

<b>Project name</b>	<b>Ntoroko Lake Port</b>
<b>Desired results</b>	<p>The Ntoroko/Kasenyi (Uganda – DR Congo) lake port aims to:</p> <ul style="list-style-type: none"> <li>• Reduce by 30% the time it takes to cross the border thereby easing trade and the movement of persons. In addition, the OSBP will lead to increased volumes of cargo handled through the border crossing.</li> <li>• Increase the number of women and small businesses trading</li> <li>• Increase the value of trade by women traders and small businesses</li> </ul>
<b>Implementer</b>	<ul style="list-style-type: none"> <li>• Ministry of Works and Transport (Construction)</li> <li>• Uganda Revenue Authority (Operationalise OSBP)</li> </ul>
<b>Target Group</b>	Importers, Exporters, Transporters, Cross Border Traders, Travellers, Border Officials
<b>Value (USD)</b>	USD 3.4 million
<b>Implementation period</b>	2018 – 2022
<b>Geographical Focus</b>	Uganda and DR Congo
<b>Why?</b>	<p>The Ntoroko lake port is located on the shores of Lake Albert between Uganda and DR Congo. Ntoroko port only deals with transit goods from Busia, Malaba, Kasese and Kampala towards Bunia in DR Congo. The lake port is characterised by poor lake port infrastructure, port inefficiencies which results in a poor environment for handling and processing goods and people.</p> <p>DR Congo is a key trading partner for Uganda, with exports including both manufactured goods and agricultural goods. Furthermore, informal trade between Uganda and DR Congo is high, in FY 2017/18 DR Congo was Uganda’s main informal trading partner with total informal export trade of USD 291.48 million. Furthermore, DR Congo has expressed interest in joining the East African Community which will further strengthen its ties with Uganda and the EAC region, necessitating improved border infrastructure to facilitate movement of people and goods.</p>
<b>What?</b>	<p>The project will address the infrastructure challenges at the Ntoroko lake port, including:</p> <ul style="list-style-type: none"> <li>• Resurfacing the concrete access road will be to permit all weather usage</li> <li>• Resurfacing the concrete turning and parking area</li> <li>• Constructing a new jetty comprising of sheet metal pipes with a grid of concrete beams supporting including</li> <li>• Construct a concrete deck that is 5.0 metres wide to enable a small pick-up lorry (5 Ton) or a small lorry with an integral mobile crane to drive onto the jetty and unload directly into vessels.</li> <li>• Construct a small warehouse with capacity to accommodate the contents of ten 40ft containers (i.e., a building approximately 25 x 20 metres.</li> <li>• Install fencing along the unfenced side of the site along with additional solar lighting, and a gate / barrier with gate house.</li> </ul>
<b>How?</b>	TMEA, with funding from the United Kingdom Foreign, Commonwealth and Development Office (FCDO), is financing the construction of the Ntoroko lake port and the integrated border management system.

<b>Contact</b>	<b>Programme Manager OSBPs:</b> Michael Ojatum <a href="mailto:michael.ojatum@trademarkea.com">michael.ojatum@trademarkea.com</a>
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