

Multi-year Expert Meeting
on Transport, Trade Logistics and Trade
Facilitation:

**Transport and logistics innovation
towards the review of the Almaty
Programme of Action in 2014**

22-24 October 2013

**CENTRAL CORRIDOR TRANSIT TRANSPORT
FACILITATION AGENCY (TTFA)**

by

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CENTRAL CORRIDOR TRANSIT TRANSPORT FACILITATION AGENCY (TTFA)

**Multi-Year Expert Meeting on Transport, Trade Logistics
and Trade Facilitation - 1st Session**

**Palais des Nations - Room XXVI - Geneva
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**CCTTFA – Rukia Shamte
Executive Secretary**

4/4/2013

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Introduction

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The TTFA-Introduction

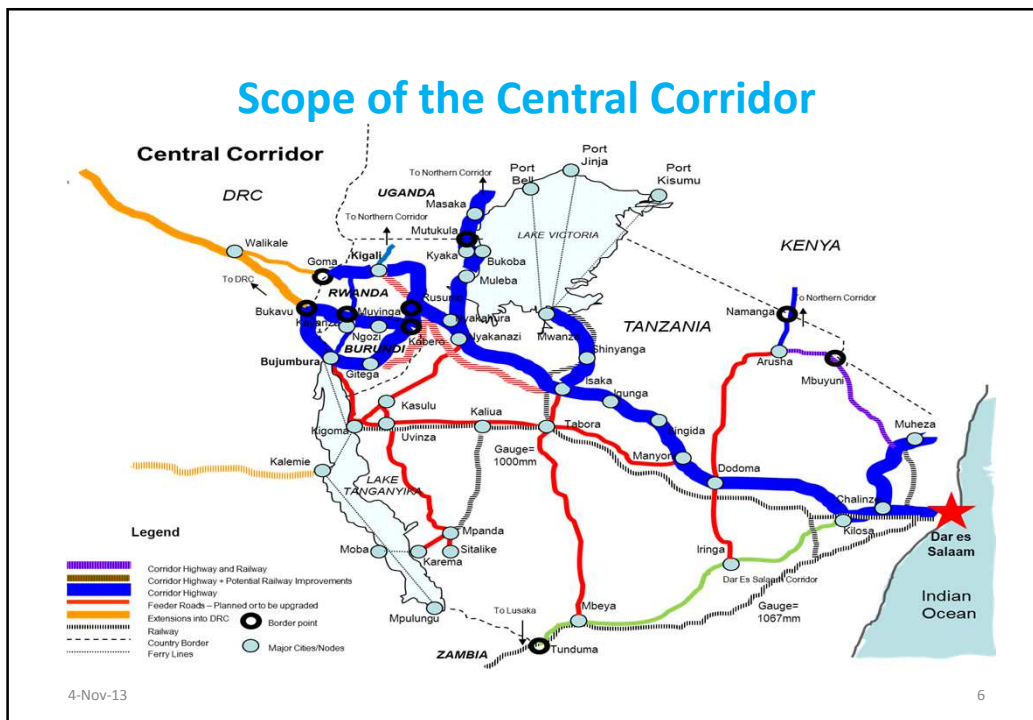
- The TTFA is a cooperation of Stakeholders and Governments of Burundi, DRC, Rwanda, Tanzania and Uganda to promote efficient transit transport systems in the interest of all contracting parties. with a view to make the Central Corridor the most cost-effective to enhance the TTFA countries competitiveness in the global market.
- The TTFA was formed in recognition of the need & right of landlocked countries (LLC) to transit trade
- The TTFA Agreement underlines the modalities of this cooperation.

The Institutional Framework

- The TTFA Agreement was signed by Ministers responsible for Transport matters from Member States on 2nd September 2006.
- The Agreement was ratified by each Member-States and Instruments (IoR) of Ratification deposited with UNECA.
- Follow-up on selection of Board Members from Private Sector, registration of stakeholders and selection of Stakeholders representatives to the Stakeholders Representative Group (STAREP).
- The TTFA Agreement came into force on 20th November 2008 after a minimum of 3 countries had made the depository of the IoR at UNECA, Governments of Burundi, Tanzania and Uganda.

The Scope of the TTFA

- The TTFA covers the corridor transport and logistics systems which include:
- The Port of Dar es Salaam, the Tanzania Railways Lines from Dar to Kigoma for Burundi and Eastern Central DRC; to Isaka for Rwanda, Burundi and Eastern Central DRC; to Mwanza for Uganda; it also includes Lake Tanganyika and Lake Victoria; all roads connecting the above countries along Central Tanzania.



