1,527	489
Burundi	OBR			90	62	78

Kenya has experienced an increase in the number of trucks licensed to transport goods in transit registered over the past periods. However, 2014 has showed a decline compared to 2013. The transit goods licensing procedure within the Country runs from January to December of every year, however, the transit goods license expires every 31st day of December.

Burundi through OBR has very few trucks licensed annually and in DRC, the system is not operational in Eastern part of the country.

4.1.4 Pipeline Transport Capacity

The Kenya Pipeline Company is a government parastatal mandated to provide efficient, reliable, safe and cost effective means of transporting petroleum products from Mombasa to the hinterland. Petroleum products are volatile in nature and therefore require a tight regulated system that can enhance health and safety to the environment.

The figure below provides a summary of the monthly average volume discharged at Nakuru, Eldoret and Kisumu terminal Stations. These stations majorly handle products destined to western part of Kenya and the other Northern Corridor Member States. The products include Automotive Gas Oil, Motor Spirit Premium, dual Purpose Kerosene and Illuminating Kerosene. Other dispatching stations not covered include Moi International Airport, Nairobi Terminal Station, Jomo Kenyatta International Airport and Kipevu Oil Storage Terminal.

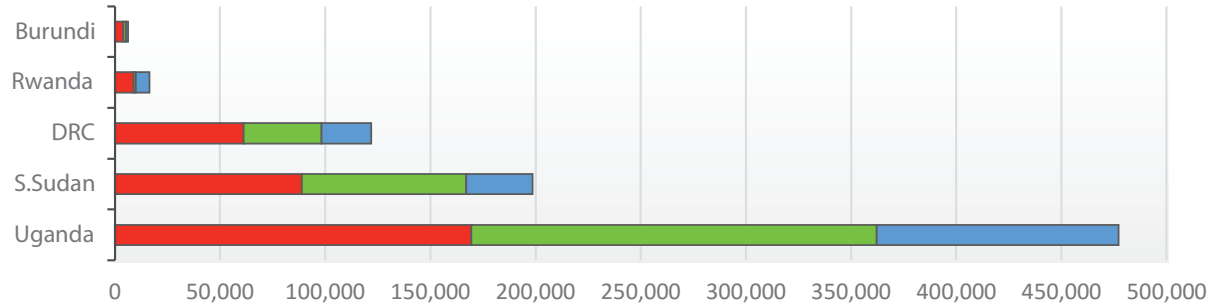
Table 4: Monthly Fuel Dispatch (m3) from Nakuru, Eldoret and Kisumu Stations to various Destinations

Month	Kenya	Uganda	S. Sudan	DRC	Rwanda	Burundi	Total
Apr-15	97,855	79,714	28,661	17,535	2,455	905	**227,125**
May-15	93,720	87,929	36,437	21,232	2,850	580	**242,748**
Jun-15	90,536	80,262	34,126	21,516	2,643	401	**229,484**
Jul-15	97,060	89,822	32,337	21,287	2,321	1,091	**243,918**
Aug-15	98,317	76,224	38,240	21,087	3,685	2,005	**239,558**
Sep-15	97,892	63,207	28,717	19,230	2,507	1,116	**212,669**

Source: KPC, Apr - Sep 2015



Figure 6: Transit Volume Dispatched by Terminal Station (m3),April-September, 2015



	Uganda	S.Sudan	DRC	Rwanda	Burundi
Eldoret	169,441	88,821	61,225	8,827	4,019
Nakuru	192,807	78,140	37,081	1,007	1,207
Kisumu	114,908	31,558	23,581	6,627	972

Source: KPC, Apr - Sep 2015

The figure above shows that Eldoret transmitted the highest volume of oil products compared to Kisumu and Nakuru stations. This is because Eldoret is one of the largest depot in Kenya and it handles the largest oil products destined to western Kenya and the neighboring countries. Flow rate to Kisumu is currently limited by the capacity of the 6-inch diameter pipeline. However, plans are underway for the construction of another Parallel Pipeline from Sinendet to Kisumu.

KPC faces some challenges occasioned by unpredictability of the market, power outages which lead to shut down and delays.

The volume of fuel discharged by the company is also affected by axle load control which is not applied uniformly for oil tankers in the region. In some countries the axle load configuration is modified to allow trucks to carry more fuel.
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The table below gives the total number of trucks loaded during the period April to September 2015.

Table 5: Number of trucks loaded at Nakuru, Eldoret and Kisumu Depot

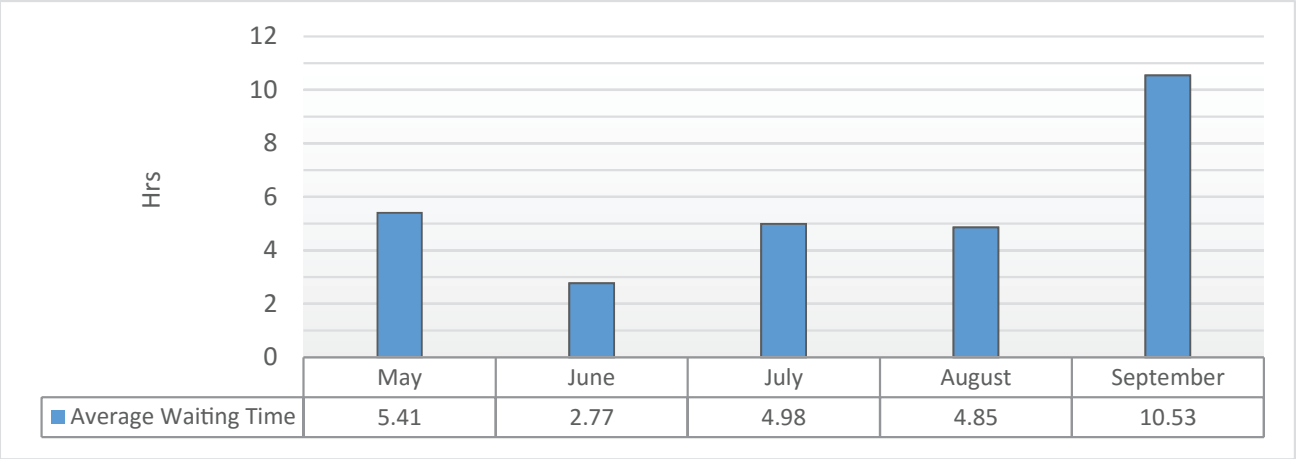
Month	Nakuru	Eldoret	Kisumu
Apr - 15	4,688	6,052	3,395
May - 15	5,068	5,904	3,861
Jun - 15	5,043	5,630	4,059
Jul - 15	5,275	5,701	4,336
Aug - 15	5,271	5,777	4,322
Sep - 15	4,991	5,325	3,923

Source: KPC, Apr - Sep 2015



The figure below gives the Truck waiting time after loading at Eldoret Depot.

Figure 7: Waiting time after loading fuel at Eldoret Depot



Source: KPC/KRA-ECTS, Apr - Sep 2015

It took on average between 2.8 hours and 10.5 hours for a truck to be cleared to proceed on its journey after being loaded with fuel at Eldoret depot. Some of the stakeholders involved in the clearance of fuel at the Eldoret Depot do not work over the weekend and public holidays thus contributing to the high monthly average clearance time after a truck is loaded with fuel. All agencies should operate on 24/7 basis to minimize clearance backlog that often lead to delays at the depot after loading fuel.

4.1.5 Intraregional Trade Volumes

Intraregional trade refers to trade which focuses on economic exchange of goods between countries of the same region. The system allows countries within the same economic-trade regimes such as EAC and COMESA to enjoy preferential rates of duty which promotes increase in the level of exchange of goods and reduction of prices for the final consumer. This section only focuses on trade between Northern Corridor Member States

Kenya and the other Northern Corridor Member States

The table below provides trade statistics between Kenya and the Northern Corridor Member States for the period April – August 2015.

Table 6: Intra-regional trade by Kenya with Other NC member States (USD)

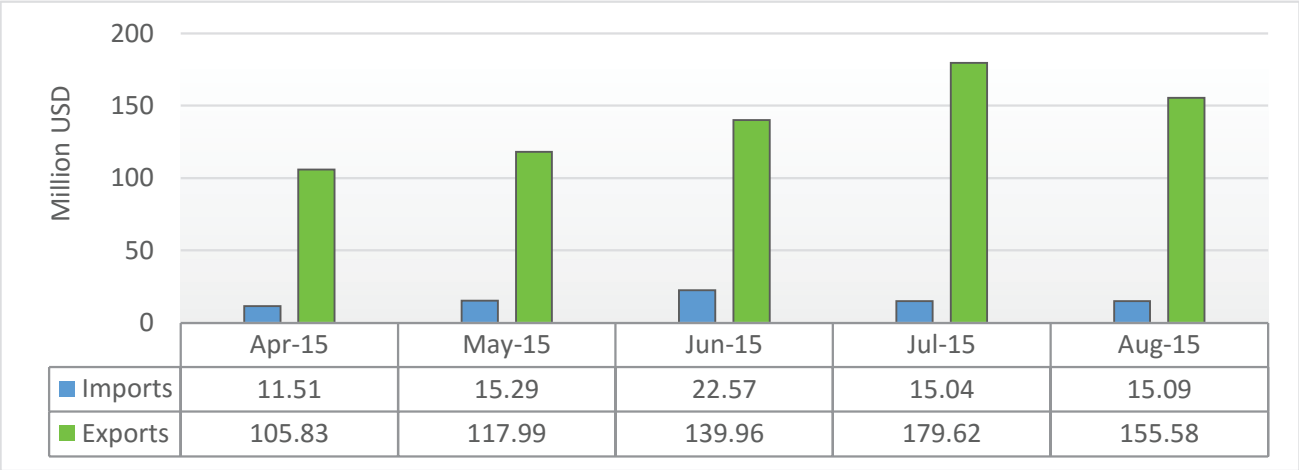
	Month	Apr	May	Jun	Jul	Aug
Imports	Uganda	10,553,737.59	14,382,370.91	21,910,165.34	14,273,502.91	14,315,096.58
	Rwanda	589,111.30	682,367.11	343,866.52	497,298.79	290,299.75
	Burundi	269,580.14	213,767.37	193,796.55	221,183.95	344,756.85
	DRC	63,957.92	14,184.32	94,529.98	50,062.08	138,897.41
	S. Sudan	34,318.54	0.00	31,653.91	0.00	72.50
	Total	**11,510,705.4**	**15,292,689.7**	**22,574,012.3**	**15,042,047.7**	**15,089,123.1**
Exports	Uganda	41,855,326.08	45,179,803.16	46,318,962.54	98,013,639.60	70,417,584.93
	DRC	17,376,932.95	18,204,385.41	17,049,503.14	19,860,700.63	21,312,192.54
	Rwanda	9,243,870.46	11,074,470.37	16,533,523.64	18,265,589.64	20,917,525.63
	S. Sudan	10,439,682.06	10,210,233.74	11,521,518.84	9,166,946.71	8,076,804.91
	Burundi	3,893,297.34	2,737,024.94	3,393,209.08	4,228,289.03	4,673,415.87
	Total	**105,830,519.9**	**117,991,297.0**	**139,964,741.8**	**179,619,261.0**	**155,575,770.0**

Source: KNBS, Apr – August 2015

The Table indicates more export trade between Kenya and Uganda followed by DRC and South Sudan. Uganda imports from Kenya twice as much as it exports to Kenya. However overall, Uganda exports to the Northern Corridor region about twice as much as it imports from the same region.

From Figure 8 below both imports and exports have been growing between April and July, 2015.

Figure 8: Kenya's Total Imports/Exports to/from the Northern Corridor Member States (USD)



	Apr-15	May-15	Jun-15	Jul-15	Aug-15
Imports	11.51	15.29	22.57	15.04	15.09
Exports	105.83	117.99	139.96	179.62	155.58

Source: KNBS, Apr – August 2015

Uganda and the other NC Member States

The table below provides a summary of intraregional trade volumes between Uganda and the other Northern Corridor Member States.

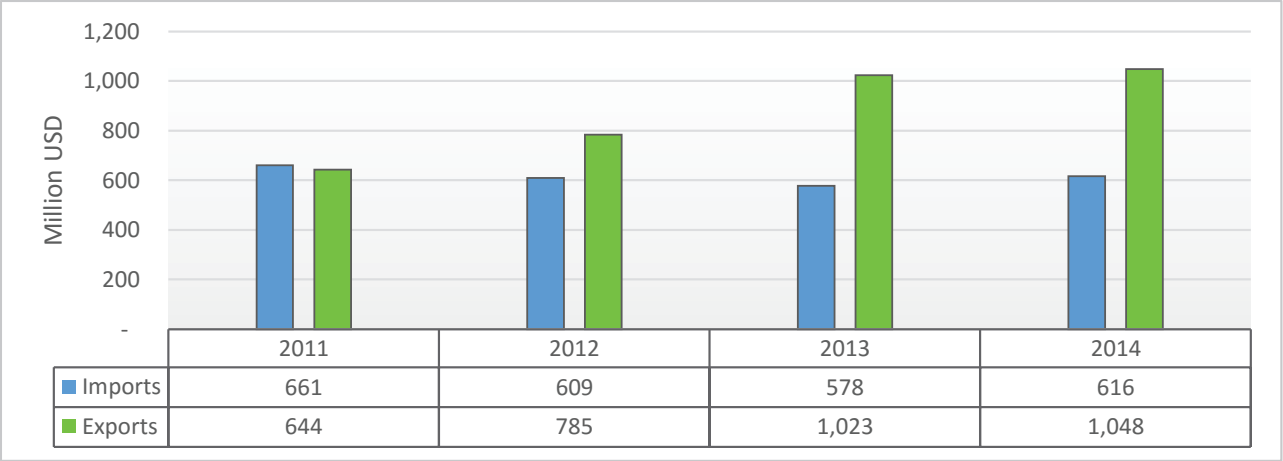
Table 7: Uganda Intra-Regional Trade Values (in USD)

	Country	2011	2012	2013	2014
IMPORTS FROM	Kenya	644,574,901	590,194,814	562,818,613	593,887,653
	Rwanda	7,879,547	5,359,589	7,398,153	10,882,919
	DRC	6,353,933	12,222,650	6,750,550	5,917,323
	Burundi	2,188,178	1,420,913	452,904	4,116,861
	S. Sudan		7,792	266,428	1,485,691
	Total	**660,998,570**	**609,207,769**	**577,688,661**	**616,292,461**
EXPORTS TO	Kenya	226,581,503	254,060,878	314,430,423	297,435,925
	S. Sudan		17,754,401	175,432,492	280,294,992
	Rwanda	193,500,360	226,103,518	216,301,046	245,334,653
	DRC	182,411,269	240,880,829	268,174,521	181,680,327
	Burundi	41,450,916	46,082,374	48,722,080	43,454,016
	Total	**643,944,048**	**784,882,001**	**1,023,060,563**	**1,048,199,913**

Source: UBOS, 2011 - 2014

The results clearly indicate more trade between Uganda and Kenya and Uganda and Rwanda. There are more exports to Kenya followed by South Sudan. Exports to South Sudan range from wheat flour, maize, and general food, candy food, building materials, cement, iron ore, electronics and machinery.

Figure 9: Uganda Intra-Regional Trade of imports and exports with the Northern Corridor



Source: UBOS, 2011 - 2014

The Figure above shows that on aggregate, total exports from Uganda to member states have been growing over time more rapidly compared to imports. Political stability in the region could enhance further growth.

Table 8: Informal trade in Uganda (in USD)

	Country	2011	2012	2013	2014
IMPORTS FROM	DR Congo	21,472,828.63	20,308,816.43	17,729,354.18	21,306,421.21
	Kenya	27,032,823.47	24,528,427.88	26,494,425.70	30,754,956.14
	Rwanda	1,663,813.11	3,061,893.74	2,541,143.33	2,230,071.09
	South Sudan	1,373,140.32	3,204,531.32	5,558,679.58	3,846,582.23
EXPORTS TO	DR Congo	126,134,562.01	157,908,624.50	135,004,317.12	39,458,205.57
	Kenya	69,457,410.30	79,965,671.83	69,692,355.08	2,885,014.47
	Rwanda	35,067,735.83	38,095,419.52	27,868,076.22	4,549,802.30
	South Sudan	83,712,302.02	115,061,586.28	130,818,833.55	19,470,636.70

Source: UBOS, 2011 – 2014

Most informal cross boarder exports are to DR Congo and South Sudan while most Informal cross border imports are from Kenya and DR Congo. A sizeable volume of goods under informal cross border trade are agricultural produce, animal and animal products and goods manufactured within the region. Most of this trade is carried out by small scale traders; however, their numbers are big thus contributing substantially to cross border trade.

The visa fees have been sighted as one of the main hindrances for such traders to venture deep into the territories of the neighbouring countries. Recently the visa fee between Uganda and South Sudan nationals was raised to USD 100. Given the capital outlay of these small Scale traders; this has negatively affected their trading activities across the borders.

Rwanda and the other NC Member States

The table below provides a summary of Intraregional Trade Volumes between Rwanda and the Northern Corridor Member States from April to September 2015.

Table 9: Rwanda Formal Intra-Regional Trade with the NC Member States

	Imports		Exports	
	Volume (Kg)	Value (USD)	Volume (Kg)	Value (USD)
Uganda	249,948,584	106,186,943	14,458,657	4,215,193
Kenya	72,495,948	68,953,614	22,867,348	45,943,099
DRC	15,423,318	35,367,578	28,431,494	40,652,860
Burundi	16,176,483	7,097,989	5,238,810	2,364,041

Source: RRA, Apr – Sep 2015

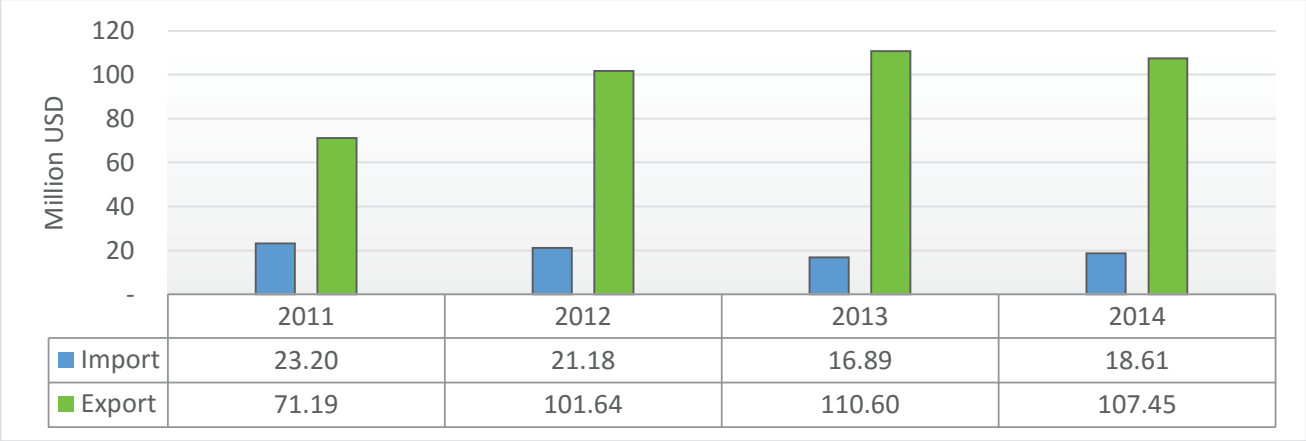
The results indicate that much of the trade involves exchange of goods and services Between Rwanda and Uganda and between Rwanda and Kenya. This difference between imports and exports between Rwanda and DRC is not so big with a ratio of 7:8 by value.

Table 10: Rwanda Informal cross border Trade Value (USD)

	Country	2011	2012	2013	2014
EXPORTS TO	DRC	56,506,314	80,218,269	92,104,436	87,676,706
	BURUNDI	10,383,337	11,414,036	9,058,233	9,128,832
	UGANDA	4,297,169	10,005,986	9,441,481	10,646,857
	Total	**71,186,820**	**101,638,292**	**110,604,151**	**107,452,396**
IMPORTS FROM	DRC	4,114,772	3,510,312	2,936,566	2,767,122
	BURUNDI	7,036,476	6,707,173	5,803,186	6,666,947
	UGANDA	12,043,831	10,960,504	8,147,319	9,174,890
	Total	**23,195,080**	**21,177,990**	**16,887,073**	**18,608,961**

Source: Central Bank of Rwanda, 2011-2014

Figure 10: Rwanda Informal cross border Trade Value (Million USD)



Source: Central bank of Rwanda, 2011-2014

From the figure above, it shows that on aggregate, total exports from Rwanda to the neighboring countries have been growing over time.

Comparing the volume of formal intra-regional trade with informal cross-border trade. Informal cross order trade contributes substantially to Rwanda's intraregional trade.

