

SUB-SAHARAN AFRICA TRANSPORT POLICY PROGRAM



WORKSHOP ON CORRIDOR PERFORMANCE MONITORING

MEETING REPORT



WORKSHOP ON CORRIDOR PERFORMANCE MONITORING
26 - 29 MARCH 2012, NYALI INTERNATIONAL BEACH HOTEL,
MOMBASA, KENYA.

ATELIER SUR LA MESURE DES PERFORMANCES DES CORRIDORS
26 - 29 MARS 2012, NYALI INTERNATIONAL BEACH HOTEL,
MOMBASA, KENYA.



DELIGATES FROM ALL AFRICAN COUNTRIES

**NYALI BEACH HOTEL , MOMBASA , KENYA
26-29 MARCH , 2012**

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List of Acronyms

AFDB	African Development Bank
ALCO	Abidjan Lagos Corridor
CICOS	International Commission for the Congo, Oubangui and Sangha River Basin
COMESA	Common Market for Eastern and Southern Africa
COMPETE	Competitiveness and Trade Expansion Program
DP2	SSATP Second Development Plan
DRC	Democratic Republic of Congo
ECCAS	Economic Community for Central African States
EAC	East African Community
ECOWAS	Economic Community of West African States
FESARTA	Federation of East and Southern Africa Road Transport Associations
FIA	International Foundation for Automobile
JICA	Japan International Cooperation Agency
KPA	Kenya Ports Authority
NCTTCA	Northern Corridor Transit Transport Coordination Authority
NTB	Non tariff barriers
OSBP	One Stop Border Post
PMAESA	Port Management Association for Eastern and Southern Africa
PMT	Program Management Team
REC TCC	Regional Economic Communities – Transport Coordination Committee
RECs	Regional Economic Communities
SADC	Southern Africa Development Community
SROs	Sub Regional Organizations
SSATP	Sub Saharan Africa Transport Policy Program
TFF	Trade Facilitation Facility (World Bank)

TSDMS	Transport Sector Data Management System
TTFA –CC	Transit and Transport Facilitation Agency of the Central Corridor
UEMOA	West African Economic and Monetary Union
UNCTAD	United Nations Conference on Trade and Development
UNECA	United Nations Economic Commission for Africa
USAID	United States Agency for International Development
WBCG	Walvis Bay Corridor Group

EXECUTIVE SUMMARY

The SSATP Corridor Program is a subset of the SSATP Regional Integration Component, aiming mainly at establishing transport observatories on several Sub-Sahara Africa corridors. This program was launched mid 2011, and is covering a period of two years, until June 2013. Most of the activities planned in the program had been launched by the beginning of the year 2012, and the time was ripe to review the status of the various monitoring exercises and surveys conducted so far in order to incorporate lessons learnt in the program. To that effect, a workshop, hosted by the TTCA (Transit Transport Coordination Authority of the Northern Corridor) in Mombasa on March 26th-29th, was organized on corridor performance monitoring, in which the regional integration partners of SSATP participated, constituting de facto a meeting of the Transport Coordination Committee of the Regional Economic Communities (REC TCC). The discussions that took place during the workshop will assist in refining the action plan for the remaining period of the Program.

The aim of the meeting was to share with all stakeholders the approach and tools developed for corridor performance monitoring, based on the following principles:

- Continuous performance review is necessary to monitor corridor efficiency and effectiveness of the facilitation programs in place. This is the primary purpose of the transport observatories discussed in the second session of the meeting
- When performance review reveals dysfunctions, a targeted diagnostic must be performed to identify the causes, and guide the design of adequate interventions. This may be achieved either by analyzing disaggregated data contained in the transport observatories, or, eventually, by applying specific monitoring and diagnostic tools, discussed in the third session of the meeting.

This summary presents an overview of the main conclusions of the meeting.

Attendance

The meeting was attended by delegates representing:

- Regional Economic Communities: East African Community (EAC), Common Market for Eastern and Southern Africa (COMESA), Economic Community of Central African States (ECCAS), Economic and Monetary Community for Central Africa (CEMAC), Southern African Development Community (SADC) and Economic Community of West African States (ECOWAS);
- Countries: SSATP National Coordinators from Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Ethiopia, Gabon, Cote d'Ivoire, Democratic Republic of Congo, Guinea, Kenya, Lesotho, Malawi, Mali, Rwanda, Senegal, Swaziland, Tanzania, Togo, Uganda and Zambia;
- Corridor authorities and regional organizations: AGEROUTE , the International Commission for the Congo-Oubangui-Sangha Basin (CICOS), Central Corridor Secretariat, Dar es Salaam Corridor Secretariat, Northern Corridor Transit Transport Coordination Authority (NCTTCA), Abidjan-Lagos Corridor (ALCO), Walvis Bay Corridor Group, Burkina Shippers' Council (CBC), Office de Gestion de Fret Maritime de la République Démocratique du Congo (OGEFREM) , Programme Sectoriel des Transports (PST, Burkina), Kenya Revenue Authority (KRA), Uganda Revenue Authority (URA), Rwanda Revenue Authority (RRA), Office Burundais des Recettes, Federation of East African Freight Forwarders Association (FEAFFA), Association des transporteurs du Burundi (ATIB), FIA Foundation, Port Management Association of Eastern and Southern Africa (PMAESA) Secretariat, Kenya Port Authority (KPA) , Inter-Governmental Standing Committee on Shipping (ISCOS) , GUCE ,(Guichet Unique des opérations du Commerce/Extérieur, Cameroun), FEC Butembo-Lubero/Secteur Privé, Business Community (Uganda rep in

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Mombasa), Kampala city Trader Association (KACITA), Consia Consultants, Transport and logistics Consultants, Mombasa Polytechnic University College;

- Development partners: African Development Bank (AFDB), Trade Mark East Africa, Trade Mark South Africa, USAID East Africa, USAID Compete, USAID Southern Africa Trade Hub, USAID West Africa Trade Hub, JICA, World Bank TTF and SSATP Program Management Team (SSATP PMT)

Program of the Meeting

The Meeting was divided into themes:

- Transport observatories: review of Corridor Performance Monitoring tools and focused diagnostics and surveys instruments
- Road safety
- Outline of a Regional Integration / Trade Facilitation component for a future SSATP
- Workshop on border crossing surveys on the Northern Corridor

SSATP Transport Observatory program

The objective of the workshop was to highlight the role of diagnostic tools in the policy dialogue for the definition and implementation of adequate transport policy reforms for trade and transport facilitation. The workshop reviewed permanent monitoring mechanisms, and particularly the corridor transport observatories, in their dual role for monitoring and diagnosis, as well as more focused tools, to analyze thoroughly specific bottlenecks and problems areas identified by the observatories, such as inland border crossing, road transport industry surveys, and time release studies.

Review of current transport observatory related initiatives in Sub Sahara Africa by RECs and Corridors:

The development of the Transport Observatories on the different corridors is conforming to a phased approach:

- Initial diagnostic on the procedures and data sources that are recorded in the operational IT systems
- Construction of the 'primary net' with data on nodes for the volumes / delays dimensions, capturing the main stages at Gateway, borders and inland terminals through Customs, Port authority / operator and Shippers' councils data
- Targeted studies for the prices & costs dimension
- Construction of the 'fine net' by adding data on modes for the volumes / delays dimensions, through dedicated surveys / IT tools for analysis of delays during transport between nodes

The SSATP Corridor program is providing technical assistance to RECs and Corridor Authorities to implement the different phases, and is as well funding the required studies.

East Africa

The TTCA Transport Observatory core database is under development, which will be populated by historical data for the years 2009 – 11. The integration of GPS data will be experimented through a partnership with the road transport associations. In parallel, the road transport industry surveys will provide information, notably on transport capacity, road transport costs and prices.

The CCTFA Transport Observatory closely follows the TTCA, with the launch of the development of the core database.

On the Dar Corridor, the support of SATH established a corridor performance monitoring framework in which key agencies provide monthly indicators (TRA and TPA). The development of the Transport Observatory needs to build on this initiative.

For East Africa the diagnostic phase has been completed, as well as the studies for the prices and costs dimension, through the road industry surveys. The construction of the primary net for TTCA and CCTFA is almost complete. Activities towards the establishment of the fine net have just started, involving road transport associations.

Southern Africa

On the North-South Corridor, TMSA is conducting localized surveys on border crossings, relying on use of GPS data from fleet management systems of road transport companies, and choke monitoring.

On the Walvis Bay group of corridors, TMSA is supporting monitoring on the Trans-Kalahari branch, while the SSATP is supporting the establishment of a Transport Observatory of the Trans-Caprivi and Trans-Cunene branches.

The SSATP technical assistance for the WBCG is just starting, and the initial diagnostic and the construction of the primary net will be conducted during the year 2012.

Central Africa

On the Congo River Basin, the SSATP completed a feasibility study for a river Transport Observatory that will be prolonged by additional support for its actual establishment.

On the Douala corridors, the EU funded a feasibility study on a road transport observatory. SSATP is providing assistance to CEMAC to expand the scope of the observatory on the entire corridor, and not only the road segment.

For the two Central Africa corridors, the diagnostic has been established, and the construction of the primary net will take place during the second half of 2012. A logistics costs study is under realization, to provide the baseline data for the price and cost dimension, scheduled to be completed during the second of 2012.

West Africa

On the Abidjan Lagos coastal corridor, ALCO is contributing to monitor key indicators for the World Bank ALTFP. SSATP is providing additional technical assistance for the establishment of a Transport Observatory.

On the hinterland corridors serving the landlocked countries, development partners (EU and USAID) and RECs are exploring ways to set up an institution taking over the road transport observatories supported by WATH. SSATP is providing methodological input for expanding the scope beyond road transport.

On the West Africa corridors, the diagnostic is ongoing for the eastern part of the region. The construction of the primary net will take place during the second half of 2012. The rest of West Africa will be covered for the diagnostic phase during the second half of 2012, immediately followed by the construction of the primary net. For West Africa, a logistics costs study is under realization, to provide the baseline data for the price and cost dimension, scheduled to be completed during the second of 2012.

There is need to consolidate all the measurements done along the corridors into a coherent package that helps respond to broader policy questions such as boosting trade, incidence on business and job creation. There is also need to expand the use of targeted diagnostic tools, such as border crossing monitoring and road transport industry surveys, to other regions.

Taking into account the different levels between the regions and corridors, it is important to promote exchange of experience, building on African expertise, particularly for Central and West Africa, which can benefit from the experience of other regions (and notably, the reliance on IT tools and open source software for the East Africa transport observatories, which is instrumental in minimizing data collection costs).

The meeting recognized the importance of conducting road transport industry surveys, particularly for regions where a road transport reform is under consideration.

One Stop Border Posts are increasingly seen as a solution to reduce border crossing delays. Choke monitoring has been designed to identify problem areas but there is need to validate the methodology so that results can be statistically significant and fully play their part in the policy dialogue.

Finally, generalization of GPS use, either by control agencies (Customs for securing transit cargo) or operators (for fleet management purposes) constitutes an opportunity to tap into new data sources. The different experiments conducted on various corridors provide the opportunity of drawing lessons from different approaches, both in terms of impact on trade and transport, and for monitoring purposes.

The SSATP, through the REC TCC, has a pivotal role to play in organizing that exchange of experience and good practices among RECs and corridors.

Road Safety:

The presentation on road safety provided the opportunity to discuss not only the activities undertaken within the current DP2, but also the possible role of SSATP to accompany the Decade of Action for Road Safety in Africa, in a successor program.

