



**United Nations Economic  
Commission for Africa (UNECA)**

**Joint UNECA/ATPC and Central Corridor Workshop and Study Tour on Transport and Trade  
Facilitation and the Promotion of Intra-African Trade for the Eastern and Southern African Sub-  
Regions, 28-30 April 2010, Dar es Salaam, Tanzania**

**REPORT**

## **I. Introduction**

1. The Workshop and Study Tour on Transport and Trade Facilitation and Promotion of Intra-African Trade for the Eastern and Southern African Sub-Regions took place in Dar es Salaam, Tanzania, from 28-30 April, 2010. The workshop was jointly organized by the United Nations Economic Commission for Africa (UNECA)/African Trade Policy Center (ATPC) and the Central Corridor Transit Transport Facilitation Agency (CCTTFA). The organization of the workshop was also supported by the Ministry of Transport and Infrastructure Development of the United Republic of Tanzania and Dar es Salaam Port Authority.

2. The workshop was organized specifically to:

- i. Share experiences on the implementation of trade facilitation and corridor management programmes across the Eastern and Southern African Sub-regions;
- ii. Explore self sufficient mechanisms for the effective operations of the corridor management institutions within Eastern and Southern African Sub-regions;
- iii. Assess progress in the design and implementation of trade facilitation programmes and projects within the sub-regions; and
- iv. Identify the challenges and bottlenecks facing trade facilitation within the sub-regions with a view to proposing solutions to address them.

## **II. Attendance**

3. The workshop was attended by the following Member States (Botswana, Burundi, Ethiopia, Kenya, Malawi, Mauritius, Mozambique, Seychelles, South Africa, Swaziland, Tanzania, Uganda, Zambia, and Zimbabwe) of the Common Market for Eastern and Southern Africa (COMESA), Southern African Development Community (SADC), East African Community (EAC) and Intergovernmental Authority on Development (IGAD).

4. The following institutions were also represented: the African Union Commission (AUC), the African Development Bank (AfDB), United Nations Economic Commission for Africa (UNECA), COMESA, SADC, EAC, the United Nations World Food Programme (WFP), Transit Transport Coordination Authority of Northern Corridor (TTCANC), Central Corridor Transit Transport Facilitation Agency (CCTTFA), Dry Port Service Enterprise, Ethiopia, Seychelles Chamber of Commerce and Industry, Zambia Bureau of Standards, Port Management Association of Eastern and Southern Africa (PMAESA), Walvis Bay Corridor Group (WBCG), Maputo Corridor Logistics Initiative (MCLI), Tanzania Ports Authority, and Southern Africa Global Competitiveness Hub (SAGC).

5. Also present were the following institutions from the United Republic of Tanzania: the Railway Assets Holding Company (RAHCO), Tanzania Abused Shelter Services Association (TASSA), Tanzania Revenue Authority (TRA), the Tanzania Ports Authority, Tanzania International Container Terminal Services (TICTS), and the Dar es Salaam Corridor.

6. The UNECA was represented by the Regional Integration, Infrastructure and Trade Division (RITD), the Sub-Regional Office for Eastern Africa, the Sub-Regional Office for Southern Africa, and the Inter-Regional Advisory Service in Geneva. The full list of participants is attached as Annex 1.

### **III. Opening of workshop and program**

7. Opening statements of the workshop were delivered by the following: the Acting Director of Regional Integration, Infrastructure and Trade Division, the AfDB Country Field Manager of the United Republic of Tanzania, and the Director of Transport and Infrastructure Development of the United Republic of Tanzania.

8. The first statement was delivered by Mr. Joseph Atta-Mensah, Officer-in-Charge of RITD. In his statement, Mr. Atta-Mensah started by thanking His Excellency, Dr. Shukuru Kawambwa, Minister of Infrastructure Development of the United Republic of Tanzania for his personal involvement in the hosting of the workshop and the study tour. Mr. Atta-Mensah noted that the involvement of the Minister was a clear indication of the Government's commitment towards the promotion of regional integration in Africa.

9. Mr. Atta-Mensah informed the meeting that African countries and their Regional Economic Communities (RECs) had made strides in pursuing programmes aimed at deepening trade between them as well as with rest of the world. He indicated that progress has been achieved particularly in the promotion of Free Trade and Customs Union.

10. Mr. Atta-Mensah, however, pointed out that despite the aggressive policy stance taken by many African countries, Africa's global trade, compared to the rest of the world, has been steadily declining, falling from 10 percent in 1950 to about 2.5 per cent in 2008. He outlined a number of challenges that contributed negatively to this decline. These include: weak infrastructure; inadequate financial resources; low level implementation of trade related protocols; lack of effective coordination of institutional policies; and numerous checkpoints along road transport routes contributing to increased costs and unwarranted delays.

11. Regarding trade facilitation and the promotion of intra-African trade, Mr. Atta-Mensah emphasized the need for Regional Economic Communities and the corridor management institutions to strongly address challenges affecting trade facilitation in order to speed up delivery of products as well as promote trade within African countries. He further pointed out that African countries need safe, reliable, efficient, affordable and sustainable physical infrastructure to support economic activities and provide basic social services, especially for the poor. In this respect, he called upon the RECs, corridor management institutions, with the assistance of the development partners, to continue supporting activities and programmes aimed at improving and strengthening integrated network of roads, railways, maritime transport, inland waterways, and civil aviation among African countries.

12. The second statement was delivered by Ms. Siphon Moyo, the AfDB Country Field Manager of the United Republic of Tanzania. The Country Field Manager started her statement by highlighting the current statistics of intra-African trade in comparison with other regions of the world. Among others, the Country Field Manager informed the meeting that intra-African trade figures remain low, ranging between 10 and 12 per cent. She cited a number of reasons that have contributed to the low levels of intra-African trade, including the supply-side constraints. However, the Country Field Manager indicated that efforts had been made by a number of African countries in accessing larger markets through preferential trade schemes. Despite the above efforts, Ms. Moyo pointed out that Africa's trade levels continue to be lower than expected.

13. Ms. Moyo further, briefed the meeting on the initiatives of the Bank in the areas of transportation and trade facilitation. To this effect, she reported that the AfDB had joined the Global Facilitation Partnership for Transportation and Trade, which was launched by the World Bank in 1999, and which is aimed at promoting public-private partnerships to work together in designing and undertaking specific programmes, create knowledge, and support trade facilitation training opportunities. She also highlighted the Bank's investment programmes and projects in the area of infrastructure development in Africa, including those in the United Republic of Tanzania.

