

TERMS OF REFERENCE FOR THE PROVISION OF CONSULTANCY
SUPPORT SERVICES TO NC-TTCA FOR REMOVAL OF NON-PHYSICAL
BARRIERS ALONG THE NORTHERN CORRIDOR

I. BACKGROUND

1. The Northern Corridor Transit Agreement (NCTA) is a multilateral treaty, which provides the legal framework for cooperation among the contracting states of Burundi, Democratic Republic of Congo, Kenya, Rwanda and Uganda in the facilitation of transit transport and trade.
2. The Northern Corridor itself is defined as transport infrastructure and facilities in Eastern Africa served by the port of Mombasa. The infrastructure comprises of rail, road and pipeline networks and routes, which are detailed in Protocol No. 2 of the Transit Agreement. The rail/road routes radiate from Mombasa in Kenya, through Kampala in Uganda to Bujumbura in Burundi, Kigali in Rwanda, Goma, Bukavu, Bunia, and Kisangani in the Democratic Republic of Congo.
3. The Corridor provides the most cost effective link to and from the sea, for the conveyance of the international trade of the contracting states. The main tenet of the transit agreement is that the contracting states guarantee each other free passage through their respective territories, of transit traffic and trade. In this regard, there are nine protocols attached to the transit agreement, which set out the modus operandi in the various aspects of transit transport operations namely:
 - Use of maritime port facilities
 - Designation of transit routes and facilities
 - Customs control
 - Documentation and procedures
 - Transportation by Road
 - Transportation by Rail
 - Transportation of Dangerous Goods
 - Facilities for Transit Operators and their employees
 - Motor Third Party Insurance
4. In order to facilitate the realization of the objective set out in the Transit Agreement and the Protocols, an Authority (a council of Ministers responsible for transportation) was set up. The Authority (formally referred as the Transit Transport Co-ordination Authority – TTCA) is assisted by an Executive Board of senior officials and private sector stakeholders. The other organ is the Secretariat with its headquarters in Mombasa, Kenya.
5. The vision of the TTCA is to make the Northern Corridor the most cost effective route in East-Central Africa to enhance the sub-region's competitiveness in the

global market. In order to achieve this vision the Authority's mission is centred on the reduction of transportation costs through undertaking the following measures:

- Streamlining customs documentation and procedures.
 - Harmonization of technical standards and traffic regulations.
 - Harmonization of transit charges and the elimination of unnecessary charges imposed on transit traffic and cargo.
 - Improvement of transport infrastructure and the removal of all non-tariff barriers.
 - Adoption of modern information and communications technology.
6. Substantial progress has been made in the above areas of intervention. The proliferation of national customs documents has virtually been eliminated through the introduction of a single transit document, which is now being replaced by a single goods declaration document. Working hours of customs administrations of the five contracting States have also been harmonized. Transit charges have been harmonized, in lieu of various national charges. There is mutual recognition of truck operator licences issued by the appropriate Licensing Authorities of the contracting parties, as opposed to previous requirement of road service permits to be purchased by foreign registered vehicles. A regional motor third party insurance scheme is in place to facilitate inter-State movement of vehicles. In addition Kenya Railways and Uganda concluded a working agreement, within the NCTA framework, to facilitate their operations, including the operation of block trains.
 7. Furthermore, the Northern Corridor Stakeholders Consultative Forum, for the facilitation of the movement of goods along the corridor has been established. This Forum is an example of private/public sector partnership which is being promoted.
 8. Whereas the above achievements have resulted in the substantial reduction of transport costs along the corridor, there are still some impediments requiring further policy development and implementation initiatives. Such initiatives will lead to further reduction of costs.
 9. The NC-TTCA Secretariat under the SSATP of the World Bank, engaged the services of M/S PROME Consultants Ltd and M/S Dr. C.K. Kaira Ltd, who carried out a study on the Baseline Survey of Key Non-physical Barriers (NPBS) along the Northern Corridor and the Establishment of a Database at the TTCA Secretariat. The objective of the study was developing and implementing sound policies that will facilitate cost-effective transport operations along the Northern Corridor. This was to be achieved through the establishment of a practicable transit traffic monitoring and tracking system for which a baseline survey and monitoring exercise of key NPBS to transit movement was to be undertaken.