The three challenges / focus areas identified by the meeting were:

- Develop / promote adequate metrics on road crashes as input for effective road safety policies
- Conduct capacity building for road safety management, based on capacity review diagnostics
- Embed road safety into infrastructure development and rehabilitation (like building of rest areas along the main roads) , through systematic use of diagnostic tools (such as iRAP, road crash data for identification of black spots, etc.).
- Collaboration and experience sharing between countries

In the specific case of trade and transport facilitation programs, engaging transport operators provides the opportunity to influence driver behavior, including for road safety.

Future of SSATP:

The session on the outline of a medium to long term regional facilitation program identified possible areas of focus for a successor program to the current SSATP DP2, divided into two main dimensions:

- Continent-wide:
 - Transport Observatories (Performance monitoring and diagnostic) as input into the policy dialogue
 - Coordination and partnerships, focusing on exchange of experience, valuing African expertise, and support the emergence of a coherent program across development partners, RECs, countries and corridor authorities
 - Think-tank for drawing lessons from emerging trends in Trade facilitation
- Corridor focused:
 - Trade and regional integration agenda
 - Nodes, with a stream of activities focusing on gateway and inland terminals efficiency
 - Modes, with a stream of activities focusing on the land-link, with an intermodal perspective

The meeting also identified areas for which RECs and corridors could benefit from SSATP support within the current program. Direct consultations are to take place immediately after the workshop to specify the required activities.

For the longer term program, the workshop was just the beginning of a consultative process involving RECs, corridors, regional organizations and development partners, which will unfold over the next months. The dialogue will be facilitated notably through the launch of a new website, in order to improve communication with all partners.

The workshop also highlighted the importance of metrics, not only in the policy dialogue, but also for SSATP Regional integration program itself. SSATP must assess the impact of its activities under DP2 and highlight results.

The expansion beyond the traditional road transport was also discussed on several occasions during the workshop, to include notably railways, river transport, and more generally multimodal transport in its corridor activities. For river transport, the meeting recommended harmonization of navigation codes among countries sharing common river basins. Coherence between the different river basins should also be sought (notably Great Lakes region, Congo River Basin).

Inland borders:

TTCA conducted a border crossing delays surveys at three key borders along the Northern Corridor (Malaba, Busia and Gatuna) with support from SSATP. The objective was to establish baseline data prior to the transformation of Malaba into an OSBP, and collect data that will help identifying causes of inefficiencies. The presentation of the results of border crossing monitoring on key borders of the Northern Corridor triggered a debate on the measures needed to improve border crossing. The meeting expressed the need to go beyond measurements and start an inclusive dialogue between all stakeholders to identify and implement remedies.

On the diagnostic itself, the meeting recommended including in the analysis of border delays the impact of the following:

- Intervention of other border agencies
- Differentiate delays according to the process at the border, notably between transit and import, particularly when there is border clearance
- Operating times for the different border agencies and operators
- Adequacy of staffing

Several of the additional clarifications and questions raised by the participant have methodological implications. For future monitoring exercises, the question of building a representative sample that enables analyzing all areas of concern will have to be carefully addressed.

On the remedies, the meeting recommended exploring notably:

- In the design of joint border posts, address operational modalities and procedures prior to infrastructure issues
- Interconnection of Customs systems and electronic submission of declarations by Clearing Agents (allowing pre-lodgment of customs declaration and documents)
- Harmonization of customs documents within a region
- Transit regime and specific treatment for transit goods
- Capacity building and information / formation for all stakeholders involved in border crossing (border management agencies and logistics operators)
- Infrastructure design must take into account diagnostic (notably the issue of parking areas, and rest areas outside of the border area) and possible Public Private Partnership to finance it.

The TTCA was requested to prepare a paper on the follow-up activities to undertake after the monitoring period to support the development of adequate remedies on the Northern Corridor border crossings.

I. INTRODUCTION

Launched in mid-2011, the SSATP Corridor Program of the Regional Integration Component Work Program, aiming mainly at establishing transport observatories on several Sub-Saharan Africa corridors, is covering a period of two years, until June 2013. Most of the activities planned in the program have now been launched, and the time was ripe to review the status of the various monitoring exercises and surveys conducted so far in order to incorporate lessons learnt in the program. To that effect, a workshop was organized on corridor performance monitoring (at the Nyalí International Beach Hotel in Mombasa, March 26-29), in which the regional integration partners of SSATP participated, constituting de facto a meeting of the Transport Coordination Committee of the Regional Economic Communities (REC TCC). The discussions that took place during the workshop will assist in refining the action plan for the remaining period of the Program.

The aim of the meeting was to share with all stakeholders the approach and tools developed for corridor performance monitoring, based on the following principles:

- Continuous performance review is necessary to monitor corridor efficiency and effectiveness of the facilitation programs in place. This is the primary purpose of the transport observatories discussed in the second session of the meeting
- When performance review reveals dysfunctions, a targeted diagnostic must be performed to identify the causes, and guide the design of adequate interventions. This may be achieved either by analyzing disaggregated data contained in the transport observatories, or, eventually, by applying specific monitoring and diagnostic tools, discussed in the third session of the meeting.

The meeting also gave M. Jean-Noel Guillosoy the opportunity to present the SSATP team and share the progress achieved on DP2 SSATP programs, in order to collect the input from RECs, corridor authorities, regional organizations and development partners on the possible outline of a mid-term regional integration program that could constitute a component of the SSATP DP3.

II. ATTENDANCE

The meeting was attended by delegates representing East African Community (EAC), Common Market for Eastern and Southern Africa (COMESA), Economic Community of Central African States (ECCAS), Economic and Monetary Community for Central Africa (CEMAC), Southern African Development Community (SADC) and Economic Community of West African States (ECOWAS).

Also present were SSATP National Coordinators from Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Ethiopia, Gabon, Cote d'Ivoire, Democratic Republic of Congo, Guinea, Kenya, Lesotho, Malawi, Mali, Rwanda, Senegal, Swaziland, Tanzania, Togo, Uganda and Zambia.

The meeting was also attended by representatives from African Development Bank (AFDB), AGEROUTE, the International Commission for the Congo-Oubangui-Sangha Basin (CICOS), Central Corridor Secretariat, Dar es Salaam Corridor Secretariat, Northern Corridor Transit Transport Coordination Authority (NCTTCA), Abidjan-Lagos Corridor (ALCO), Walvis Bay Corridor Group, Burkina Shippers' Council (CBC), Office de Gestion de Fret Maritime de la République Démocratique du Congo (OGEFREM), Programme Sectoriel des Transports (PST, Burkina), Kenya Revenue Authority (KRA), Uganda Revenue Authority (URA), Rwanda Revenue Authority (RRA), Office Burundais des Recettes, Federation of East African Freight Forwarders Association (FEAFFA), Association des transporteurs du Burundi (ATIB), FIA Foundation, Port Management Association of Eastern and Southern Africa (PMAESA) Secretariat, Kenya Port Authority (KPA), Inter-Governmental Standing Committee on Shipping (ISCOS), GUCE (Guichet Unique des opérations du Commerce/Extérieur, Cameroun), FEC Butembo-Lubero/Secteur Privé, Business Community (Uganda rep in Mombasa), Kampala city Trader Association (KACITA), Consia Consultants, Transport and logistics Consultants, Mombasa Polytechnic University College, Trade

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Mark East Africa, Trade Mark South Africa, USAID East Africa, USAID Compete, USAID Southern Africa Trade Hub, USAID West Africa Trade Hub, JICA, World Bank TTF and SSATP Program Management Team (SSATP PMT).

The list of participants is attached to this report as **Annex 1**.

III. OPENING SESSION

The official opening ceremony was chaired by the Chairman of the Regional Economic Community Transport Coordination Committee M. Jean-Paul Libebele (REC –TTC Chair). Two introductory statements were made.

Official opening of the workshop, by M. Donat Bagula Mugangu, TTCA –NC Executive Secretary

The Executive Secretary of the TTCA-NC, M. Donat Bagula Mugangu welcomed all the delegates to the city of Mombasa.

His welcoming remarks highlighted amongst others the following:

1. Regional Economic Communities (RECs) and countries have embarked on a comprehensive program laying the foundation for efficient transport by strengthening the policy setting organizations for regional integration - notably through the adoption of a proper institutional framework (corridor management authority) and the monitoring tools used (transport observatories)
2. The SSATP Program, through the Regional Integration and Transport component, has supported Regional Economic Communities (REC) and Corridor Authorities in their endeavour to facilitate trade and promote economic development, by providing a platform for regional integration focusing on the synergies at the regional and country levels
3. The actual work program is coordinated by a committee of RECs, Corridor bodies and private sector associations called the Regional Economic Communities - Transport Coordinating Committee (REC-TCC) that seeks to promote exchange of experience at continental level and drive the transport agenda for regional integration .
4. In Early 2011, the REC-TCC articulated a comprehensive Corridor Program focusing on the need to obtain and share amongst all stakeholders reliable and adequate data on corridor efficiency. This program, funded under a TFF grant, aims at assisting Corridor Authorities, or alternatively RECs where no formal Corridor Authority has been established, to develop Corridor transport observatories.
5. Combined with the ongoing SSATP Regional Integration component work program, the outputs cover a wide spectrum of means and methods for performance monitoring, which needs to be discussed and disseminated among the REC-TCC partners.
6. The main objective of these meeting is
 - i. Taking stock of the current developments in monitoring transport corridor performance;

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- ii. Building consensus on the strategic directions of trade facilitation component for a future SSATP action plan and formulating a preliminary work program for 2012 and beyond.

Therefore, he expects after the three days meetings to achieve the follows results:

- i. Review various activities undertaken and agreed on the format of deliverables;
- ii. Knowledge sharing and improving collaboration among RECs;
- iii. The way forward to strengthening Corridor Performance Monitoring (Transport Observatories) and
- iv. Outline for possible Regional Integration component of DP3.

Opening remarks by M. Jean Noël Guillosou , SSATP Project Manager

Regional integration in Africa is constrained by high trading costs, resulting from a combination of challenges combining hard (infrastructure related) and soft (trade and transport facilitation related) issues. In order to address these challenges, Regional Economic Communities (RECs) and countries have embarked on a comprehensive program laying the foundation for efficient transport by strengthening the policy setting organizations for regional integration notably through the adoption of a proper institutional framework (corridor management authority) and the monitoring tools used (transport observatories).

The SSATP Regional Integration component is supporting this approach through three streams of activities:

1. Facilitating the REC Transport Coordination Committee (REC TCC), which aims at coordinating regional facilitation programs, bringing coherence to facilitation strategies, and disseminating good practices and lessons learnt;
2. Strengthening the institutional framework for policy dialogue, notably by supporting the establishment of Corridor Management Committees;
3. Developing performance monitoring and diagnosis tools to feed policy dialogue, notably by establishing Transport Observatories and supporting focused monitoring for critical bottlenecks.

The three streams of activities aim at strengthening the policy dialogue at corridor level for the design and implementation of trade facilitation interventions.

The cornerstone of the SSATP Corridor Program is the establishment of Transport Observatories for the main corridors in Sub-Sahara Africa. Over the years, SSATP has developed and refined several diagnostic tools that have been since adopted by other development partners:

- Choke monitoring, to analyze delays at border crossings, has since been used notably by JICA, World Bank and TradeMark East Africa (a multi-donor initiative for regional integration in East Africa)
- Road transport observatories, to measure informal payments and delays caused by roadblocks, has been supported by USAID (through West Africa Trade Hub) and more recently the European Union for Central Africa

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- Corridor Transport Observatory, based on the integration of IT operational data from logistics operators and control agencies, has since been expanded by USAID (through ECA Trade Hub) and TMEA

Similarly, SSATP adopted tools developed by others partners, such as:

- Road transport industry surveys, initially developed for the World Bank analysis on road transport prices and costs in Africa, is being integrated into the Transport Observatory approach
- Logistics costs studies building on USAID supported models of corridor efficiency and research at the World Bank highlighting the impact of uncertainties on delays in the total logistics costs.