14. The workshop was officially opened by Dr. William Nshama, the Director of Transport and Infrastructure Development of the United Republic of Tanzania. On behalf of the Minister of Transport and Infrastructure Development, Dr. Nshama welcomed all participants to the city of Dar es Salaam. He thanked the UNECA for choosing Dar es Salaam as the venue for the workshop. On substantive issues, the Director highlighted the vital role played by transport and trade in promoting economic growth and sustainable development. Further, the Director highlighted some challenges facing the promotion of intra-African trade, including the multiple memberships of the RECs, poor infrastructure networks, and low implementation of RECs' trade protocols.

15. This notwithstanding, the Director informed the meeting that efforts were being made at national, regional and continental levels aimed at addressing these challenges. These include: implementation of regional infrastructure projects; the Almaty Programme of Action; and the Programme for Infrastructure Development for Africa (PIDA). In this regard, the Director called upon all Member States, RECs, and the corridor management institutions to support the implementation of these initiatives.

16. The meeting adopted the programme of work attached as Annex II.

#### **IV. Account of proceedings**

##### **a) Presentations**

17. A number of presentations were made followed by discussions. The presentations focused on the following issues: (i) Africa's trade flows and patterns, (ii) overview of trade facilitation in Eastern and Southern African Sub-regions (iii) trade and transport facilitation,

including challenges, experiences and practices in other Sub-regions; (iv) institutional mechanisms for sustainable and effective operations of corridor management institutions; and (v) financing trade facilitation initiatives in the Sub-regions. The first presentation was made by UNECA/RITD focusing on Africa's trade flows. The main elements of the presentations were: intra-REC export trends; RECs' exports to rest of Africa; RECs' overall direction of exports; African countries' positions in intra-African trade; and key messages. According to the presentation, on average intra-REC export figures had been increasing between 2000 and 2007, with CEN-SAD, SADC, and ECOWAS being the top three contributors.

18. Regarding the overall direction of trade, the presenter reported that few goods are being traded within the RECs compared to the rest of the world. He further reported that the EU and USA are the two major trading partners of the Continent, with IOC, Arab Maghreb Union (UMA), the Economic Community of the Great Lakes Countries (CEPGL), ECOWAS, and COMESA exporting over 60 per cent of goods to these external markets.

19. The presenter highlighted the following key messages pertaining to Africa's trade flows:

- i. Only a few African countries dominate intra-REC exports;
- ii. South Africa is a dominant force in terms of exports to Africa. Other top exporters include Nigeria and Côte d'Ivoire;
- iii. EU and USA are two major export destinations for Africa. Both markets account on average for about 57 per cent of REC exports. However, China and Asia are also important export markets for the RECs;
- iv. Africa's export trade represents about 2.9 per cent of world trade. Africa constitutes only 2 per cent of total world imports. These statistics confirm the well-known fact of Africa's low levels of global trade; and
- v. Africa has a potential to supply its import needs from its own sources in some product categories, particularly fuels, beverages and tobacco, ores, metals and precious stones.

20. The second presentation by UNECA/RITD was on the subject of trade facilitation and intra-African trade. The main focus of this presentation was: economic rationale for trade facilitation; the facilitation of trade in Africa; and regional initiatives to tackling the challenges of trade facilitation in Africa. The presenter indicated that a number of countries were implementing various trade reforms aimed at improving and promoting intra-Africa trade. The presentation pointed out that countries that have implemented trade reforms have gained from these reforms in terms of increased trade both regionally and internationally.

21. The presenter indicated that despite Africa's determination to dismantle trade restrictions, RECs continue to face both tariff and non-tariff barriers, which have a significant negative impact on trade promotion. These barriers include institutional policies, weak infrastructure, weak financial and capital markets, and delays in the implementation of trade protocols.

22. He pointed out that according to the available statistics transport costs (freight cost as a percentage of total import value) continue to be very high within Africa compared to the rest of the world. Some of the underlying factors are poor road and rail transport infrastructure, poor port and maritime transport, and cumbersome customs procedures. The presenter also mentioned

that in Africa the average number of days to clear goods from the ports is very high relative to what obtains in the rest of the world.

23. In conclusion, the presenter stressed that Africa has a lot to gain from enhanced trade facilitation in terms of reduced trade costs, enhanced trade, government revenue, welfare and overall economic growth.

24. The UNECA Sub-Regional Office for Eastern Africa made the third presentation, focusing on the following areas: transport and trade facilitation in the Eastern African Region; the role of the Information Communication and Technology (ICT) in promoting trade and transport; regional initiatives and perspectives; the link between transport facilitation and intra-Africa trade; and bottlenecks/challenges of transport infrastructure and services in the sub-region. The presentation supplemented and reinforced the issues discussed by the previous presenter on the subject of trade facilitation, in particular as regards the high transport costs in Africa, which stem from factors not least of which are inadequate maintenance of infrastructure, poor road and rail network, and diverse trade documentation and procedures that are not often harmonized.

25. The main conclusions from the presentation were as follows:

- i. Infrastructure development, regional integration, and market integration are key to Africa's economic structural transformation;
- ii. Investments in hard infrastructure have to be accompanied by upgrading of soft infrastructure;
- iii. Closing the financial gap for infrastructure development requires alternative sources of financing;
- iv. Major service providers have to embrace ICT in order to improve their service delivery;
- v. Development of information technology (IT) infrastructure to support data transfer and exchange;
- vi. The need to develop knowledge platform to facilitate dissemination and exchange of information among key stakeholders;
- vii. Simplification of custom processes, border and professional inspection and control;
- viii. Simplification of trade and transport documentation by creating network to transfer electro-documents, determining respective functions of government organizations and harmonize their activities; and
- ix. Implementation of single electronic windows for foreign trade.

26. The aforementioned presentations were followed by a series of other presentations that shed greater light on the experiences and challenges of trade and transport facilitation within the eastern and Southern Africa. In this regard, the Director of Transport and Infrastructure Development of the United Republic of Tanzania spoke about infrastructure development and border posts within the central corridor. He stated that the Government of Tanzania was in the process of constructing new railway lines to address the congestion of the road traffic within the corridor. He pointed out that railway, which does not have the kind of checkpoints experienced on roads, would constitute a better option for a number of countries as it would help minimize

delays in transportation of goods and services. The Director also mentioned about plans by his Government to introduce the concept of one border post, which would also contribute to alleviating delays at the borders.