10. In a nutshell, the Consultants carried out consultations with key stakeholders including conducting workshops for purposes of sensitizing them on non-physical delays and training in data collection; designed field survey instruments; made a trial run by a Field Assistant on collection of data; developed the database and tested it and trained the NC-TTCA staff; distributed the data collection forms to selected transport firms for field data collection by drivers; captured the data and generated a set of reports on non-physical delays; and prepared a Final Report.
11. The study identified non-physical causes of delay, their location and associated delay time and established a database at the NC-TTCA Secretariat.

II. OBJECTIVES

12. The NC-TTCA Secretariat through the fore-mentioned study has identified non-physical causes of delay on the Northern Corridor, their location and magnitude in terms of delay time. The Secretariat has collected initial data on non-physical delays and established a database. The Secretariat has also initiated a working relationship with key Stakeholders associated with non-physical delays.
13. The Secretariat now wishes to have the issues identified in the study addressed, with the underlying objective of eliminating or reducing to the minimum the non-physical delays wherever they occur.
14. The Baseline Survey done in the study was a pilot project giving the initial situation on the ground. Another major objective of the proposed project is developing a fully-fledged database with continuous monitoring of the effects of the policy measures and interventions.

III. SCOPE OF WORK

15. To attain the above objectives, the task will entail the following:
 - a) Definition of appropriate practical policy and intervention measures for elimination or reduction of non-physical delays.
 - b) Preparation of time-bound Action-plan for eliminating or reduction of non-physical delays.
 - c) Implementation of policy and intervention measures.
 - d) Consultation with key Stakeholders in transit transport.
 - e) Collection of field data on non-physical delays, entry of the data into the database and generation of reports on non-physical delays.

- f) Monitoring the effects of policy and intervention measures undertaken to reduce delays.
 - g) Establishing an internet enabled database with web form based data entry and dynamic web publishing of reports.
 - h) Establishing an interactive website that will allow access to the database for remote data entry and information retrieval.
16. The area of operation of all the above is the Member States of the Northern Corridor, VIS, Kenya, Uganda, Rwanda, D.R. Congo and Burundi while the key stakeholders to be consulted are the Kenya Ports Authority, Customs Departments, Security Departments, Road Departments, Transport Associations and Transport Operators.

IV. METHODOLOGY

17. The approach to the task will among others, have the following activities:
- a) Preparation of a Discussion Paper on policy and intervention measures on elimination or reduction of non-physical barriers.
 - b) Meetings/workshops/seminars with relevant stakeholders' representatives responsible for development and implementation of policies and interventions on elimination or reduction of delays. The purpose of this is to sensitize the stakeholders on the objectives and benefits of the project and to explain to them the required policy and intervention initiatives and the mode operandi to attain the objectives. The policy and intervention initiatives are protracted and cannot be accomplished at a single consultation. The consultations will therefore be on a continuous basis for a period of 4 years.
 - c) Delivery of Data Forms to transport operators, following up completion of the forms by keeping the transport operators sensitized and reminded. Collecting the completed forms for transmission to NC-TTCA Secretariat and capturing the data.
 - d) For the website, database a structured system approach involving:
 - Conceptualization
 - Systems Analysis
 - Design and Construction
 - Implementation.

V. OUTPUTS

18. The principal output of the project is reduced travel time of traffic on all sections and points of the corridor. Equally important related outputs are reports on time delays. In conformity with these principal outputs the project will produce:
 - a) Inception Report within 3 weeks of the commencement of the project;
 - b) Quarterly reports;
 - c) Monthly reports on time delays;
 - d) An NC-TTCA website
 - e) An internet-enabled database
 - f) Draft final report; and
 - g) Final report.

VI. QUALIFICATIONS

19. The task is to be undertaken by a Senior Transport Economist/Team Leader assisted by another Transport Economist and a Statistician/IT Specialist. The Economists should preferably have post graduate qualifications in Transport Economics or Engineering while the Statistician/IT Specialist should have post-graduate qualifications in Statistics and Computer Science. Their working experience should include transit transport and should be of not less than (10) years.

VII. TIME FRAME

20. The time span for implementation of the project is 4 years and work is anticipated to commence beginning of September 2005. Execution of the task requires 38 person-months input.