In terms of geographic scope, the Transport Observatory component of the SSATP Corridor Program is covering the main Sub-Sahara Africa corridors, in close coordination with other development partners' activities:

- In East Africa, TMEA is supporting the development of the Transport Observatory model for the Northern and the Central Corridors, with additional input from the SSATP Corridor Program. This model and the associated IT tools will be replicated on all the other corridors covered in the program, including the Dar Corridor;
- In Southern Africa, the program is providing technical assistance to the Walvis Bay Corridor Group on two branches of the corridor (Trans-Caprivi and Trans-Cunene), while the Trans-Kalahari branch is supported by TMSA;
- In Central Africa, the program is providing technical assistance to CEMAC to extend the scope of the road transport observatory developed under EU funding;
- In West Africa, the SSATP Corridor Program is providing methodological support in the establishment of regional transport observatories for UEMOA, ECOWAS and ALCO, supported by a partnership comprising in addition to SSATP the European Union and USAID.

Several comments arose after the presentation:

- The SSATP covered area of support is not limited to what was stated during the presentation. The areas mentioned were only to give an idea of SSATP geographic scope
- Regarding the African Union support on legal framework report, the consultant will be available in April to achieve the work on this.
- SSATP supports road safety actions, and will help the countries to put in place instruments to measure actions and policies .Pilot actions will be undertaken on OCAL corridor and the recommendations on what can be implemented will be expanded to other corridors but it will be subject to discussion with SSATP on the specific needs at a strategic level .

IV. OBJECTIVES OF THE MEETING

The objectives of the meeting were :

1. Taking stock of the current developments in monitoring transport corridor performance and review various activities and agree on the format of deliverables

2. Building consensus on the strategic directions of the trade facilitation component for a future SSATP action plan and formulating a preliminary work program for 2012 and beyond.

V. ADOPTION OF THE PROGRAMME OF WORK

SSATP consultants were nominated as rapporteurs. The proposed provisional program of work for the Meeting was adopted by the participants with some amendments and attached as **Annex 3**.

VI. MEETING PROCEEDINGS

The meeting was organized in 4 (four) sessions during which presentations were made in plenary.

A. : Facilitation Activities within RECs: ECOWAS, CEMAC and the Tripartite COMESA-SADC-EAC

Three (3) presentations were made during this session; details of presentations will be attached to this document.

1. ECOWAS facilitation activities in West Africa - Chris Appiah, ECOWAS Commission

Transportation has been identified as a key tool for promoting cooperation and integration among the 15 Member States of ECOWAS. However, transport cost in the West Africa continues to rank among the highest in the world. Transport and logistics data is therefore critical to identify and prioritize policy interventions to reduce trade costs.

Article 32 of the Revised ECOWAS Treaty of 1993 enjoins Member States to develop transport infrastructure and policies to promote physical cohesion and facilitate the movement of persons, goods and services within the Community, with special emphasis on increased access for landlocked countries. Transport is to support the implementation of ECOWAS Trade Liberalization Scheme, Customs Union and the establishment of the Economic Union. The ECOWAS Inter State Road Transport Convention (ISRT Convention A/P4/82) sets regulations for inter-state road transportation between Member States. Several other Decisions and Conventions have also been adopted to guide transport facilitation in West Africa.

The ECOWAS Transport Facilitation Strategy identifies the problem of implementation rather than solution regarding the adherence to community protocols on trade and transport facilitation. The strategy is therefore based on three pillars namely modernization of transport industry, procedure and documentation reform and institutional framework for implementation and monitoring. This is based on the Corridor, Fast Track and “proof of concept” approaches. Some key interventions and program areas being implemented under the strategy were presented as follows:

Joint Border Posts - Architectural and engineering designs have been completed for an initial seven (7) JBP sites (Sèmè-Kraké Plage, Hillacondji-Sanveekondji, Noépé, Malanville, Paga, Noé-Elubo and Kouremalé). Tendering for works has been completed for five (5) JBPs, but due to budgetary constraints, Three (3) construction works contracts are ongoing at Sèmè-Kraké Plage (Nigeria/Benin border), Noépé (Togo – Ghana border) and Malanville (Benin – Niger border) with a 14 months construction period initially anticipated. Legal and Operational Framework documents are being developed to guide the operations when completed. The Commission is sourcing additional funds for the equipment, training of border agencies and sensitization of the operators as well as construction of the remaining 4 designed JBPs.

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In the area of Corridor performance Monitoring, the ECOWAS Commission is collaborating with the UEMOA Commission, USAID-WATH, ALCO, World Bank (SSATP), European Union and other Development partners to coordinate efforts towards the sustainability and expansion of existing observatories. An initial meeting was held from 19th to 20th March, 2012 in Accra where a set of Actions were agreed on the way-forward.

The Commission also intends to improve on corridor management structures in place in the Region. In this regard, the Abidjan-Lagos Corridor Management Committee is being established as a pilot. This will be done through an MOU by the Corridor Countries and a dedicated permanent secretariat to provide technical support in the facilitation of transport and trade along the border.

A new Supplementary Act on the harmonization of axle load standards in the ECOWAS region was adopted by the Heads of States on 17th February, 2012. A road Map has been developed to guide the implementation of this Act across the Region.

Supporting facilitation measures are also being pursued in the area of Customs Interconnectivity, Single Window and the reformation of the Road Transport industry in terms of fleet renewal and the introduction of professionalization of the haulage industry.

2. CEMAC facilitation activities presentation – Jacqueline Meyo , CEMAC

In order to limit tariff and non-tariff barriers, and achieve full custom union, CEMAC and its Member States adopted a transport facilitation program in 2004 within the CEMAC zone supported by several donors (AFD, BAD, BM, UE) comprising of road and railway infrastructures improvement, transport facilitation, capacity building of customs and transport administrations.

The state of implementation of facilitation actions of this program is as follows:

- As far as custom aspects are concerned, inter-connexion of customs administrations is on-going. Sydonia ++ software has been installed and is being used for clearing cargo. Sydonia world module has been developed for transit management, harmonized customs regimes and procedures. A module on statistics has also been developed.
- A new community transit regime was developed in October 2010, as well as a security bond mechanism and a legal framework on the use of computerized systems for securing of transit operations. This transit regime will be implemented in the second quarter of 2012.
- In the transport sector, construction works for Koutere are on-going, while those for Kousseri are about to begin and an administrative manual on border crossing procedures has been drafted, a cargo tracking system by geolocation and radio communication is currently being developed as well as an information system on transport costs. An observatory of abnormal practices has been put in place, Initial results shows abnormal practices were previously widespread along the Douala-Bangui corridor. Awareness campaigns on HIV/AIDS pandemic and road safety targeting the populations were conducted in certain areas along the corridors.

3. COMESA-SADC-EAC Trade Facilitation activities presentation – Lovemore Bingandadi, SADC

The presentation was made by Lovemore Bingandadi, Corridor Advisor, at the SADC Secretariat on behalf of the Tripartite Task Force.

1. The presentation outlined the composition, background, objectives, governance and institutional framework and the main areas of focus for the Tripartite of the Common Market for Eastern and Southern Africa (COMESA), East African Community (EAC) and Southern African Development Community (SADC). The Tripartite covers 27 countries, 22 of whom are participating in an FTA arrangement and includes ten who are participating in two customs unions- EAC and Southern African Customs Union. The Tripartite addresses and mitigates the challenges of multiple and overlapping memberships of RECs

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and is a platform for achieving the vision of an African Economic Community. The vision of the Tripartite is “To improve the economic and social welfare of the citizens of the COMESA-EAC-SADC Tripartite region through promoting regional economic growth by creating a conducive environment for regional trade to take place”

2. Trade facilitation is an integral and key part of the measures needed to achieve the objectives of the Tripartite. The priorities are on simplification, harmonisation and standardisation of the policies, laws, regulations and standards that had been developed separately under each REC. The presentation covered trade facilitation activities under the following broad thematic areas;
 - a) Integrated Border Management and
 - b) Comprehensive Tripartite Trade and Transport Facilitation Programme.
- 3) The status and progress report reflects a comprehensive program covering the full spectrum of trade facilitation and the development of efficient transit regimes. Implementation involves all the key stakeholders from the 27 member states, RECs, corridors, development partners and private sector stakeholders in transport logistics, freight forwarding, infrastructure service provision, construction and maintenance. Progress has been achieved in a number of areas such as vehicle overload management, third party motor vehicle insurance, road transport market liberalisation, NTB reporting and elimination, establishment of single window, customs reform, regional transit bonds, development one stop border posts, corridor development, performance monitoring and evaluation. A number of harmonised instruments are under implementation and in some areas pilot projects are underway. These measures are designed to reduce transport time and prices and to improve reliability of transport services and the predictability of trade and customs transactions.

After the presentations, discussion and comments were as follows:

- Funding of REC program: Some activities are not fully funded and some may depend on further available funds.
- Regarding construction of Joint Border posts it will be important for the RECs to focus first on cross border procedures prior to building the infrastructure itself in order to get the full benefit of it.
- The implementation of regional policies relies on national commitment to ensure country compliance.
- The RECs will only consider organized trucking industry bodies to dialogue on transport matters.

B. Transport Observatory Program

Five (5) presentations were made during this session:

1. SSATP Transport Observatory Program, Olivier Hartmann.

Regional integration in Africa is constrained by high trading costs, resulting from a combination of challenges combining hard (infrastructure related) and soft (trade and transport facilitation related) issues, aggravated by a complex political economy environment.

In order to address these challenges, Regional Economic Communities (RECs) and countries have embarked on a comprehensive program laying the foundation for efficient transport by strengthening the policy setting organizations for regional integration notably through the

adoption of a proper institutional framework (corridor management authority) and the monitoring tools used (transport observatories):

- Performance indicators are critical at two levels, for the design of trade facilitation interventions, and then to measure the impact of corrective measures that have been adopted to remedy the identified problems
- Include all stakeholders in the policy dialogue, representing both the public and private sectors, at regional and national levels, is equally critical

Under the SSATP Corridor Program operational definition, the Transport Observatory is a measurement and diagnostic tool to measure performance and efficiency along a corridor, considered in its entirety between gateway and inland terminals.

Measuring corridor performance adopts a user's perspective, traders and shippers, which measure the efficiency of the supply chains according to three main dimensions: costs, delays and reliability. It also adopts the perspective of policy makers, which are concerned by adapting offer and demand. The four critical dimensions are:

- Volumes (representing the demand side)
- Delays and uncertainties on delays
- Prices and costs
- Infrastructures and services (representing the supply side).

The performance monitoring framework is therefore organized to take into account those dimensions, combining the measure of the various dimensions (costs and prices, volumes, delays and uncertainties, transport and logistics services and infrastructure) along the various modes and nodes constituting the corridor (gateway, land link, inland terminals).

The measure of efficiency must be adequate for two different levels of use:

- Key performance indicators as input for the policy dialogue on trade and transport facilitations, which implies a rather synthetic indicator
- Disaggregated data and indicators enabling a fine analysis of inefficiencies highlighted by the synthetic indicators, that will also enable measuring the impact of remedial measures adopted to address them

For the first two dimensions (volumes, delays and uncertainties) the methodological approach privileges pre-existing operational data over dedicated surveys. The objective is to relate information on physical and documentation process for all consignments on a given corridor as seen by the IT systems of the logistics operators (port terminals, inland terminals, rail and road transport operators) and control agencies (notably Customs and Single Windows) in order to reconstitute comprehensive supply chain timelines that will enable the analysis of delays and uncertainties.