27. The representative of the EAC Secretariat followed with a presentation on the EAC integration process, its customs union and common market agendas and the tripartite cooperation involving the EAC, COMESA and SADC. He stated that the EAC customs union came into being in 2005, but the common market and monetary union are planned to materialize in 2010 and 2012 respectively. He added that eventually, EAC hopes to become a political federation. The EAC representative also gave an account of the trade flows within the Community, which he said, have increased by about 38 per cent over the last five years.

28. He further mentioned that in order to address the problem of delays in movement of goods and services within the EAC, a consultant has been engaged to carry out a study on the “Legal Requirements for Introducing One Stop Border Posts (OSBP) in East Africa”. The main objective of the project is to develop the legal framework necessary for the introduction of OSBP within the EAC region. The presenter also highlighted progress pertaining to the EAC Common Market Protocol, which was signed by the EAC Summit in December 2009, and ratified by the parliaments of all the EAC countries by April 2010.

29. The presenter further highlighted some challenges affecting the achievement of the ECA’s vision in the area of trade facilitation. These include:

- i. Tariff and non-tariff barriers;
- ii. National sovereignty;
- iii. Inadequate revenue collection system;
- iv. Lack of harmonized national legislations related to customs and trade such as excise and VAT laws;
- v. Limited stakeholder awareness;
- vi. Limited or lack of regional enforcement mechanism; and
- vii. Delays in the implementation of policy decisions by implementing agencies.

30. The presenter concluded by outlining the initiatives on the implementation of regional integration in the region, particularly pertaining to trade issues: These include:

- i. Consolidating the customs union and implementing the common markets;
- ii. Reforming the current institutional framework;
- iii. Preparing for the negotiations of the Monetary Union Protocol;
- iv. Intensifying key programs aimed at facilitating trade; and
- v. Reducing the gap between regional policy making and national implementation.

31. The third presentation was made by a representative of the SADC Secretariat. The presentation focused mainly on the following: protocol on trade and transport; transit management system; transit procedure and regulation; achievements/corridors identification; and challenges affecting the SADC region in promoting trade.

32. The presenter stated that the SADC Secretariat has identified new corridors aimed at facilitating the movement of goods and increasing the volume of trade within the SADC region. He said that some of these corridors were already in the first pilot phase.

33. The presenter concluded by outlining the following challenges:

- i. Lack of full implementation of Transit Management System;
- ii. Need for better use of SADC Corridor Infrastructure Guideline Model;
- iii. Lack of full implementation of Harmonized Road User Charges; and
- iv. Need for better implementation of Guideline of the best practice for Corridor Spatial Development Initiative.

34. The last presenter on this session was a representative of the COMESA Secretariat. The presentation focused mainly on the following: transport; transport facilitation instruments; and status of implementation by its Member States.

35. He mentioned that COMESA's objectives in the transport sector focus on: policy and regulatory harmonization; development of regional transport infrastructure in roads, railways, and ports; addressing transport constraints; and capacity building pertaining to transport service providers.

36. On transit facilitation, he stated that the following instruments were being implemented within the COMESA region:

- i. COMESA Carrier License;
- ii. Harmonized Axle Load Limits, Overload Control and Vehicle Dimensions;
- iii. Harmonized Road Transit Charges;
- iv. The COMESA Customs Declaration;
- v. Third Party Motor Insurance (Yellow Card);
- vi. Regional Customs Transit Guarantee;
- vii. Automated System of Customs Data Management (ASYCUDA);
- viii. Corridor Management Systems; and
- ix. One Stop Border Posts.

37. **The Session** on institutional mechanisms addressed the issue of effective institutions to ensure the sustainability and effective operations of corridor management institutions within the Eastern and Southern African Sub-regions. Presentations in this regard were made by the following: Dar es Salaam Corridor (Tanzania), Walvis Bay Corridor Group, (Namibia), Port Management Association of Eastern and Southern Africa-Mombasa (PMAESA), Transit Transport Co-ordination Authority of Northern Corridors (Mombassa), and Maputo Corridor Logistics Initiatives (MCLI).

38. **Dar es Salaam Corridor (Tanzania):** The presentation by the Dar es Salaam Corridor focused on the institutional framework of the Dar es Salaam Corridor, the organization of work and programmes, team-building at national level, performance monitoring, and financial



sustainability.

39. The presenter outlined the principal mandate of the Dar es Salaam Corridor, which includes: reducing transit time for corridor traffic, reducing transport costs for transit corridors, promoting infrastructure development, supporting and harmonizing regulations, and supporting business with management processes.

40. The presenter further reported on the key projects and programmes being implemented by the Dar es Salaam Corridor. These include: monitoring corridor performance, port improvement (Infrastructure and Systems), rationalization of rail operations, and one-stop-border-posts.

41. The presenter concluded by outlining the following key issues, which need to be addressed by the corridor:

- i. Need for a coherent and comprehensive policy framework aimed at addressing transport and trade regulation;
- ii. Need for improved inter-agency coordination and cooperation supported by sound policies; and
- iii. Need for capacity building for National Corridor Committees to effectively articulate and address trade facilitation needs.

42. The second presentation under this session was made by Walvis Bay Corridor Group (WBCG). The presenter started by stating the main mandate of the Corridor, which is to serve as transport and logistics service provider and facilitate cross border operations, including infrastructure development.

43. The presenter also reported on the new investment plans for the Corridor. In this regard, he reported that the Corridor has invested heavily in port infrastructure, equipment and operations to accommodate bigger vessels and increase trade volumes. He also reported that the Corridor has plans to invest about R2.1 billion to deepen the port, expand the container terminal and double the ports container handling capacity.

44. The presenter concluded by highlighting some of the major challenges facing the Corridor, namely:

- i. Missing rail links;
- ii. Capacity of truckers; and
- iii. Limited economies of scale particularly the established traditional routes.

45. The third presentation was made by PMAESA on “Challenges of Eastern and Southern Africa Ports/Investment Opportunities and Productivity”. Major issues addressed include: factors driving traffic growth; trade facilitation; ports in trade facilitation; and key challenges in port and inland waterways transport.

46. The presenter highlighted the importance of maritime ports in facilitating trade. Among

others, the presenter indicated that ports are critical links in transport logistics as well as an engine of economic growth. He further indicated that about 80 per cent of the world trade is transported by sea.

