



PRESERVING ROADS IN EAST AFRICA (A case for Central Corridor)

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THE OVERALL GOAL OF THE TTFA

- **Vision:** To be the trade corridor of choice on the Eastern and Southern African Sub-Region by 2020
- To promote trade, economic growth, and regional integration of the TTFA Member countries and enhance the competitiveness of their economies through the improvement and modernization of regional transport infrastructure, systems and procedures and the removal of non-tariff barriers to trade.

TTFA Mission

- **Mission:** To facilitate and promote secure reliable and cost effective transport and trade along the corridor by providing innovative service offerings to our customers, *and to* improve transport and logistics efficiency along the Central Corridor by reducing non-tariff barriers, delays, and uncertainty of transit times.

Stakeholders

- i. Ministries with a stake in Transport, Works, Trade and Immigration;
- ii. Road, Railway and Revenue Authorities;
- iii. Regulatory Authorities;
- iv. Transport Associations;
- v. Clearing and Forwarding Agencies;
- vi. Donor and Financial Institutions;
- vii. Security and Safety Agencies;
- viii. Other corridors and Regional Economic Communities, etc.

Integration of road networks and other surface transport modes

Introduction

The Central Corridor connects the Port of Dar es Salaam to markets in Tanzania, Burundi, Rwanda, Uganda and DRC (Democratic Republic of Congo) for overseas and intra-regional trade and personal mobility.



Existing Central Corridor Infrastructure and its condition by mode



Current condition of the railway network and Proposed Rail Extensions.

The railway line goes from Dar to Mwanza, to Kigoma and to Arusha. Tazara connects Dar to Zambia via Tunduma.



Passenger boarding MV Liemba on one of the cluster ports along Lake Tanganyika (no jetty facilities)



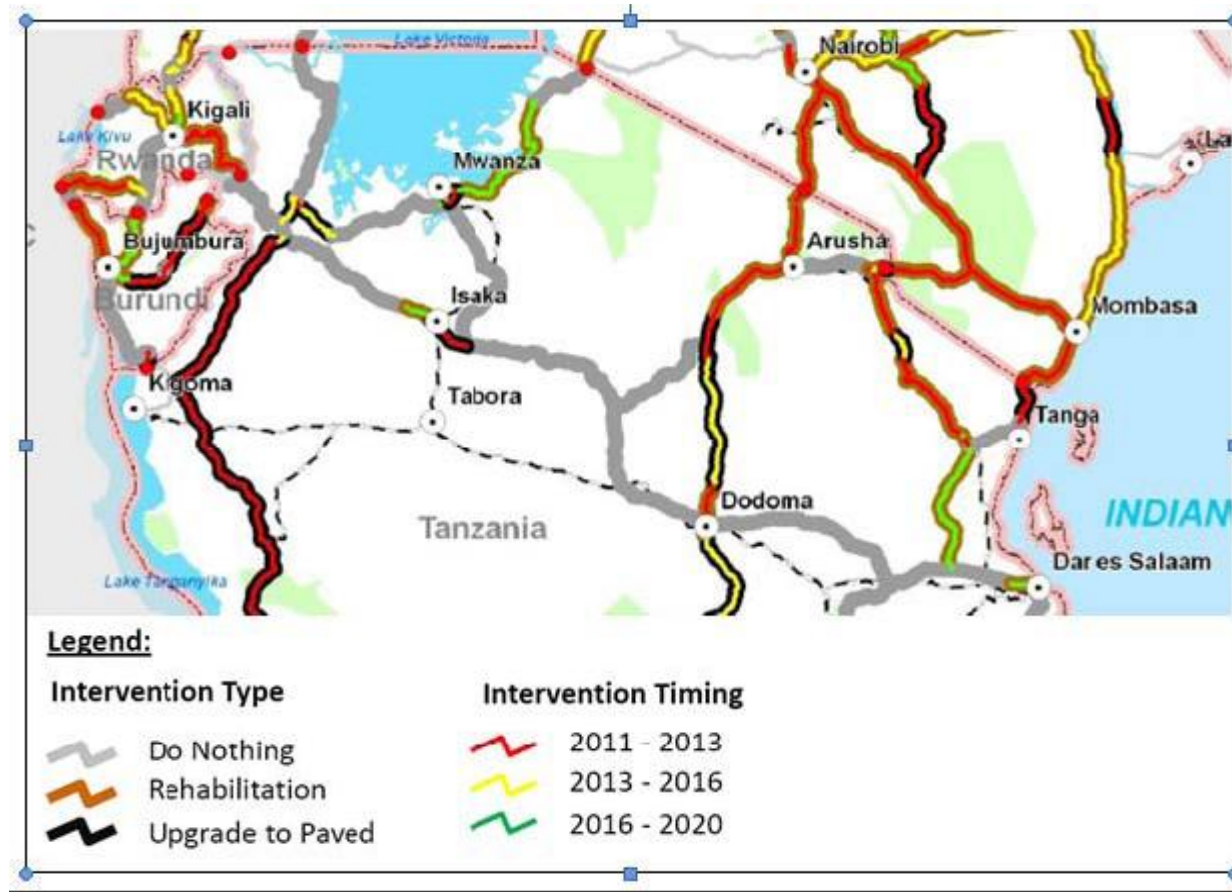
A Semi- truck loaded with coffee bags leaves Kemondo Bay port to Dar es Salaam