The Transport Observatories are developed in phases:

- A primary net, focusing on the main stages of the documentation and physical process, relying on data generated by Customs (which capture also interventions of other governmental border agencies by virtue of the detail of the processes registered), port authorities and terminals, and shippers councils

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- A fine (or secondary) net focusing on the movements of vehicles / wagons associated to the movements of goods, refining the knowledge of the sequence of events on the documentation and physical flows

For the costs and prices dimension, the approach is based on surveys of stakeholders on a periodic basis in order to obtain information on tariffs, costs factors and market prices.

Finally, for the last dimension (infrastructures and services), the regulatory authorities (Ministries of Transport / Infrastructure) maintain or generate the required information. However, capacity building may be required so as to enable them to provide adequate input in the transport observatories.

Through performance indicators, transport observatories can flag areas of concern that help target additional monitoring / diagnosis interventions when the analytical content of the transport observatory was not sufficient to discover the exact causes for the bottleneck identified, such as:

- Time Release Studies
- Border crossing monitoring
- Stakeholders surveys
- ...

Transport Observatories results must then be fed into the policy dialogue so that effective remedies can be identified and implemented.

2. Experience of the NCTTCA on Corridor performance monitoring, Aloys Rusagara, Eric Sirali, NCTTCA

The journey of the Transport Observatory Project at the Northern Corridor Secretariat dates back to 2003 where multiple studies and surveys had been undertaken with various partners supporting the initiate. In 2011 the Transit Transport Coordination Authority of the Northern Corridor (TTCA-NC) received more support on the project from SSATP and TradeMark East Africa (TMEA) as the key funding partners to rejuvenate the activities of the Observatory work. Emphasize on this support was to develop an online database and a sustainable way to collect, pre-process and repurpose data for the observatory.

Transport Observatory Project work for 2011 started with an in-depth analysis of all elements that needed to be measured and included in the Observatory as indicators. Four main classifications were identified, they included, *indicators on Volume and Capacity, Rates and Costs Indicators, Efficiency and Productivity* then *Transit Time and Delays*.

A list of 25 indicators was developed from the four classifications. Most of the indicators were developed from previous work on the observatory as well as recommendations from various stakeholders and the governing body of the Secretariat. Each of these indicators require data; in some cases similar and other different. Data requirements for each of the indicators were identified, so are their sources. The data requirements were then classified into three, thus, electronic data, survey data and data from specialized audits like the border audit.

To source for the electronic data various stakeholder in the corridor's member states were met to *sensitize them* about the project, share the project's *data needs* elaborating the *purpose and use* and also to *collect data* from the same stakeholders. Stakeholders met included Ports Authorities, Revenue Authorities, Railway Corporations/Operators, Pipeline Corporations,

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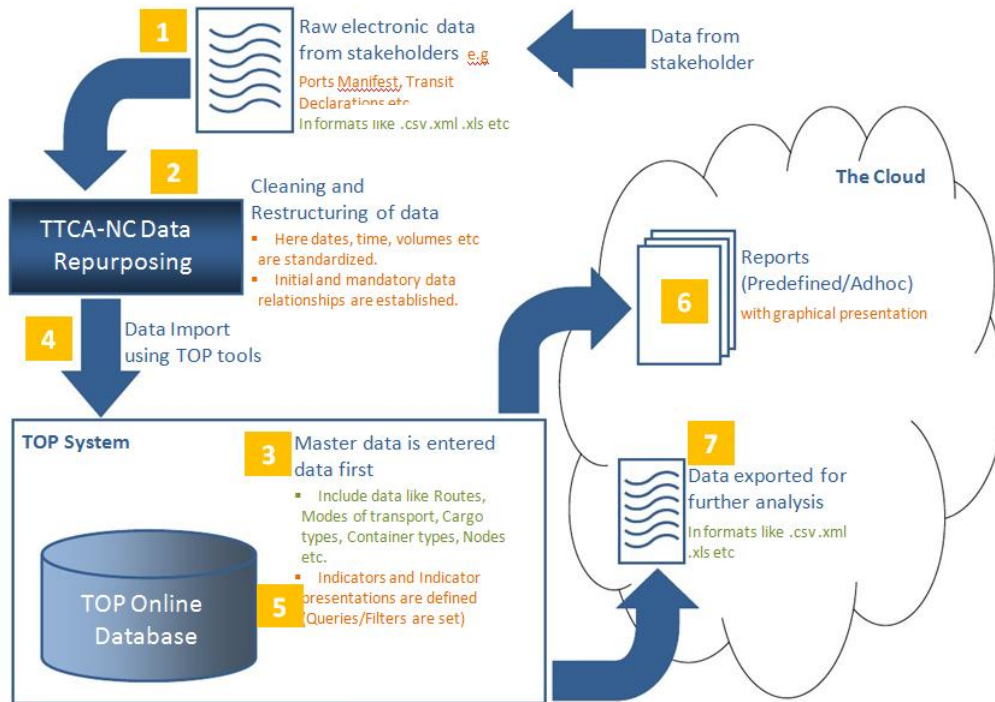
Roads/Highway Authorities/Agencies, Ministries in charge of Transport as well as Transporters associations/representatives.

On the actual design on the Transport Observatory Project database, initial work started by developing system requirements, thus, both hard (infrastructure/hosting environment) and soft (system specifications). Design work of the database incorporated mechanisms to effectively handle electronic data, survey data, pre-defined indicators, adhoc reporting, expandability of preset indicators as well as indicators presentation.

The Transport Observatory Project in totality and the development of the online database, which is currently underway, is designed with the following key components:

1. Element of data collection from various stakeholders in different forms (survey, electronic etc) and formats (like in spreadsheets etc.)
2. The data is then pre-processed and re-purposed. Here data is standardized and harmonized to make sense including establishing the initial and mandatory data relationships. This is a process that is guided by the operational information provided by stakeholders which covers documenting processes and sharing especially for the electronic data.
3. The database is designed with a CMS (Content Management System) that facilitate the keying in of information. Information on node, modes, routes, countries etc are then entered into the system. This could be referred to as master information.
4. Pre-processed and repurposed data is then imported into the database. During the previously entered master information are assigned to the data as they are imported.
5. The pre-defined indicators are then configured in the database form the CMS. The indicators could stretch as far as the data available will allow, this will include indicators on various scenarios.
6. From the internet the indicators are then made available through reports that allow ad-hoc reporting with the help of in-built filter tools. The reports will have statistical parameters like mean, median, standard deviation etc.
7. Data can also be exported from the database (for only authenticated users) for any further analysis.

See the illustration below with the numbers assigned on the various processes as described above.



In the immediate future it is planned to complete the online database system and to run a survey starting in April with assistance from Road Transporters Associations. Also, an initial test on the GPS based survey is planned for April.

The main challenge for the project remains getting the data in the desired frequency and in the best format possible.

3. Experience of the Dar Es Salaam Corridor, Melchior Baratandakiye, Central Corridor - TTFA

The presenter gave the status of the transport observatory implementation in the Central corridor.

The initial data collection from the stakeholders has been achieved and the contract with the software designer has been recently signed. This software will be designed to collect and receive data from various stakeholders IT systems and to produce the required indicators. It will also be able to collect GPS data from Transporters (Some voluntary truck owners agreed to participate at this pilot phase) and to integrate physical road surveys.

A consultant is currently being recruited to develop a dissemination strategy among the stakeholders.

4. SSATP Transport observatory program status, Cheikh Wade, World Bank

M. Cheikh Wade is in charge of coordinating the SSATP technical assistance team to RECs and Corridor Authorities for the establishment of Transport Observatories.

The purpose of this presentation is to give a status on the SSATP Transport observatory Program progress in order to share these experiences and information with collaborators.

The SSATP Program concerns two main activities summarized as below:

- Initiate data collection that will gather the transport observatories database ;
- Working on institutional aspects regarding the implementation of corridor authorities.

The methodology developed for the observatories follow an approach divided in two phases (Primary net and Secondary net):

The Primary net consists of an initial analysis related to the main steps of physical treatment of documents and mainly focusing on the electronic transit process.

The Secondary net consists on detailed physical treatment of these chain documents for all transit, Import and export traffic.

For East Africa: SSATP has carried out the analysis of gateways for the Northern , the Central and Dar es Salaam corridors. As complementary activities SSATP has analyzed the border crossing times and the road transport surveys.

For South Africa: SSATP has already selected a consultant for the technical assistance of the Walvis Bay Corridor Group (WBCG) .

For Central Africa: Mrs. Carine Toukam the SSATP Focal point together with the CEMAC team is carrying out the SSATP activities coordination of the Douala – Bangui and Douala – N'Djamena corridors. The analysis of physical treatment and documentation in order to gather data for the observatory is yet to be done. The logistics costs study has already been launched by January 2012. As complementary activities and under the FASTRAC (Central Africa Transport Facilitation project), we can mention the Douala port gateway single window computerization, the Customs system inter-connectivity and analysis of the logistics platform. SSATP has funded the feasibility study of the 'Bassin du Congo' transport observatory for CICOS. A regional conference will be held in June 2012 to discuss on all those activities and issues.

For West Africa: SSATP consultants Jean-Claude Takpa and Christel Annequin are respectively working on coastal Alco corridor (Abidjan –Lagos Corridor) and on main WAEMU (West Africa Economic and Monetary Union) corridors that are deserving the landlocked countries (Mali, Burkina Faso and Niger). The analysis of physical treatment of documentation in order to gather data for the regional observatory is currently being done.

5. Transport Observatory database: IT tools for road surveys, Mohamed Athman,

Mr. Athman Mohamed Athman Ali, Director of ICT for Trade and Transport Facilitation at TradeMark East Africa, made a presentation on the use of Free and Open Source Software (FOSS) tools to implement transport observatory components.

In his presentation, he covered the rationale for the observatory project, summarized the observatory problem viewed from the eyes of a computer scientist and/or programmers, designed a modular approach towards observatory design and discussed FOSS tools available that could be used to implement the design arising.

The design discussed enabled the workshop to view the process of system design from the observatory based off of the Northern Corridor and Central Corridor observatory experience co-supported by the TradeMark East Africa and the SSATP.

The design further covered all modalities and possible approaches to data input and outputs, ranging from short messaging service (SMS) input, global positioning satellite (GPS) input, questionnaire-based road surveys and border audits, mobile-based road surveys and border audits and computerized data obtained from stakeholder systems such as the ports and the revenue authorities.

The resulting design is a model framework for ICT implementation of observatories anywhere as care was taken to ensure that the proposed methods are:

1. Easily sustainable in the long-term due to the use of FOSS tools that are easily available, well-supported and which cost free or nearly free to obtain and to maintain.
2. Separating the custom-built components of the ICT tools, which are necessary due to the unique characteristics of transport corridors, from the standard repository and analysis/reporting sections which are more or less standard across all observatories.
3. Scalable in terms of adding further reports and functionality as and when may be required.

After the presentations, discussion and comments were as follows:

- Concerns on other agencies impact on costs & delays at the borders that should be taken into account on transport observatory database/ versus presentation in ports and customs
- Some corridors have not been taken into account for the transport observatory data collection database not only because of financial constraints but also on the basis of countries' priorities. The visibility of the program has also influence the choice and driven SSATP to work with corridors that have a certain level of readiness in order to be able to show result to countries, stakeholders and donors.
- Lessons learnt on Northern corridor and experiences are to be shared.
- The scope of work for Single windows is different from the transport observatory therefore output will not be duplicated but will be complementary.
- SSATP major concerns is to show impact of its actions , and need to show results in changes which is important to show to countries, users as well as to donors. There is also a need for visibility and the need to communicate better between partner stakeholder, creation of web site , latest news and show of progress.
- How to access support from TMEA: TMEA is funding programs through RECs, national and regional program in East Africa. They may also support private initiative or mixed companies like Shipper councils or any other associations as soon as they really represent their industry.
- The cost of maintenance of this tool/software is firstly the research component for data collection and the cost of getting expertise to maintain (updates, adaptation..) the sustainable tool .
- Challenge for transporter for using the IT tools is to demonstrate through trainings programs the added value for using such tools
- Problems of free software reliability / security and maintenance of servers for data confidentiality: a lot of open source software have proven their reliability and are commonly used around the world by big companies Open source means that they are free; one can own it and add value if needed. Software can be located in own server for confidentiality. In terms of support, those software benefit from existing web communities.
- The indicators may be used to compare data at corridor and continental level.

