



PAGE 4: B.1) YOUR CASE STORY: TITLE AND DESCRIPTION

Q1: TITLE OF CASE STORY

Northern corridor Performance Monitoring through the Transport Observatory Portal (TOP)

Q2: CASE STORY ABSTRACT

The Northern Corridor Transport Observatory is a monitoring tool that assesses and measures performance of the Northern Corridor and has an online platform to track and disseminate information on various key performance indicators. The observatory tracks more than 30 indicators along the Northern corridor from the Port Of Mombasa. The northern corridor Performance Dashboard is a subset of the Observatory that tracks only 10 key performance indicators on a weekly basis. It is also used as monitoring tool for the implementation of the Mombasa port community charter which binds various stakeholders to enhance efficiency in trade facilitation. The Observatory is supported by TMEA, also monitors implementation of the port community charter and the Vehicle load control Charter.

The Vehicle Load Control Self-Regulation Charter complements the Mombasa Port Community Charter whose purpose is to establish a permanent framework of collaboration that binds the port community to specific actions, collective obligations, targets and timelines, and complement the individual institutional service charters in addressing the challenges that act as barriers to trade facilitation.

The Charter commits the party members to compliance on requirements provided in the EAC Vehicle Load Control Bill, 2012. The initiative is supported by Sub-Saharan Africa Transport Policy Program (SSATP)-World Bank for their unwavering technical and financial support

Q3: LONG DESCRIPTION OF THE CASE STORY

Work on the transport Observatory Started in 2003 where NCTTCA conducted a baseline survey on key non-physical Barriers funded by the SSATP-World Bank with the output being asset of indicators for the corridor monitoring activities.

2005 and 2007. Ms Access database was developed, Automated data for stakeholders business systems acquired, road survey questionnaires developed and this was funded by SSATP,.

Prototype of an online database was developed, road survey undertaken indicators developed further and report disseminated in 2007 through 2009.

For a long term sustainable project NCTTCA sought support from TMEA and an aide memoir was signed outlining areas of support, i.e. Development of a complete online database, methods for conducting road surveys, dissemination and providing technical staff to support the project.

The observatory thus helps in :

Identification of areas for improvement in relation to targets (or benchmarks).

Provision of a set of tools for diagnosing problems on the corridor.

Measuring the evolution of the corridor hence establishing the effectiveness of programs designed to address the bottlenecks identified

Provision of key reliable information to policy makers to facilitate formulation of policies

The project is managed under the Transport Policy program, with trademark providing support for the Statistician and Database specialist.

The axle load campaign program is being spearheaded by the Northern Corridor Transit and Transport Coordination Authority in conjunction with KTA and with the support of SSATP-WB. This came about the discussion between NCCTTCA and SSATP in December, 2012 having noted that through the transport Observatory, Compliance at weighbridges was low.

The program be implemented in four phase's i.e.

- o The development of Communication Strategy
- o Drafting of the Charter
- o Conviction/ Commitment -Signing of the Charter
- o Monitoring &Evaluation and Capacity Building.

The Vehicle Load Control Self-Regulation Charter is founded on the EAC Vehicle Load Control Bill 2012, which provides the guiding principles for collective obligation. The Bill makes provisions for the control of vehicle loads, harmonizes axle load limits and establishes institutional arrangements for the protection of the Regional Trunk Road Network throughout the EAC.

14 signatories have signed the charter in Kenya and a similar project is planned to be rolled out to the rest of the northern Corridor Member state.

Q4: Please add here web links to project/programme materials.

<http://top.ttcanc.org> or www.kandalakaskazini.go.ke
www.ttcanc.org

PUBLIC SECTOR CASE STORY TEMPLATE

Q5: YOUR CONTACT DETAILS	
Name:	Donat M. BAGULA
Ministry/Institution/Organization:	Northern Corridor Transit and Transport Coordination Authority(NCTTCA)
Country:	Kenya
Email Address:	dbagula@ttcanc.org
Q6: FUNCTION	Other (please specify) Intergovernmental Organization
Q7: FUNDING PARTNER Tick the appropriate box(es)	Multilateral organization
Q8: Additional information	<i>Respondent skipped this question</i>
Q9: START DATE OF PROJECT/PROGRAMME	2003, INCEPTION PHASE, 2012 DEVELOPEMENT
Q10: STATUS OF PROJECT/PROGRAMME	On-going
Q11: DURATION OR, IF ON-GOING, EXPECTED DURATION OF PROJECT/PROGRAMME	More than 5 years
Q12: COST OF PROJECT/PROGRAMME	Between US\$1 million and US\$5 million
Q13: Additional information	
The TOP had now monitoring other initiatives and programs such as Self regulatory Charter on Vehicle load control, the Dash Board,...	
Q14: TYPE OF FUNDING FOR PROJECT/PROGRAMME	Grant

