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Sustainable Freight Transport Systems: Opportunities for Developing Countries

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NORTHERN CORRIDOR INITIATIVES TO PROMOTE SUSTAINABLE FREIGHT SYSTEMS: EXPERIENCES, BEST PRACTICES & OPPORTUNITIES

by

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NORTHERN CORRIDOR TRANSIT AND TRANSPORT COORDINATION AUTHORITY



Northern Corridor initiatives to promote sustainable freight transport systems : experiences, best practices & opportunities

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Sustainable freight transport systems: opportunities for developing countries
UNCTAD, Geneva, 14-16 October 2015



Outline

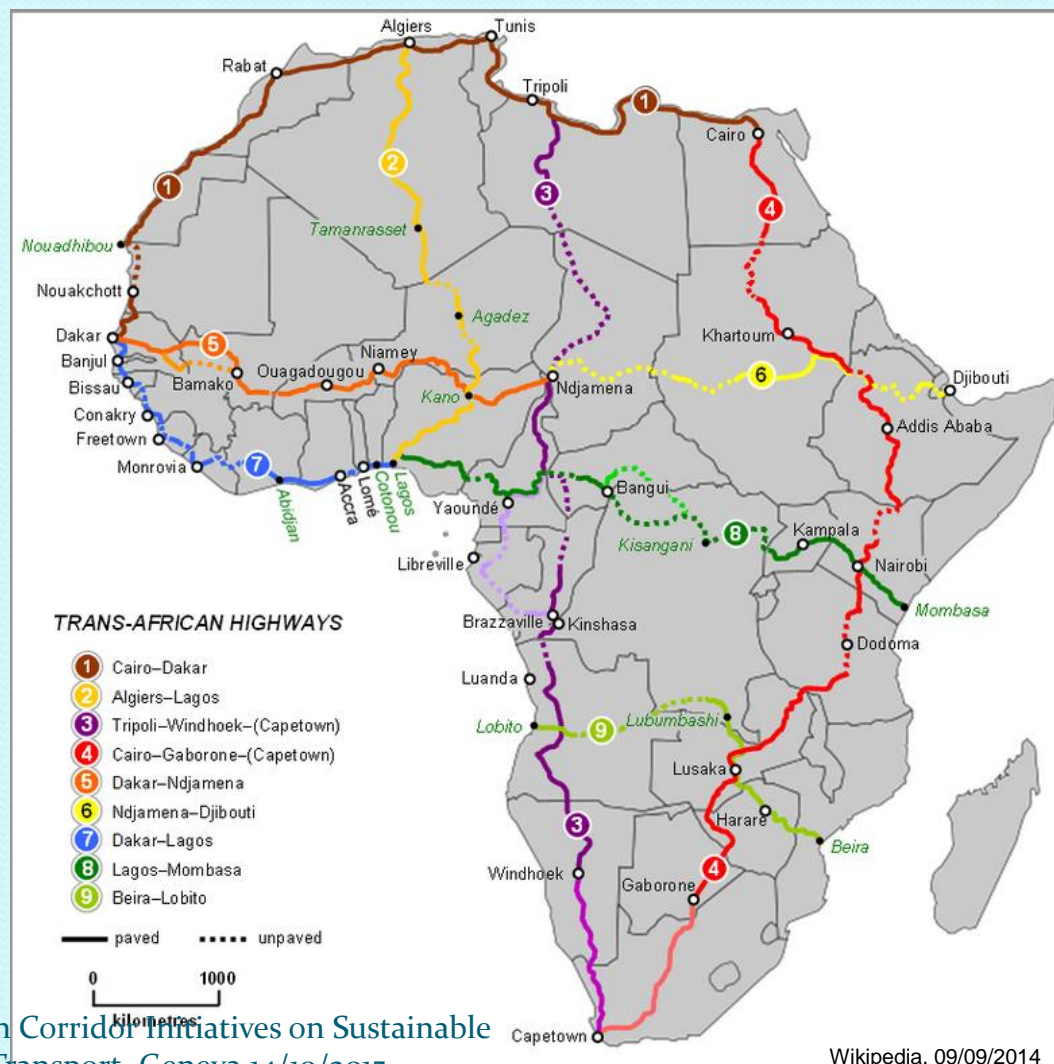
- 1. Overview
- 2. Initiatives & Experiences to instil sustainable transport in NC
- 3. Opportunities for an efficient, inclusive & green transport
- 4. Conclusion



1) Introduction:

Overview of transport corridors in Africa

- Typically sections of the Trans African Highways
- Linking landlocked countries to various maritime ports around the continent (land linked).
- Aim to boost regional integration and create a larger trade area.
- Most corridors have management / coordination authorities to promote efficient transportation of goods, services and people for an integrated regional approach to development.