C. Performance monitoring tools

1. CICOS Transport Observatory on abnormal practices in the CICOS Corridor , by Darie Claude Kebano, CICOS

Within the framework of supporting countries in the fight against non-physical barriers and with the assistance of the Sub-Saharan Africa transport Policy (SSATP), the CICOS Member States

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(Cameroon, Central African Republic, Republic of Congo and Democratic Republic of Congo) have requested a funding to carry out the study for the implementation of the Observatory of Abnormal Practices (OAP).

The overall objective of this study is to ensure smooth flow in the interstate corridor of the CICOS. Its implementation requires beforehand the commitment of all the actors and other stakeholders at all levels, with a view to specifically adopt a road map for the operationalization of this observatory.

The Expected outcome is that all the stakeholders in the national logistic chain of concerned member states as well as users are involved in the implementation of the roadmap.

Prior to the implementation of this roadmap, preliminary activities will be carried out in order to ensure the sustainability of the observatory.

These activities will involve:

- The commitment and awareness of high-level decision makers during the regional consultations;
- The awareness and popularization aimed at users on the importance of implementing the OAP;
- The capacity building of economic operators and stakeholders, in particular key focal points;
- The regional consultation on the funding strategies for the Observatory;
- The validation of the roadmap for the implementation of the OAP.

Resources and costs: SSATP

After the presentations, discussion and comments were as follows:

- After the identification of the problem it should be advisable to separate the hard elements (those who need more resource) from the soft elements (related to strategic and political actions) in order to take actions. For the moment, only administrative and institutional issues are currently being worked on but the study is still not validated and will be validated by the CICOS ministry council in August 2012. The main urgent problem is the eradication of the physical barriers.
- No data is available regarding the amount of illegal taxes. The future OPA (Observatoire des Pratiques Anormales) will provide data in a sustainable way.
- Secondary corridors issues on Tanganyika will be taken into account.
- CICOS and the other East African countries will have to be harmonized in priority their fluvial navigation regulation. A Memorandum of Understanding has been signed with the North Corridor to harmonize action; Lesotho expresses their will to be integrated into that program.

2. TRS (Time Release Surveys) in Eastern and Southern Africa, Zerezhgi Kidana , COMESA

The presenter gave an overview of the preparation for the implementation of the COMESA (Time Release Surveys) model

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While various trade facilitation measures are being undertaken by COMESA Member States, there was no system in place to gauge the effectiveness of these initiatives to enable improvements on the existing procedures/documents to further facilitate trade. Trade entities are constantly concerned with faster clearance and reductions in transaction costs. In 2008, the Council called upon for time release studies (TRS) to address this issue,

The TRS intends to identify bottlenecks in the process of clearing of goods and make recommendations for improvement. It is used as the baseline as well as monitoring and evaluation of trade facilitation projects and initiatives. The TRS results are the most frequently referred key performance indicators for national initiatives and international intervention for trade facilitation, including Bank trade facilitation projects.

The TRS model is based upon the WCO TRS model (with the required modifications to meet the COMESA's needs and requirements), to provide guidance to border regulatory agencies and the private sector to identify both the problem areas and potential corrective actions required to increase their efficiency.

DESIGN AND IMPLEMENTATION

The WCO Guidelines provide for a logical process covering the organizational and technical arrangements to measure the time required for the release of goods. The national Working Groups (NWG) will conduct the TRS by using the COMESA TRS developed model, the COMESA Secretariat will oversee the TRS processes, and The World Bank TFF will sponsor and provide advice for implementation of the project ultimately to cover 10 countries.

PLANNING AND METHODOLOGY

The NWG in cooperation with the stakeholders will undertake the TRS data collection using 200 SAD/ declarations per day processed in a 7 consecutive working days and the total duration will not exceed 3 weeks. The data capture will be done for the queue waiting time, preparation time, processing time, and idling time (between official clearance and removal of goods). The declarations filed during this period and identified as samples will be traced and tracked until completion of the process. Finally, the NWG will conduct data verification, analysis and reporting.

The Geographical Scope of the Study covers countries including Malawi: Blantyre, Kamuzu International Airport, and Mwanza border post Mozambique border post Zobue / Mwanza; Mauritius at Mauritius Container Terminal and Sir Seewoosagur Ramgoolam International Airport; Sudan at Port Sudan, Khartoum International Airport, Galabat border post with Ethiopia and Alafa border post with Eritrea; and Zambia four stations Chirundu border post with Zimbabwe, Kasumbalesa border post with DR Congo, Lusaka international Airport, and Ndola inland port. In addition, data is to be collected also in neighboring countries sharing the same border posts.

3. Border crossing delays, Mike Fitzmaurice, TLC (transport Logistics Consultants)

The presentation started with some background on the current state of ports in the region infrastructure, roads, rail networks and slow bureaucratic procedures at international border posts which contributed to operational bottlenecks. Also the effect that it has on our landlocked countries in Africa and the related high Transport costs and went on to highlight the need for accurate data collection along corridors and at choke or border crossing points.

The presentation then focused on four main points, namely:-

- The methodology
- Challenges faced
- Possible outcomes

- Using these outcomes going forward
- 1. Methodology – This covered getting started i.e. meeting the border post stakeholders, recruiting and training data collectors, data collection at the coal face, data collection forms, data capture and data validation thereafter.
- 2. Challenges faced – this included selecting or recruiting the right personnel, on the ground supervision, language barriers, border post operating hours, operating hours of other border agencies, coordination of simultaneous data collection at all three border posts and the validation thereof.
- 3. Possible Outcomes – Focused on key messages and emerging issues from the data collected, being specific and consistent with reporting thereon and presented some practical examples.
- 4. Using these outcomes going forward – The presentation closed by taking one example presenting the possible outcomes, analyzing it and establishing a cause for the delay for further action.

After the presentations, discussion and comments were as follows:

- Samples used for the survey covers all categories of cargo and vehicles; the duration of the survey is from 6 to 12 month and the cost depends of the type of information requested.
- All stakeholders (forwarders included) were involved in the data collection, but the survey focused on factual information in the case of TLC surveys.
- The objective of the presentation is to explain the methodology and the challenges that the survey have faced. The result will be discussed in another session on Thursday.
- The observatories focus on corridors and primarily on Port/ Custom data . Additional surveys are conducted (especially on road and borders) to collect data that is not available within the different main stakeholders IT systems; it is mostly used to go deeper in the analysis of problems that may occur somewhere in the chain knowing that any delay or problem may affect the whole chain .
- Additional Surveys may also identify delays occasioned by the other government agencies.
- The choice of COMESA studied sites depends on the countries and their particular needs.

4. Road Safety on Corridors, by Paul Kwamusi FIA foundation

The purpose of the presentation was threefold: firstly, to highlight road safety issues on African corridors, secondly, to discuss the UN Decade of Action 2011-2020 on Road Safety and lastly, discuss way forward for SSATP for road safety in Africa

The key issues were that road safety is a serious challenge for Africa as the continent has the highest road death rate in the world – 32.2 / 100,000 pop are killed in road crashes (W. Europe's av. is 11 /100,000) which is currently at over 200,000 a year, are predicted to rise by at least 80% by 2020. Most of the deaths are found along the 20 African major corridors.

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The paper highlighted challenges and losses that are related to road traffic accidents. These include, crashes blocking the roads, fires leading to closure and delays of the road. On the data management the presentation showed the lack of harmonized road data by the police which collects data using area basis and not corridor basis.

The paper suggested the need for promotion of the use of the International Road Assessment Program (IRAP). The presentation showed that this assessment has already been done on the northern corridor and called upon member states to use it.

The presentation outlined the Decade of Action for road safety 2011-2020 whose aim is to “Stabilize and then reduce the level of road fatalities’ which approximately requires a 50% reduction in the forecast level of fatalities by 2020. If achieved this would avoid 5 million deaths and 50 million injuries saving over \$3 trillion”.

The presentation made some recommendations for the SSATP. These are:

- SSATP should advocate for Road Safety Management Capacity Reviews among member states in Africa
- Capacity review will lead to increased road safety investment in member states
- Implement IRAP assessment reports

After the presentations, discussion and comments were as follows:

Road safety is a continental and a regional problem, some countries are active like Nigeria and Ghana, but a lot is to be done in every country and actions have to be taken if we want indicators to be reduced.

Road safety will become a major SSATP activity for the coming program. SSATP will take action to reinforce the existing initiatives where a political will is existing in order to support the actions already taken.

SSATP will closely work with pilot champion countries to prove that some result can be achieved. Capacity building will be an important part of its strategy. Discussion will be conducted with national coordinators during the workshop to define the orientations that the future program should follow. SSATP can also bring added value to bring all stakeholders together to create a significant impact.

Jean –Noel Guillosoou also specified that SSATP will not compete with actions already implemented by the road safety “ fonds mondial” in the continent.

Jean Noel Guillosoou, the program manager presented Justin Runji, the new Thematic leader in charge of road safety at SSATP and Pier Mathiasen, the new SSATP road safety team leader who will be involved in building countries actions plans (soft actions and institutional capacity

5. Road transport surveys in East Africa, Ephrem Asebe, SSATP

SSATP has initiated a Trucking road transport survey in East Africa to support the transport observatory work on going on the Central and Dar corridors. The consultant presented the methodology used to conceive and to conduct the survey.

The main beneficiaries of the information obtained from this survey data on road transport industry are:

- Road transport associations that need fact-based evidence to support position of the association for advocacy with public regulators;

- Transport operators that need statistics to benchmark their activities versus their competition; and,
- Policy and planning organs and public agencies such as port authorities, corridor authorities in government ministries that need statistics to identify and address problems and monitor effectiveness of their policies.

The design of the current truck industry survey is a first step in meeting the needs of these stakeholders. Although the survey is limited in its scope to the trucking industry, as opposed to an integrated survey covering all categories of logistics service providers, the current survey is principally designed to help freight transport associations meet their obligations to their members. The survey will generate a statistical database essential for understanding of issues facing the trucking industry. The statistics collected in the survey also help identify needs of regional freight transport services within the individual country as well as Northern Corridor (Kenya, Uganda, Rwanda, Burundi, South Sudan and southern part of Ethiopia); Central corridor (Tanzania, Burundi, Rwanda; Uganda and northern part of Tanzania) and Dar es Salaam Corridor (Malawi, Zambia and DRC).

Also, the statistics collected can serve in developing a shared vision of the industry in the sub-region and help determine priorities such as improved investment in infrastructure, logistic chains and smooth interface between public and private sectors to minimize the high transport costs to the economies of these countries now being incurred in relation with road damages, high fuel costs, slow movement of goods and increased traffic accidents.

Available evidences suggest that the countries served by these three corridors have increasingly become dependent on trucks for the movement of goods both in domestic and transit transport services. At the same time, the evidence is strong that the industry is facing a host of issues such as increasing fuel costs, vehicle costs, long turn-around time of trucks, and lack of reliability transport services. To be sure, there are also positive developments. The countries served by these corridors are increasingly working towards an integrated and sustainable trucking industry through improved trade and logistic efficiency.