47. The presentation also highlighted some of the key factors affecting ports performance. These include:

- i. Inadequate physical capacity and insufficient productivity;
- ii. Inadequate information technology systems;
- iii. Cumbersome and bureaucratic cargo clearing systems;
- iv. Shortage of adequate storage areas;
- v. Clogged access way to the port and saturated inland connections;
- vi. Inefficient inter-modal cargo flow/network of rail and road transport;
- vii. Seasonal congestion; and
- viii. Administrative slow-downs and bottlenecks.

48. The presenter concluded by outlining the following key challenges:

- i. Limited space for port activities;
- ii. Poor infrastructure and IT network system;
- iii. Inadequate safety, security and environmental protection to meet international standards;
- iv. Limited institutional capacity for management of our waterways transport;
- v. Inadequate harmonization of policies, legislation and regulatory standards;
- vi. Pollution control and prevention;
- vii. Need for rehabilitation of wastewater treatment facilities;
- viii. Pollution risk management and safety of navigation; and
- ix. Community capacity building and participation.

49. The fourth presentation was made by the Transit Transport Co-ordination Authority of Northern Corridors (Mombassa) and the main focus was on: the North Corridor Transit Agreement (NCTA); the organization and functioning of the North Corridor Transit Transport Coordination Authority (NCTTCA); and the description of the 2007-2011 Strategic Plan. The presenter started by highlighting the main objectives of the Corridor. These include: facilitation of movement of goods in transit from Mombassa port to Member States (Burundi, Democratic Republic of Congo (DRC), Kenya, Rwanda, Uganda); promotion of surface transport; harmonization of transport policies aimed at mitigating the high transport costs; and promotion of integration and economic development.

50. The Presenter highlighted some of the planned activities and programmes for the Corridor as contained in the 2007-2011 Strategic Plan. Among others, he reported that the Corridor was undertaking the following projects and activities: facilitation of partnership between public and private sector; development of a transport and transit policy; facilitation of issues related to customs and trade; and development and management of infrastructure

networks.

51. The presenter concluded by highlighting the following challenges:

- i. Slowdown in the implementation of NCTA dispositions;
- ii. Supremacy of national interests in the context of eliminating non physical barriers, which constraint trade between Member States;
- iii. Financial constraints in Member States;
- iv. Limited mobilization of private sector investments;
- v. High transit costs comparing to others regions in the world.

52. The final presentation on this session was made by the Chief Executive Officer of MCLI. The presentation focused on the Maputo Corridor and MCLI's imperatives for Regional Integration; Maputo Corridor: 14 Years Later; the transport corridor and the impact of infrastructure improvements; and the factors behind MCLI successes.

53. The presenter started by stating that the Maputo Corridor Imperatives for Regional Integration is focused on strengthening trade integration in the region, creating an appropriate environment for private sector development, developing infrastructure to underpin economic growth and regional integration, strengthening of the region's interaction with other regions of the world; and supporting regional economic competitiveness. The presenter also reported that the institution is contributing to two key elements of the AUBP????/UNECA/NEPAD, namely, regional integration and cooperation and development of cross border integration sustained by local stakeholders.

54. Regarding the impact of infrastructure improvements of the Maputo corridor 14 Years later, the presenter gave the following summary:

- i. More than US \$ 5 billion had been invested on the Maputo Development Corridor;
- ii. Development of 24 hours joint One Stop Border post in progress—phases 1 and 2 in progress;
- iii. Harbor concessions in place, which is successfully managed by the private sector; and
- iv. Further investment in port and terminals with more than US \$750 million for the 20 year port master plan;

55. The presenter further outlined some future objectives of the port, including: finding a lasting solution in terms of an appropriate balance between cargo loaded and offloaded; the need to increase the productivity and efficiency at the port; better ways of facilitating the process of border crossing for goods; rehabilitating the old railway lines between Maputo and the neighbouring countries.

56. The presenter concluded by highlighting some of successes of the Maputo Corridor Logistics Initiative as follows:

- i. Workgroup projects to address high level constraints, including border posts, railway lines, and customs;

- ii. Abolishment of visas and extension of border hours, which is in its second phase;
- iii. Wealth of industry knowledge and expertise in board of directors;
- iv. Strong multilateral, multi-stakeholder growing membership base; and
- v. Credible platform for public and private sector engagement on the issues affecting the corridor.

57. **The last session of the workshop programme was** on “Financing Trade Facilitation Initiatives in Eastern and Southern African Sub-Region, with presentations by the African Development Bank and the Southern Africa Global Competitiveness Hub.

58. The AfDB presentation focused mainly on the Bank’s mandate for Regional Integration, its operational approach to transport and trade facilitation and its experience and lessons learned.

59. The presenter reported that regional integration is one of the key strategic objectives of the AfDB, particularly in promoting trade facilitation. Cognizance of the important role of regional integration in promoting transport and trade facilitation, he said that the AfDB had set aside substantive amount of resources to assist in financing regional integration projects. The objective, among others, is to enhance the capacity of the RECs to effectively package, implement, and monitor and coordinate regional infrastructure programs and trade & transport facilitation. The assistance will be implemented through two major pillars, namely regional infrastructure and institutional capacity building.

60. The presenter concluded by indicating the following lessons learnt from transport and trade facilitation projects:

- i. The need to focus on several elements, including transport infrastructure development and regulatory reforms;
- ii. Participatory approach and stakeholders involvement;
- iii. Coordinated donor support;
- iv. Regional coordination and monitoring by corridor authorities and RECs;
- v. Focus on institutional strengthening and training activities; and
- vi. Sharing of best practices and experiences among the Corridors, RECs, and member States.

61. The last presentation was made by the Southern Africa Global Competitiveness Hub (SAGC Hub). Major issues of the presentation include: SAGC Hub’s background; sources of finance for the trade facilitation; major activities; and key messages.

62. He indicated that the SAGC Hub was established in 2003 and that a large portion of its funding comes from the USAID. Other funding agencies include: AfDB, the World Bank, European Union, DFID, JICA, SIDA and GTZ. He stated that the four main activities of the Hub are in the areas of trade and investments; private sector competitiveness; modern energy services and; transport services.