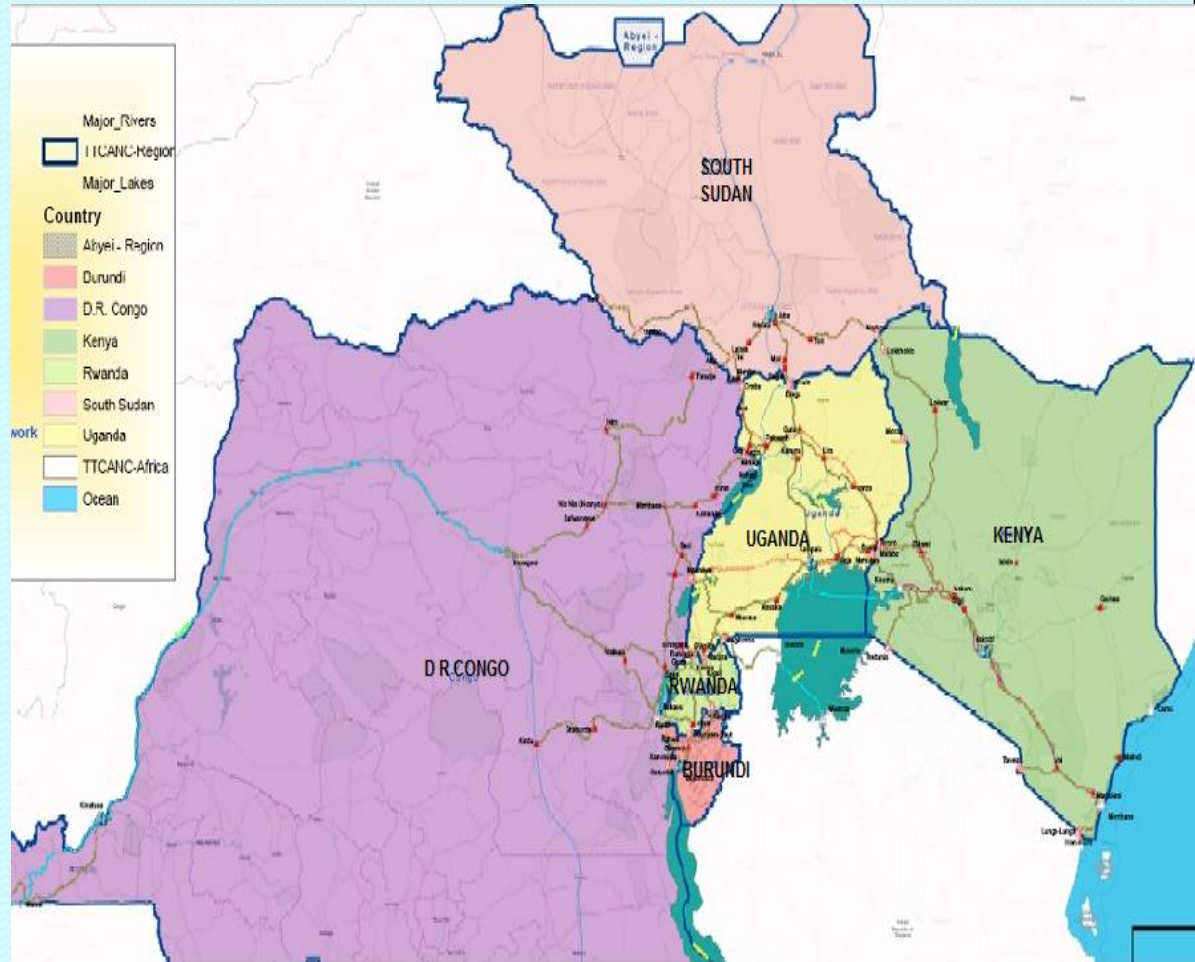
.....OVERVIEW,

What is the Northern Corridor

□ The NC is the transport corridor linking the Great Lakes Land locked Countries of Burundi, DRC, Rwanda, South Sudan and Uganda to Kenyan seaport of Mombasa. It serves also Northern Tanzania, Ethiopia and Somalia.

