



**Promoting Smooth Functioning of Corridors For Sustainable
Industrialisation and Diversification During Covid – 19 Era:
NCTTCA's Experience**



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**NORTHERN CORRIDOR TRANSIT AND
TRANSPORT COORDINATION AUTHORITY
(NCTTCA)**

Presentation Overview

01

Overview of The Northern Corridor

02

Objectives and Key Roles of the Authority

03

Highlights of The Northern Corridor Initiatives During The Pandemic

04

Conclusions



Overview of the Northern Corridor

- The Northern Corridor is a Transport Corridor linking the Great Lakes countries of Burundi, DR Congo, Rwanda, South Sudan and Uganda to the Kenyan seaport of Mombasa.
- The Corridor also serves Tanzania, Ethiopia and Somalia.
- It is a multi-modal Corridor encompassing: Road, Rail, Pipeline, Ports and Inland Waterways.



It is the busiest route in East & Central Africa.





Objectives of the Northern Corridor

1. To **facilitate trade, movement of persons, vehicles and goods** in domestic, regional and international transport



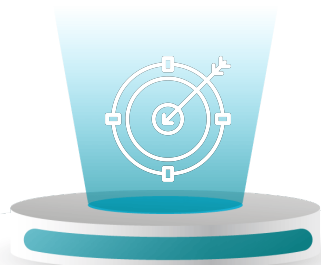
2. To **stimulate economic and social development** in the Member States



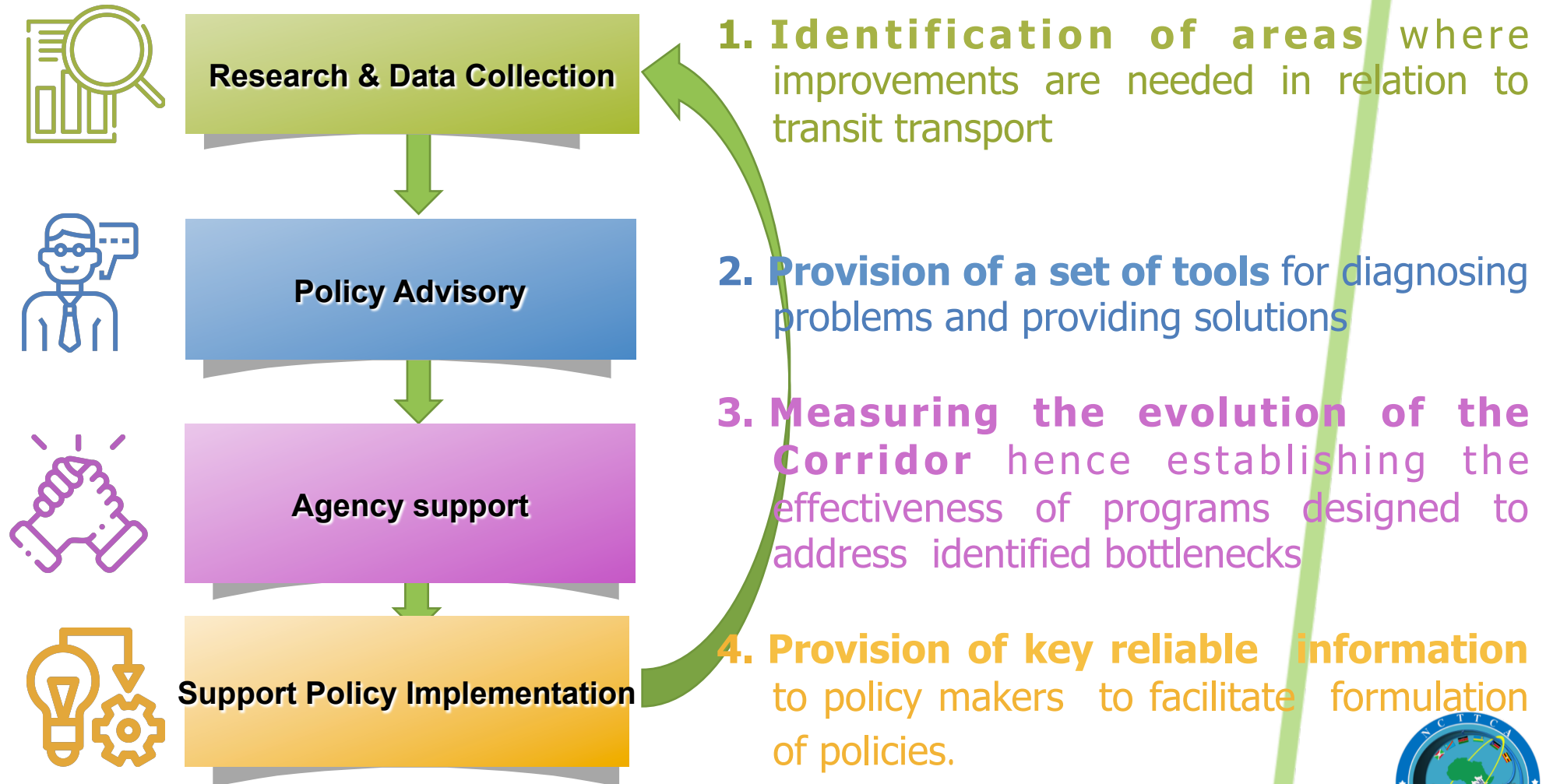
3. To **transform the Corridor into an Economic Development Corridor** which in addition to offering safe, fast and competitive transport and transit services, will stimulate investment, encourage sustainable development and poverty reduction