DRC Intra-Regional Trade Volumes

Table 11: DRC Intra-Regional Trade

	Country	Volume (KG)	Value (USD)
IMPORTS FROM	Uganda	147,841,525	253,806,623
	Kenya	71,700,427	379,512,448
	Rwanda	23,170,152	13,891,235
	Burundi	1,161,572	380,907
EXPORTS TO	Uganda	11,971,772	4,899,328
	Kenya	27,155,957	7,617,432
	Rwanda	4,980,500	1,518,260
	Burundi	2,478,638	6,089,948

Source: DGDA, Apr – Sep 2015

Uganda and Kenya are the biggest trading partners with DR-Congo

Burundi Intra-Regional Trade

Table 12: BURUNDI Trade for period April – Sept 2015

	Country	Volume (KG)	Value (USD)
IMPORTS FROM	DRC	13,562,251	13,315,784
	Kenya	5,934,860	7,538,460
	Rwanda	3,531,307	2,599,196
	Uganda	2,745,573	1,208,887
EXPORTS TO	DRC	5,417,740	2,007,372
	Kenya	20,924,359	19,678,698
	Rwanda	8,502,268	2,934,247
	Uganda	11,628,341	12,364,434

Source: OBR, Apr – Sep 2015

The table above shows that Burundi imports more from DRC and Kenya but exports much to Kenya and Uganda.

4.2 TRANSIT TIME AND DELAYS

Transit time and delays within the Northern Corridor is obtained from electronic data sources i.e. Customs business systems, ECTS systems and the GPS survey results. Transit time along the Northern Corridor is measured from the time goods are landed at the port of Mombasa up to the time goods arrive at the final destination. This time has been broken down for the different activity areas and sections of the corridor.

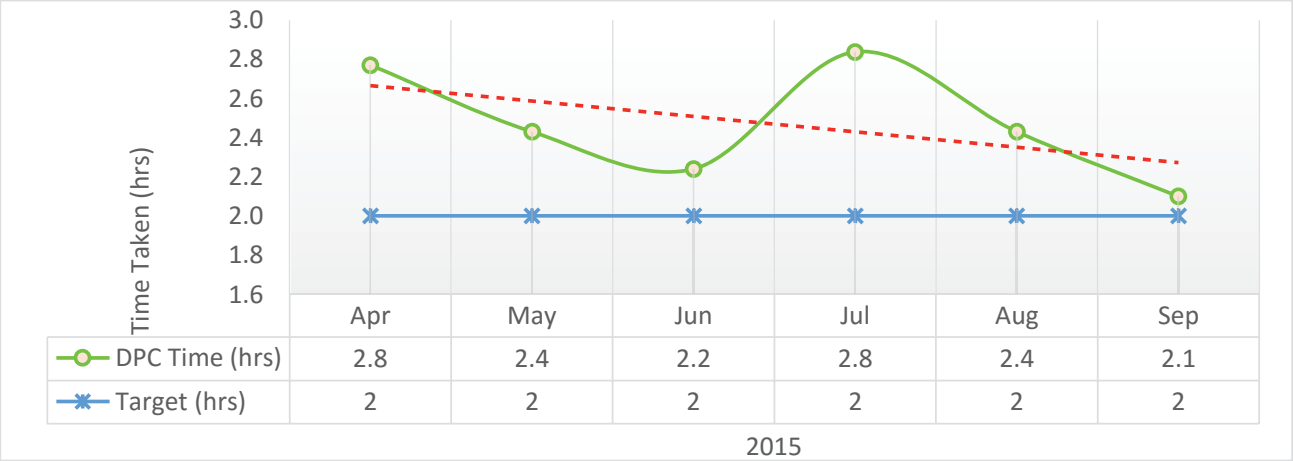
4.2.1 Time for Customs Clearance at the Document Processing Centre (DPC)

This is the time it takes to have an entry lodged by a clearing agent passed by customs. This time contributes to the total port dwell time.

Figure below shows the average time taken by the customs officers to clear cargo at the document processing centre against the targeted clearance time.

The DPC time shows a decreasing trend which is favourable to the business community as clearance time improves from 2.8hours to 2.1hours, though still lies above the 2hours' target DPC time. The variations are due to short fluctuations depending on the season and operational challenges

Figure 11: Customs Clearance at DPC



Source: KRA, Apr - Sep 2015

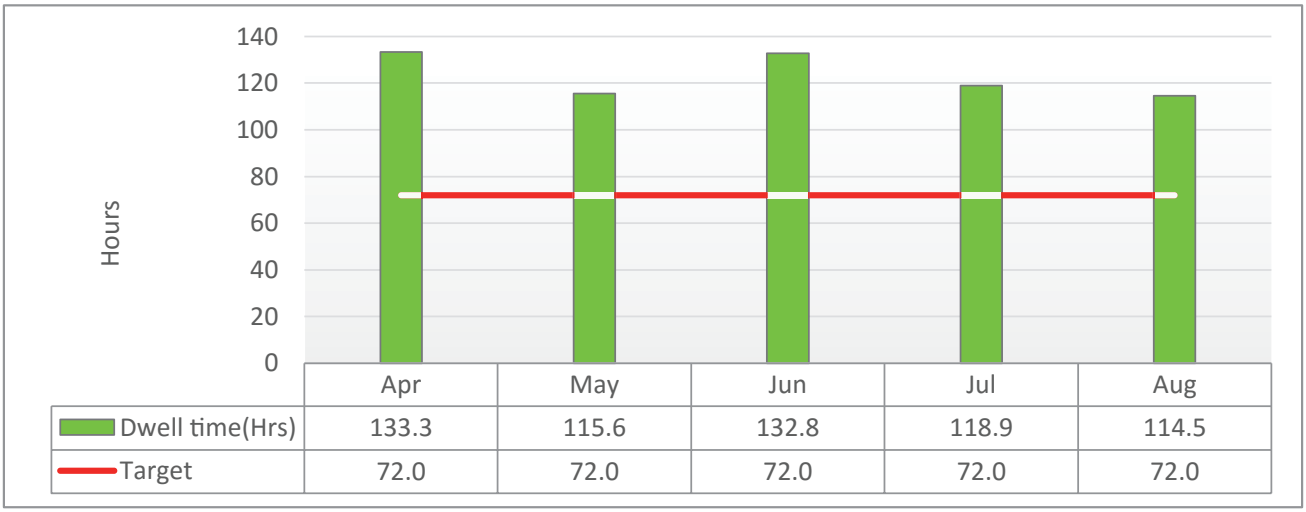
4.2.2 Dwell Time at Mombasa Port

Port DwellTime is measured by the time that elapses from the time goods are discharged from the vessel and landed at the port to the time goods leave the port premises after all permits and clearances have been obtained. It is measured by subtracting time when goods are landed at the port from the exit time the goods exit the port. Data on arrival and exit from the port is provided by KPA from the KWATOS system. Internationally, Port dwell time has become a major commercial indicator in attracting cargo to the Ports and negotiating or predicting shipping line charges.

Figure shows that port dwell ranged between 5.6 days (133.3 hrs) and 4.8 days (114.5 hrs). The target is to achieve a dwell time of 3 days (72 hours). This time can be reduced if all cargo interveners at the port adhere to the industry standards and meet their performance targets.

The activities contributing to Cargo Dwell time are preparation and logging of entries by clearing agents, passing of entries by Customs at DPC, processing of clearance by cargo interveners at One Stop Centre, Mobilizing transport by traders and payment of KPA dues by the trader/Agent.

Figure 12: Port Cargo Dwell Time



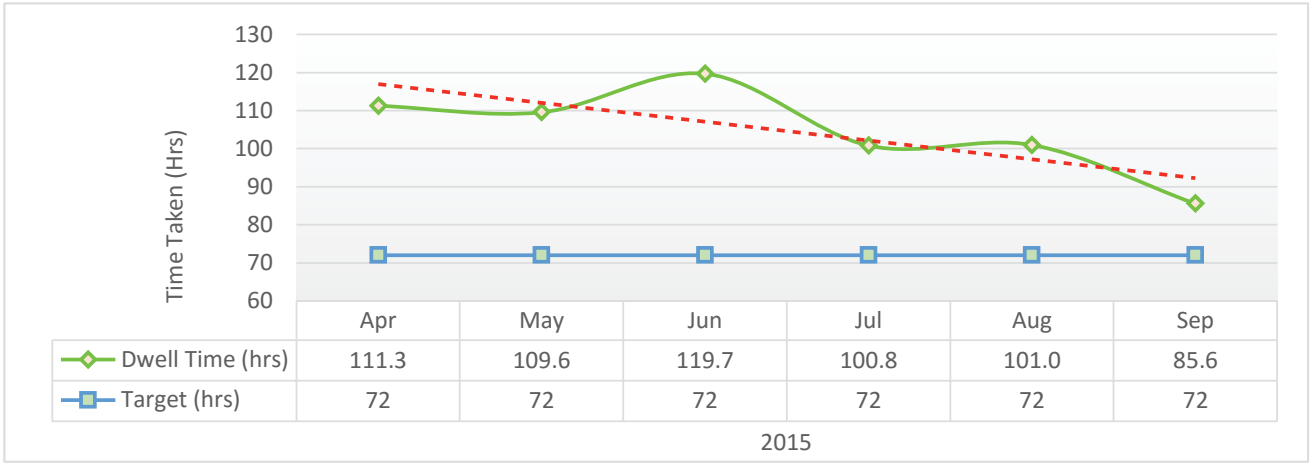
Source: KPA, Apr - Aug 2015

Containerized Cargo Dwell Time at the Port

Figure below indicates average container cargo dwell time at the Port of Mombasa. This is lower than the overall Port Dwell time and ranged between 3.6 days to 4.9 days between the month of April and September, 2015.

The trend indicates a continuous improvement in container dwell time. All the players in logistics chain (regulators, terminal operators, customs brokers, owners of container depots, shippers) are encouraged to step up the current measures geared at reducing dwell time.

Figure 13: Containerized Cargo Dwell Time at the Port



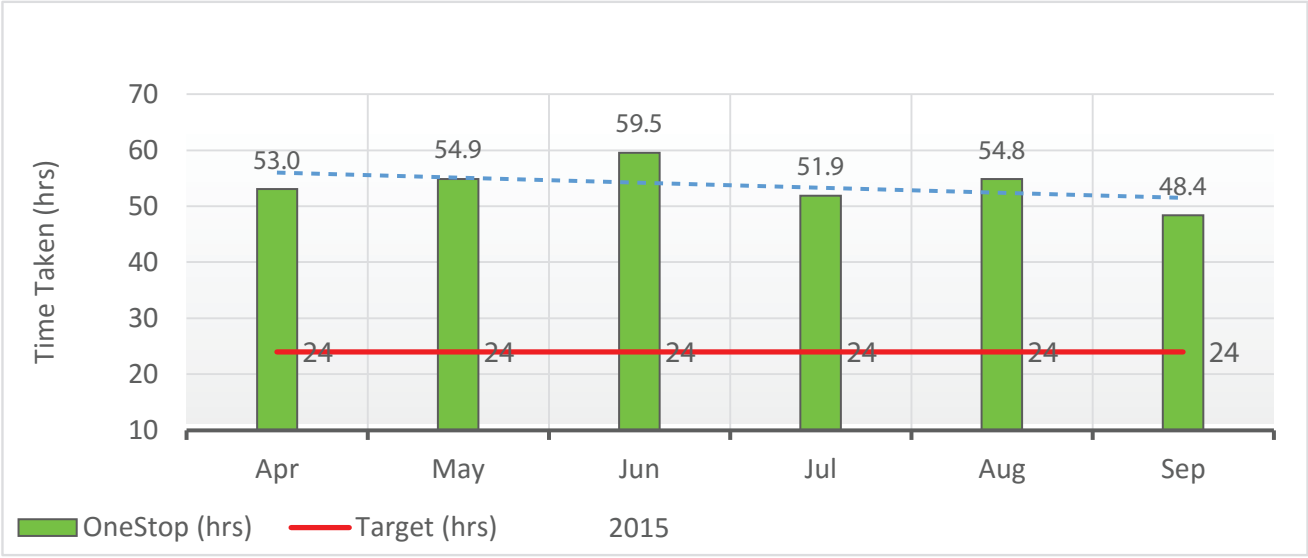
Source: KPA, Apr - Sep 2015

4.2.3 Time Taken at Mombasa One Stop Centre

The indicator is measured by subtracting the time when an entry is passed from the time a release order is generated. The one stop centre involves a number of processes undertaken by different agencies involved in the clearance process.

The high One Stop Center clearance time is often attributed to the procedural and documentary requirements of multiple cargo interveners and lapses in not doing joint inspection of goods.

Figure 14: Time Taken at One Stop Centre



Source: KPA, Apr - Sep 2015

From the figure above, time at one stop center has been slightly decreasing registering its highest and lowest time of 59.5 and 48.4 hours in June and September 2015 respectively. However, the average One Stop Centre time is still above the 24-hour target.

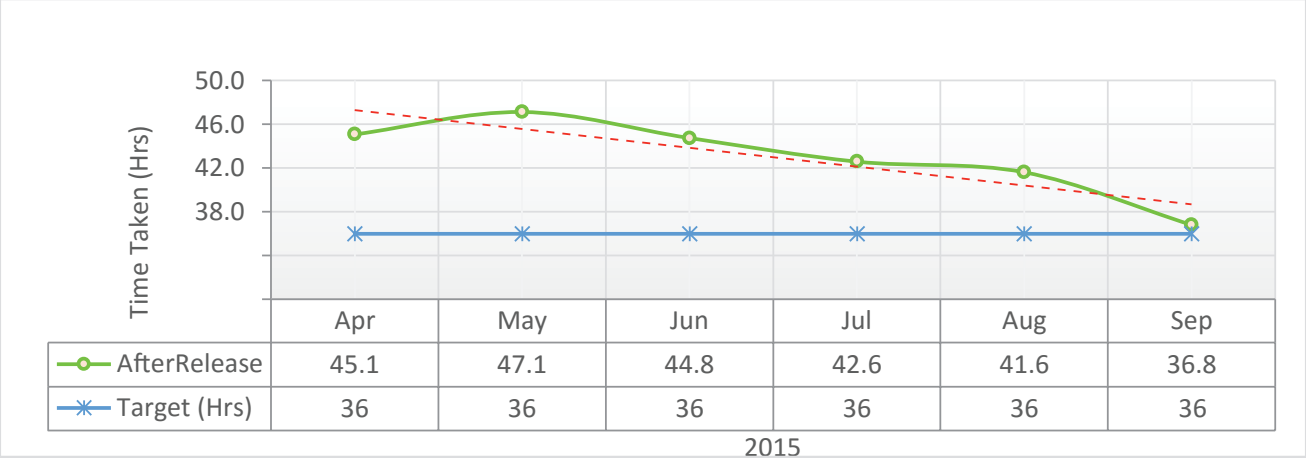
It is recommended that a lead agency be designated to coordinate joint inspection of goods at the port to minimize multiple inspections.

4.2.4 Delay after Customs Release

Delay after Customs Release refers to the period it takes to evacuate the cargo from the port after it is officially released by Customs.

Figure 15 shows the trend of time taken to evacuate cargo from the Port after Customs Release for the period April-September, 2015.

Figure 15: Time Taken after Customs Release



	Apr	May	Jun	Jul	Aug	Sep
AfterRelease	45.1	47.1	44.8	42.6	41.6	36.8
Target (Hrs)	36	36	36	36	36	36

Source: KRA, Apr - Sep 2015

Figure 15 shows that it takes averagely between 47.1 to 36.8 hours for transporters to pick cargo after Customs Release. This is slightly above the recommended 36 hours.

Recently there have been improvement on the rate of cargo pick up as indicated by the trend; however, the delays are majorly attributed to some transporters and traders not taking the initiative to take advantage of the 24/7 operations at the port to clear and collect the goods and delays in organizing trucks early enough to pick their cargo from the port.

One of the mechanisms to reduce this time wastage is to ease the mechanism of getting Port Passes for Truck drivers and improve on road infrastructure to and from the Port.

The traders and the agents should take advantage of the 24/7 operations especially at night and process clearance of their cargo.

4.2.5 Transit Time in Kenya

Transit time in Kenya from Mombasa to Malaba/ Busia border is obtained from the three main data sources below. The difference in the time is brought about by the start point of the journey and other factors that are unique to the method of capturing the data as described below.

(i) Customs electronic data.

From the KRA SIMBA System: Transit time is the duration from the time a customs transit entry release order is issued to the time an export certificate is generated at the exit border station.

The advantage of this formula is the fact that all records on transit have the time when the release order is issued and the time when the export certificate is generated. The disadvantage is that it takes some time before the trucks leave Mombasa after release order is issued and also when at the border due to system failures, an update of the exit time on the system may occur when the truck has long crossed the border.

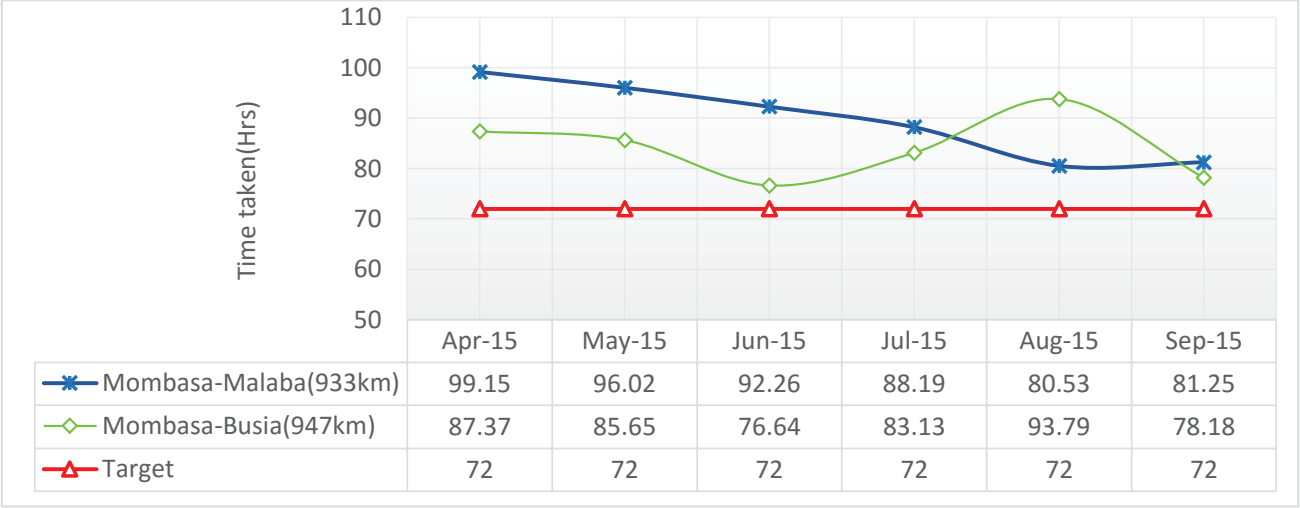
(ii) Revenue Authorities Electronic Cargo Tracking Systems

The ECTS data provides the actual time on transit within the country, however not all trucks are covered under the system and the point where the journey starts is not the same. (From Port, yards and CFS) though within Mombasa. Furthermore, the assumption is that the truck commences its journey immediately when the ECTS is activated.

(iii) GPS Survey offers another alternative though like the Revenue Authorities Electronic Cargo Tracking Systems, the journey start point may not be uniform.

Figure below shows transit time in Kenya from KRA ECTS covering the distance from Mombasa to Busia/ Malaba.

Figure 16: Average Transit Time in Kenya - Mombasa to Malaba and Busia



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Mombasa-Malaba(933km)	99.15	96.02	92.26	88.19	80.53	81.25
Mombasa-Busia(947km)	87.37	85.65	76.64	83.13	93.79	78.18
Target	72	72	72	72	72	72

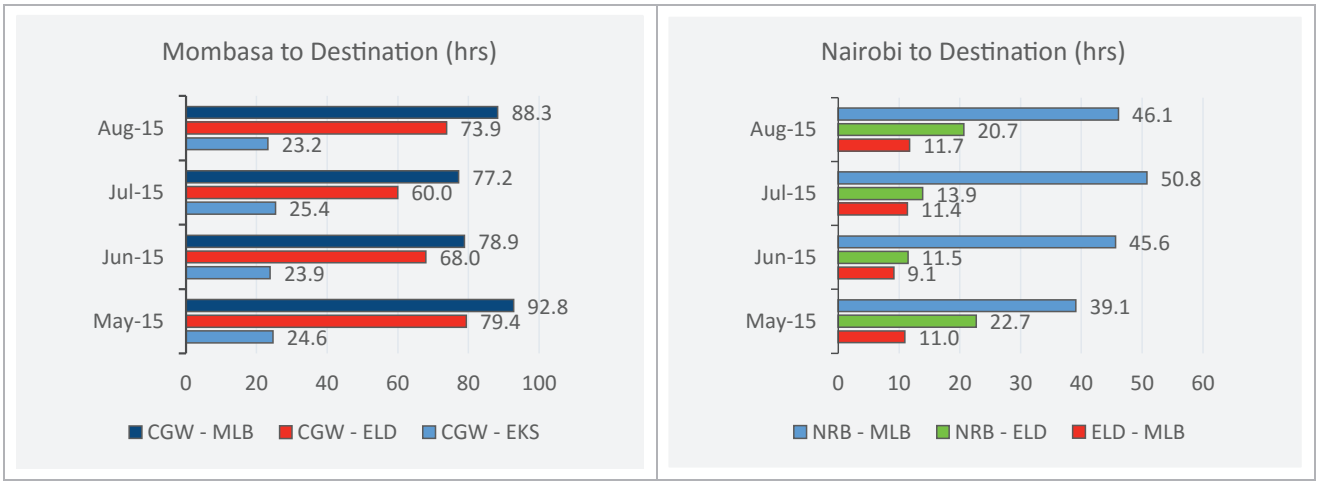
Source: KRA, Apr-Sep 2015

The Figure 16 above shows a decreasing trend for the average transit time from Mombasa to Malaba with the month of September registering 81.25 hours (3.4 days) which close to the 3 days target. Transit time to Busia ranged between 3.2 days and 3.9 days

4.2.6 Railway Transit Time

Figure shows RVR rail transit time from Changamwe (CGW) in Mombasa to Embakasi (EKS) in Nairobi, Eldoret (ELD) and Malaba (MLB). The nodes described include destination to other railway stations within the region.