63. The presenter also highlighted some of the trade facilitation initiatives which are funded by the USAID. These include:

- ✓ Meetings of key PPP stakeholders for the establishment of CMIs for addressing NTBs;
- ✓ Development of Constitutive Instruments for the establishment of CMIs i.e. MOU or Constitution;
- ✓ Establishment of Permanent Secretariats for Corridor Management Institutions;
- ✓ Development and implementation of mechanism for sustainable funding of Corridor Management Institutions;
- ✓ Development and implementation Corridor Performance Management Systems;
- ✓ A number of studies and activities aimed at addressing NTBs such as One Stop Border Posts, Time Release Studies, Single Administrative Documents, Cross Border Vehicle Overload Control Systems, Harmonization of Vehicle Registration, Standards Fitness and Axle Loads, Reduction of Check Stops, Customs inter-connectivity, Authorized Economic Operators, Clients Charter;
- ✓ WTO Trade Facilitation National Self Assessment Workshops (Transparency, Customs and Transit);
- ✓ Technical Assistance to assist the Corridor Management Institutions in addressing NTBs;
- ✓ Modernization of Customs Legislation and Processes in SADC Countries; and
- ✓ Harmonization of Customs Procedures and Processes and Development of a Common Regional Transit Regime.

## **VI. General Discussions**

64. Participants deliberated on the presentations and made some conclusions and recommendations. In general, participants expressed concerns over the lower volumes of intra-African trade compared to the rest of the world. It was observed that few goods were being traded within the RECs compared to trade with the rest of the world. Participants also observed that the EU and USA remain the two major trading partners of Africa, with few countries dominating intra-REC exports. In addition to the two big partners, the meeting noted that emerging economies such as China and India have also started making a big impact on Africa's trade. Despite this being the case, the meeting observed that African products are facing stiff competition at the world markets, including those of the EU and USA.

65. Based on various presentations made, it was observed that transport cost (freight cost as a percentage of total import value) continued to be very higher for African countries compared to the rest of the world. In addition, the meeting noted that Africa has the highest number of days in clearing goods and services at the ports and borders compared to the rest of the world. The meeting noted that the main reasons for these delays were (i) poor road and rail transport infrastructure; (ii) poor port and maritime transport; (iii) high transport cost; and (iv) cumbersome customs procedure, and called upon countries, with the support of development partners, to address these constraints.

66. The meeting noted some positive developments with respect to the activities of the corridor management institutions. The meeting observed that overall, a number of Corridor Management Institutions have made significant progress in improving transport and trade facilitation. However, participants noted and raised concerns about the challenges facing the operations of Corridors. These include high transport costs, weak infrastructure networks; numerous checkpoints many of which are created deliberately for rent seeking purposes, and which enormously contribute to long delays. Other constraints have to do with inadequate financial resources, low level implementation of trade related protocols, and lack of effective coordination of institutional policies. The workshop underscored the need to address these bottlenecks as they adversely affect both intra-African trade and trade with the outside world.

67. The meeting also noted that an important dimension of intra-Africa trade takes place within the informal economy. However, due to lack of statistics, informal trade is not captured in official trade data. In this respect, participants emphasized on the need for countries and regional institutions to do more to document the nature and scope of trade in the informal economy. Participants also called for an active involvement of informal traders in the implementation of governments' activities and programmes relating to transport and trade facilitation.

68. Furthermore, it was agreed that implementing agencies, such as the AUC, RECs, AfDB, and UNECA should strongly encourage the participation of private sectors in the formulation and implementation of policies relating to transport and trade facilitation.

69. The meeting noted that financing of trade facilitation activities remains a challenge, particularly within the RECs where limited assessed contributions from Member States are one of their major sources of funds. It was observed that a number of projects were not implemented due to lack of financial resources. Financial institutions and development partners were urged to continue rendering their financial support to activities and programmes aimed at promoting trade facilitation. In addition, Member States, in collaboration with development partners, were urged to continue exploring various options and opportunities for financing infrastructure development and trade facilitation. In this regard, the workshop noted that greater harmonization of the policies and programmes of the RECs would help minimize duplication of efforts and contribute to a more effective use of the resources available to support trade facilitation.

70. Effective implementation of protocols on trade promotion by the pan-African institutions such as the AUC, and RECs was also one of the issues which were discussed during the workshop. Participants observed that the matter continued to be a major challenge affecting the implementation of activities and programmes aimed at promoting trade. The AUC and the RECs were urged to take necessary measures to encourage Member States to fully implement the said protocols.

71. The workshop also emphasized the need for Corridor management institutions to strengthen the collaboration and dialogue among them in order to promote the sharing of information and best practices. To this end, the meeting called upon these institutions to establish a consultative mechanism.

72. The workshop concluded by underscoring that sustainability of operations of corridor management institutions remains a challenge. Development partners, Member States and other stakeholders were called upon to work together to find lasting solutions to the problem.

## **VII. Main conclusions and recommendations**

- i. The private sector should be more involved in decision making processes and the implementation of activities designed to address the challenges and issues of trade facilitation, taking into consideration that a large percentage of trade is carried out by the private sector;
- ii. The Member States and development partners are urged to support efforts to enhance the institutional capacity of RECs, corridor management institutions, and other Intergovernmental Organizations (IGOs) for the implementation of trade related programmes and activities;
- iii. Transit and landlocked countries are encouraged to strengthen trade related infrastructure (road networks, railways, inland water ways, port modernization, and the development of coastal and inland ports) with the view to addressing the special needs of landlocked countries. Member States are further encouraged to use ICT in port operations and customs procedures, including cargo tracking systems;
- iv. The African Trade Policy Centre is urged to continue assisting corridor management institutions and the RECs in the areas of trade facilitation and promotion of intra-African trade. In this regard the ATPC is further urged to continue supporting capacity building efforts by Member States, RECs and corridor management institutions;
- v. The African Trade Policy Centre is further urged to assist in the establishment of a working mechanism among corridor groups aimed at promoting dialogue and collaboration among them;
- vi. Member States are urged to effectively implement decisions agreed at national, regional and continental levels, including the protocols related to trade facilitation and trade promotion;
- vii. The RECs and corridor management institutions are urged to strengthen the relationship and collaboration between them through regular dialogue and involvement in each other's meetings and activities in the areas of trade and transport facilitation and the promotion of intra-African trade;
- viii. Member States, in collaboration with development partners, are urged to continue exploring various options and opportunities for financing infrastructure development and trade facilitation;

- ix. Member States are urged to ease visa restrictions with the view to enhancing free movement of persons within the continent; and
- x. Member States, RECs and other IGOs which have not done so are urged to establish one stop border posts and to extend the operating times of the borders and ports, to 24 hours and 7 days a week, where necessary.

### **VIII. Closure of the meeting**

73. The workshop was closed with a statement made by a representative from the Ministry of Trade and Industry of the United Republic of Tanzania. In his closing remarks, the representative of the Ministry thanked the leadership of the African Union, UNECA, and the AfDB for their efforts in accelerating the process of regional integration as a strategy for achieving Africa's development agenda. He noted that by merging Africa's economies and pooling its capacities, endowments and energies together, Africa can overcome its daunting development challenges.