Rail Extensions

- The NC railway route goes from Mombasa through Nairobi, Kisumu and all the way to Kasese and Pakwach in Uganda.
- There are no rail connections to Burundi and Rwanda, but several studies have been carried out to determine the feasibility of an extension to Kigali and to the nickel deposit area of western Tanzania, Eastern Burundi and Eastern DRC.
- The Central Corridor offers Burundi, Rwanda and the Kalemie/Goma/Bakavu area of DRC a shorter route to the major port Dar es Salaam.

Planned Infrastructure Interventions Roads



Steps taken to preserve the road network -Inland Water-

- Major policies to revitalize transport on Lake Victoria, River Congo, River Kagera and Lake Tanganyika by:
 - Having an efficient railroad service to transport cargo and passengers to and from Port bell and Kisumu in the long term;
 - Creating a commercial inland waterway route between Rwanda and Lake Victoria;
 - Linking Kisangani to the port of Banana at the Atlantic ocean; and
 - Taking consideration of traffic generated from the hinterland of lake Tanganyika.

Steps taken to preserve the road network -Inland Water-

- Enhancement of safe navigation over lake and river transport:
 - Provision of up-to-date navigational aids to guide safe sailing of vessels and harmonizing certification and licensing of vessels and crew among member countries to allow ship owners to operate a wide variety of vessels to different acceptable; Financing required = US\$ 3.0 million; This will generate and shift more traffic from the road to inland water transport.

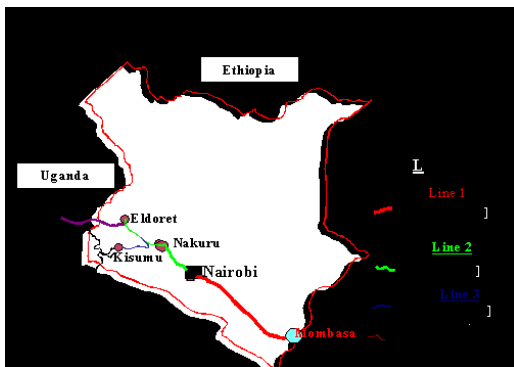
Steps taken to preserve the road network

-Northern Corridor-

- Kenya and Uganda have agreed to construct a standard gauge railway line running from Mombasa through Nairobi to Kenya;
- A concessionaire, M/s. RVR was recruited and although his performance was unsatisfactory, arrangements have been put in place to improve its operational management; financing was obtained to ensure improvement of the existing railway infrastructure and provision of rolling stock;
- These measures will shift heavier cargo movement away from the road to railway transport.

Steps taken to preserve the road network -oil Pipelines-

- Due to recent oil discoveries in the Lake Albert region, member states are expected to cooperate on:
 - Developing pipelines and refineries; and
 - Extension of pipeline infrastructure and services to all member states.



Challenges

- Capacity constraints - Need for:
 - dualisation of bypasses to cities;
 - A Uniform standard width of 7m plus 2m shoulders on all corridor routes;
 - Provision of climbing lanes.
 - Poor intermodal (road/rail and rail/water) connectivity.
- Poor accesses from ports to ICDs and the need to Integrate and optimise ICD & Port operations;
- Human resource constraints;

Steps to be taken to preserve the road network

-Institutional issues-

- Recommend institutional mechanisms to facilitate implementation of various plans in the member countries with respect to:
 - Coordination of planning and development of recommended infrastructure projects;
 - Adoption of common standards for design, construction and maintenance; and
 - Proposal for a monitoring and evaluation framework to review progress.

Steps taken to preserve the road network

-Institutional issues-

- Establish a culture of safety and environmental protection with respect to transport on international waterways, roads, rail and oil pipelines;
- Develop dry ports to optimise the management of trade flows in the logistics chain;
- Identify factors affecting the efficient operations of border crossings and improve the flow of trade and enhance development in the member states;

Conclusion

- There is need to put in place policies that will support all year-round accessibility to the road network;
- There is an increasing trend of cargo traffic on the road network: It is estimated that the port of Mombasa traffic will increase to 45.0 million tons in 2030 (compared to the 56 million tons indicated in the Mombasa Port Master Plan);
- Therefore, the ports and member countries need to adapt quickly to the anticipated traffic growth.

Conclusion

- East African region is considerably huge in terms of the geographical area and topographical scenarios;
- The natural resources and industrial activities are scattered all over;
- The populations are increasing across all member countries calling for increased social amenities;
- All these factors underscore the importance of improved, reliable and efficient road and railway networks with excellent port facilities and operations.

END

I THANK YOU