Vision and Mission - TTFA

The Vision:

To make the Central Corridor the trade route of choice and the most efficient trade corridor in the Region.

The Mission:

To lead the facilitation and promotion of a secure, reliable and cost effective transport along the corridor

In order to further the Mission, TTFA has to ensure:

- the sustained availability of the Central Corridor
- the reliability of the corridor infrastructure and its services
- the competitiveness of the costs involved in using the Corridor
- co-ordination and harmonisation of procedures for ease of use,
- minimisation of delays, and
- the predictability of costs and transit times

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The Objectives of the TTFA

In summary the objectives are:-

- To ensure that the routes under the Agreement are available for use by Member–States as efficient and economic additional routes to their current trade routes.
- Monitor the route performance through proactive collection, processing and dissemination of transport and related data in order to support the planning and operations of the Member-States.

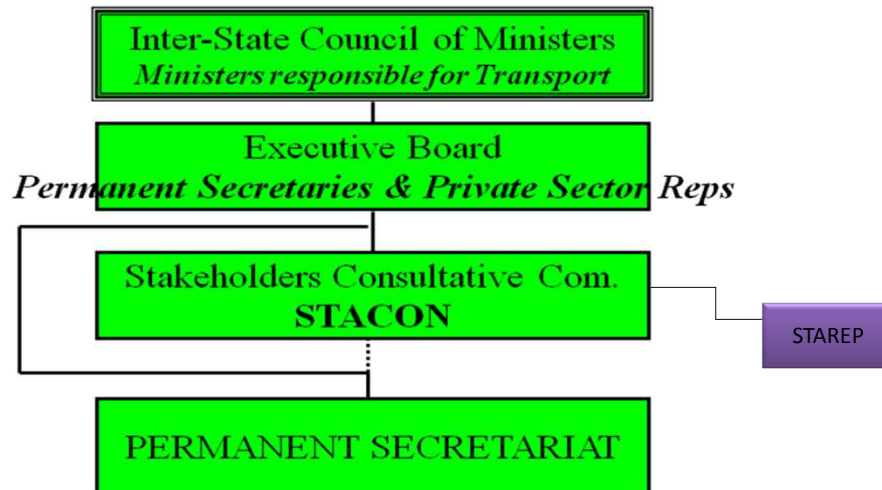
Objectives (contd).

- The TTFA is also expected to promote best practices in infrastructure maintenance, upgrading and development.
- Encourage coordination and cooperation among the many players in the transport industry among the Member-States.
- To monitor costs and encourage reduction of transport and logistics costs associated with transportation of goods along the corridor.
- Market the corridor for its increased utilization and market share.

Organs of the TTFA

- The Ministerial Council; 5 Ministers responsible for Transport Matters;
- The Executive Board; 2 members from each country; 5 from Government & 5 from private sector.
- The Stakeholders Consultative Committee (STACON) comprising of private and public sector institutions from each Member-State.
- Stakeholders Representative Group
- The Permanent Secretariat

GOVERNING ORGANS OF THE TFFA (Art. 14)



Achievement recorded 1:

From the Almaty recommendations achievements has been recorded in a number of areas as mentioned below:

- Inclusion of private sector members at Board and Stakeholder level.
- Integrated approach between transport and trade; through operator and user associations; introduction of consultative committees; operational planning at the port;
- Establishment of Corridor Management Institutions;
- Setting up of Road Fund Boards for road maintenance
- Enactment of PPP Act and policies in some Member-States

Achievement recorded 2

- All corridor roads paved.
- New rail connections under study, Isaka-Kigali-Musongati; Uvinza-Musongati;
- Dwell time at the Port reduced to average of 9 days in September 2013 from 23 days in 2008
- Ship congestion average waiting time 4 days
- Lodgement of cargo clearance documents done electronically through Central Data Exchange.
- Regional customs connectivity at border points done. However, reliable power connection is needed to perfect the operations
- Reduced road blocks.

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Achievement recorded 3

- Increase in container berths at Dar Port from 3 to 4 berths operated by TICTS, and 6-7 operated by Tanzania Ports. Capacity increased from 7500 TEUS to 11500; TPA 3000
- Establishment of ICDs (by Private Sector) to ease congestion total capacity 10,000 TEUS. Total stacking capacity 24,000 TEUS.
- Port Improvement Committee and Dwell Time Sub-Committee to monitor port operations
- Formation of Lake Victoria and Lake Tanganyika Authorities; Nile Basin Initiative.

All the above achievements are inline with PoA of **Almaty.**

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