74. He further pointed out that while the regional economic communities have made substantial progress in deepening regional integration, there is still a great deal to do to meet the expected goals, particularly in terms of the promotion intra-African trade, trade facilitation, and infrastructure development.

75. The representative also highlighted some development steps which were being undertaken by the Tanzanian Government aimed at promoting trade with its neighbours as well as with the rest of the world. These include: technical and financial support to the Dar es Salaam port and Central Corridors; strengthening of trade-related infrastructure as well as reducing non-tariff barriers; improvements of the ports and railway network; and modernization of customs procedures.

76. In his closing remarks, the Officer-in-Charge of the ECA Regional Integration, Infrastructure and Trade Division thanked the Government of the United Republic of Tanzania for hosting and facilitating the workshop and study tour through its Ministry of Infrastructure Development, the Dar es Salaam Corridor and the Tanzanian Ports Authority. He also thanked the Government and the people of the United Republic of Tanzania for their warm hospitality.

### **IX. Study Tour of the Port of Dar es Salaam**

77. In line with the workshop program, participants visited the Dar es Salaam Port during the third day. During the visit, participants were briefed on the activities, programmes as well as challenges affecting the operations of the Port.

78. The presentation started with background information of the Port. It was reported that the Port has eleven deep-water berths, which had been established to accommodate dry cargo ships, out of which four berths are for container operations and seven are for general cargo operations. It was also reported that the Port is strategically located to serve not only the Eastern and Central parts of Africa, but also other countries outside Africa, including those in Europe, Australia, and



America.

79. Regarding investments, participants were informed that the Port was undergoing several investments aimed at among other things, reducing traffic volumes, improving port productivity, building capacity, and adapting to changing technology. One of the major projects concluded in 1985 is Dar es Salaam Port modernization project with funding from the World Bank amounting to US \$500 million.

80. Despite significant achievements at the port, the presenter highlighted some of the challenges affecting its operations. These include: ever increasing volumes of general cargo; poor coordination between the port and corridors particularly regarding transfer of cargo; port competitiveness to attract traffic from land-locked countries; improvement of security and safety of people, cargo and port facilities; and implementation of the Port Master Plan.

**Annex 1**  
**List of Participants**

1. Mr. Ayoub Mwabondo,  
TASSA  
P.O. Box 7876  
Dar es Salaam, Tanzania  
Tel: 255 715 320322  
Email: [a\\_mwabondo@yahoo.com](mailto:a_mwabondo@yahoo.com)
  
2. Mr. Deogratius Kassinda  
Principal Transport Officer  
Ministry of Infrastructure Development  
P.O. Box 9144  
Dar es Salaam, Tanzania.  
Tel: 255 222 268/ 255 713 646 459  
Fax 255 212 22709  
Email: [dkassinda87@yahoo.com](mailto:dkassinda87@yahoo.com)
  
3. Mr. Fuad Abdallah  
RAHCO  
Business Analyst  
P.O. Box 468  
Dar es Salaam  
Tel: 255 2112 529/ 255 754 008 880  
Email: [Abdallahfuad@gmail.com](mailto:Abdallahfuad@gmail.com)
  
4. Dr. Siphon Moyo  
AfDB  
P.O. Box 6024  
Dar es Salaam, Tanzania  
Tel: 255 22 2125 286/ 255 787 660 086  
Fax: 255 22 2125 283  
Email: [s.moyo@afdb.org](mailto:s.moyo@afdb.org)
  
5. Mr. Prosper Charles  
AfDB  
P.O. Box 6024,  
Dar es Salaam, Tanzania  
Tel: 255 22 2125281/2  
Fax: 255 22 2125283  
Email: [p.charle@afdb.org](mailto:p.charle@afdb.org)

6. Mr. Prajesh Bhakta  
AfDB  
P.O. Box 6024,  
Dar es Salaam  
Tel: 255 22 2125281/2/ 255 772 390 023  
Email: [p.bhakta@afdb.org](mailto:p.bhakta@afdb.org)
  
7. Ms. Sandra Kaze  
Ministry of Transport, Posts and Telecommunications  
Of Burundi,  
Tel: 257 2225 3570/ 22 22 5940/ 257 79 192050  
Fax: 257 22 226900  
Email: [sarsa04@yahoo.fr/mtpt@onatel.bi](mailto:sarsa04@yahoo.fr/mtpt@onatel.bi)
  
8. Mr. Wiskes Nkombezi  
Ministry of Industry & Trade  
P.O. Box 30366  
Lilongwe, Malawi  
Tel: 265 1770244/ 265 999 203590  
Fax: 265 2770680  
Email: [wdgnkombezi@gmail.com](mailto:wdgnkombezi@gmail.com)
  
9. Mr. Frank Ngoga  
Central Corridor TTFA  
Email: [ngogafrank@yahoo.com](mailto:ngogafrank@yahoo.com)
  
10. Mr. Hajj Tungasha  
Principal Customs Officer  
TRA  
P.O. Box 9053  
Dar es Salaam, Tanzania  
Tel : 255 2127783/7/ 255 754 495004  
Fax : 255 2135193  
Email : [htungasha@tra.go.tz](mailto:htungasha@tra.go.tz)
  
11. Mr. Flavian H. Kinunda  
Director of Marketing  
TPA  
P.O. Box 9184  
Dar es Salaam  
Tel : 255 22 2115559  
Fax : 255 784 277 300  
Email: [kinunda@tanzaniaports.com](mailto:kinunda@tanzaniaports.com)

12. Mr. Jay New  
Commercial Manager, TICTS  
P.O. Box 71442  
Dar es Salaam, Tanzania  
Tel : 255 2134 956/7/8- 255 754 765433  
Fax : 255 22 2134242  
Email: jnew@ticts.com
13. Amb. Mohammed Maundi  
Tanzania Embassy in Ethiopia  
Tel : 251 911 255 411  
Addis Ababa, Ethiopia  
Email: mmaundi@yahoo.com
14. Mr. Mahamud Mabuyu  
WFP  
P.O. Box 77778  
Dar es Salaam, Tanzania  
[Tel: 255 22 2197300/ 255 784 720024](tel:255222197300)  
Fax:255 22 2197306  
Email: mahamud.mabuyu@wfp.org
15. Dr. William .E. Nshama,  
Director of Transport Services  
Ministry of Infrastructure Development  
P.O. Box 9144  
Dar es Salaam, Tanzania  
Tel: 255 22 2122268/ 255 716 222 220/ 255 767 22 221  
Fax: 255 22 2122079  
Email: nshama@udsm.ac.tz/wnshama@yahoo.com
16. Kerubo Omurwa  
Chief Trade Development Officer  
Ministry of Trade and Industry  
P.O. Box 43134  
Nairobi, Kenya  
[Tel: 254 20 31 5001](tel:25420315001)  
Fax: 254 20 31 5011  
Email: [www.tradeandindustry.ge.ke](http://www.tradeandindustry.ge.ke)
17. Mr. Alcides Monteiro  
Programme Officer  
SADC  
P.O. Box 0095  
Gaborone, Botswana  
Tel: 267 74265783/73507986