□ The NC is a multimodal corridor encompassing: road, rail, pipeline and inland waterways transport

□ It is the busiest and most important route in East and Central Africa



.....Overview...:

Which legal framework for Sustainable Transport in NC?

- ❖ The Northern Corridor Transit and Transport Coordination Authority (NCTTCA), whose Secretariat is based in Mombasa, Kenya; was:
 - ▣ Established in 1985 to coordinate and oversee the implementation of the Northern Corridor Transit and Transport Agreement(NCTTA) + 11 Protocols, ratified in 1986.
 - ▣ The Agreement was revised in 2007 to take in account new vision of Partners States aiming at transforming the Corridor into a economic development corridor.

2) Initiatives & Experiences to instill sustainable transport in NC

The 2007 Revised NC Transit and Transport Agreement's main objectives are based on 3 pillars of sustainable transport :

- Facilitate and Enhance the seamless movement of trade and traffic across the corridor.
- Stimulate economic, **social development and inclusive transport** in the Contracting parties
- Transform the Corridor into a development corridor which, in addition to offering safe, fast and competitive transport and transit services that secure regional trade, will stimulate investments, **encourage sustainable development and poverty reduction**
- **Implement strategies for offering safe, fast, competitive transport and ensuring environmental sustainability**

Some Recent Initiatives & Best practices.....

- To achieve above objectives, a 5Y Strategic Plan 2012/2016 towards a **seamless and smart transport corridor** was endorsed by MS, from which following initiatives anchored on these 3 pillars are underway:

A. On Economic dimension aiming at promoting efficient and competitive transport

- Development of NC Infrastructure Master Plan (22 OSBP, 8200km Roads, Port, Railways, Pipeline,...)
- Automation of customs and administrative procedures
- Integration of Systems under Electronic Single Windows(ESWs)

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Some recent Initiatives & Best practices.....

- Implementation of Electronic Cargo Tracking Systems
- Migration to ASYCUDA World underway by Customs Authorities
- Vehicle Axle load Control (Self regulatory charter signed in October 2014 for a coordinated and safe transport):
 - ▣ Use of High Speed Weigh In Motion Weighbridges(HSWIM).
- Pilot Single Customs territory: stationing Uganda and Rwanda Customs Officers at Mombasa Port

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Some recent Initiatives & Best practices.....

- Regular Road surveys undertaken to guarantee best practices and align procedures and operations with the NCTTA provisions
- The development of the Northern Corridor Transport Observatory and the NC Performance Dashboard which are web based systems to monitor the corridor performance: <http://www.top.ttcanc.org>
 - ❖ This is an online database / tool for measuring and monitoring the performance of the corridor from the port of entry to destination on weekly, monthly, quarterly and annual basis.

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Some recent Initiatives & Best practices.....

B. On Social dimension aiming at promoting an inclusive transport system

- Unlocking linkages between Centers of production and distribution
- Focus on intra regional trade: women in cross border trade , SMEs, Health dimension and cross border communicable diseases in the corridor
- **Development and endorsement by MS of a Comprehensive program on Roadside stations, rest stops, parking, Road safety and wellness centers and other facilities along the corridor to be implemented under PPPs . www.roadsidestations.org**

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Some recent Initiatives & Best practices.....

B. On Environmental dimension aiming at promoting a green transport

- Incentives policies underway to promote cleaner alternative energy sources
- Development of national and regional integrated projects to shift the freight transport patterns on benefice of cleaner modes of transport, transport facilities and investments which are environmental friendly, fuel-efficient, low-carbon, safe, ...
- Shifting to new technologies; efficient & sustainable operations



Some recent Initiatives

❑ Railway network is currently inefficient with poor maintenance regimes and low capacity to transport goods. Plans are underway to improve