Figure 17: Railway Transit Time



Source: RVR, May - Aug 2015

The graph indicates that rail transit time from Mombasa to Malaba(1080km) and Nairobi has been improving and stable over the period. Transit time to Malaba and Nairobi averaged to 3.2 days and 1 day respectively while transit time from Nairobi to Malaba(553 km) and Eldoret(385 km) averaged to 1.8 days and 0.7 days respectively. The shorter time taken to Nairobi is due to its proximity to Mombasa (530 km) and relatively flat terrain (favorable gradient)

Some of the operational reasons for delays are the poor condition of railway tracks, ageing rolling stock and locomotives. With the slow performance and falling service levels of the railway transport system, the road transport has taken a large proportion of the freight and passenger services in the region;

Railway lines link to specific destinations (such as to an inland container depot or industrial site or railway station). Therefore, clients without railway sidings have to bear the costs of transfer of their cargo to another transport mode to reach its final destination;

Design Capacity average commercial speed of 55kph is not being achieved due to poor railway infrastructure conditions resulting to Temporary Speed Restrictions (TSRs), in some sections, the speed limit is 20kph

4.2.7 Transit Time in Rwanda

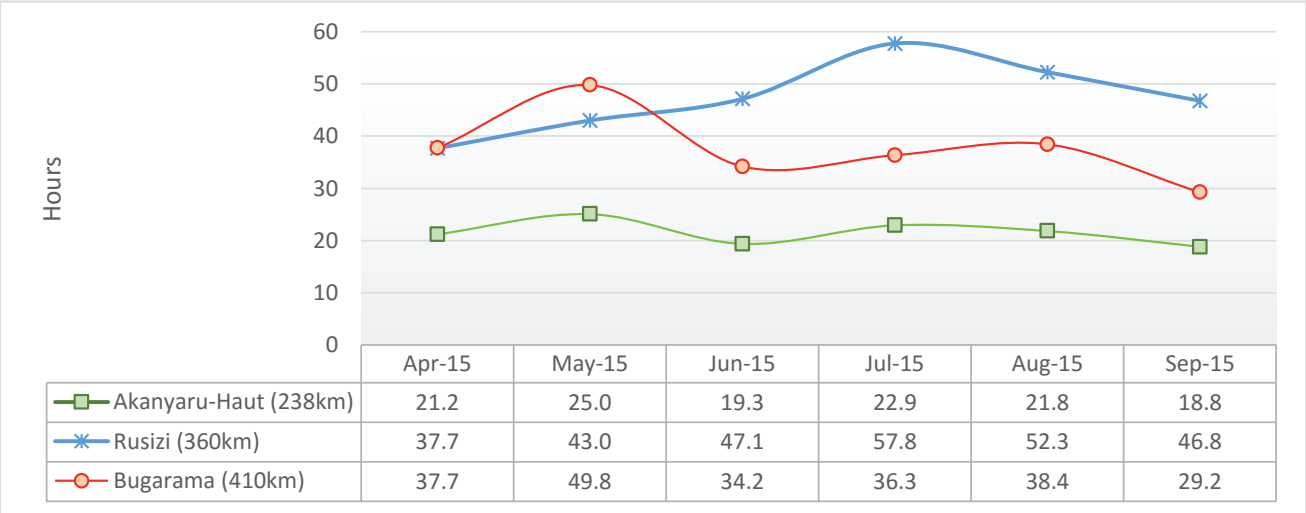
Transit time is measured by the difference between the time when cargo enters Rwanda to the time when it reaches final destination (ICD for local cargo) or exits the Country.

The Northern Corridor transit sections in Rwanda include: Gatuna to Akanyaru Haut, Gatuna to Gikondo/MAGERWA, Gatuna to Nemba,Gatuna to Rubavu/Goma, Kagitumba to Kigali, Kagitumba to Nemba/Gasenyi, Kagitumba to Rubavu/Goma and Gatuna to Bugarama and Rusizi.

The figure 18 below shows transit time in Rwanda between Gatuna and Akanyaru-Haut, Nemba, Bugarama, Rubavu and Rusizi border posts.

Figure 18 below indicates that average time taken from Gatuna to Akanyaru- Haut, to Rusizi and Bugarama are fairly stable over the time period. The difference along the transit routes being attributed to the distances between the borders.

Figure 18: Rwanda Transit Time from Gatuna to Akanyaru Haut, Rusizi and BugaramaBorders

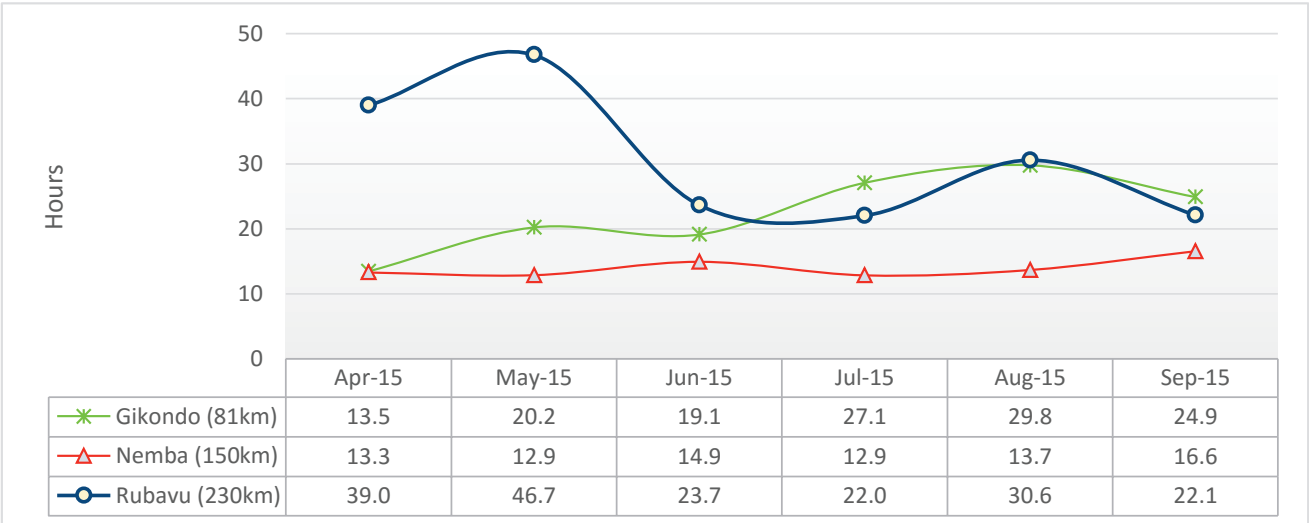


	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Akanyaru-Haut (238km)	21.2	25.0	19.3	22.9	21.8	18.8
Rusizi (360km)	37.7	43.0	47.1	57.8	52.3	46.8
Bugarama (410km)	37.7	49.8	34.2	36.3	38.4	29.2

Source: RRA, Apr - Sep 2015

The time taken from Gatuna to Gikondo MAGERWA in Kigali has been increasing slightly. MAGERWA is an inland Container terminal in Gikondo and being located in town means delays are partly due to traffic congestions and restrictions on the time trucks are allowed to move in the city. Also, MAGERWA doesn't operate 24/7, meaning that additional delays are registered in clearing of goods.

Figure 19: Rwanda Transit Time from Gatuna to Gikondo, Nemba and Rubavu



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Gikondo (81km)	13.5	20.2	19.1	27.1	29.8	24.9
Nemba (150km)	13.3	12.9	14.9	12.9	13.7	16.6
Rubavu (230km)	39.0	46.7	23.7	22.0	30.6	22.1

Source: RRA, Apr - Sep 2015

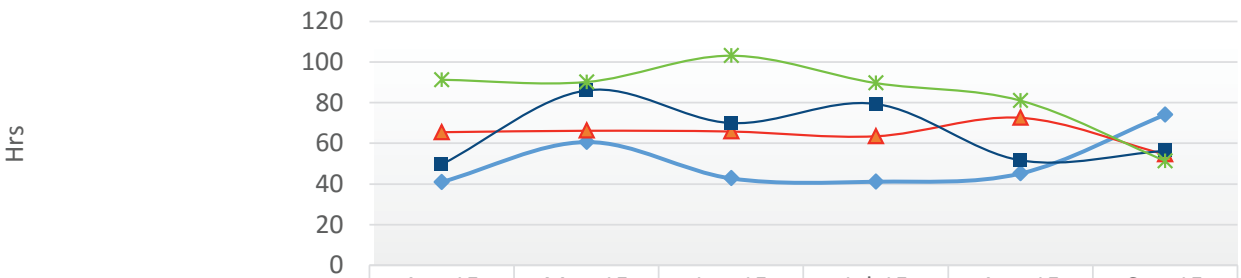
In figure 19 above overall, the trend indicates a consistency in the transit time between the nodes except to Rubavu

4.2.8 Transit Time in Uganda

Transit time is measured by the difference between the time when cargo enters the country, to the time when it reaches the final destination or exits the Country.

The figure below shows transit time in Uganda from Busia and Malaba border to Kampala, Katuna, Elegu and Mpondwe

Figure 20: Average Transit Time in Uganda (Hrs) from Busia

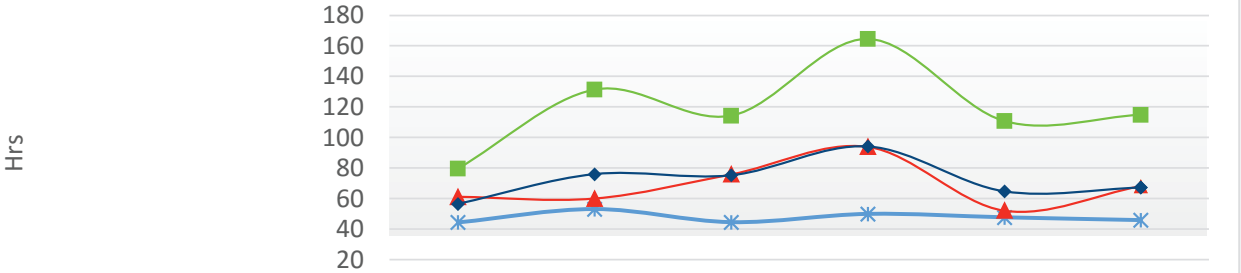


	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Busia_Kampala(198km)	40.98	60.60	42.74	41.11	45.14	74.06
Busia_Katuna(630km)	65.46	66.18	65.79	63.46	72.55	54.54
Busia_Elegu(524km)	49.65	86.02	69.97	79.37	51.64	56.29
Busia_Mpondwe(640km)	91.26	90.16	103.09	89.64	81.01	51.38

Source: URA, Apr – Sep 2015

The difference between times taken to various destinations is due to the differences in the actual distance covered between the two transit nodes and the volume of trucks passing that transit node. However, on average it takes longer to transport cargo from Malaba/Busia to Mpondwe than from Malaba/Busia to Katuna despite the distances being around the same and a section of the transit route to Katuna being Mountainous.

Figure 21: Average Transit Time in Uganda (Hrs) from Malaba



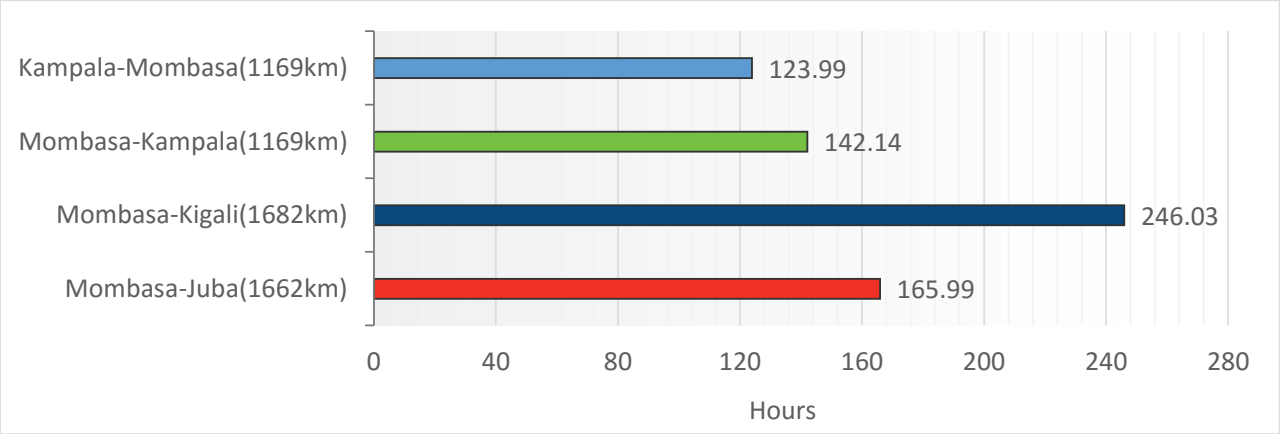
	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Malaba_Kampla(236km)	44.38	53.15	44.57	49.99	47.76	45.92
Malaba_Katuna(668km)	61.20	60.03	75.81	93.88	52.07	68.14
Malaba-Elegu(497km)	56.57	76.02	75.26	94.15	64.76	67.23
Malaba_Mpondwe(678km)	79.63	131.37	114.28	164.55	110.82	114.90

Source: URA, Apr - Sep 2015

4.2.9 Transit time: Origin to Destination

The figure below gives transit times from Mombasa to various destinations from the GPS survey.

Figure 22: Average Transit Time to Various Destinations



Source: GPS survey Apr - Sep 2015

From the figure above, it took averagely 6 days, 7 days, and 10 days to transit from Mombasa to Kampala, Juba and Kigali respectively during the survey period. Return journey from Kampala to Mombasa took 5 days.

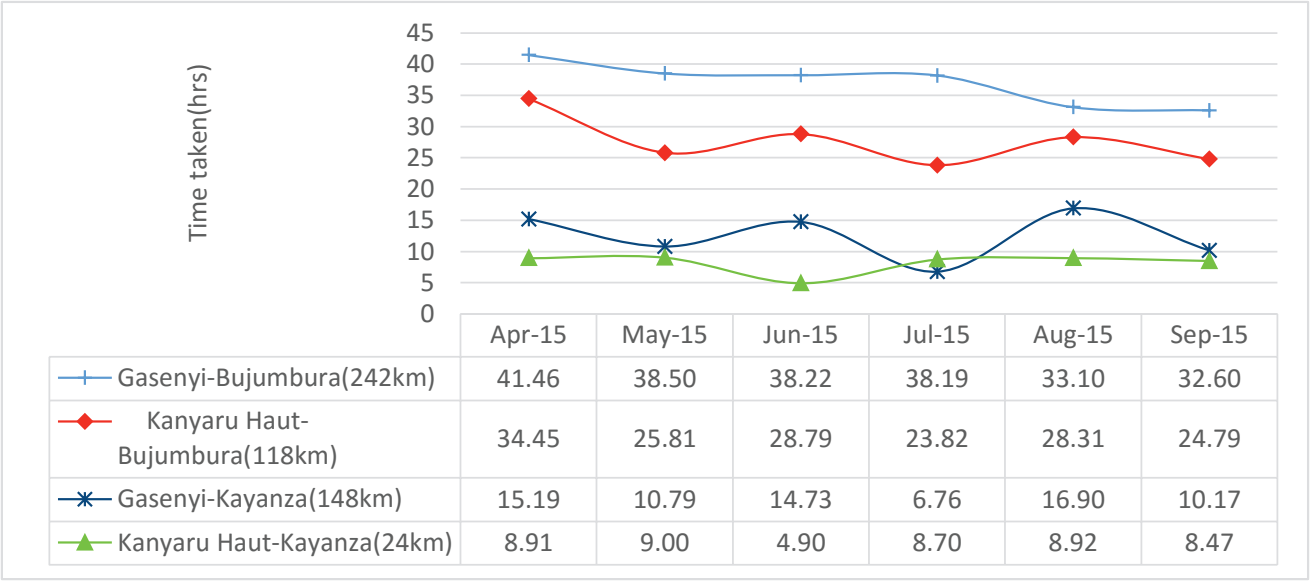
4.2.10 Transit Time and Delay in Burundi

Transit time in Burundi is measured by the difference between the time when cargo enters Burundi to the time when it reaches final destination or exists the Country .

The average time taken to the respective nodes from Gasenyi and Kanyaru Haut has been stable over the time with Gasenyi to Bujumbura ranging between 32.6 hours and 41.5 hours. Kanyaru Haut to Kayanza has the shortest distance (24km).

Figure 13 below shows transit time in Burundi across the main Northern Corridor nodes and border points. The nodes indicated include Bujumbura (BJ), Kanyaru Haut (KH), Gasenyi (GS) and Kayanza (KZ)

Figure 23: Transit Time and Delays in Burundi



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Gasenyi-Bujumbura(242km)	41.46	38.50	38.22	38.19	33.10	32.60
Kanyaru Haut-Bujumbura(118km)	34.45	25.81	28.79	23.82	28.31	24.79
Gasenyi-Kayanza(148km)	15.19	10.79	14.73	6.76	16.90	10.17
Kanyaru Haut-Kayanza(24km)	8.91	9.00	4.90	8.70	8.92	8.47

Source: OBR, Apr -Sept 2015

4.2.11 Weighbridges Crossing Time

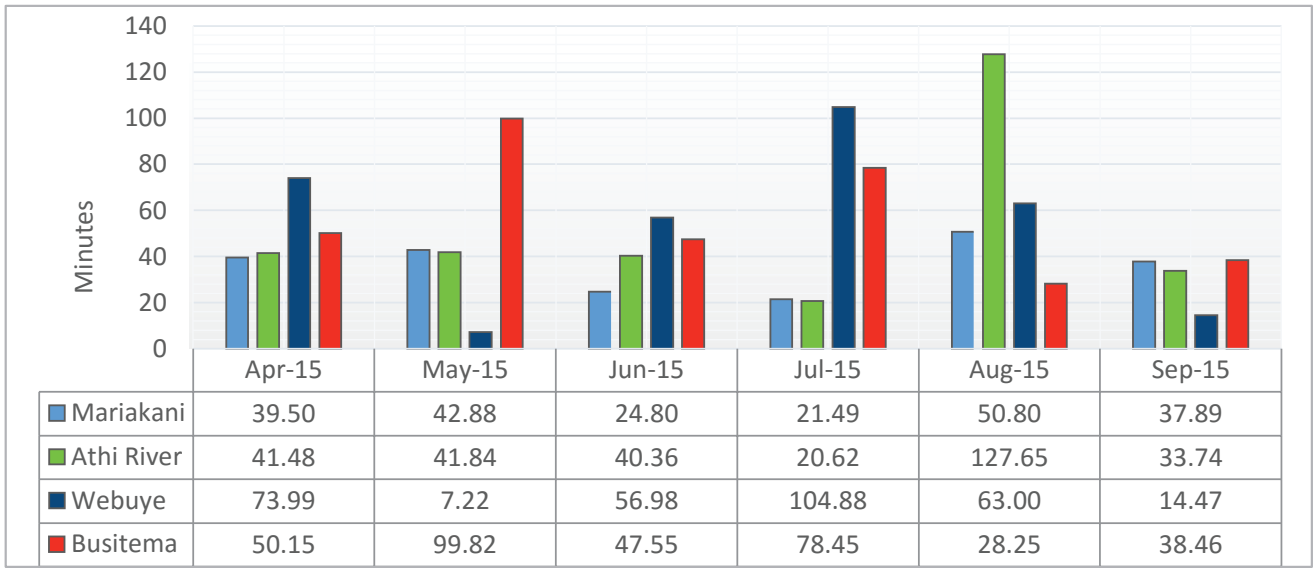
Weighbridge crossing time is measured by subtracting arrival time at the weighbridge from departure time of a truck from the weighbridge using the Road/GPS based Surveys data.
The findings in this section are from the GPS road survey which was carried out between April and September, 2015.

Figure 24 below gives an average crossing time at the various weighbridges in Kenya and Uganda from April-September, 2015.Athiriver, Mariakani and Webuye weighbridges are in Kenya while Busitema is in Uganda.

The results in the figure above are indicative of the average weighbridge crossing time. It shows that on average it takes 36 minutes to cross Mariakani weighbridge while crossing Athi River, Webuye and Busitema takes averagely 51, 53 and 57 minutes respectively. In addition, all the above weighbridges showed commendable performance in the month of September 2015 with Webuye crossing time averaging to 14.5 minutes.