Fax:267 3972828/3181070  
Email: [duto\\_monteiro@yahoo.com](mailto:duto_monteiro@yahoo.com)

18. Mr. Jean-Guy K. Afrika  
Senior Trade Officer  
EAC  
P.O. Box 1096  
Arusha, Tanzania  
[Tel: 255 787 532939](tel:255787532939)  
Fax: 255 27 2504255  
Email: [afrika@eachq.org](mailto:afrika@eachq.org)

19. Mr. Gilbert Boois  
Manager of Projects and Funding  
Walvis Bay Corridor Group  
P.O. Box 25220  
Windhoek, Namibia  
Tel: 264 61 251 669/ 264 81 447 2625  
Fax: 088 615 474  
Email: [projects@wbcg.com.na](mailto:projects@wbcg.com.na)

20. Mr. Patrick Sanya  
Commissioner of Transport Regulation  
Ministry of Works and Transport  
P.O. Box 10  
Entebbe, Uganda  
Tel : 256 414 320418/ 256 712 950710  
Fax : 256 414 320135/ 256 414 321364  
Email : [psanya@works.go.ug](mailto:psanya@works.go.ug)

21. Mr. Allowance Lee Zolo Sango  
Director Transport Management Division  
Ministry Of Transport and Infrastructural Development  
Tel: 263 04 700991 9 / 263 04 791378  
Fax: 263 04 726739  
Email: [alzsanga@africaonline.co.zw](mailto:alzsanga@africaonline.co.zw)

22. Mr. Jorome Ntibarekerwa  
Secretary General  
PMAESA  
P.O. Box 99209  
Mombasa, Kenya  
Tel: 254 41 2223 245/ 0725 900934/ 0727 272625  
Fax: 254 41 2228 344  
Email: [jntibarekerwa@pmaesa.org](mailto:jntibarekerwa@pmaesa.org)

23. Mr. Tenager Yismaw  
Dry Port Service Enterprise  
P.O. Box 22389  
Addis Ababa, Ethiopia  
Tel: 251 011 4400853/4400839/ 251 091 2602772  
Email: [dspeplan@ethionet.et](mailto:dspeplan@ethionet.et)
24. Mr. Chenjerai Chibaya  
African Union Commission  
P.O. Box 3243  
Addis Ababa, Ethiopia  
Tel: 251 913 117938  
Email: [chibaya@africa-union.org](mailto:chibaya@africa-union.org)/ [chenchibaya@yahoo.com](mailto:chenchibaya@yahoo.com)
25. Mr. Bedye Girma Gelaleha  
Ministry of Trade & Industry  
Addis Ababa, Ethiopia  
Tel: 251 11 5528582/ 251 911 982659  
Fax: 251 11 5150683  
Email: [ggelaleha@yahoo.com](mailto:ggelaleha@yahoo.com)
26. Ms. Gloria Kidulile  
Ministry of Industry, Trade and Marketing  
P.O. Box 9503  
Dar es Salaam, Tanzania  
Tel : 255 22 2129105/ 255 713 092920  
Fax : 255 22 2129105  
Email: [gloryk2001@yahoo.com](mailto:gloryk2001@yahoo.com)
27. Mr. Godwin Punungwe  
Transport Advisor  
Southern Africa Global Competitiveness Hub  
P.O. Box 602090  
Gaborone, Botswana  
Tel: 267 390 0884/ 267 7178 1533  
Fax: 267 390 1027  
Email: [gpunungwe@satradehub.org](mailto:gpunungwe@satradehub.org)
28. Mr. Benjamin A. Mbimbi  
Transport Officer  
Ministry of Infrastructure Development  
P.O. Box 9144  
Dar es Salaam, Tanzania  
Tel: 255 22 2137650/ 754 428 196/ 714 267 438  
Fax: 255 22 2122079  
Email: [bmbimbi@yahoo.com](mailto:bmbimbi@yahoo.com)

29. Mr. Callixte Ntamutumba  
Consultant  
UN-ECA/PMAESA  
P.O. Box 99209  
Mombasa, Kenya  
Tel: 254 717 787 748  
Email: [callixte@pmaesa.org](mailto:callixte@pmaesa.org)
30. Ms. Bridget Rugube  
Ministry of Regional Integration and International Cooperation  
Harare, Zimbabwe  
Tel: 263 4 783484 7 / 263 913 441 741  
Email: [brugube@gmail.com](mailto:brugube@gmail.com)
31. Mr. Mactar Seck  
Economic Affairs Officer  
UNECA/SRO-EA  
P.O. Box 4654  
Kigali, Rwanda  
Tel: 250 78 8406658  
Email: [nseck@uneca.org](mailto:nseck@uneca.org)
32. Ernesta Dolor Camille  
Vice President  
Seychelles Chamber of Commerce and Industry  
Tel: 248 513121/ 248 323812/ 248 513121  
Fax: 248 321422  
Email: [dolor@iac.sc](mailto:dolor@iac.sc)
33. Mr. Patrick Kebela  
Ag. Head Transport Policy  
Northern Corridor  
P.O. Box 95341, 80104, Mombasa, Kenya  
Tel: 25441470734/2000881  
Fax: 25441470735  
Mobil : 254716000996  
Email: [Pkebela@ttcanc.org](mailto:Pkebela@ttcanc.org)
34. Mr. Martin Musonda  
COMESA  
P.O. Box 30051,  
Lusaka, Zambia  
Mobile/Cell 260979592218  
Email: [MMusonda@comesa.int](mailto:MMusonda@comesa.int)