The economic environment is also supportive for road freight transport associations in each of these countries to play vital role in addressing these challenges. One way is through developing policies and implementing these polices in the interest of promoting a competitive industry both in the domestic and regional road freight transport service. However, before any one of the freight road transport associations can venture to shape policy for its members, each association needs to deepen its understanding of the trucking industry in both the domestic and regional market. Here widely shared accurate and reliable data is essential.

Below are the types of statistical information on the trucking industry that the survey can generate and the possible use of the statistics so obtained:

1. Control Information

The survey under this section provides for each road transport association with statistics on truck owners and employment in the industry and whether trucking is the primary activity of the truck owners and the routes they are operating in.

2. Industrial relation

This part of the survey questionnaire helps each road transport association to understand the linkages of the firms with each other and the wider transport system. Such data helps also the association to understand where its members are operating.

3. Truck Fleet

Here, the survey provides statistics on truck utilization, truck purchase, truck financing, technical specification of trucks such as axle load, fuel consumptions, tire purchases.

4. Management, staff and labor relation

This section provides statistics on experience and academic qualification of top the executives, age-group of the firm's human resource particularly managers, truck drivers, mechanics, composition of temporary and permanent staff and trends in wages for the trucking industry.

5. Trucking Operation

This section of the survey provides insight into the domestic and regional market shares of the trucking industry, the trade routes most frequently used, cargo types transported, prices of transport paid, and inquires on the nature of customers and on bribes paid on route;

6. Marketing and regulation

This section deals with the regulatory and marketing aspect of the industry. The regulatory section focuses on collecting statistics on time and other requirements to obtain licenses, axle load control, road safety, and insurance. The marketing section collects qualitative data for assessing competition in the trucking industry both in the domestic and foreign markets.

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9. Productivity

These productivity/costs survey questionnaires give bench marks for the firm and the industry compared to competitors in the region.

10. Feedback

Here, the interviewer records his perception of the response he gets while administering the questionnaires.

The survey questionnaires are simple and provide direct answers to issues raised in each section. However, when the statistics so obtained is analyzed systematically, the information generated by bringing these elements together could provide a strong basis for deeper understanding of the industry and sound basis for formulating strong position for advocacy by the association. It is for these reasons that the association would encourage its members to respond as accurately as possible. And it is also for similar reasons that that the corridor authorities support the undertaking the survey questionnaires developed with the support of the authorities.

After the presentations, discussion and comments were as follows:

- The study may be replicated in other regions, but the main objective of the survey as to be well defined.
- The consultant will look at the new CEA report on transport liberalization that stated that correlation between price and truck quota system in place in West Africa have not been well identified.

6. Transit Transport Management information systems developed by Burkina Shippers' Council (CBC) , Yaya Yedan , CBC.

In his presentation, M. Yaya Yedan indicated that Burkina Faso, a landlocked country makes use of four corridors linking it to corresponding deep sea ports in transit neighboring countries namely la Côte d'Ivoire, Ghana, Togo and Benin in line with the country's mainstream trade flows, but also serves as a transit country for landlocked neighboring Mali and Niger.

Taking stock of the fact that excessive costs and delays are generated by inefficiencies and other NTBs in the transit port s, alongside the corridors at land borders and terminals in the hinterland, the Shippers' Council has set up offices at all its these critical locations on the four above mentioned corridors.

He mentioned that as part of its contribution to transit trade and transport facilitation the Council has also developed and deployed several Electronic Transport management systems and monitoring several software among which "Sygestran" which is a web –based dedicated road transport monitoring tool.

Sygestran enables the Council through data entry at the point of departure to capture pertinent information and monitor all transit consignments while moving alongside the corridor up to destination as these consignments are flagged in the system by the Council staff as and when they reach other a nodal point such as the entry border post or the destination terminal.

In addition and with specific regards to the Ghana corridor, the Council serves as first point of call for the registration and generation of an electronic data base of Burkina transit importers and Burkina registered trucks that patronize the Takoradi and Tema ports. Data gathered feed in turn the GC MS (Ghana Customs Management System) developed by GC NET (Ghan Community Network) for Ghana Customs.

The main objectives of the Sygestran are three fold:

- Collect general information and produce statistical data on Burkina road transit consignments;
- Provide an Advanced Cargo Information System for the benefit of Burkina Customs and shippers
- Determine the location of each truck loaded with transit consignment as it gets to nodal points on the corridor.

The system could be also used by security agencies of the transit country to ascertain the actual exit of transit consignment from its territory.

Data collected and collated through Sygestran as well as the statistical data produced were presented and constitute valuable outputs that could feed an observatory for the generation of corridor performance monitoring indicators.

With respect to the way forward he mentioned that challenges facing the Council in that exercise include the need to obtain electronically imported data contained in the Ghana customs declaration from GC NET in order to minimize data entry, the need to couple the system with GPS generated data for a comprehensive monitoring, the need to upgrade the software to include

observations made by stakeholders. The opportunities mainly relates to the ability of the Council to make the optimal use of relevant free and open source software that have effective to upgrade the system and minimize development and maintenance costs.

After the presentations, discussion and comments were as follows:

- The data are collected in real time and are entered into the system using the port clearance documents submitted to the Shippers' Council, prior to the departure of the truck from the port. Once validated, the data are available on line to all stakeholders having a user account (Customs..)
- CBC is currently working with GCNET for data interchange between the two systems.
- Transit consignments destined for Niger and Mali are captured in the system at the Burkina entry borders.

7. GPS based monitoring Pilot on North-South Corridor - Wim Van Schalkwyk, Trade Mark Southern Africa (TMSA)

GPS tracking of commercial vehicles has been adopted by many private companies involved in the cross-border movement of goods. This provides an opportunity to capitalize on data already captured by these tracking systems, for the monitoring of transport times on corridors.

TMSA has recently partnered with a private tracking company, Global Track, to pilot this method at two border posts along the North-South Corridor: Chirundu and Beitbridge. Global Track tracks an extensive number of vehicles on the North-South Corridor, and therefore provides a representative data sample.

Technically, the following process is followed:

- 1) An area of interest is defined: the geographic area of the border post is defined in geospatial terms (the two sides of the border is split as two areas).
- 2) Based on the area of interest, Global Track runs a query on their dataset on a monthly basis and provides the raw data to TMSA (this includes the dwell time in hours spent in each area of interest).
- 3) Data is validated, consolidated, cleaned up and analyzed, to provide performance indicators for the particular border post.
- 4) Outputs then form the basis of trend analysis, monitoring of the impact of border post interventions, and comparison with other nodes on the corridor.

The results of the pilot are currently under review. The results show multiple indicators over a 6 month period (from August 2011 to January 2012).

The main objective is not to get perfect information using the GPS tracking method, but rather to have a bird's eye view of trends at the border/node. It contributes to the understanding of what is happening on the corridor and stimulates dialogue. It provides for information on corridor performance that is robust, reliable, regularly repeatable and cost effective.

Next steps of this initiative is to further validate the GPS method with physical monitoring on the ground, to roll out the approach to other border posts and weighbridges on the North-South Corridor, and to further develop it on a corridor-wide basis to enable understanding of transport times from origin to destination. This is achievable with

limited time and resources, since it entails the writing of queries on data that already exists.

8. Trade Facilitation in EAC with particular focus on joint borders, USAID east Africa on corridors and transport costs, Mwanja Nzuki, David Adolwa , Yusuf Majan , USAID Compete East Africa

THE COMPETITIVENESS AND TRADE EXPANSION PROGRAM

COMPETE (the Competitiveness and Trade Expansion Program) is a regional program that is working to improve trade in East and Central Africa by harmonizing regional trade and transit policies and procedures, supporting private sector trade associations, and building capacity of regional businesses to take advantage of preferential trade opportunities. COMPETE is funded by the US Agency for International Development USAID under the East Africa region. The Project is designed to enhance economic growth and food security in Eastern and Central Africa by stimulating increased trade and competitiveness in both regional and global markets. COMPETE focuses is on promoting the following along the Northern, Central and Dar Corridors:

- SEAMLESS OPERATIONS along the transit logistics chain from maritime ports including border posts to final points of destination and Infrastructure connectivity through increased use of ICT solutions
- REGIONAL HARMONIZATION of policies, practices and procedures that impact on transit and trade facilitation including accelerated implementation of select trade facilitation instruments
- LOGISTICS EFFICIENCY through increased use of logistics information platforms and availability of information to logistics players to make informed shipping decisions
- SUSTAINABLE PARTNERSHIPS through capacity building of select private sector Associations to enhance self-regulation and promote evidence-based decision-making and skills training as well as results based public-private partnerships

APPROACH TO INTEGRATED BORDER MANAGEMENT

The COMPETE approach to implementation of IBM begins with the implementation of Domestic Border Post Integration which should be precursor for effective implementation of OSBP and SWs Operations. Domestic Border Post Integration (DBPI) fundamentally seeks to ensure proper in country co-ordination among the various services involved in border management issues, in order to guarantee that borders are managed with maximum effectiveness and efficiency and are ready to take the next step i.e. integrate bilaterally i.e. across the border.

Domestic interagency coordination results in horizontal interagency cooperation within an individual country. Domestic integration matures to or may lead to “single window” processing but effective domestic border post integration can also begin solely on the basis of improved resolution of operational challenges. Efficient and effective DBPI will enable businesses to operate more easily as they cross through one side of the border.

The JBC’s shall improve horizontal and vertical communication at the borders which will enhance coordination for the development of new activities and infrastructure. As dialogue is enhanced, there will be less duplication of efforts, and synergies of activities can take place in collaboration instead of in isolation. Gaps in border management will also be easily identified when all parties meet on a regular basis.

PROGRESS TO DATE

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JBC's have been formed at : Bibia(U), Busia(K), Busia(U), Gatauna(U), Kabanga(T), Kasimulu(T), Katuna(R), Kobero(T), Malaba(K), Malaba(U), Rusumo(T) and Tunduma(T).

National Workshops to facilitate formal JBC coordination agreement have been held in Kenya (Mombasa), Uganda (Kampala) and Tanzania (Bagamoyo). Plans are at an advanced stage to carry out coordination meeting in Rwanda.

COMPETE will provide Technical Legal assistance in developing Gazette Notices for institutionalization of JBC's and the Establishment of the National JBC Inter Agency co-operation mechanisms.

NEXT STEPS

Efficient border post management are essential for the region and indeed, for Africa as a whole. All countries need to be committed to working to achieve the goal of open but controlled and secured borders. Border Posts have to be opened wide for trade and movement of persons. They have to be open for regional co-operation, a cornerstone of the EAC and SADC programs. The facilitation of regular cross border flows enhances the economic development for the whole region. The following needs to be carried out:

1. National Coordinating Mechanisms needs to be Established to provide support to the JBCs and to operationalize issues identified at each border and ensure that that they are channelled to the relevant Ministries/Agencies to facilitate speedy implementation
2. Institutionalise the formation of JBCs through a Gazette Notice so that the JBCs can have formal recognition.
3. Each Ministry/Agency impacting on trade facilitation to assign an Officer to be the Focal Point in that Ministry on issues relating to OSCs/JBCs so as to facilitate implementation and continuity
4. Conduct joint meeting of all JBCs in order to have a common understanding of their roles to agree on benchmarks and performance targets
5. Conduct monitoring and evaluation of the JBC's at border posts and provide them with the necessary technical assistance support to guide them in their work
6. Improve infrastructure at borders and provide adequate working equipment and conditions i.e. electricity, computers, water, working gears etc.
7. Expedite implementation of OSBP
8. Establish Help Desks and Information centres at the borders to help small traders at the borders
9. Private Sector Associations to sensitize the private sector and business community so that they understand and are better able to comply to trade laws and regulations

D. SSATP DP3 Challenges and Africa Union Regional Integration Plan

The SSATP Program Manager highlighted the changes in the environment which had an impact on the SSATP Program. Changes were both external and internal (renewed staff, renewed Board).

