

Central Corridor Transit Transport Facilitation Agency

**PRESENTATION ON THE CENTRAL CORRIDOR TRANSIT
TRANSPORT FACILITATION AGENCY (TTFA) ON ITS ROLE IN THE
IMPLEMENTATION OF THE ALMATY PROGRAMME OF ACTION
DURING THE ROUNDTABLE ON THE REGIONAL DIMENSION FOR
TRANSIT TRANSPORT COOPERATION ON 3RD OCTOBER, 2008 IN
NEW YORK, USA**

BY

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PRESENTATION ON THE CENTRAL CORRIDOR TRANSIT TRANSPORT FACILITATION AGENCY (TTFA) ON ITS ROLE IN THE IMPLEMENTATION OF THE ALMATY PROGRAMME OF ACTION DURING THE ROUNDTABLE ON THE REGIONAL DIMENSION FOR TRANSIT TRANSPORT COOPERATION ON 3RD OCTOBER, 2008 IN NEW YORK, USA

I wish to first and foremost thank the organizers of this important meeting for inviting the Central Corridor Transit Transport Facilitation Agency (TTFA) to enlighten you on its role in the implementation of the Almaty Programme of Action.

The TTFA is a cooperation of the Governments and Stakeholders from the Republic of Burundi, the DR Congo, the Republic of Rwanda, the United Republic of Tanzania and the Republic of Uganda in their endeavour to jointly facilitate the efficient movement of goods between their respective countries and regional / international markets. This regional cooperation is in itself a testimony of commitment of these States to implement the Almaty Ministerial Declaration and the Almaty Programme of Action.

The scope of TTFA activities cover the corridor transport and logistics systems and the existing Agreement underlines the modalities (legal framework) of this cooperation.

The major role of the TTFA as enshrined in its Agreement is to ensure that the Central Corridor is available to importers and exporters from landlocked states of Burundi, Rwanda, Uganda including the DR Congo as an efficient and economic addition to other trade routes, with the aim to provide the most cost-effective transport services.

Under Article 4 of its Agreement, the TTFA recognizes the right of landlocked countries (LLDCs) to transit through maritime states as declared

under specific United Nations General Assembly Resolution 56/180 on particular needs of Landlocked Developing countries from which the Almaty Declaration was made in 2003.

In executing its roles, TTFA has drawn membership from the public and private sectors of each Member-State, comprising of transport and logistics service providers and users (from the level of Stakeholders Consultative Committee to Executive Board). This arrangement will eventually provide better understanding of the transport and logistics issues by the private sector to enable them contribute positively towards the development of infrastructure and other transport systems.

Member-States take cognizance of the fact that efficient operation of transport infrastructure and services in their respective countries is critical to reduction of landed costs of goods and competitiveness of their exports.

To identify the causes of high transit times of transit traffic in order to take corrective measures, continuous monitoring of the corridor performance in collaboration with Tanzania national stakeholders is ongoing. The selection of the Central Corridor in 2007 as one of the pilot corridors in Sub-Saharan Africa to set standards for what would be an ideal corridor will provide a great opportunity as it is envisaged that the project will include setting up of an observatory to monitor the corridor performance. This will provide a faster and more accurate way of monitoring thus enhance dissemination of information and feedback to the Stakeholders across the board. This initiative will form an effective basis for frequent dialogue among Stakeholders resulting into greater cooperation.

While the TTFA is gearing itself to contribute effectively to the LLDCs plight, it has not been without challenges of which some are physical and others are non-physical. It is a well known fact that infrastructure in our part of the world is not well developed. However, although a lot needs to

be done, it is encouraging to note that the Governments of Member-States with the support of Development partners are taking measures to upgrade the transport systems.

In order to address the non-physical barriers, continuous sensitization of stakeholders is considered critical in appreciating the impact of individual actions on the logistics supply chain. It is therefore considered worthwhile that a total logistics approach needs to be understood by all stakeholders in the transit and landlocked countries for the corridor to be able to offer cost effective services. Citing an example; while the transport operators consider strict enforcement of the axle load limits along the Central Corridor harsh and punitive to the extent of skewed route choice, the TTFA's approach is to create more awareness of the benefits of such control measures to the transport operators.

The various associations of private operators in the transportation chain provide an improved framework for discussions. The accreditation of such institutions is being promoted, as it would provide better opportunity in ensuring unwavering commitment from these stakeholders.

The Central Corridor offers the shortest physical distance and one border crossing between the transit country of Tanzania and the landlocked Member-States. However, the existing infrastructural problems and transportation services, deprive the Central Corridor of full utilization of this advantageous position for the benefit of its partners. It is the determination of the TTFA to ensure that the 'short physical distance' between the transit country and the landlocked Member-States realizes an even "shorter economic distance".

I thank you for your kind attention.