Note that all the weighbridges in Kenya have High Speed Weigh In Motion installed except Busia weighbridge and only trucks that fail the HSWIM are diverted to the static weighing scale.

Figure 24: Average Weighbridge Crossing Time (in Minutes)



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Mariakani	39.50	42.88	24.80	21.49	50.80	37.89
Athi River	41.48	41.84	40.36	20.62	127.65	33.74
Webuye	73.99	7.22	56.98	104.88	63.00	14.47
Busitema	50.15	99.82	47.55	78.45	28.25	38.46

Source: Road Survey, Apr - Sep 2015

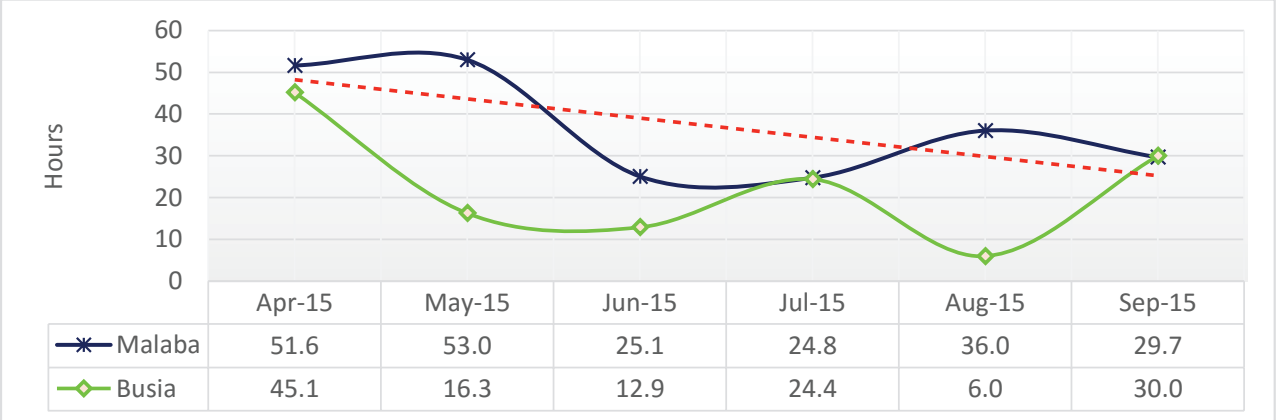
4.2.12 Border Post Crossing Time

The indicator is measured by taking the difference between the time of arrival and the time of departure of a truck at the border station. Data used in populating this indicator is obtained from the Road/GPS and the Customs Business Systems.

The ECTS data obtained from KRA was linked to records from ASYCUDA in URA. Border Crossing time was obtained from difference between the arrival time at the Border from the ECTS data and the departure time at Malaba/Busia border from URA.

Figure 25 below shows the average time it takes a truck to cross Malaba and Busia border posts.

Figure 25: Border Post Crossing Time



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Malaba	51.6	53.0	25.1	24.8	36.0	29.7
Busia	45.1	16.3	12.9	24.4	6.0	30.0

Source : KRA/URA Apr - Sep 2015

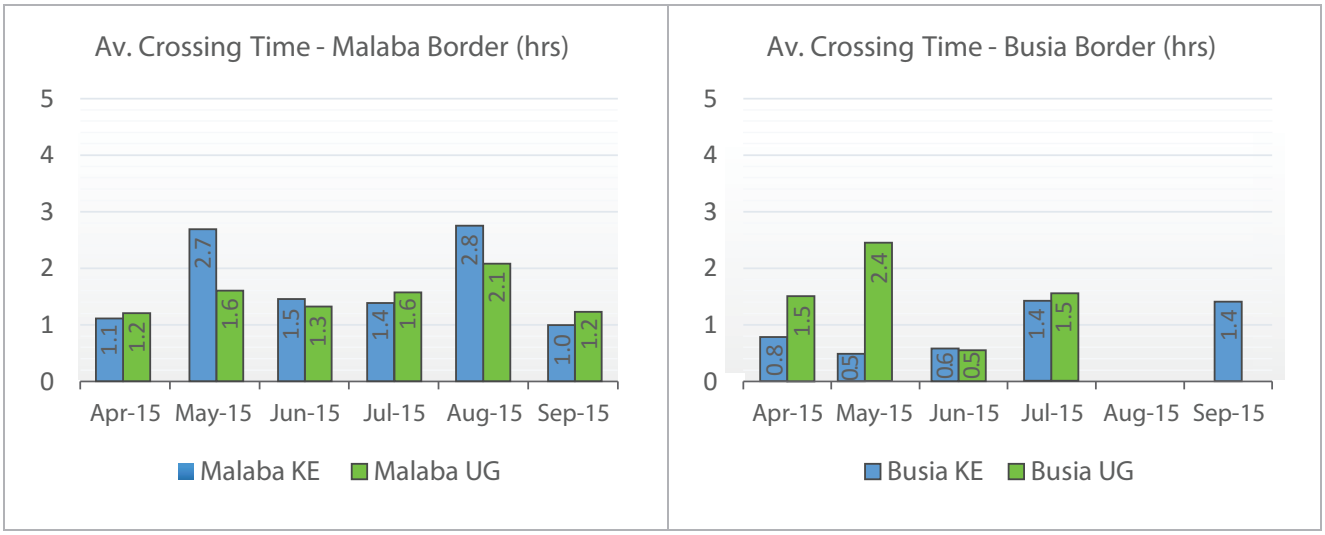
From the Figure 25 above, the average border post crossing time at Busia and Malaba border posts has been reducing with Busia registering the lowest average of 6 hours in August and Malaba having the lowest average in July 2015.

The clearance time at Malaba and Busia has been affected by the construction works of the OSBP's. Furthermore, the border posts time and again experience network down time which sometimes results in delayed clearing of goods and validation of records in the customs business systems.

From the GPS estimates, trucks take on average longer to cross Malaba border compared to Busia border post. In addition, crossing Malaba border on the Kenyan side takes bit longer time as opposed to Ugandan side while this is on the contrary at Busia border post.

The Border crossing time from the ECTS and ASYCUDA estimates from the revenue Authorities is much longer compared to the GPS estimates. One of the reasons is delay in validating transactions in the customs Business systems, thereby capturing time stamps after the trucks have crossed.

Figure 26: GPS Road Survey Border Post Crossing Time (Hours)



Source: Road Survey, Sep 2015

4.2.13 Delays along the corridor

In determining the various delays along the corridor, the Secretariat uses the road transport survey and the GPS survey.

The Road Transport survey and the GPS road survey are conducted concurrently. The process involves issuing truck drivers from various transporters with a hard copy questionnaire and a GPS kit. The aim is to monitor transit time and delays as well as the fees paid by truck drivers for the various reasons along the Northern Corridor.

The road survey data reported covers the period April to July 2015. Out of the 285 questionnaires that were issued, 200 were returned and further validated for analysis. The effective sample size as a proportion of the total issued questionnaires was 70% which is an improvement compared to 53% response rate in the last survey. Of the effective sample achieved, containerized cargo represented 77% loose cargo and tankers were 13% and 10% respectively.



Road survey Results

Table 13 below summarizes the rate of return of questionnaires issued per Country of destination.

Table 13: Questionnaires Returned by Country of Destination

Cargo Destination	Contact Sample	Effective Sample	Response Rate (%)
Uganda	193	141	73.1%
S. Sudan	34	24	70.6%
DRC	32	19	59.4%
Rwanda	26	16	61.5%

Source: Road Transport Survey, Apr – Sept 2015

During the survey exercise, the response rate was recorded to be significantly high in Uganda and South Sudan i.e. slightly above 70%. Limited volume of cargo to certain destinations, security concerns and language barrier among some respondents may have affected the return rate.

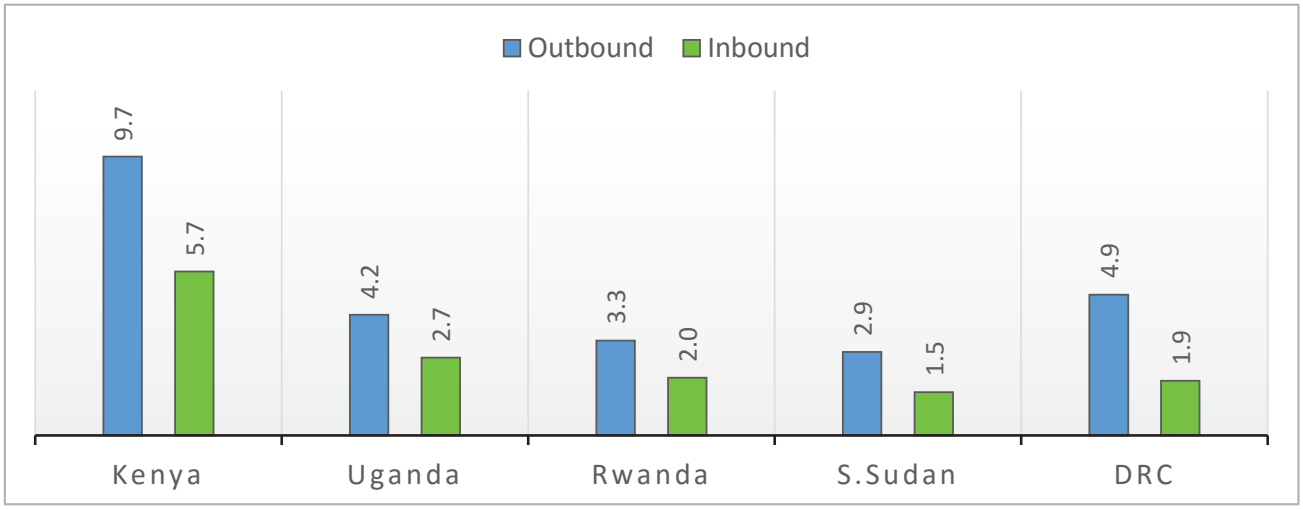
4.2.14 Average Stops per Truck

Figure 27 gives the average numbers of stops per truck per country for both inbound and outbound. Outbound constitutes the journey from Mombasa to other destinations while inbound are the return journeys back to Mombasa.

Results from the sample show more stops in Kenya Uganda and DR Congo. The Kenyan section being the longest with a distance of 933 km from Mombasa to Malaba has more stops. This translates to averagely one stop for every 100km.

Furthermore, all trucks pass through Kenya and the number of trucks decreases as we progress along the Corridor.

Figure 27: Average Stops per Truck per Country

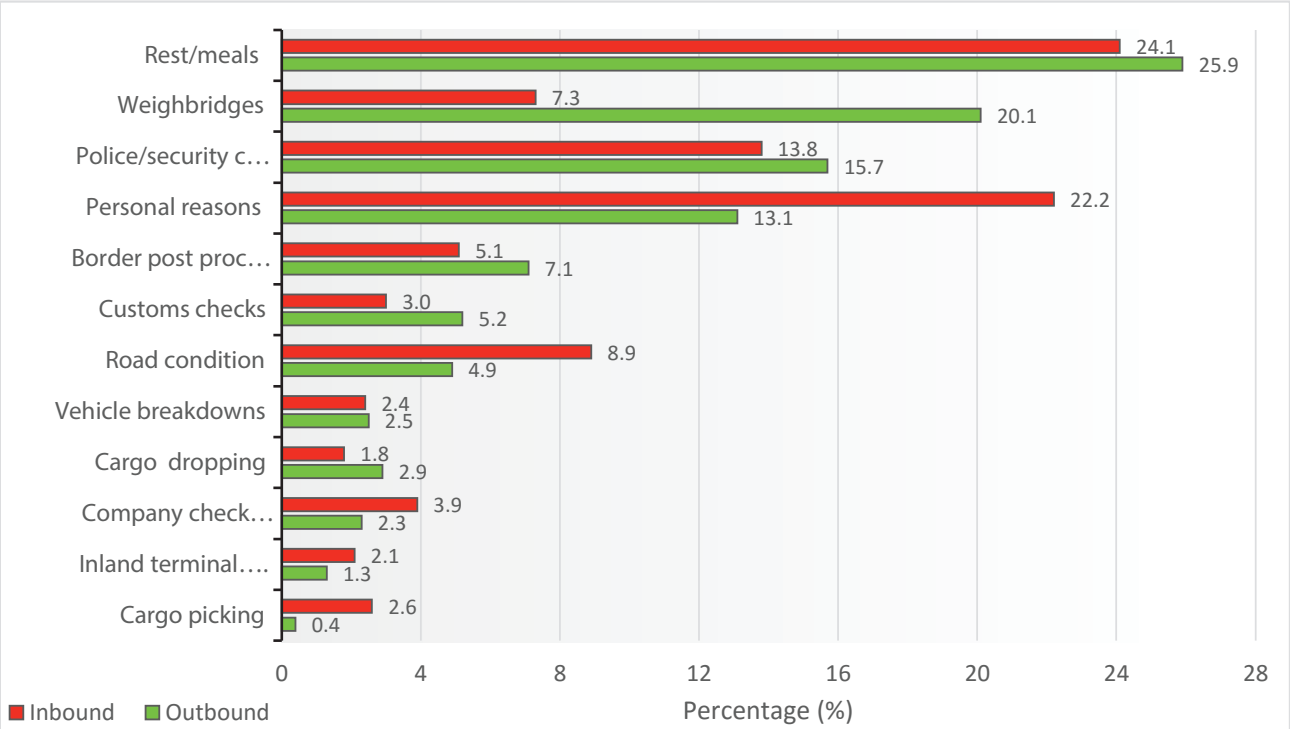


Source: Road Transport Survey, Apr – Sept 2015

4.2.15 Outbound/ Inbound Stop Reason

The Figure 28 provides a summary of some of the reasons why drivers on transit make either inbound or outbound stops along their journey to destination.

Figure 28: Stop Reasons Percentage Distribution (Outbound/Inbound)



Source: Road Transport Survey, Apr – Sept 2015

The figure above shows that most of the outbound stops made by drivers are for Rest and Meals followed by stops at the weighbridge, police/security check and personal reasons (25.9%, 20.1%, 15.7% and 13.1%) respectively.

Inbound stops were mainly forrest and meals (24.1%), personal reasons (22.2%) and stops due to police/security checks (13.8%) among others.

Unnecessary stops translate into low truck productivity and poor efficiency due to delays that enters into the cost side of doing business within the Northern Corridor. There is need to fully embrace and invest in Road side stations build with a wide range of amenities to minimize and streamline stops by truckers.



4.2.16 Incidences of Fee Paid by drivers during the Survey

Table 14: Incidences of Fee Paid by Truckers provides a summary of the service fee paid by truck drivers while on transit within the Northern Corridor.

Table 14: Incidences of Fee Paid by Truckers

Service Fee Paid	Kenya	Uganda	Rwanda	S. Sudan	DRC	Total	%
Personal charges	467	103	17	9	13	**609**	51.2%
Police fees/fine	197	33	8	7	6	**251**	21.1%
Border charges	72	18	7	5	5	**107**	9.0%
Weighbridge charges	58	22	0	0	0	**80**	6.7%
Customs charges	32	12	6	5	12	**67**	5.6%
Vehicle breakdowns	22	4	3	3	6	**38**	3.2%
Repair charges	12	7	5	3	6	**33**	2.8%
Port charges	5	0	0	0	0	**5**	0.4%

Source: Road Transport Survey, Apr – Sept 2015

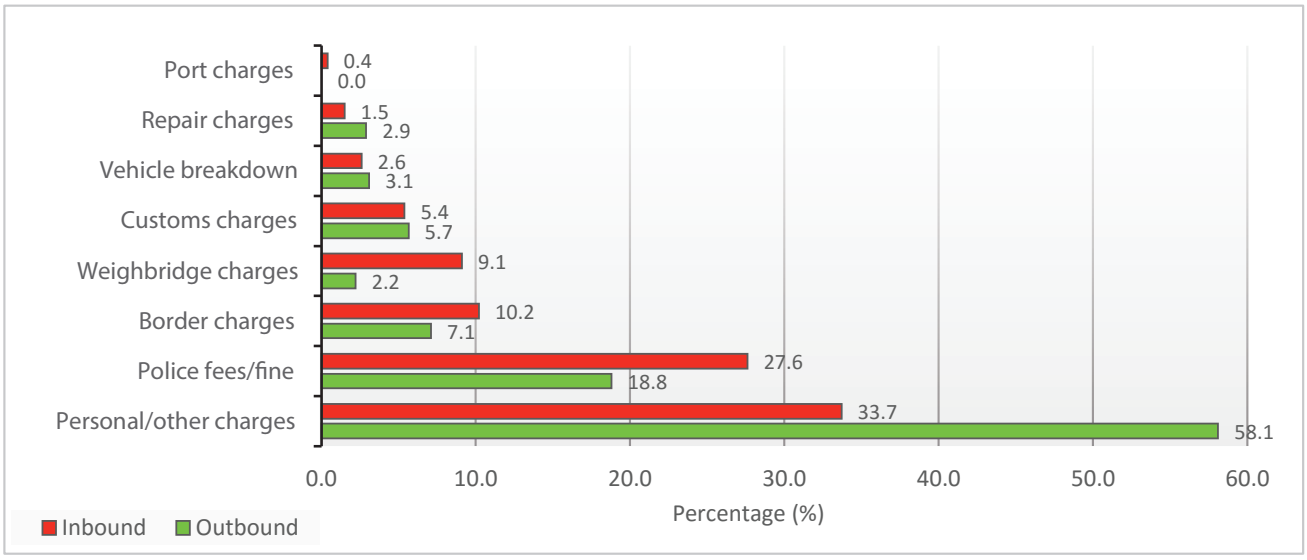
The results in the table above indicates that personal charges, police fees/fine, and border charges are some of the main fees paid while transiting the corridor.

Personal charges are ranked higher by truck drivers (51.2%) followed by police fees/fine (21.1%) followed by border charges at 9%.

The results indicate a need for sensitization and development of brochures, through the relevant stakeholders, to inform truckers of the legal charges along the Corridor. Penalties for overloading, traffic offences, and Road User Charges should be well communicated to the transporters.The results indicate that outbound vehicles pay more fees than inbound. In addition, police fees/fines, border, customs and weighbridges attract more charges for outbound than inbound vehicles.

The figure below provides a summary of the service fee paid with respect to the truckers' direction.

Figure 29: Percentage Distribution of Service Fee Paid (Inbound/Outbound)



Source: Road Transport Survey, Apr – Sept 2015

Table 15 indicates that an outbound direction attracts more fees per truck averaging to USD 29, USD 16, USD 25 and USD 7 for Kenya Uganda, South Sudan and Rwanda Respectively. The figures are for both legal and illegal charges.

Table 15: Fees Paid by Truckers during the Survey (USD).

Fee Paid per Trucker	Kenya	Uganda	S. Sudan	Rwanda
Outbound (USD)	29	16	26	7
Inbound (USD)	9	4	4	3

Source: Road Transport Survey, Apr–Sept 2015

4.2.17 Inland Container Depots (ICDs)/Inland Ports

Inland Container Depots (ICDs) are facilities located in the hinterland or remote from port(s) which offer services for temporary storage of cargo, empty containers and customs clearance of cargo.

The Kenya Ports Authority operates Inland Container Depots (ICDs)/dry ports at Nairobi, Kisumu, and Eldoret for handling of containerized cargo and empty containers. This service gives inland customers faster and more reliable service. The ICDs are directly linked to the container terminal at the port of Mombasa by railway.

The Nairobi ICD is located within an area of 18.7 ha at Embakasi and has a capacity of 180,000 TEU per annum. Due to its geographic position, the Nairobi's Embakasi ICD is best positioned to serve local traffic. This is due to its accessibility by traders from different parts of the Country.

It also serves as a transit point for traffic to Kisumu ICD. Container traffic at Nairobi's ICD has been growing over time with over 15,000 TEUs traffic of imports registered in 2012. However, 2014 registered a slight decrease in import containers but an increase in exports. The ICD also records high turnover for empty containers in their yards.

Following the implementation of Single Customs Territory (SCT) clearance of goods, the Nairobi Embakasi has registered an increase in handling of goods cleared under SCT destined to the neighbouring countries.

Kisumu depot has not showed a consistent growth in its TEUs traffic since 2009. The ICD is designed for a capacity of 15,000 TEU per annum. However, the poor performance of Kisumu ICD is a result of the breakdown of railway line linking Kisumu to Nakuru. Plans are underway to transform the Kisumu ICD into a dry port, thereby becoming a trans-shipment point between the Port of Mombasa and other countries of the Northern Corridor.

Table 16 below summarizes the Inland Container Deports (ICDs) traffic from 2009 to 2014.