The current SSATP Program is ending in June 2013, and the process for the definition of a successor program is expected to start during the coming SSATP Board meeting.

The definition process will involve closely the partners, and today's discussion constitutes the starting point for the future Regional Integration component.

Dominique Njinkeu presented the Regional Integration Agenda of the African Union, detailing possible areas in which the SSATP could contribute, notably the monitoring component to measure impact on inter-regional trade.

The second part of the presentation was on the Corridor Analytical Framework, which reviewed typical issues at the Gateway, on the land-link, and inland terminals.

Discussion

The discussion on the Continental Trade Facilitation Program was centered on two different horizons:

- Short Term activities that could be undertaken within the framework of the current SSATP Program, eventually supplemented by implementation oriented activities funded directly under TFF
- Medium to Long Term activities that will constitute the foundation of the next SSATP Program after the end of the DP2

The main points discussed were linked to coordination issues and the need to focus on results. Coordination included several dimensions:

- Coordination of activities within RECs between REC, corridor authorities and countries and development partners
- Coordination of activities between RECs through exchange of experience, lessons learnt and good practices

The focus on result was related to implementation oriented activities on the different components of the Corridor.

Way forward for the Short Term activities:

RECs and countries are encouraged to review their respective trade facilitation agenda in order to identify possible activities that could benefit from the direct support of the TFF. These activities must be aligned with the current portfolio of interventions of the World Bank in the respective RECs and countries.

Considering the life span of the TFF, such activities must be identified before end of April.

The Way forward for the Medium to Long Term activities:

The objective is to identify themes that could constitute the framework for the Regional Integration component of the next SSATP Program.

Emerging themes in the discussion were divided between two levels:

- Continent-wide:
 - Metrics, which would focus on the utilization of Transport Observatory in monitoring the impact of the Regional Integration Agenda of the African Union. Metrics and diagnostics would also feed the policy dialogue established within RECs and corridors. The SSATP Program would continue to provide support to the Transport Observatories and the focused diagnostic tools
 - Coordination and partnerships, which would focus on exchange of experience, valuing African expertise taking advantage of the more advanced level of some regions compared to others, and support the emergence of a coherent program across development partners, RECs, countries and corridor authorities
 - Think-tank for drawing lessons from emerging trends in Trade facilitation (for instance, what can be learnt from the spread of Single Windows, of GPS Tracking, etc...)
- Corridor focused:
 - Trade, with the need to involve stakeholders beyond the traditional sphere of SSATP limited to Transport stakeholders, opening to Commerce, Finances, etc.
 - Nodes, with a stream of activities focusing on gateway and inland terminals efficiency

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- Modes, with a stream of activities focusing on the land-link, which could broaden its scope outside of the traditional area of road transport to include river and lake transport, as well as railways, for an intermodal perspective

The consultation with the REC TCC participants, present or not, will continue over the next months to further define the content of this framework.

VII. CHOKE MONITORING MEETING (29th March 2012)

1) Border crossing delays surveys 'results at Malaba, Busia and Gatuna borders, Mike Fitzmaurice , Transport Logistics Consultants (TLC)

The presentation started with a summary of the sampling method used for the project and its validity for the project methodology, while the sampling method did not fully represent the volumes of the border posts or the arrival patterns it was still valid as a sample of border crossing delays.

Thereafter the results of each border post were discussed individually starting with Malaba. Malaba's data revealed some major changes in crossing times from 2011 where times were recorded at above 27 hours for outbound or export traffic to a major drop in 2012 down to 3-5 hours from January onwards. This raised some points for discussion amongst stakeholders. Other points of interest at this border post were the effect on crossing times of other agencies and the operating hours of these agencies in comparison to the two major players being customs and immigration who operated 24/7 despite the low crossing numbers of +/- 5% of traffic volumes at night.

Busia showed an exact opposite to Malaba and border crossing times for outbound were showing an upward trend moving from 13 in 2011 to 16 hours 2012. Another emerging issue here was the high driver idle time for inbound movements on tankers which was empty returns, further investigation revealed that Tankers arriving in the evening were only crossing the border the next day and hence the high driver idle time.

In conclusion Gatuna/Katuna seemed to be the model border post with crossing times rarely exceeding 3 hours either way, however the concern here was the probable growth of traffic in the future and the lack of infrastructure and facilities to cope with any substantial traffic volumes at this border post.

M. Fitzmaurice gave the results of inbound/outbound average crossing border delays by border side, type of transport (tanker, container and break bulk) and by type of stakeholders (agents, customs and drivers) for each of the three borders. Main results are as followed:

	OUTBOUND				INBOUND			
	NOV	DEC	JAN	FEB	NOV	DEC	JAN	FEB
Malaba Transit Times (hrs)	27.43	21.32	3.38	3.58	13.34	5.4	3.39	3.9
Busia Transit Times (hrs)	13.1	11.31	16.5		3.25	2.53	2.06	
Gatuna/Katuna Transit Times (hrs)	3.2	3.22	3.19	2.54	3.25	3.34	2.17	2.18

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Results raised many questions and may need deeper analysis or further surveys to answer to all preoccupations.

After the presentations, main discussion and comments were as follows:

- The big drop in time of Malaba Outbound was the result of a combination of the availability of doing documents pre-lodging within the customs systems and the parking penalty fee applied to each truck 3h after the reception of the custom release .
- There was a need to measure the impact of the other government agencies (immigrations..) on the delays observed.
- The problem of different opening hours of customs and other government agencies was raised.
- Driving hours safety and availability of rest parking area was discussed
- The problems of Customs inter- connection was also raised
- Type of transport i.e. container/break bulk / tankers seems to be treated differently

VIII. CLOSING CEREMONY SESSION

1. Remarks from Camilla Lema, SSATP Theme Leader 2

The SSATP Theme Leader Manager, Mrs. Camilla Lema expressed her appreciation towards the NCTCA for the successful organization of this meeting. She also expressed her appreciation for the quality of presentations, the articulated and in-depth discussions that followed and thanked all participants, for their commitment and willingness to share information on good practice that is obtained across sub-Saharan Africa. She has noted that some positive procedures like pre-lodging of documents have been implemented in several Customs systems to ensure fast custom process. She also She ensured that the SSATP DP3 regional integration will continue working together with the different partners to bring the continent growth into a positive trend.

2. Closing Statement, Vincent Bakire-Nzoyisaba , permanent secretary , Ministry of transport of Burundi

The meeting of the SSATP/ was officially closed by M. Vincent Bakire-Nzoyisaba , permanent secretary of the Ministry of transport of the Republic of Burundi . In his closing remarks he underscored the significant role that transport could play in promoting development and growth in the African economies, and also highlighted some of the challenges that are still facing many African countries, such as crossing borders for transit goods and the need to develop proper transport policies and strategies in order to make transport more responsive to Africa development needs.

He expressed his appreciation of the NTCA for having hosting this meeting in Mombasa, Kenya and to SSATP for its support.

He concluded by expressing his appreciation on the work done and recommendations made by the meeting. He then stressed the need for the region as a whole to ensure that there is effective implementation of the resolutions agreed upon.

He wished all the delegates a safe journey back to their respective destinations.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

SSATP Transport Observatory program

The objective of the workshop was to highlight the role of diagnostic tools in the policy dialogue for the definition and implementation of adequate transport policy reforms for trade and transport facilitation. The workshop reviewed permanent monitoring mechanisms, and particularly the corridor transport observatories, in their dual role for monitoring and diagnosis, as well as more focused tools, to analyze thoroughly specific bottlenecks and problems areas identified by the observatories, such as inland border crossing, road transport industry surveys, and time release studies.

The development of the Transport Observatories on the different corridors is conforming to a phased approach:

- Initial diagnostic on the procedures and data sources that are recorded in the operational IT systems
- Construction of the 'primary net' with data on nodes for the volumes / delays dimensions, capturing the main stages at Gateway, borders and inland terminals through Customs, Port authority / operator and Shippers' councils data
- Targeted studies for the prices & costs dimension
- Construction of the 'fine net' by adding data on modes for the volumes / delays dimensions, through dedicated surveys / IT tools for analysis of delays during transport between nodes

The SSATP Corridor program is providing technical assistance to RECs and Corridor Authorities to implement the different phases, and is as well funding the required studies.

East Africa:

The TTCA Transport Observatory core database is under development, which will be populated by historical data for the years 2009 – 11. The integration of GPS data will be experimented through a partnership with the road transport associations. In parallel, the road transport industry surveys will provide information, notably on transport capacity, road transport costs and prices.

The CCTTFA Transport Observatory closely follows the TTCA, with the launch of the development of the core database.

On the Dar Corridor, the support of SATH established a corridor performance monitoring framework in which key agencies provide monthly indicators (TRA and TPA). The development of the Transport Observatory needs to build on this initiative.

For East Africa the diagnostic phase has been completed, as well as the studies for the prices and costs dimension, through the road industry surveys. The construction of the primary net for TTCA and CCTTFA is almost complete. Activities towards the establishment of the fine net have just started, involving road transport associations.

Southern Africa

On the North-South Corridor, TMSA is conducting localized surveys on border crossings, relying on use of GPS data from fleet management systems of road transport companies, and choke monitoring.

On the Walvis Bay group of corridors, TMSA is supporting monitoring on the Trans-Kalahari branch, while the SSATP is supporting the establishment of a Transport Observatory of the Trans-Caprivi and Trans-Cunene branches.

The SSATP technical assistance for the WBCG is just starting, and the initial diagnostic and the construction of the primary net will be conducted during the year 2012.

Central Africa

On the Congo River Basin, the SSATP completed a feasibility study for a river Transport Observatory that will be prolonged by additional support for its actual establishment.

On the Douala corridors, the EU funded a feasibility study on a road transport observatory. SSATP is providing assistance to CEMAC to expand the scope of the observatory on the entire corridor, and not only the road segment.

For the two Central Africa corridors, the diagnostic has been established, and the construction of the primary net will take place during the second half of 2012. A logistics costs study is under realization, to provide the baseline data for the price and cost dimension, scheduled to be completed during the second of 2012.

West Africa

On the Abidjan Lagos coastal corridor, ALCO is contributing to monitor key indicators for the World Bank ALTTFP. SSATP is providing additional technical assistance for the establishment of a Transport Observatory.

On the hinterland corridors serving the landlocked countries, development partners (EU and USAID) and RECs are exploring ways to set up an institution taking over the road transport observatories supported by WATH. SSATP is providing methodological input for expanding the scope beyond road transport.

On the West Africa corridors, the diagnostic is ongoing for the eastern part of the region. The construction of the primary net will take place during the second half of 2012. The rest of West Africa will be covered for the diagnostic phase during the second half of 2012, immediately followed by the construction of the primary net. For West Africa, a logistics costs study is under realization, to provide the baseline data for the price and cost dimension, scheduled to be completed during the second of 2012.

There is need to consolidate all the measurements done along the corridors into a coherent package that helps respond to broader policy questions such as boosting trade, incidence on business and job creation. There is also need to expand the use of targeted diagnostic tools, such as border crossing monitoring and road transport industry surveys, to other regions.

Taking into account the different levels between the regions and corridors, it is important to promote exchange of experience, building on African expertise, particularly for Central and West Africa, which can benefit from the experience of other regions (and notably, the reliance on IT tools and open source software for the East Africa transport observatories, which is instrumental in minimizing data collection costs).

The meeting recognized the importance of conducting road transport industry surveys, particularly for regions where a road transport reform is under consideration.

One Stop Border Posts are increasingly seen as a solution to reduce border crossing delays. Choke monitoring has been designed to identify problem areas but there is need to validate the methodology so that results can be statistically significant and fully play their part in the policy dialogue.