35. Mr. Suzyo Kaira  
Zambia Bureau of Standards  
50259, Lectwe House  
Lusaka, Zambia  
Tel: 260 211-231385  
Fax: 260-211-238483  
Mobile: 260-007-717619  
Email: [suzyo@zabs.org.zm](mailto:suzyo@zabs.org.zm) /[Kaira.suzyo@gmail.com](mailto:Kaira.suzyo@gmail.com)
36. Mr. Orapeleng Mosigi  
Road Transport & Safety  
P/Bag0054 Gaborone, Botswana  
Tel: 267-3903329  
Fax: 267-3904067  
Mobile: 267-71-323234  
Email: [omosigi@gov.bw](mailto:omosigi@gov.bw)
37. Mr. Peter Masi  
Dar es Salaam Corridor Secretariat  
P.O. Box 9184 , DSM  
Tel: 255-222-134605  
Fax: 255-22-115559  
Mobile: 255-788-493857  
Email: [pmasi@darcorridor.com](mailto:pmasi@darcorridor.com)
38. Mr. Muzi Maphanga  
Ministry of Public Works & Transport  
P.O. Box 58  
Mbabane, Swaziland  
Tel: 268-4099000  
Fax: 268 4045825  
Mobile: 268 76088033  
Email: [maphangamuzi@yahoo.com](mailto:maphangamuzi@yahoo.com) /[maphangam@gov.sz](mailto:maphangam@gov.sz)
39. Mr. Benon Kajuna Mwebaze  
Ministry of Works and Transport  
P.O. Box 10  
Entebbe, Uganda  
Tel: 256-414-32010119  
Fax: 256-414-3202259



Mobile: 256-772 -418993

Email: [kajuab@yahoo.co.uk](mailto:kajuab@yahoo.co.uk) / [bkajuna@works.go.ug](mailto:bkajuna@works.go.ug)

40. Mr. Owen Nalivaka

Ministry of Transport and Public Infrastructure

P/Bag 322 Lilongwe3, Malawi

Tel: 265-1788798

Fax: 2651788409

Mobile: 265999224760/265888924924

Email: [nalivakaob@yahoo.com](mailto:nalivakaob@yahoo.com)

41. Mr. JohnKiswaga

Civil Engineer

Ministry of East African Cooperation

P.O. Box 9280

DSM, Tanzania

Tel: 255 22 2120485

Fax: 255 22 2120488

Mobile: 255 784674422

Email: [jkiswaga@yahoo.com](mailto:jkiswaga@yahoo.com)

42. Ms. Matfobhi Riba

Economic Affairs Officer

UNECA-SRO-SA

P.O. Box 30647

Lusaka, Zambia

Tel: 260 211 228 502-5

Fax: 260-211-236949

Mobile: 260 976731105

Email: [mriba@uneca.org](mailto:mriba@uneca.org)

43. Ms. Brenda Horne-Ferriera

Chief Executive Officer

Maputo Corridor Logistics Initiative

P.O. Box 19777

Nelspruit, South Africa

Tel: 27 0 13 755 6025

Fax: 27 0 13 752 5453

Mobile: 27 0 82 802 2338

Email: [brenda.horne@mcli.za](mailto:brenda.horne@mcli.za)

## Annex II: Agenda



Government of Tanzania

**United Nations Economic  
Commission for Africa (UNECA)**

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### **Workshop and Study Tour on Transport and Trade Facilitation and Promotion of Intra-African Trade**

**28-30 April 2010, Dar es Salaam, Tanzania**

#### **PROVISIONAL PROGRAMME OF WORK**

**26- 27 April 2010:** Arrival of participants

**Day One: Wednesday, 28 April 2010**

08:30 – 09:00 - Registration

#### **Session I: *Opening of the meeting***

09:00 – 09:30 - Statement by UNECA

- Keynote Address and Official Opening by the Minister of Transport and Infrastructure Development of Tanzania.

#### **Session II: *Overview of Trade Facilitation in Eastern and Southern African Sub-Regions***

09:30 – 09:45 - Presentation on Africa's Trade Flows by UNECA

09:45 – 10:00 - Presentation on Overview of Trade Facilitation in Africa by UNECA

- 10:00 – 10:15 - Presentation on Information and Communication Technology drivers for trade facilitation: challenges and perspectives for Eastern Africa by UNECA/ SRO-EA
- 10:15 – 10:30 - Tea/Coffee Break**
- 10:30 - 11:30 - **General Discussions**
- Session III: - Trade and Transport Facilitation- Challenges, Experiences and Practices in Eastern and Southern African Sub-Region: Perspectives from the RECs***
- 11:30 – 11:45 - Presentation by the Ministry of Transport and Infrastructure Development of Tanzania
- 11:45 – 12:00 - Presentation by EAC
- 12:00 – 12:15 - Presentation by IGAD
- 12:15 – 12:30 - Presentation by SADC
- 12:30 – 12:45 - Presentation by COMESA
- 12.45 – 14:00 - **Lunch Break**
- 14:00 – 15:00 - General Discussions**
- Session IV: Institutional Mechanisms for Sustainable and Effective Operations of Corridor Management Institutions within the Eastern and Southern African Sub-Regions***
- 15:00 – 15:15 - Presentation by Dar es Salaam Corridor (Tanzania)
- 15:15 – 15:30 - Presentation by Walvis Bay Corridor Group, (Namibia)
- 15:30 – 15:45 - Presentation by Port Management Association of Eastern and Southern Africa-Mombasa (PMAESA)
- 15:45 – 16:00 - Presentation by Transit Transport Co-ordination Authority of Northern Corridors (Mombasa)
- 16.00-16.15 Presentation by Maputo Corridor
- 16:15 – 16:30 - Tea/Coffee Break**
- 16:30 – 17:30 - General Discussions**

**Day Two: Thursday, 28 April 2010**

***Session V: Financing Trade Facilitation Initiatives in Eastern and Southern African Sub-Regions***

- 09:30 – 09:45 - Presentation by African Development Bank (AfDB)
- 09:45 – 10:00 - Presentation by the World Bank
- 10:00 – 10:15 - Southern Africa Global Competitiveness Hub (Botswana)
- 11:15 – 11:30 - Tea/Coffee Break**
- 11:30 – 12:45 - General Discussions**
- 12:45 - Lunch Break**
- 16.00 – 17:30 - Adoption of Key recommendations and Closing of Workshop

**Day Three: Friday, 30 April 2010**

***Study Tour/Visit to the Port of Dar es salaam***

- 09.00 - Departure from Hotel to the Port
- 10.00-13.00 Tour of Port of Dar-es- Salaam
- 13.000 - Return from the Port
- 13.00 - Lunch Break**