Table 16: Inland Container Depot/Dry Port Traffic (TEUs)

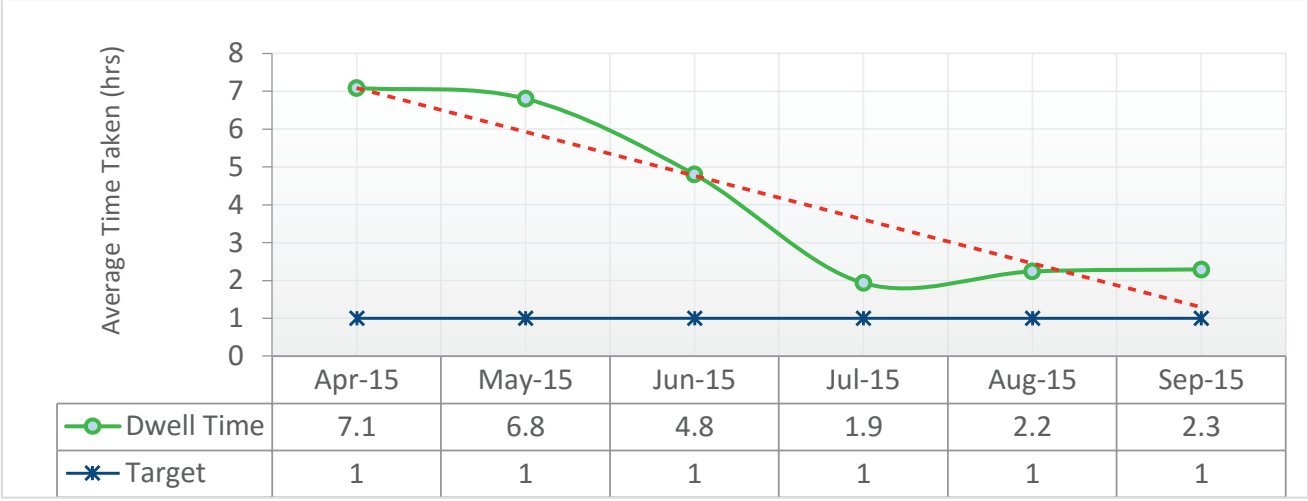
		ICD Traffic (TEUs)					
ICD	Container Status	2009	2010	2011	2012	2013	2014
		12,523	14,185	14,494	15,319	14,811	10,263
Nairobi	Imports Full	4,930	5,157	4,607	4,848	5,261	5,319
	Exports Full	14,794	18,659	21,830	19,737	26,816	22,138
	Empty	1,520	131	66	102	111	32
Kisumu	Imports Full	308	2	-	-	-	1
	Exports Full	181	95	74	55	93	41

Source; KPA 2009-2014

4.2.18 Truck Dwell Time within MAGERWA in Rwanda

Truck dwell time is measured from the time the driver of the vehicle receives authorization to enter the MAGERWA gate, until its departure once authorized from the terminal exit gate.

Figure 30: MAGERWA ICD Dwell Time - Rwanda



	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Dwell Time	7.1	6.8	4.8	1.9	2.2	2.3
Target	1	1	1	1	1	1

Source: MAGERWA, Sep 2015

From the above figure, though the trend is positive, truck dwell time at MAGERWA is still high at the inland port compared to the target of one hour. This is partly being due to time spent at gate layout as well as availability of equipment during delivery operations.

4.3 TRANSPORT COST AND RATES

Transport cost is the amount the transporter must incur to provide transportation services. The cost is determined by fixed (transport equipment) and variable (operating) costs depending on various conditions related to location, infrastructure, administrative barriers, energy and how the freight is carried.

Rates on the other hand are the price of transportation services paid by the cargo owners/ shippers. The rates may not necessarily be based on the real transport cost due to the industry market structure. Rates are subject to market influence and are usually adjusted based on several factors notably the demand and supply as well as the value and type of the commodity.

Determination of transport cost is beyond the scope of this report instead it features the rates charged by various transporters across the region. A specific report on transport cost was issued in June 2015 and accessible on our website (www.ttcanc.org)



4.3.1 Road Freight Charges and Number of round trips per month.

Data on freight charges allow for comparison of road freight transport fiscal regimes in different countries in quantitative terms. They serve as core information on investment decision making. Freight charges acts as a basis to study cost recovery of road infrastructure by relating all the various taxes and charges levied on transport activities to costs. The indicator captures the different tariff charges by transporters per road and/or per section.

Table 17 gives a summary of the average transport cost for moving a container (20' or 40' not exceeding 27 tons) from Mombasa to main destinations along the Northern Corridor.

Table 17: Transport rates per Route-Kenya

Route	Average Transport rates per Route					No. of Round Trips/Month		
	Distance (Km)	2012 (USD)	Nov.14 (USD)	Mar.15 (USD)	Sep.15 (USD)	Nov. 2014	Mar. 2015	Sep. 2015
Mombasa-Nairobi	480	1,118	1,023	1,057	1,076	9	11	10
Mombasa-Kampala	1,170	3,070	2,867	2,751	3,054	4	4	4
Mombasa-Kigali	1,680	4,650	4,833	4,350	3,550	2	3	2
Mombasa-Bujumbura	1960	7,000	6,350	3,984	3,407	1	3	3
Mombasa-Goma	1,840	6,500	6,750	5,058	3,650	1	2	2
Mombasa-Juba	1,650	6,250	4,678	5,030	4,080	2	2	4

Source: Road Transport Survey, Sep 2015

Comparing 2014 and 2015, transport rates between the nodes have reduced considerably in most of the destinations except from Mombasa to Nairobi and Kampala.

Mombasa - Goma records the highest decrease in freight charges compared to other destinations. This shows improvement in the business environment as traders would charge commodity prices relative to the cost of transport.

The number of round trips made by transporters has fairly remained constant except for the increase in round trips to Juba and drop to Nairobi. Round trips to Nairobi still remain the highest. This is because of its proximity to Mombasa (480 Km) compared to other routes. Furthermore, there isn't any border crossing between Mombasa and Nairobi. However, round trips to Bujumbura and Goma are lowest as they are located furthest from the port of Mombasa and there are several border crossing and capital cities through which the trucks have to cross.



4.3.2 Transport Rates in Uganda

Freight charges in Uganda presented in the table below for either a 20 or 40-foot container.

Table 18: Transit Tariff for Kampala – Uganda (USD)

Kampala Transit Tariff in USD ($) per Container			Rate Per Container	
	From	To	Mar - 2015	Sep - 2015
Imports	Mombasa	Kampala	2,800	2,200
	Nairobi	Kampala	1,500	1,000
	Juba	Kampala	-	-
	Bujumbura	Kampala	1,800	1,200
	Kigali	Kampala	1,200	350
	Goma	Kampala	1,500	500
Exports	Kampala	Goma	3,200	2,400
	Kampala	Kigali	2,080	1,650
	Kampala	Bujumbura	4,480	3,800
	Kampala	Juba	3,200	1,800
	Kampala	Nairobi	500	800
	Kampala	Mombasa	900	800

Source: UNTA, Sep 2015

The results in the table above indicate that rates are based on the utilization of the truck irrespective of the container sizes. Export cargo from Uganda to other countries in the region attracts high freight charges as compared to imports from these countries. Usually imports to Uganda fromneighbouring countries are return cargo thus attracting lower freight rates.

There was little or no return cargo from Kigali and Goma and most trucks were returning empty or would charge little for the return journey.

In addition, it is much expensive to transport cargo to Bujumbura and Goma compared to other destination.

Table 19: Number of Round Trips made by Truckers in Uganda

From	To	Number of Round Trips per month	
		Mar - 2015	Sep - 2015
Kampala (UG)	Goma	4	4
	Kigali	6	7
	Bujumbura	4	5
	Nairobi	6	4
	Mombasa	4	5
	Juba	5	5

Source: UNTA, Sep 2015

It is indicative that most trips by Ugandan transporters are made on Kampala-Kigali section as compared to other destinations.

4.3.3 Transport Rates in Burundi

The table below summarizes transport charges per ton to and from Bujumbura in USD ($). The table indicate that transport rates charged by transporters have been reducing over time for both imports and exports to and from Bujumbura.

Table 20: Transit Tariff for Bujumbura – Burundi (USD)

	Bujumbura Transit Tariff USD ($) per Ton						
	From	To	Apr-2013	Feb-2014	Nov-2014	Mar-2015	Sep-2015
Imports	Mombasa	Bujumbura	235	220	200	233	200
	Nairobi	Bujumbura	200	180	180	180	180
	Kampala	Bujumbura	160	140	130	130	130
	Kigali	Bujumbura	50	50	80	50	50
	Goma	Bujumbura	--	70	100	70	70
Exports	Bujumbura	Goma	70	80	80	70	50
	Bujumbura	Kigali	50	60	60	50	40
	Bujumbura	Kampala	140	100	90	80	75
	Bujumbura	Nairobi	160	130	120	120	100
	Bujumbura	Mombasa	180	160	155	160	160

Source: Association des Transporteurs Internationaux du Burundi, Sept. 2015

Transport rates for imports have remained fairly stable over time and currently the cost of transporting cargo from Mombasa to Bujumbura has dropped fromUSD233 to USD 200per ton.

In addition, to export the same cargo from Bujumbura during this same period to Nairobi and Kampala significantly dropped and costs USD 100 and 75 per ton respectively

In comparison, the cost of transporting an import cargo is slightly higher compared to the cost of exporting the same cargo.

The average number of Round trips done to the above destinations in the month of September 2015 is summarized in the table below.

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The average number of Round trips done to the above destinations in the month of September 2015 is summarized in the table below.

Table 21: Number of Round Trips made by Truckers in Burundi

From	To	No. of Round Trips			
		Feb - 2014	Nov - 2014	Mar - 2015	Sep - 2015
Bujumbura (BI)	Goma	2	3	2	2
	Kigali	3	4	3	3
	Kampala	2	3	2	2
	Nairobi	1	2	2	2
	Mombasa	1	1 or 2	1	1

Source : Association des Transporteurs Internationaux du Burundi, Sep 2015

It is evident that number of trips made by transporters from Bujumbura have remained constant compared to March 2015.

4.3.4 Transport Rates in Rwanda

Table 22 below provides a summary of transport rates charged by transporters to and from Kigali per trip made to the following destinations: Mombasa, Nairobi, Kampala, Bujumbura, Goma and Jinja, for both imports and exports.

Transport rates in Rwanda have significantly reduced to most destinations except imports from Mombasa and exports to Juba in September 2015. Export rates have reduced by a constant unit of USD 200 from Kigali to Mombasa (USD 3,000), Nairobi (USD 2,000) and Kampala (USD 1,600). The rates are based on single trip estimated to be 25 - 30 tones.

Table 22: Transit Tariff for Kigali – Rwanda (USD

Kigali Transit Tariff USD ($) per Container			Rate per Container			
	From	To	Feb-2014	Nov-2014	Mar-2015	Sep-2015
Imports	Mombasa	Kigali	4,800	4,800	4,200	4,700
	Nairobi	Kigali	3,950	3,800	3,900	3,500
	Kampala	Kigali	4,100	2,000	2,400	2,000
	Juba	Kigali	6,700	--	6,200	--
	Bujumbura	Kigali	3,800	--	3,200	--
	Goma	Kigali	3,000	--	3,200	--
Exports	Kigali	Goma	3,500	--	3,200	--
	Kigali	Bujumbura	3,800	--	2,200	--
	Kigali	Juba	--	7,000	6,400	7,000
	Kigali	Kampala	3,500	1,600	1,800	1,600
	Kigali	Nairobi	2,000	2,000	2,200	2,000
	Kigali	Mombasa	4,200	3,000	3,200	3,000

Source; ACPLRWA, Sep 2015

Table 23 indicates that the number of round trips made by transporters in Rwanda has remained constant over the period. This signals stagnant growth in the business environment however stable the prices might tend to be.

Table 23: Number of Round Trips made by Truckers in Rwanda

From	To	No. of Round Trips			
		Feb-2014	Nov-2014	Mar-2015	Sep-2015
Kigali	Goma	1	7	7	7
	Bujumbura	2	5	5	5
	Kampala	2	5	6	6
	Juba	1	1	1	1
	Nairobi	1	3	3	3
	Mombasa	1	2	2	2

Source; ACPLRWA, Sep 2014

4.3.5 Transport Rates in D.R.Congo

Goma in DR Congo marks one of the major nodes within the Northern Corridor. The town is one of the major origin and destination for most cargo in the Country through the Northern Corridor. The table below provides a monthly average for imports and exportstransporttariff to and from Goma.

Table 24: Transport Tariff for Goma – DR Congo (USD)

Goma Transit Tariff in USD ($)			Per Container		
	From	To	Nov-14	Mar-15	Sep-15
Imports	Mombasa	Goma	5,875	6,000	5,800
	Nairobi	Goma	5,750	4,500	3,000
	Juba	Goma	4,500	7,300	--
	Bujumbura	Goma	--	3,800	--
	Bujumbura	Bukavu	--	2,400	--
	Kampala	Goma	1,925	3,000	1,900
	Kigali	Goma	2,500	2,700	
Exports	Goma	Mombasa	5,875	3,500	3,250
	Goma	Nairobi	5,750	3,000	3,000
	Goma	Bujumbura	4,375	2,000	--
	Goma	Kigali	2,500	2,500	--
	Goma	Kampala	1,925	2,200	2,000

Source; FEC, Sept 2015

It is observed that currently transport rates for both imports and exports are charged differently based on the container type, tonnage rate and cargo destination.

Imports attract high freight charges as opposed to exports from the region.

Nevertheless, the rates have dropped compared to the figures registered in March, 2015.

Table 25 provides a summary of the average number of round trips made by transporters from Goma to other destinations.

Table 25: Number of Round Trips made by Truckers in DR Congo

From	To	Number of Round Trips per Month			
		Feb-2014	Nov-2014	Mar-2015	Sep-2015
Goma (DRC)	Bujumbura	2	1	-	7
	Kigali	2	2	-	5
	Kampala	2	5 - 6	2	6
	Juba	1.5	1		1
	Nairobi	2	3 - 4	1	3
	Mombasa	1.5	2 - 3	1	2

Source; FEC, Sep 2015

There is an overall decrease in number of round trips made by transporters from DR Congo.

4.3.6 Transport Rates in South Sudan

The table below provides a summary of rates charged by transporters in S. Sudan

Table 26: Transit Tariff for Juba – South Sudan (USD)

Juba Transit Tariff in USD ($) per Container			Per Container		
	From	To	Mar - 2015 (20')	Mar - 2015 (40')	Sep-2015(40')
Imports	Mombasa	Juba	6,000	6,000	7,000
	Nairobi	Juba	5,500	5,500	--
	Bujumbura	Juba	10,000	15,000	--
	Kigali	Juba	6,000	12,000	--
	Goma	Juba	15,000	20,000	--
	Kampala	Juba	4,500	4,500	850
Exports	Juba	Goma	6,000	10,000	--
	Juba	Kigali	4,000	8,000	--
	Juba	Bujumbura	5,000	12,000	--
	Juba	Nairobi	3,000	3,000	--
	Juba	Mombasa	4,000	4,000	3500
	Juba	Kampala	2,000	2,000	

Source: SSBU/SSFEBA, Sep 2015

Table 27: Number of Round Trips made by Truckers in South Sudan

From	To	Number of Round Trips	
		Mar 2015	Sep 2015
Juba (SS)	Goma	1	-
	Kigali	2	-
	Bujumbura	2	-
	Nairobi	3	-
	Mombasa	3	3
	Kampala	4	3

Source: SSBU/SSFEBA, Sep 2015

During the survey period under the study, there was little movement of cargo to most of the destinations as shown in the tables above. However, just like for other countries, there has been generally a decrease in the rates of transport for imports destined to South Sudan and exports from South Sudan. The general decrease in the transport rates for all the Northern Corridor member States is partly attributed to reduction in non-tariff barriers and decrease in fuel prices.

4.4 PRODUCTIVITY AND EFFICIENCY

4.4.1 Port Efficiency and Productivity

The success of Mombasa port performance depends on its efficiency and productivity as well as its facilities, strategic location, ample capacity and good features in order to attract more shipping lines.

The port performance and viability is also measured by the quality of services it offers. Hence, the port merely providing infrastructure is not the only factor that pulls in ships to dock, but its strategy around which it plans the development and business focus of the ports functions.The Port productivity can therefore be improved when efforts are further articulately centred towards improving ships turnaround time and waiting time before berth.

4.4.2 Ship Turnaround Time at the Port

Ship turnaround time refers to the total time spent by a ship in the port. It is measured by the average of the time difference in hours from the time a ship enters the port area to time it exits the port area. It is broadly comprised of the ship waiting time and the ship working time (time when the vessel is being offloaded or loaded with cargo). However, the ship waiting time is normally a small proportion of the turnaround time, therefore to reduce the ship turnaround time, we need to reduce the ship working time.

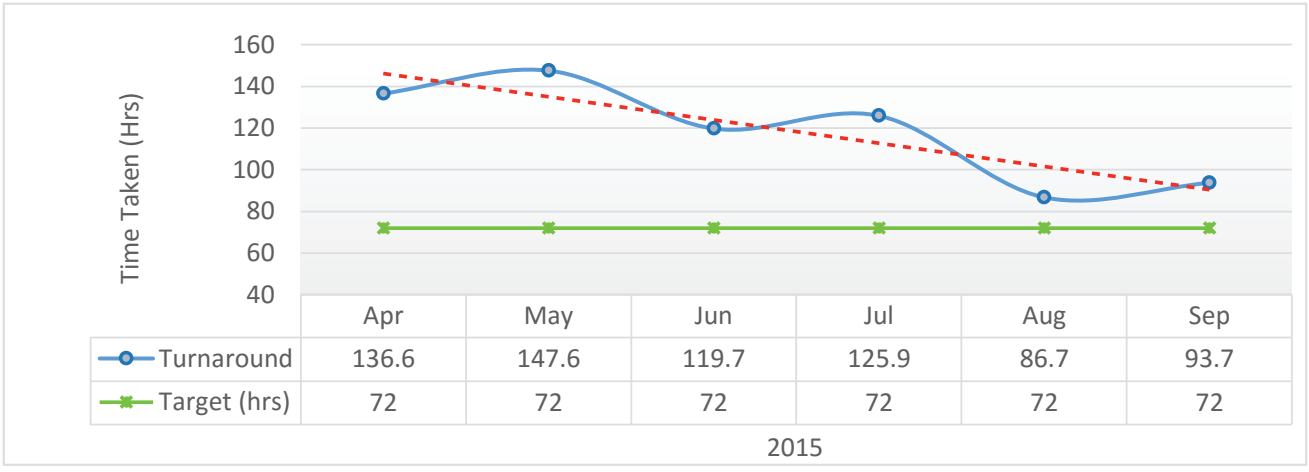
The working time depends on the quantity of cargo a vessel has to load or discharge, the type and characteristics of a vessel, the type of equipment and other resources used at berth. Figure 31 below shows average turnaround time for the vessels at the port of Mombasa.

The ship turnaround time registered its highest time averaging to 147.6 hrs in May and lowest time of 86.7 hours in August 2015. The improved performance is partly attributed to availability of equipment and improved productivity of the gangs. Furthermore, Mombasa port has introduced the fixed berthing window where a vessel is expected to arrive at set time and served within a fixed period of time. Since the implementation of the fixed berthing window, the ship turnaround time has been reducing.

However, the registered turnaround time is still above the 3 days' target. Therefore, adequate measures need to be undertaken in order to enhance port's efficiency and productivity.

The figure below shows that the monthly average turnaround time for the vessels at the port is improving over time, although still above the benchmark target of 72 hours.

Figure 31: Ship Turnaround Time



	Apr	May	Jun	Jul	Aug	Sep
Turnaround	136.6	147.6	119.7	125.9	86.7	93.7
Target (hrs)	72	72	72	72	72	72

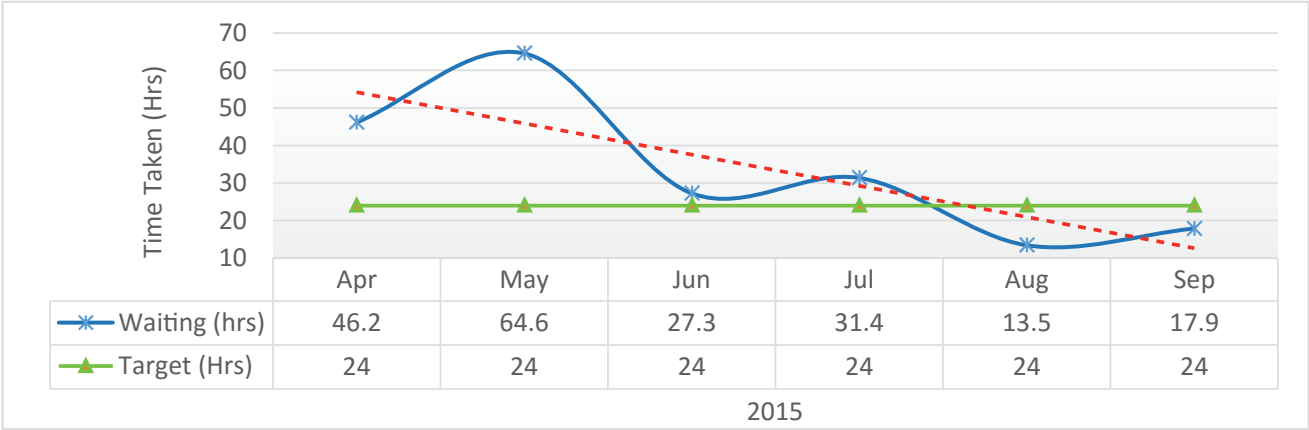
Source: KPA, Apr - Sep 2015

4.4.3 The Vessels Waiting Time before Berth

Waiting time before berth is the average of the time difference in hours from the time the ship enters the port area to the time of berthing. It is a component of ship turnaround time.