Finally, generalization of GPS use, either by control agencies (Customs for securing transit cargo) or operators (for fleet management purposes) constitutes an opportunity to tap into new data sources. The different experiments conducted on various corridors provide the opportunity of drawing lessons from different approaches, both in terms of impact on trade and transport, and for monitoring purposes.

The SSATP, through the REC TCC, has a pivotal role to play in organizing that exchange of experience and good practices among RECs and corridors.

Road Safety:

The presentation on road safety provided the opportunity to discuss not only the activities undertaken within the current DP2, but also the possible role of SSATP to accompany the Decade of Action for Road Safety in Africa, in a successor program.

The three challenges / focus areas identified by the meeting were:

- Develop / promote adequate metrics on road crashes as input for effective road safety policies
- Conduct capacity building for road safety management, based on capacity review diagnostics
- Embed road safety into infrastructure development and rehabilitation (like building of rest areas along the main roads) , through systematic use of diagnostic tools (such as iRAP, road crash data for identification of black spots, etc.).
- Collaboration and experience sharing between countries

In the specific case of trade and transport facilitation programs, engaging transport operators provides the opportunity to influence driver behavior, including for road safety.

Future of SSATP:

The session on the outline of a medium to long term regional facilitation program identified possible areas of focus for a successor program to the current SSATP DP2, divided into two main dimensions:

- Continent-wide:
 - Transport Observatories (Performance monitoring and diagnostic) as input into the policy dialogue
 - Coordination and partnerships, focusing on exchange of experience, valuing African expertise, and support the emergence of a coherent program across development partners, RECs, countries and corridor authorities
 - Think-tank for drawing lessons from emerging trends in Trade facilitation
- Corridor focused:
 - Trade and regional integration agenda
 - Nodes, with a stream of activities focusing on gateway and inland terminals efficiency
 - Modes, with a stream of activities focusing on the land-link, with an intermodal perspective

The meeting also identified areas for which RECs and corridors could benefit from SSATP support within the current program. Direct consultations are to take place immediately after the workshop to specify the required activities.

For the longer term program, the workshop was just the beginning of a consultative process involving RECs, corridors, regional organizations and development partners, which will unfold over the next months. The dialogue will be facilitated notably through the launch of a new website, in order to improve communication with all partners.

The workshop also highlighted the importance of metrics, not only in the policy dialogue, but also for SSATP Regional integration program itself. SSATP must assess the impact of its activities under DP2 and highlight results.

The expansion beyond the traditional road transport was also discussed on several occasions during the workshop, to include notably railways, river transport, and more generally multimodal transport in its corridor activities. For river transport, the meeting recommended harmonization of navigation codes among countries sharing common river basins. Coherence between the different river basins should also be sought (notably Great Lakes region, Congo River Basin).

Inland borders:

TTCA conducted a border crossing delays surveys at three key borders along the Northern Corridor (Malaba, Busia and Gatuna) with support from SSATP. The objective was to establish baseline data prior to the transformation of Malaba into an OSBP, and collect data that will help identifying causes of inefficiencies. The

presentation of the results of border crossing monitoring on key borders of the Northern Corridor triggered a debate on the measures needed to improve border crossing. The meeting expressed the need to go beyond measurements and start an inclusive dialogue between all stakeholders to identify and implement remedies.

On the diagnostic itself, the meeting recommended including in the analysis of border delays the impact of the following:

- Intervention of other border agencies
- Differentiate delays according to the process at the border, notably between transit and import, particularly when there is border clearance
- Operating times for the different border agencies and operators
- Adequacy of staffing

Several of the additional clarifications and questions raised by the participant have methodological implications. For future monitoring exercises, the question of building a representative sample that enables analyzing all areas of concern will have to be carefully addressed.

On the remedies, the meeting recommended exploring notably:

- In the design of joint border posts, address operational modalities and procedures prior to infrastructure issues
- Interconnection of Customs systems and electronic submission of declarations by Clearing Agents (allowing pre-lodgment of customs declaration and documents)
- Harmonization of customs documents within a region
- Transit regime and specific treatment for transit goods
- Capacity building and information / formation for all stakeholders involved in border crossing (border management agencies and logistics operators)
- Infrastructure design must take into account diagnostic (notably the issue of parking areas, and rest areas outside of the border area) and possible Public Private Partnership to finance it.

The TTCA was requested to prepare a paper on the follow-up activities to undertake after the monitoring period to support the development of adequate remedies on the Northern Corridor border crossings.

Annex 1: List of Participants.

List of Participants Corridor Performance Monitoring Workshop - 26th - 29th March 2012							
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Annex 2: Welcome remarks by Donat Bagula Mugangu NCTTCA Executive secretariat

- ✚ Representatives of RECs;
- ✚ Representatives of Sub Regional Organizations (SROs);
- ✚ Representatives from SSATP Member Countries ;
- ✚ Representatives of Corridor Management Institutions ;
- ✚ SSATP program Management Team;
- ✚ SSATP Corridor Program consultants;
- ✚ Representatives from Development Partners;
- ✚ Distinguished Delegates Representing Private Sector Organisations;
- ✚ Ladies and Gentlemen

On behalf of the SSATP-WB; the NC-TTCA and on my own behalf, I wish to welcome you all to Mombasa, Kenya - especially in Nyali International Beach Hotel where the three meetings will take place.

As you are all aware, in Africa, Regional Economic Communities (RECs) and countries have embarked on a comprehensive program laying the foundation for efficient transport by strengthening the policy setting organizations for regional integration - notably through the adoption of a proper institutional framework (corridor management authority) and the monitoring tools used (transport observatories).

The SSATP Program, through the Regional Integration and Transport component, has supported Regional Economic Communities (REC) and Corridor Authorities in their endeavour to facilitate trade and promote economic development, by providing a platform for regional integration focusing on the synergies at the regional and country levels through:

- i. Knowledge generation,
- ii. Knowledge sharing,
- iii. Exchanging good practice among partners and raising awareness on the importance of crosscutting issues in fighting poverty.

The actual work program is coordinated by a committee of RECs, Corridor bodies and private sector associations.

The committee called, the Regional Economic Communities - Transport Coordinating Committee (REC-TCC) seeks to promote exchange of experience at continental level and drive the transport agenda for regional integration.

Distinguished delegates
Ladies and Gentlemen,

Early 2011, the REC-TCC articulated a comprehensive Corridor Program focusing on the need to obtain and share between all stakeholders reliable and adequate data on corridor efficiency.

This program, funded under a TFF grant, aims at assisting Corridor Authorities, or alternatively RECs where no formal Corridor Authority has been established, to develop Corridor transport observatories.

Combined with the ongoing SSATP Regional Integration component work program, the outputs cover a wide spectrum of means and methods for performance monitoring, which needs to be discussed and disseminated among the REC-TCC partners.

Distinguished Delegates,
Ladies and Gentlemen,

The main objective of these meetings is to review the progress and methodologies for performance monitoring along Corridors in Sub-Sahara Africa, so as to draw lessons and guide the implementation of the SSATP Regional Integration programs in coordination with other donors and RECs programs for trade facilitation.

More specifically, the workshop aims at:

- iii. Taking stock of the current developments in monitoring transport corridor performance;
- iv. Building consensus on the strategic directions of trade facilitation component for a future SSATP action plan and formulating a preliminary work program for 2012 and beyond.

Therefore, we expect after the three days meetings to achieve the follows results:

- v. Review various activities undertaken and agreed on the format of deliverables;
- vi. Knowledge sharing and improving collaboration among RECs;
- vii. The way forward to strengthening Corridor Performance Monitoring (Transport Observatories) and
- viii. Outline for possible Regional Integration component of DP3.

Distinguished Delegates,

Ladies and Gentlemen,

I am confident that at the end of these important workshops, delegates shall reach a consensus on Regional Integration activities among RECs and donors on future activities as input to the SSATP Board meeting which follows on Saturday 31 March 2012.

I wish you a pleasant stay in this peaceful city of MOMBASA and I am sure you will have some free time after the meeting to have a tour of the city.

With these few remarks, I wish you all fruitful deliberations and I hereby declare this meeting officially open.

Thank you all for your kind attention.

Donat Bagula Mugangu

Annex 3: Meeting's Agenda.*Monday March 26th 2012*

9:00 – 9:15	Official opening of the workshop by Donat Bagula Mugangu, TTCA Executive Secretary
9:15 – 9:45	SSATP by Jean Noel Guillosoou, SSATP Program Manager
9:45 – 10:30	Facilitation activities in West Africa by Chris Appiah, ECOWAS
10:30 – 11:00	Coffee / Tea break – group picture
11:00 – 11:45	Facilitation activities in Central Africa by Jacqueline Meyo, CEMAC
11:45 – 12:30	Facilitation activities in Eastern and Southern Africa by Lovemore Bingandadi, SADC (on behalf of the Tripartite COMESA-SADC-EAC)
12:30 – 14:00	Lunch break
14:00 – 14:30	The transport observatory program, by Olivier Hartmann, World Bank
14:30 – 15:30	Transport Observatory database development for East Africa, by Aloys Rusagara and Erick Sirali, TTCA, for the Northern Corridor, and by Melchior Baratandakiye, CCTTFA, for the Central Corridor
15:30 – 16:00	SSATP Transport Observatory Program status, by Cheikh Wade, World Bank
16:00 – 16:30	Coffee / Tea break
16:30 – 17:30	ICT Tools for Transport Observatory, by Mohamed Athman, TMEA

Tuesday March 27th 2012

9:00 – 9:15	Introduction to focused performance monitoring tools
9:15 – 10:30	CICOS Transport Observatory, by Darie Claude Kebano, CICOS
10:30 – 11:00	Coffee / Tea break
11:00 – 11:45	TRS in Eastern and Southern Africa, by Zerezghi Kidane, COMESA
11:45 – 12:30	Border crossing delays by Mike Fitzmaurice, TLS
12:30 – 14:00	Lunch break
14:00 – 15:00	Road Safety on corridors, by Paul Kwamusi, FIA Foundation
15:00 – 16:00	Road transport surveys in East Africa by Ephrem Asebe, SSATP
16:00 – 16:30	Coffee / Tea break
16:30 – 18:00	Transit Transport Management Information System for Burkina Faso Shippers' Council, by Yaya Yedan, CBC GPS based monitoring on North-South Corridor, by Wim Van Schalkwyk, TMSA Trade Facilitation in East Africa, by Mwanja Nzuki, USAID East Africa, David Adolwa and Yusuf Majan, USAID COMPETE

Wednesday March 28th 2012

9:00 – 9:30	SSATP DP3 challenges by Jean Noel Guillosoou
9:30 – 10:30	African Union Regional Integration Action Plan, by Dominique Njinkeu, World Bank
10:30 – 11:00	Coffee / Tea break
11:00 – 12:30	Discussion
12:30 – 14:00	Lunch break
14:00 – 16:00	Session break for preparation of the report
16:00 – 16:30	Coffee / Tea break
16:30 – 17:30	Adoption of report and closing

Thursday March 29th 2012

9:00 – 9:15	Official opening by Vincent Bakire, Permanent Secretary, Ministry of Transport, Burundi
9:15 – 9:30	Introduction, by Donat Bagula Mugangu, Executive Secretary TTCA
9:30 – 10:30	Choke monitoring methodology, scope and status
10:30 – 11:00	Coffee / Tea break
11:00 – 11:45	Survey results for Malaba and Busia
11:45 – 12:30	Discussion
12:30 – 14:00	Lunch break
14:00 – 14:45	Survey results for Gatuna
14:45 – 15:30	Discussion
15:30 – 16:00	Preparation of the next steps and closing
16:00 – 16:30	Coffee / Tea break