4. To **implement strategies for accelerating economic and social growth** along the Corridor while ensuring environmental sustainability



Main NCTTCA Roles



Gains along the Corridor



Safety promotion along the Corridor: Safety Indicators enabled NCTTCA to map out black spots along the Corridor and lobby Institutions in Member States to consider ways of improving road safety



Stakeholders Engagement and Public Private Partnerships: The Northern Corridor Public-Private Partnership Committee is in place and holds meetings to hear & address private sector issues



Northern Corridor Heads of States Summit: The Transport Observatory, developed and run by the Authority, has become part of the Northern Corridor Infrastructure Plan and informs high level policy makers on the performance of the Corridor



Single Customs Territory (SCT) has greatly reduced time taken to move goods along the Corridor



Gains along the Corridor



Reduction in Transit times as a result of various initiatives towards improving efficiency, such implementation of High Speed Weigh In Motion, reduction of roadblocks, implementation of the One Stop Border Posts (OSBP), 24/7 operations at key transit nodes, elimination of Non-Tariff Barriers (NTBs), among others



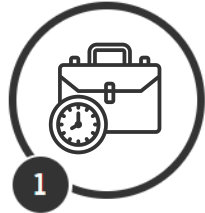
Improvement of the road and rail infrastructure along the corridor (SGR, Road upgrades)



Establishment of stakeholders performance charters such as ; the Port Community Charter, Voluntary Vehicle Load Compliance



Covid - 19 Immediate Effects



Reduced business hours and productivity



Limited mobility of staff and other stakeholders



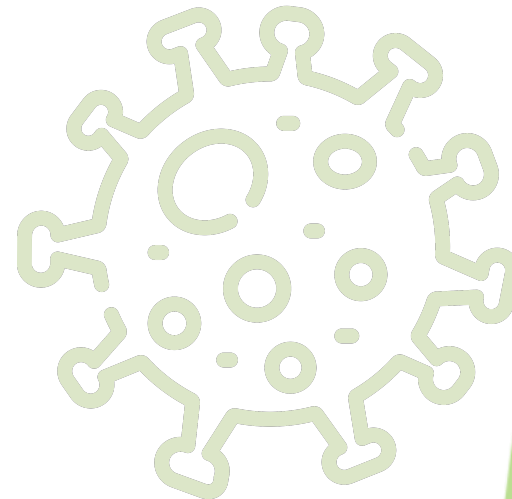
Longer Transit times



Escalation of cost of freight



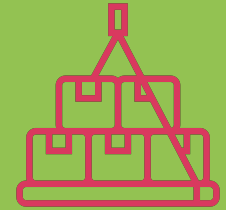
Increase in Non-Tariff Barriers due to increased checkpoints and delays in border clearance



Covid - 19 NCTTCA Interventions

01

Cargo considered as an essential service

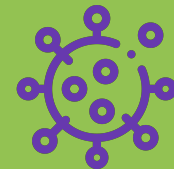


The Authority took charge of **coordination of various players** in the industry - restructured the Friday stakeholders' meeting, chaired by KPA, into a virtual meeting hosted by the Authority (regional platform for weekly virtual meetings)

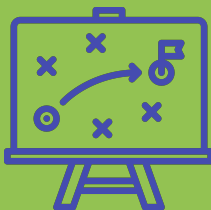
02

03

Advocacy campaigns on Covid 19 safety measures for truck drivers & Corridor users; - real-time information exchange and updates; sensitization campaigns against the Spread of COVID-19 and stigma along the Northern Corridor



COVID19



Promotion of a regional roadmap to make the Corridor more resilient to future disruptive hazards

04

Other Interventions



The NCTTCA contributed a water tank to the Miritini Covid-19 Testing Centre and distributed 10,000 reusable Face Masks and Reflector Jackets, branded with messages of solidarity and hope to transporters and cross-border truck drivers

- Sensitization increased self-confidence in Long Distance Drivers since the stigmatisation they were facing reduced



Sensitization also increased the number of drivers tested at the Miritini centre from **100** to nearly **600** per day



Promoted the **harmonisation of response measures** to mitigate COVID-19 in Member States



Interventions Contd...

01

The Authority has also designed **cross border interventions for youth & women in business**, targeting;



Impact assessment



Capacity building



Compliance measures



Stimulus interventions

02

Seeking partnerships with International Organizations for deeper outreach in Member States

03

The Authority is coming up with **emergency mitigation interventions** for safe trade at key Transport Nodes and critical supply chains for safe trade along the Corridor

04

Coming up with measures such as **regional policy/coordination mechanisms** to mitigate disasters & enhance quick resettlement of emerging bottle necks during & post pandemics



Interventions Contd...

05

The Authority is developing a **business portal** that will bring together all business and investment information on one portal. This will reduce human interactions and support digitization.

06

The **Northern Corridor Digest** (available on [http://www.ttcanc.org/documents/Northern Corridor Digest July 2020 approved.pdf](http://www.ttcanc.org/documents/Northern%20Corridor%20Digest%20July%202020%20approved.pdf)) has consistently published information regarding Covid - 19 interventions along the Corridor, effects of the Pandemic on transport and business, as well as the likely long term impacts.

07

Partnering with the North Star Alliance, the Authority has been spearheading a program of wellness centers along the Corridor. These became even more crucial at the heart of the pandemic. They support;



Access to medical services



Access to HIV/Aids drugs



Covid – 19 testing for users of the Corridor



Counselling services





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