This commendable performance can be attributed to various operational reasons e.g. availability of berthing space and introduction of the fixed berthing window.

Figure 32: Vessel Waiting Time before Berth



	Apr	May	Jun	Jul	Aug	Sep
Waiting (hrs)	46.2	64.6	27.3	31.4	13.5	17.9
Target (Hrs)	24	24	24	24	24	24

Source: KPA, Apr - Sep 2015

The trend indicates that ships waiting time has been improving even beyond the set target of 24 hours in August and September 2015. The indicator registered its best time of 13.5 hours in August 2015.

However, the ship waiting time sometimes can also be due to the shipping lines choosing to have their vessels wait at their convenience before berthing. Some vessels arrive at the port long before their scheduled time of arrival.

4.4.4 Weighbridge Indicators

Weighbridges are mainly installed within the Corridor routes to help protect roads from damages due to overloading by truckers and for safety. They also serve to measure traffic counts that inform road expansion developments.

Officials administering the weighbridges are therefore supposed to strictly adhere to vehicle load control measures in order to enhance compliance.

The Northern Corridor Transit and Transport Coordination Authority is mandated by the State Partners to monitor the efficient performance of the weighbridges in trying to protect the Corridor roads from damages. It is therefore expected that all trucks fully comply with Vehicle Load limits.

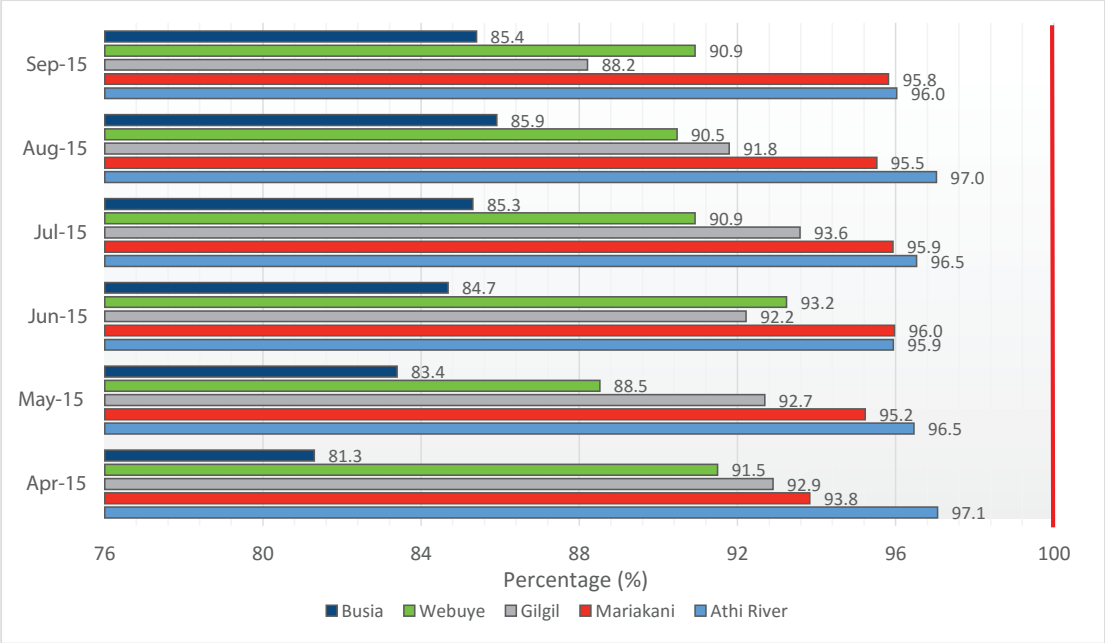


4.4.5 Weight Compliance in Kenya

This measures the percentage of trucks that comply with the gross vehicle weight and the axle load limits before and after re-distribution of cargo

Through the Northern Corridor Dashboard, the NCTTCA monitors compliance at weighbridges. Results from this initiative informed the initiation of the Vehicle Load Control Charter program and the communication campaign to enhance compliance at weighbridges

Figure 33: Weight Compliance Level



Source: KeNHA, Apr – Sep 2015

The figure above indicates that only Busia weighbridge registered lower levels of compliance compared to other weighbridges. Mariakani, Webuye, Athiriver and Gilgil have High speed Weigh-in Motion (HSWIM) unlike Busia. One of the reasons for non-compliance is shifting of cargo during motion of the trucks which leads to non-compliance on axle load. The cargo should be blocked and braced at the time of loading it in the container or on the truck to minimize its shifting during transportation. The target is to have all trucks weighed achieve 100% compliance with very few exceptional cases.

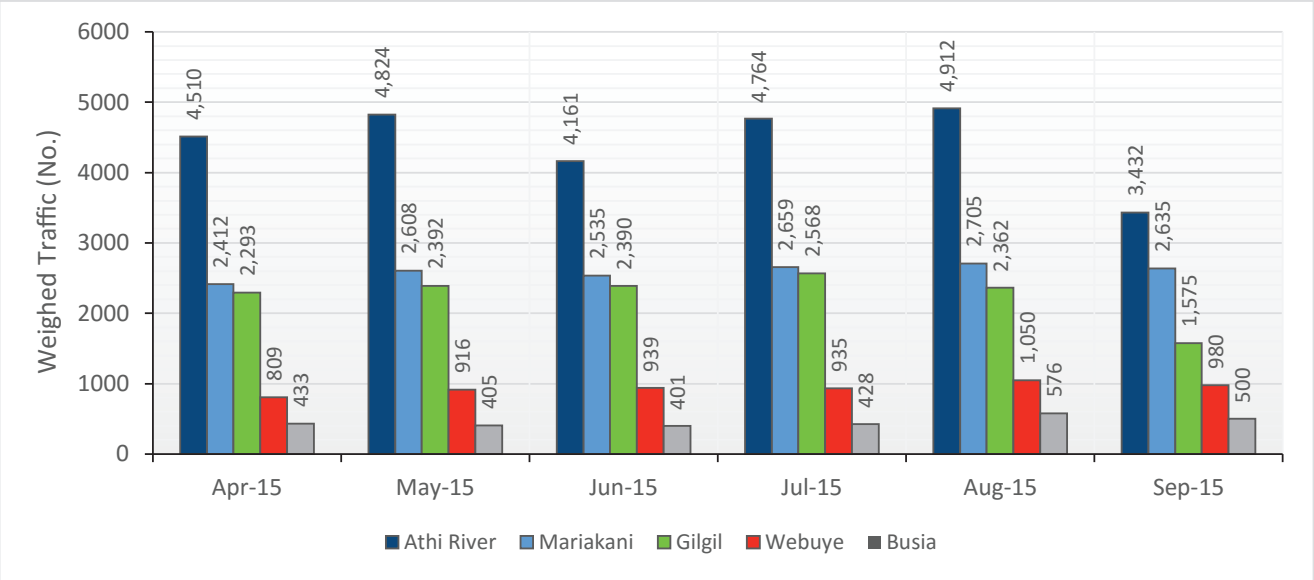


4.4.6 Weighbridge Traffic in Kenya

This indicator measures the average number of trucks weighed per day at the various weighbridges in Kenya.

The figure below provides a summary for each month the average daily traffic weighed at Athiriver, Mariakani, Gilgil,Webuye and Busia weighbridges in Kenya.

Figure 34: Monthly Average Daily Traffic Volume



Source: KeNHA, Apr - Sep 2015

The figure above shows that on average, Athi River registers the highest number of traffic weighed followed by Mariakani, Gilgil, Webuye and Busia.

The high traffic weighed at Athi River and Gilgil is due to additional cargo that are originating from Nairobi and its environs being the capital City and the main business hub in the Country.

All the weighbridges (except Busia) along the Northern Corridor are implementing high speed Weigh-In-Motion(HSWIM) and only trucks that fail HSWIM are diverted to the static scales.

In Kenya, KeNHA has privatized the operations of weighbridges and is left with an oversight role to ensure quality service provision. It's recommended that KeNHA ensures a fully functioning remote monitoring of the operations which can be accessed through the headquarters

.

Interconnection of these weighbridges should be prioritized to inform decisions making in case of variation of weights at the different weighbridge stations



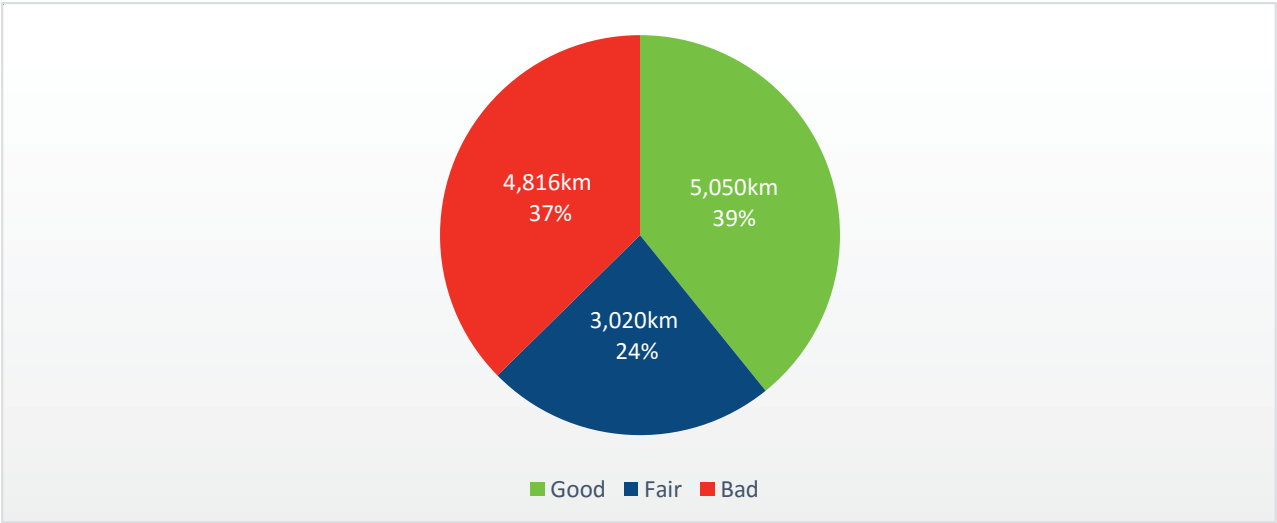
5. QUALITY OF TRANSPORT INFRASTRUCTURE WITHIN THE Northern Corridor

5.1 ROAD NETWORK

The designated Northern Corridor road network in all six Member States is approximately 12,886 Km in length. The Road Network transports 95% of goods from the port of Mombasa and is fast reaching its designed capacity to handle the traffic volumes. The remaining 5% of goods is transported through the railway mode, inland waterways and pipelines.

The charts below provide a summary of the condition of the road network along the Northern Corridor

Figure35:Condition of the Northern Corridor Road as of September 2015



	Condition	Distance (KM)	Percentage (%)
Condition	Good	5,050	39%
	Fair	3,020	24%
	Bad	4,826	37%
	Total	**12,886**	**100%**

Source: Road Authorities, Apr - Sep 2015

39 % of the roads are in good condition, 24% in fair and 37% are in bad condition. A breakdown of the sections, ongoing projects, rehabilitation works and road maintenance can be found in Annex 3 of this report.

Table 28: Road conditions in Member States (length in KM's)

	Burundi		DRC		Kenya		Rwanda		South Sudan		Uganda	
Good	165	37%	1,708	47%	873	54%	752	97%	0	0%	1,552	71%
Fair	213	47%	1,495	41%	751	46%	0	0%	192	5%	369	17%
Bad	72	16%	444	12%	0	0%	25	3%	4,024	95%	251	12%
Total	**450**	**100%**	**3,647**	**100%**	**1,624**	**100%**	**777**	**100%**	**4,216**	**100%**	**2,172**	**100%**

Source: Road Authorities, Apr - Sep 2015

Burundi (37%) and South Sudan (0%) have less proportion of roads in good state compared to region's overall percentage of 39% of roads in good state.

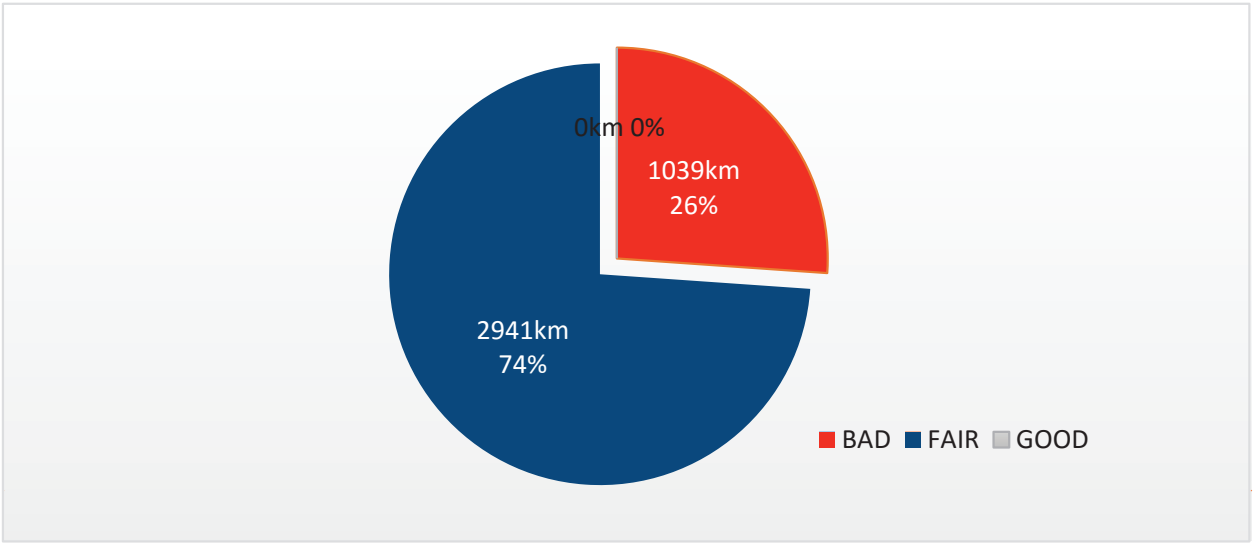
5.2 RAILWAY NETWORK

The Governments of Kenya, Uganda, Rwanda and South Sudan are committed to providing high capacity cost effective railway transport within the Northern Corridor through the construction of the Standard Gauge Railway connecting Mombasa to Malaba through Kisumu onward to Kampala, Kigali (with branch line to Kasese) and Juba (with a branch line to Pakwach). The DRC has expressed interest to join this SGR initiative.

The existing Railway in the region combines various gauges resulting in limited connectivity between Member States. Uganda and Kenya's existing railway line is the Meter Gauge and is managed by the concessionaire Rift Valley Railways. The designated Northern Corridor railway network is located in DR Congo, Kenya and Uganda and is approximately 3,980 Km in length. The railway Network transports approximately 6% of goods from the port of Mombasa far below its designed capacity due to ageing railway infrastructure and rolling stock. The remaining 94% of goods is transported through the road mode and pipelines.

The chart below provides a summary of the condition of the existing railway network along the Northern Corridor.

Figure 36: Condition of the Existing Northern Corridor Railway as of September 2015



No Member States has a railway in good state.

The table below provides a summary of the condition per country.

Table 29: Summary of Rail condition per Country

	DRC		Kenya		Uganda	
	Length(KM)	Percentage (%)	Length(KM)	Percentage (%)	Length(KM)	Percentage (%)
Bad	366	25 %	219	17 %	454	38 %
Fair	1,108	75 %	1,083	83 %	750	62 %
Good	0	0 %	0	0 %	0	0 %
Total	**1,474**	**100 %**	**1,302**	**100 %**	**1,204**	**100 %**

The current known condition of the Railway network in the Member States per section is as shown on the table.

Table 30: Conditions of the Rail network in the Member States

Section From	Section To	Length (Km)	Current Status Of Link	Gauge
Matadi	Kinshasa	366	Limited service	Cape (1,067 mm)
Bumba	Mungbere	870	Infrequent & limited service	Narrow
Komba	Bondo	121	Infrequent & limited service	Narrow
Kisangani	Ubundu	117	Infrequent & limited service	Meter
Mombasa	Nairobi	530	Operating under concession	Meter
Nairobi	Kisumu	219	Closed under concession	Meter
Nairobi	Malaba	553	Operating under concession	Meter
Malaba	Kampala	250	Operational	Meter
Kampala	Kasese	344	Closed	Meter
Malaba	Pakwach	500	Re-opened 2013 in good condition	Meter
Pakwach	Gulu	110	Rehabilitated 2013. Missing road crossing prevents operationalizing	Meter

Source: Railway corporations, 2015

Table 31 below gives the summary of the status of Rail Facilities in Kenya and Uganda

Table 31: Status of Rail Facilities in Kenya and Uganda

Rail Status	Kenya	Uganda	Total
Number of Freight and Passenger Locomotives	35	43	**78**
Number of Freight Wagons	1,517	1,447	**2,964**
Number of Passenger Coaches	86	6	**92**



6. RECOMMENDATIONS

The findings in the report are therefore meant to inform on the achieved goals and challenges for future improvement. It's therefore in the interest of key players to ensure that the recommended areas for improvements are keenly looked at for better understanding in order to inform policy geared towards promoting reduction in the cost of doing business in the region.

The following marks some of the key areas that warrant improvements;

1. Much as there has been significant improvement, most of the targets in the Mombasa port community charter have not been achieved. The need to review, align stakeholders' plans and develop an enforcement mechanism is important. Detailed report on time duration of all business processes in the transport logistics chain will be availed through the ongoing time release study and mitigation measures proposed.

2. The Member States have made considerable effort towards improvement of the road along the Northern Corridor. However, sections of the corridor still remain in bad condition especially for the case of South Sudan. Development partners should focus on road infrastructure development in South Sudan as one of the means towards stimulating trade and development of the country. Development partners to support the road development in South Sudan and DRC.

3. Training and automation of customs in South Sudan is needed. This will enhance their competitiveness and provide the necessary data for intraregional trade.

4. Sensitization of transporters and road users on the legal charges along the corridor is required.

5. Implement axle load control uniformly in the region. The Vehicle Axle Load Compliance Campaign should continue

6. Speed up completion of one stop border post to minimize border crossing time and full embracement of Single Custom Territory Initiative

7. Removal of visa fees between Northern Corridor member states to facilitate intraregional trade

8. Improve the road transport infrastructure around the Port of Mombasa to ease access and exit of cargo from the port.

9. Put in place multiple weighing lanes at busy sections of the corridor such as at Athi-river and Mariakani to reduce traffic congestion at these weighbridge stations.

10. Harmonize working hours of fuel depots with those of the other transit nodes.

11. Construct city road by-passes to ease congestion caused by trucks passing through the cities

12. Develop roadside stations with multiple amenities to minimize multiple stops by drivers along the corridor in pursuit of the different social services

13. Combine the Transit goods license and export license to eliminate the restrictions imposed on trucks issued with transit goods license from carrying exports and vice-vasa

14. Stakeholder should share their data electronically with the Northern Corridor TTCA Secretariat.

15. Promote use of regional trade facilitation instruments for goods involved in international trade as opposed national trade facilitation instruments (e.g. Bond guarantee, ECTS, Transit goods License, insurance, quality standards measures).

16. Develop a regional platform for clearance of cargo and exchange of information.

17. Need for all other institutions operating at the border posts to operate 24/7 to ensure quick movement of cargo. Currently its only Revenue authorities who are operating 24/7 but other institutions who need to do some clearance at the border are not operating 24/7 causing delays

18. KeNHA to improve on the road infrastructure around the port area to assist in reducing the dwell time and After release time which is caused by delay by truckers to access the port due to congestion at the Port area

19. KRA and KPA to fast track the pre-clearance procedures at the Port

7. ANNEXES

ANNEX 1: INDICATOR GLOSSARY



VESSEL WAITING TIME BEFORE BERTH

Description:
The average time taken by the ship before Berthing. It is measured from the time the vessel arrives at the fairway buoy to the time at its first berth.
Formula:
Time at Berthing minus Time of Arrival at Port Area.

SHIP TURNAROUND TIME

Description:
The average time spent by the ship in the port area. It is measured from the time the vessel arrives at the fairway buoy to the time it is piloted off when departing the port.
Formula:
Time at Exit minus Time at Entry in the Port Area.

TIME FOR CUSTOMS CLEARANCE AT THE DOCUMENT PROCESSING CENTER(DPC)

Description:
This is the time it takes to have an entry lodged by a clearing agent passed by customs.
Formula:
Time of Passing of Entry Minus Time of Registration of Entry.

TIME TAKEN AT MOMBASA ONE STOP CENTER

Description:
Average time of document processing at One Stop Center.
Formula:
Time at Entry Release Order generation minus Time at Passing Entry.