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Q15: PROJECT/PROGRAMME TYPE	Regional
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Q16: SINGLE COUNTRY/CUSTOMS TERRITORY	<i>Respondent skipped this question</i>
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PUBLIC SECTOR CASE STORY TEMPLATE

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Q17: REGION (If the region does not appear in the drop down menu, please enter manually.)	East Africa
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Q18: MULTI-COUNTRY (Enter all countries or customs territories) Kenya, Uganda, Rwanda, DR Congo, Burundi, South Sudan

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Q19: CASE STORY FOCUS Tick the appropriate box(es)	Customs reform, Other border agency reforms, Support for compliance with non-tariff measures (including standards) , Upgrading transport infrastructure, Upgrading network infrastructure (ICT, power, telecoms) , Working with trade partners to recognize professional qualifications , Working with trade partners to remove restrictions on movement of natural persons , Improving the regulatory environment for services , Improving skills levels in service sectors
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Q20: HOW SUCCESSFUL WAS THE PROJECT/PROGRAMME Tick the appropriate box(es)	Very successful
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PUBLIC SECTOR CASE STORY TEMPLATE

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Q21: WHAT WERE THE OUTPUTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)

- New customs procedures,
- New other border agency procedure,
- New or updated one-stop border post,
- New or updated electronic single window,
- New conformity assessment procedures or processes
- ,
- Changes to rules on commercial presence,
- Changes to rules on movement of natural persons
- ,
- Reform of other fees or charges,
- Changes in tariff rates for product inputs,
- Services sector skills

Q22: Additional information(maximum 300 words)

The Project is widely used as reference and source of information in the region related to volume and capacity, transit time and delays, efficiency and productivity, cost and rates.

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PUBLIC SECTOR CASE STORY TEMPLATE

Q23: WHAT WERE THE OUTCOMES OF YOUR PROJECT/PROGRAMME Tick the appropriate box(es)

Reduction in ship dwell time,
Reduction in road haulier waiting times,
Reduction in storage costs,
Reduction in customs clearance time,
Reduction in other border agency clearance time
,
Reduction in cost of customs clearance ,
Reduction in cost of other border agency clearance
,
Increase in merchandise imports,
Increase in merchandise exports,
Increase in shipping volumes,
Increase in road haulage volumes

Q24: Additional information(maximum 300 words)

The TOP had successfully been a critical tool for informed decisions in the region. A show case of partnership between Public and private sector in data collection such as on GPS, undertake road surveys, its creates and sustain a forum of dialogue to improve the performance of the corridor,...

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Q25: WHAT WERE THE IMPACTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)

Increase in domestic investment,
Increase in foreign investment,
Increase in employment

Q26: Additional information(maximum 300 words)

The TOP is currently an authoritative monitoring tool being upgraded to accommodate others initiatives such as GIS component, establish targets and benchmarks, monitoring others ongoing programs,

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PUBLIC SECTOR CASE STORY TEMPLATE

Q27: LESSONS LEARNT Tick the appropriate box(es)

Importance of alignment with national priorities,
Importance of engagement by private sector,
Importance of agreeing clear project implementation responsibilities
,
Importance of agreeing clear project monitoring and evaluation process and procedures
,
Importance of agreed accountability frameworks,
Importance of attention to long-term sustainability
,
Importance of political will and commitment by project partner

Q28: Additional information(maximum 300 words)

The Project had opened up further opportunities and provide pre conditions towards a smart and seamless corridor. it require to enhance the system and use data from Electronic Cargo Tracking System, interconnect of Stakeholders ICT systems with the Observatory to guarantee a long sustainability,...

Q29: PROJECT OR PROGRAMME MONITORING AND EVALUATION FRAMEWORK Tick the appropriate box(es)

M&E framework used, Project baselines set,
Ex post evaluation, Impact assessment