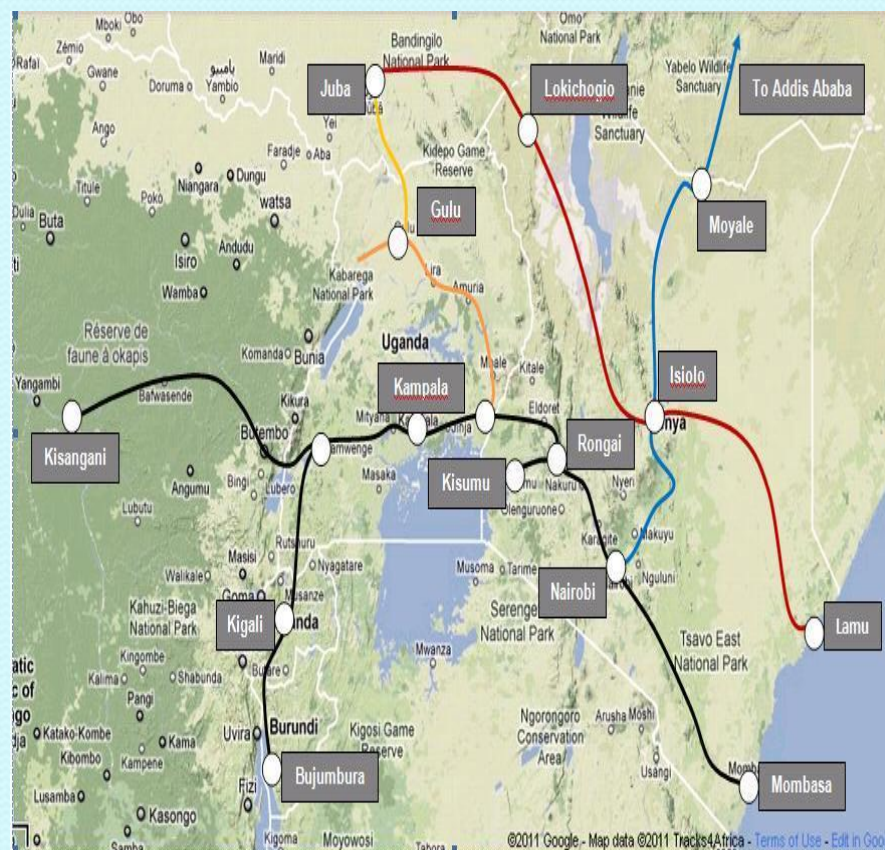
❑ Less than 4% of goods leaving Mombasa port go by Railway.

❑ The Standard gauge railway(SGR) linking Mombasa and Nairobi is under development

❑ This SGR is connecting to Kampala, Kigali, South Sudan and DRC.

❑ The project is expected to have the largest impact on efficiency of the freight transport, use of electric power than fuel

❑ Expect to shift ~40% of freight on railways upon completion in 2017/18



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Some recent Initiatives

- **Development of pipeline for transport oil products than tanks(efficiency, safe,)**
- **Promoting the multimodal cross regional connections based on Railways – Inland waterways**
- **Transforming the Corridor as backbone linking ports, hubs and hinterland in transport logistics:**
 - **To be seamless,**
 - **To be smart integrating IT and intelligent transport systems**
 - **To use IT and electronic systems for a web based monitoring tool**
 - **To develop a Web based database for proper planning**



3) Opportunities for an efficient , inclusive, and green freight transport

- In order to continue driving the interconnectivity and transport systems efficiency, Corridors are to still serving as link and driver for sustainable freight transport by:
 - **fostering the partnership in infrastructure development (hard and soft)**
 - **Facilitating transport and trade**
 - **Harmonizing and incenting the shift of policies across regions and countries, legal framework and regulations**
 - **Enhancing productive capacity and promoting private sector investment**
 - **Promoting cross border PPPs**
 - **Driving sustainable freight transport**
 - **Monitoring corridor performance**

4. Conclusion:

Partnership, leveraging & remodelling



- In Conclusion, to achieve this, need for:
 - partnership at national, regional and international level:
 - ✓ such as UNCTAD-Northern Corridor to promote Sustainable freight transport and finance : Development a training Toolkit on freight transport principles, required investments and financing mechanisms including PPPs (Feb.2016)
 - Leveraging on existing initiatives with achievable targets and timeline: legal framework, policies, planning, operations, investments
- Remodelling progressively the Public and Private sector investments
- Exploring innovative sources of financing: PPPs, Green bonds,.....



THANK YOU

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