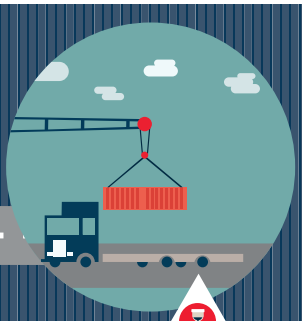
AVERAGE CARGO DWELL TIME AT THE PORT

Description:
It is the measure of time that elapse from the time cargo is offloaded from the vessel at the port to the time it leaves the port premises after all permits and clearances have been obtained.
Formula:
Exit Date Time from the port Minus Arrival Date Time from the port.

TRANSIT TIME WITHIN THE INLAND CONTAINER DEPOT(ICD)/ INLAND PORT

Formula:
Departure Date Time from the ICD minus Arrival Date Time at the ICD





DELAY AFTER CUSTOMS RELEASE AT THE PORT OF MOMBASA

Description:
Refers to the period it takes to evacuate cargo from the port after it is officially released.
Formula:
Time at exit of cargo at the Port gate minus Time of Entry Release Order generation.



WEIGHBRIDGE CROSSING TIME

Formula:
Departure Date Time from the weighbridge minus Arrival Date Time at the weighbridge.



BORDER POST CROSSING TIME

Description:
Time taken by transit cargo to cross the Border
Formula:
Departure Date Time from the border minus
Arrival Date Time at the border.

TRANSIT TIME PER ROUTE PER MODE OF TRANSPORT

Description:
Time taken by transit cargo to move from one node to another e.g. from Mombasa to Malaba
Nodes are points along the corridors like weighbridges, border-posts, ports.
Formula:
Time of arrival (Destination Node) minus time of departure (Node of Origin).



TIME FOR CUSTOM PROCEDURE AT DESTINATION

Description:
It's the average time taken to complete custom process at the destination after cargo arrival.
Formula:
End Date Time of the last process minus start Date Time of the first process.

TRANSIT TIME

Description:
Time taken by transit cargo to move from origin (Port) to destination country e.g Uganda, Rwanda etc.
Formula:
Time of arrival minus time of departure (Based on Road/GPS based Surveys data)

RATES AND COST

TRANSPORT COST PER ROUTE AND PER MODE

Description:
Summation of charge by transporter and other cargo handling charges incidental to transportation per Route and/or per section.

PORT TRANSIT CHARGES

Description:
Published tariffs by Stakeholders.

ROAD FREIGHT CHARGE

Description:
The indicator captures the different tariff charges by transporters per road and/or per section.

RETURN OF EMPTY CONTAINERS (GRACE PERIOD, PENALTIES, AND DEPOSIT)

Description:
Published tariffs by Stakeholders.

RAIL FREIGHT CHARGE

Description:
Tariff charged by railway operator per section and/or per route.

PRODUCTIVITY AND EFFICIENCY

NUMBER OF CHECK POINTS PER COUNTRY PER ROUTE

Description:
Summation of checkpoints (weighbridge, police, customs, Road Toll), by country, by route.

VOLUME OF CONTAINERIZED AND GENERAL CARGO HANDLED PER DAY/MONTH/QUARTERLY AT THE PORT OF MOMBASA

Description:
Summation of volume of Containerized Cargo Handled per day/month/year; Summation of volume of General Cargo Handled per day/month/year.

NUMBER OF ACCIDENTS PER ROUTE

Description:
Summation of the number of Accidents, Injuries and Fatalities by Category and Sub Category.

WEIGHBRIDGE TRAFFIC

Description:
Average number of trucks passing a weighbridge in a day

GROSS MOVES PER SHIP PER HOUR AT THE PORT OF MOMBASA

RATE OF FRAUD OR DECLARED DAMAGE FOR GOODS IN TRANSIT

Description:
Number of Fraud or Declared Damage cases divide by total Fraud or Declared Damage cases at a node.

Formula:

$$\frac{\text{Number of Fraud or Declared Damage cases}}{\text{Total of Fraud or Declared Damage cases at a node}}$$

WEIGHT COMPLIANCE

Description:
The percentage of trucks that comply with the axle load limits before and after re-distribution.

Formula:

$$\frac{\text{Total compliant trucks in a weighbridge}}{\text{Total trucks traffic in a weighbridge}} \times 100$$

VOLUME AND CAPACITY

MOMBASA PORT TOTAL CARGO THROUGHPUT VS TRANSIT TRAFFIC

Description:
Mombasa Port Total Cargo throughput = Summation of weight of all cargo transported through the Port;

Transit Traffic = Summation of weight all cargo transported through the Port destined to other countries. (It includes imports to and exports from other countries). Transit Traffic is part of the total Cargo throughput of the Mombasa port.

VOLUME PER COUNTRY OF DESTINATION

Description:
Summation of weight of all cargo (imports/exports) handled by the Port per country of destination/origin.

RATE OF CONTAINERIZATION OF TRANSIT TRAFFIC AT THE PORT OF MOMBASA

Description:
Total weight of containerized transit cargo divided by Total weight of all transit cargo.

EVOLUTION OF LICENSED FLEET OF TRUCKS PER COUNTRY

Description:
summation of registered (Licensed) vehicles used for international/transit cargo transportation per year and per country.

AVERAGE ANNUAL DISTANCE PER TRUCK IN KM PER YEAR

Description:
Average distance travelled per truck per year.

TRANSPORT CAPACITY BY RAIL (LOCOMOTIVE AND WAGONS)

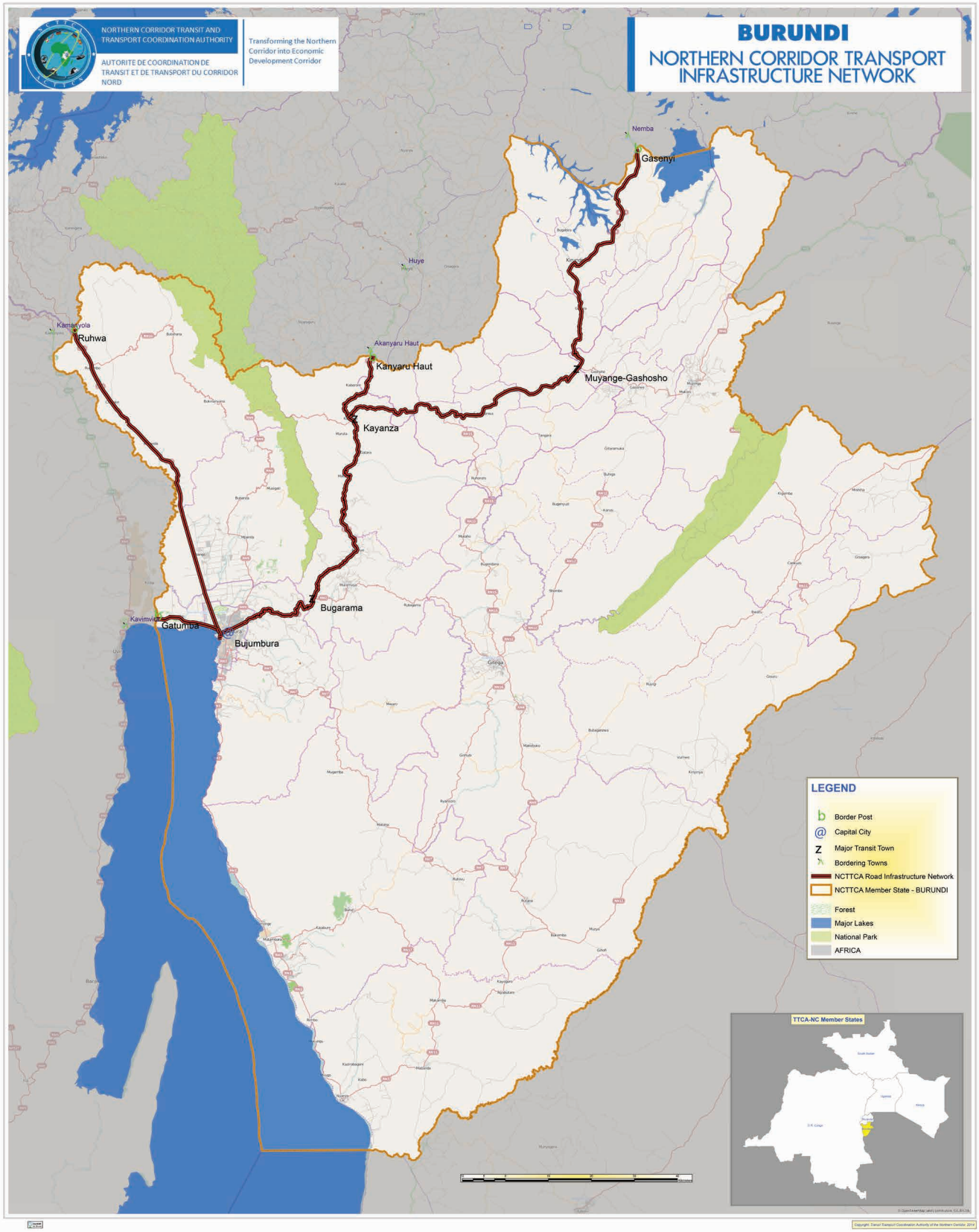
Description:
Total number of operational locomotives and wagons
Proportion of total cargo carried by railway.

ANNEX 2: ROAD INFRASTRUCTURE

The tables below denote the ongoing Projects, rehabilitation works and road maintenance in Member States geared towards improving road infrastructure in order to facilitate movement of goods and persons along the Northern Corridor.

1. Burundi

ROUTE/ROAD	Pavement type	Length (Km)	Projection or improvement plan	Road condition (Km)		
				Good	Fair	Bad
Gasenyi - Kirundo	Paved	35		35		
Kirundo - Gashoho	Paved	32			32	
Gashoho - Ngozi	Paved	40			40	
Ngozi - Kayanza	Paved	32			32	
Ruhwa - Rugombo	Paved	21		21		
Rugombo - Nyamitanga	Paved	29		29		
Nyamitanga - Bujumbura	Paved	30	Rehab 2016/17			30
Kanyaru Haut - Kayanza	Paved	24	Rehabilitation		15	
Kayanza - Bugarama	Paved	59	Rehabilitation		59	
Bugarama - Bujumbura	Paved	35	Rehabilitation		35	
Bujumbura - Gatumba	Paved	19				19
Akanyaru bas - Ngozi	Unpaved	23	Rehabilitation			23
Ngozi to Nyangungu	Paved	30		30		
Nyangungu to Gitega	Paved	50		50		



The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) was established under the legal framework of the Northern Corridor Transit Agreement (NCTA) to co-ordinate the implementation of the Agreement and to carry out decisions and resolutions reached by policy organs of the Authority. The Agreement mandates NCTTCA to promote cooperative transport policies and foster an efficient and cost-effective transit transport system within the Corridor.

Vision

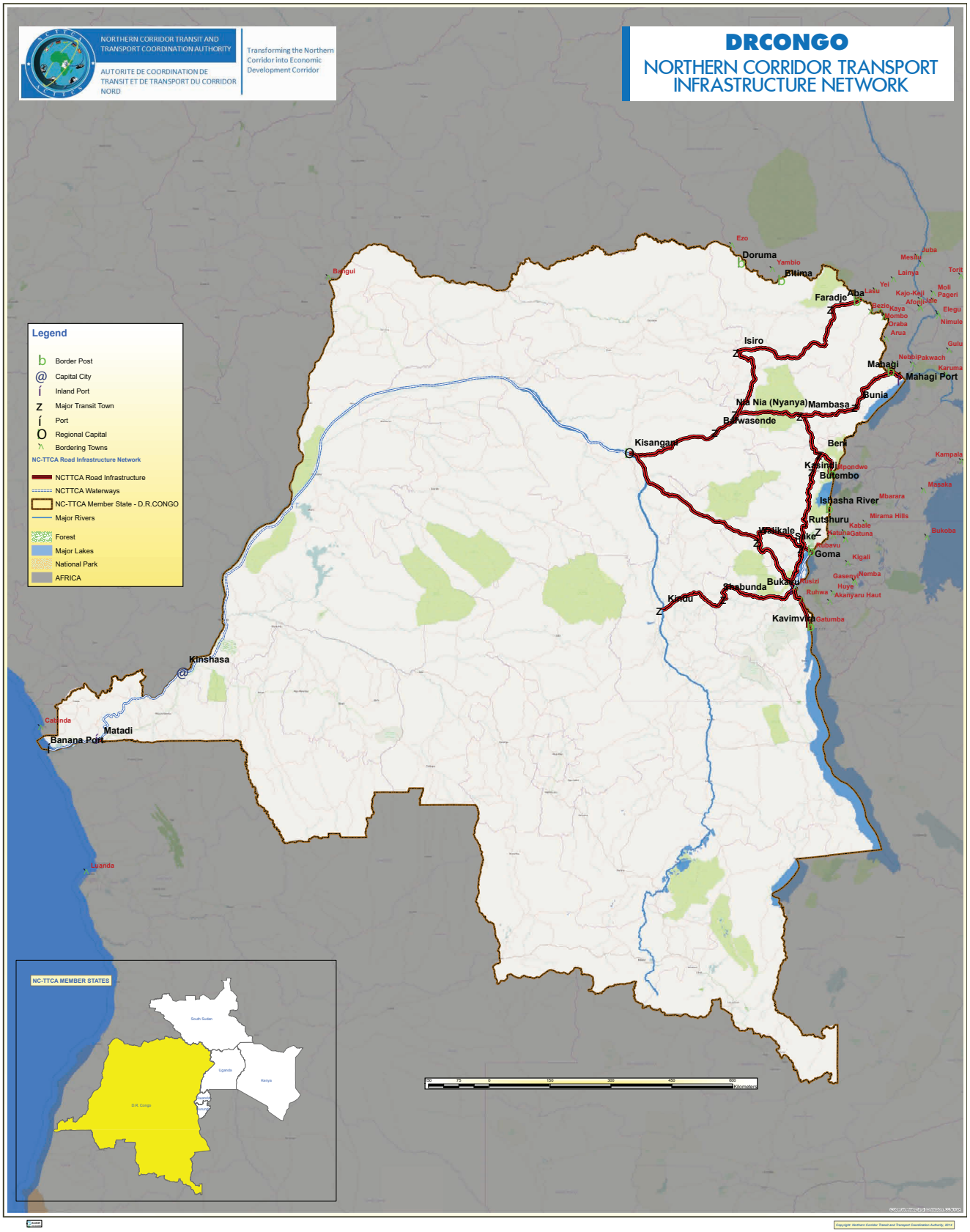
To be a seamless Transport Corridor with the most efficient trade and transport logistics chain in the Region.

Mission

To transform the Northern Corridor into an economic development corridor that offers internationally competitive transit transport services and promote regional integration.

2. DR Congo

ROUTE/ROAD	Pavement type	Length (Km)	Projection or improvement plan	Road condition (Km)		
				Good	Fair	Bad
Bukavu - kamanyola	Unpaved	55	Upgrading	40	9	6
Kamanyola - Uvira- Kamvivira- Burundi border	Paved	96	Rehabilitation	60	31	5
Bukavu -Burhale - Lubile	Unpaved	418	Rehabilitation	66	239	113
Lubile - Kalima - Mali- Kindu	Paved	153	Rehabilitation	36	117	
Mali - Lubutu	Unpaved	318	Rehabilitation	264	54	
Lubutu - Kisangani	Paved	297	Rehabilitation		239	58
Kisangani - Niania - Komanda- Luna	Unpaved	693	Upgrading	693		
Luna - Beni	Paved	60		60		
Beni - Kasindi	Unpaved	80	Upgrading	50	30	
Komanda - Bunia- Mahagi - Goli (Uganda)	Unpaved	265	Rehabilitation	210	35	20
Niania - Isiro - Watsa - Aru	Unpaved	743	Rehabilitation	184	325	234
Beni - Ndoluma	Unpaved	180	Rehab/Upgrading		180	
Ndolumai - Rutshuru - Goma	Paved	199	Rehabilitation	25	174	
Rutshuru - Bunagana	Unpaved	27	Rehabilitation		27	
Rutshuru - Ishasha	Unpaved	63	Rehabilitation	33	20	10



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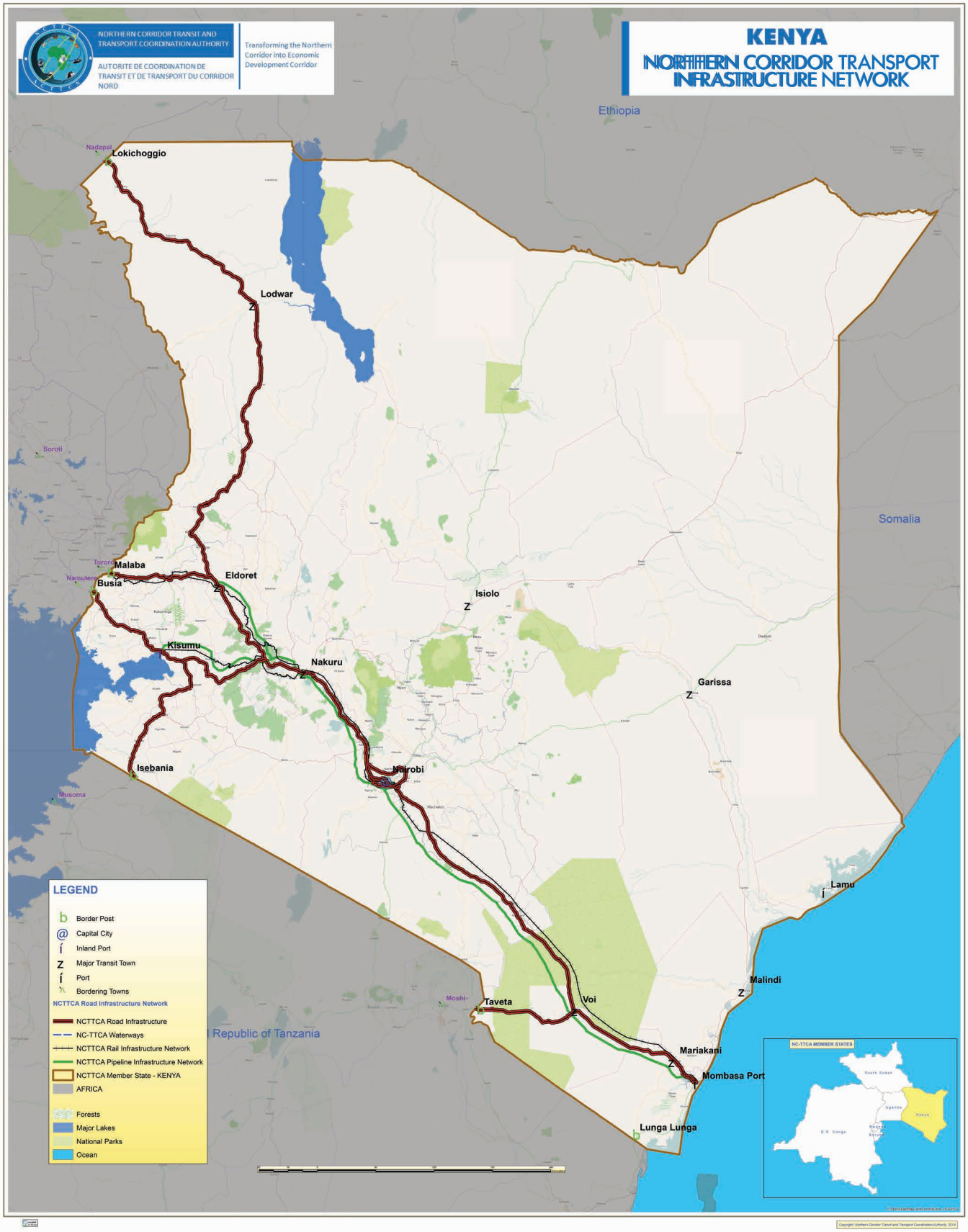
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3. Kenya

Section from	Section to	Length (km)	Current condition of this link	Planned / Current Project on this link	Current Status of project
Mombasa	Mariakani	42	Good	Design for duelling of Mombasa-Mariakani Road	Work is in progress
Mariakani	Voi	54	Good	Road rehabilitation of MajiyaChumvi-Bachuma Gate	At mobilisation stage
Voi	MtitoAndei	109	Good	Routine Maintenance of Voi River Bridge (A109) RD	Ongoing
Mtito Andei	Kibwezi	70	Good	Dualling	On-going
Kibwezi	Athi River			Design for dualling of Athi River-Machakos Turn Off	designs are ongoing (80% complete)
Athi River	Nairobi			Construction of A104 General Motors Footbridge	Bridge substantially complete
		14	Good	NUTRIP - A104 .JKIA junction-Southern Bypass junction (7km, 6 lanes) and associated interchanges, service and access roads (8km)	designs are ongoing
		12	Good	NUTRIP - Southern Bypass junction-James Gichuru road junction (12km) including 5 interchanges and elevated highway (1.4km)	designs are ongoing
				Construction of A104 belle vue footbridge	Bridge substantially complete
Nairobi	Mai Mahiu	26		NUTRIP - James Gichuru junction – Rironi (26 km of which 7km 6 lanes and 19 km 4 lanes)	designs are ongoing
Mai Mahiu	Naivasha	22	Good	Dualling studies	Studies on-going
Naivasha	Gilgil				On-going
Gilgil	Nakuru	48	Good	Road Dualling	
Nakuru	Mau Summit			3 Interchanges on A104, Nakuru – Njoro Turnoff, Nakuru – Nyahururu Turnoff, Mau Summit Kericho Turnoff	Mobilisation is still underway
Mau Summit	Eldoret	73		Road rehabilitation of Timboroa-Eldoret Road	50 km handed over.
Webuye	Malaba	61		Construction of One Stop Border Post at Malaba	Work is in progress

Eldoret	Lodwar		Fair	Road Upgrading in order to link Kenya and South Sudan by easing the transportation of goods from the port of Mombasa to South Sudan	Seeking funds from The World Bank
Mau Summit	Kericho	58		Rehabilitation of the Mau Summit - Kericho Road (B1/A1)	Work completed
Kericho	Kisumu	76		Rehabilitation of the Kericho - Nyamasaria Road (A1)	Work is in progress
		25		Rehabilitation of the Nyamasaria - Kisumu - Kisian Road (A1) Including Kisumu Bypass	Completed
Kisumu	Majengo		Fairly good	Some land-related problems	
Majengo	Maseno				
Maseno	Busia			Construction of One Stop Border Post at Busia.	Work is in progress



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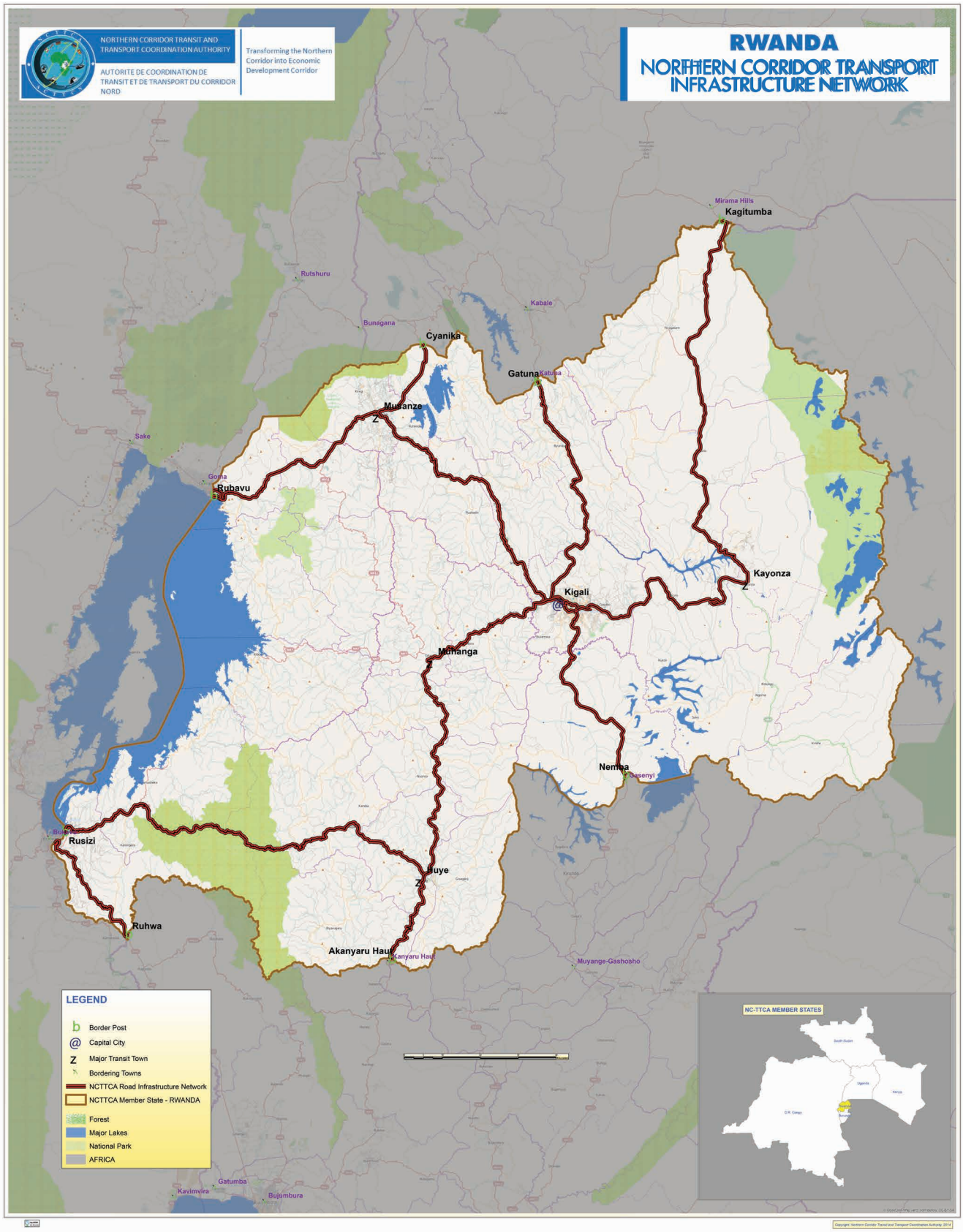
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4. Rwanda

Section from	Section to	Length (km)	Current condition	Planned / Current Project on this link	Current Status of project
Kagitumba	Kayonza	116	Good	Under Multiyear Maintenance/ recurrent maintenance	Under liability period
Kayonza	Kigali	74.5	Good	Under Multiyear Maintenance/ recurrent maintenance	Ongoing
Kigali	Nemba	61	Good	Under Multiyear Maintenance/ recurrent maintenance	Procurement process ongoing
Cyanika	Musanze	25	Fair	Under Multiyear Maintenance/ recurrent maintenance	Ongoing
Musanze	Kigali	93	Good	Road Rehabilitation	Completed
Musanze	Rubavu	59	Good	Under Multiyear Maintenance/ recurrent maintenance	Ongoing
Kigali	Muhanga	47.5	Good	Under Multiyear Maintenance/ recurrent maintenance	Procurement process ongoing
Muhanga	Huye	76.5	Good	Under Multiyear Maintenance/ recurrent maintenance	Procurement process ongoing
Huye	Akanyaru Haut	33.5	Good	Under Multiyear Maintenance/ recurrent maintenance	Procurement process ongoing
Huye	Rusizi 1 and 2	145	Good	Under Rehabilitation	Road rehabilitation done in 4 lots. 2 Lots of 60Km are completed, 1 lot of 33Km ongoing and 1Lot of 54Km will start by October 2015.
Rusizi 1 and 2	Ruhwa	45.8	Good	Under Multiyear Maintenance/ recurrent maintenance	-



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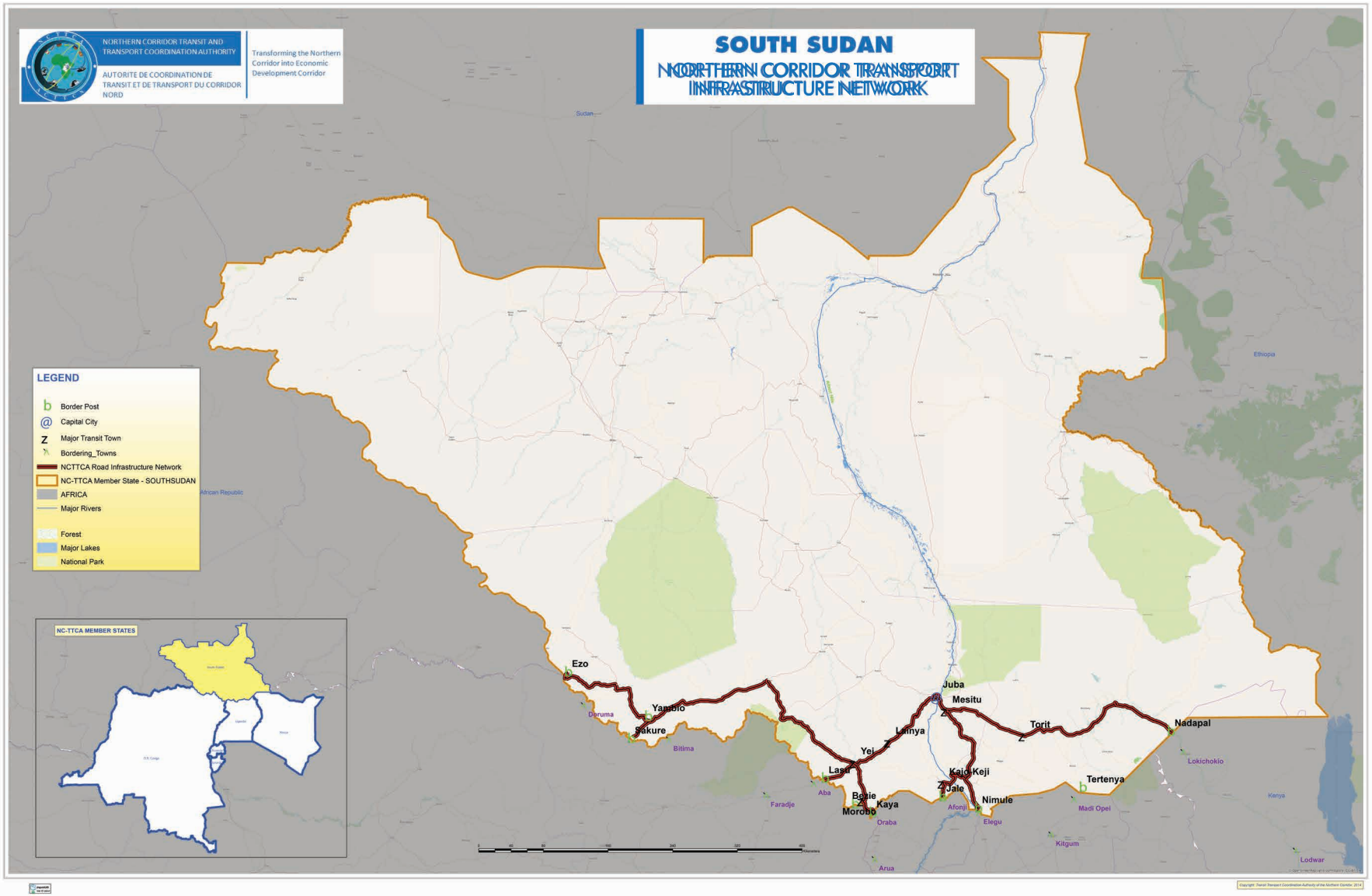
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5. South Sudan

Section from	Section to	Length (km)	Planned / Current Project on this link	Current Status of project
Nimule	Kit	82	Routine road maintenance	Contractor supply
Kit	Juba	110	Routine road maintenance wok	Contractor supply
Juba	Mangala	67	Prioritized to improve on lane standards (double asphalt) Standard	Search for funding
Mangala	Bor	124	Prioritized to improve on lane standards (double asphalt) Standard	Search for funding
Bor	Mabior	423	Prioritized to improve on lane standards (double asphalt) Standard	Searching for funding
Mabior	Mogok	175	Prioritized to improve on the lane standards (double asphalt) Standard	Search for funding
Mogok	Malakal		Prioritized to improve on the lane standards (double asphalt)	Search for funding
Nadapal	Kapoeta	93	To imp-rove on the lane standards (double asphalt)	Search for funding
Kapoeta	Torit	137	To improve on the lane standards (double asphalt)	Search for funding
Torit	NesituJct	105	To improve on the lane standards (double asphalt)	Search for funding
Juba	Jambo	110	To improve on the lane standards (double asphalt)	Search for funding
Jambo	Mundri	68	To improve on lane standards (double asphalt)	Search for funding
Mundri	Yeri	74	Prioritized to improve on the lane standards (double asphalt)	Search for funding
Yeri	Mvolo	44	Prioritized to improve on the lane standards (double asphalt)	Search for funding
Mvolo	Rumbek	118	Prioritized to imp-rove on the lane standards (double asphalt)	Search for funding
Rumbek	Tonj	124	Prioritized to improve on lane standards (double asphalt)	Search for funding
Tonj	Wau	99	Prioritized to improve on lane standards (double asphalt)	Search for funding
Wau	Kuajok	61	Prioritized to improve on the lane standards (double asphalt)	Search or funding
Kuajok	Wunrok	145	Prioritized to improve on the lane standards (double asphalt)	Search for funding

Wunrok	AbyeiBdr		Prioritized to improve on the lane standards (double asphalt)	Search for funding
Tambura	Yambio	185	To improve on the lane standards (dual asphalt)	Process to provide a Consultant for FS, PED, DED
Bentiu	Malakal		Proposed	
Aweil	Wau	170	Prioritized to improve on the lane standards (double asphalt)	Search for funding
Wau	Bo R. Post	106	To improve standard lane (double asphalt	FS and PED completed
Bo R. Post	Tambura	150	To improve on the lane standards (double asphalt)	FS and PED completed
Tambura	South Yubo	38		
Bentiu	Leer	121	Prioritized to improve on the lane standards (dou8ble standards)	Search for funding
Leer	Rumbek	190	Prioritized to improve on the lane standards (double asphalt)	Search for funding
Maridi	Tore	102		
Tore	Yei	75		
Rumbek	Yirol	110	FS and PED Completed	Search for funding
Yei	Kaya	76	Prioritized to improve on the lane standards (double asphalt)	Search for funding
Juba	Lainya	92	Prioritized to improve the lane standards (double asphalt)	Search for funding
Lainya	Yei	57	Prioritized to improve on lane standards (double asphalt)	Search for funding
Yei	New Lasu	46	Prioritized to improve on lane standards (double asphalt)	Search for funding
Yirol	Awerial	139	To improve on the lane standards (double asphalt	FS and PED completed
Awerial	Juba	150	To improve on the lane standards (double asphalt)	FS and PED completed
Yambio	Maridi	140	To improve on lane standards (double asphalt)	Process for the procurement of Consultant services for FS, ESIA, PED, DED,
Maridi	Mundri	105	To improve on lane standards (double asphalt	Process for procurement of Consultant services for FS, ESIA, PED, DED,



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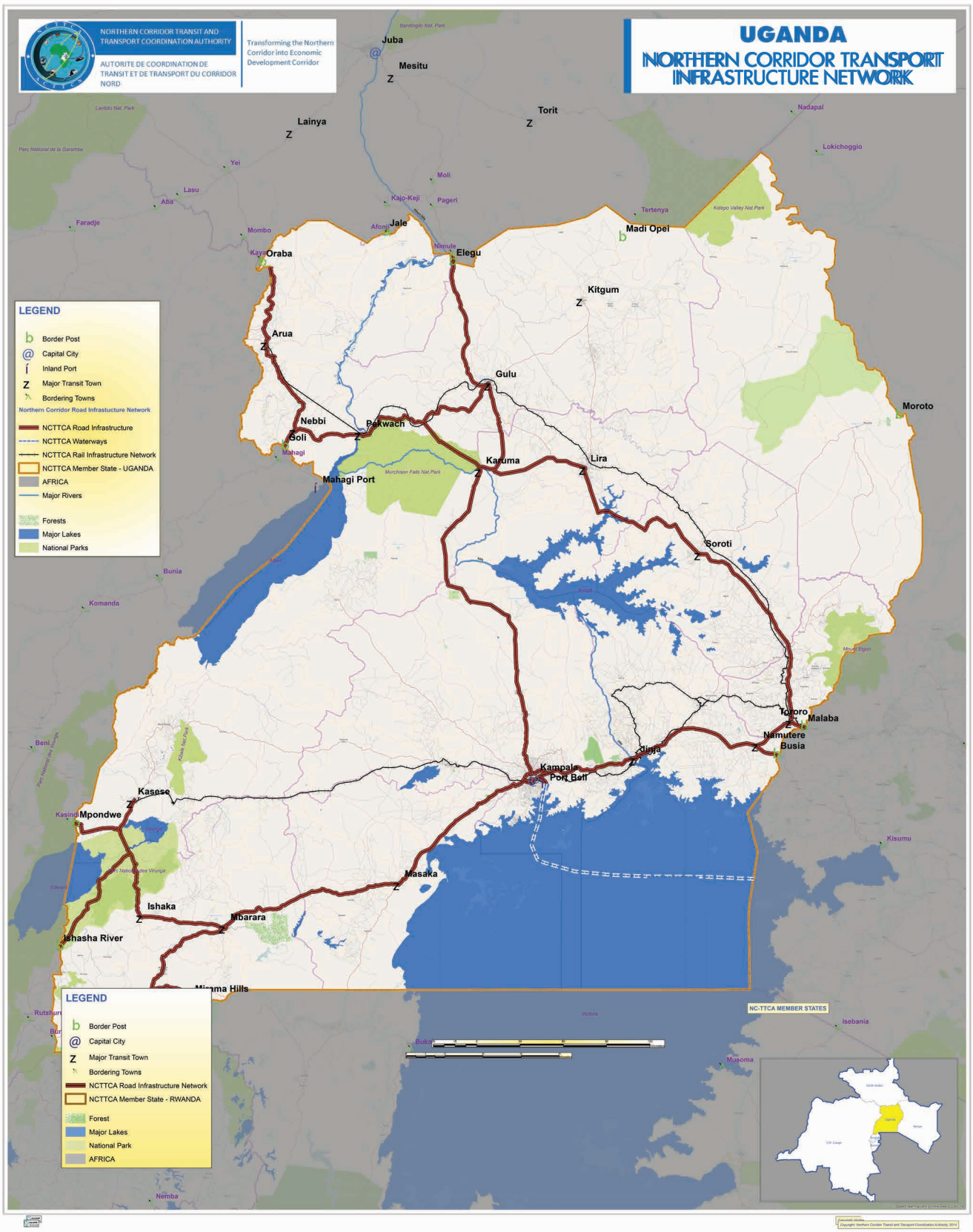
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6. Uganda

Section from	Section to	Length (km)	Current condition of this link	Planned / Current Project on this link	Current Status of project
Malaba	Tororo	40			
Nakalama	Mbale	100	Paved road in fair condition	Rehabilitation	
Mbale	Soroti	103	Paved road in fair condition	Rehabilitation	97% of works completed
Soroti	Lira	123	Paved road in Good condition	OPRC Project	
Lira	Kamdini / Karuma	68	Paved road in fair condition	OPRC Project	
Kamdini / Karuma	Gulu	65	paved road in poor condition	Staged rehabilitation	11% of works completed
Gulu	Elegu	115	Being upgraded to tarmac		70% works completed
Malaba / Busia	Bugiri	82	Good	None	No ongoing Project - overlay works completed May 2014
Bugiri	Jinja	72	Good		No ongoing
Jinja	Mukono	52	Paved road in fair condition	Staged Rehabilitation	81% of works completed
Mukono	Kampala	20	Paved road in poor condition	Staged Rehabilitation	Scoping of works completed and draft bidding documents under review.
Kampala	Kampala	21	Paved road in good condition	Additional lane to be constructed for Kampala Northern By Pass	Contractor fully mobilised
Kampala	Kafu	166	Good	Rehabilitation (Overlay)	85% of works completed
Kafu	Kiryandongo	42	Poor	Staged Rehabilitation	80% of works complete
Kampala	Luwero				
Kiryandong	Kamdini	58	Poor	Staged Rehabilitation	12% of works completed
Karuma	Pakwach		Fair	No immediate intervention planned	
Pakwach	Nebbi	30	Paved road in poor condition	Staged Rehabilitation	The contractor is mobilising
Nebbi	Paida				
Nebbi	Arua	76	Paved road in fair condition		
Nebbi	Goli	14	Gravel road in poor condition	Upgrading to Paved	

Goli	Arua				
Arua	Koboko	75	Paved road in good condition	Upgrading to paved	Major works completed - progress is 96%
Kampala	Masaka	114	Paved in good condition	None	
Masaka	Mbarara	149	Paved in good condition	None	
Mbarara	Ishaka (Bushenyi)	61	Paved in fair condition	None	
Ishaka (Bushenyi)	Katunguru	55	Paved road in poor condition	Rehabilitation	Procurement of works contractor ongoing
Katunguru	Kikorongo	16	Paved in fair condition	None	
Kikorongo	Mpondwe	38	Paved in fair condition	None	
Katunguru	Ishasha River	87	Gravel road in poor condition	Road to be upgraded to paved	Procurement of design consultant ongoing
Mbarara	Ntungamo (Buteraniro) - incl. Mbarara By Pass	40	Poor condition - comprises of paved and unpaved section	Reconstruction/ new road	20.6% of works completed
Mbarara (Buteraniro)	Ntungamo (Rwentobo)	59	Paved road in good condition	Reconstruction completed	None
Ntungamo (Rwentobo)	Katuna	65	Paved road in good condition	Reconstruction	84% of works completed
Katuna	Rubare				
Rubare	Kafunzo				
Kafunzo	Mirama Hills				
Rubare	Kabale				
Kabale	Katuna	22			
Kabale	Kisoro – Bunagana / Kyanika	110	Paved road in good condition	None	
Kisoro - Bunagana/ Kyanika	Bunagana	22	Paved road in good condition	Strengthening of Kisoro - Bunagana and Kisoro- Kyanika sections ongoing	Asphalt Concrete Surfacing



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