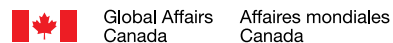


ONE-STOP BORDER POSTS

ENHANCING TRADE AND REGIONAL INTEGRATION IN EAST AFRICA

INTERNATIONAL PARTNERS FUNDING TMEA



One-Stop Border Posts

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Acknowledgement

TradeMark East Africa (TMEA) has delivered 12 One Stop Border Posts in East Africa in the last 6 years. The projects included construction of physical infrastructure and operationalisation of one stop controls through support in adoption of integrated border management systems. Successful delivery of the One Stop Border Posts (OSBP's) would not have been possible without the support of our donors, UKAID and Canada who contributed directly to this project. The government of Burundi, Kenya, Rwanda, South Sudan, Tanzania and Uganda and their respective agencies made sure that the construction was done on time. Without the bilateral agreements signed by the neighbouring countries, this project would never have come to be. We would like to extend our sincere gratitude to all of them.

We are highly indebted to the East Africa Community Secretariat (EACS)

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Our thanks and appreciation to development partners, various border communities, all our consultants, contractors and suppliers in and outside the region and all entities who helped this project become such a success.

Foreword



The efficient movement of goods is crucial to economic growth. Lack of proper infrastructure, both soft and physical, can mean the difference between sustainable progress and persistent under-development. In East Africa investments in border infrastructure including physical buildings and adoption of Information Communication Technology solutions in border management, resulted to one stop controls and led to reduced time for cargo to transit through the main corridors and to cross borders thus enhancing the region's interconnectedness in trade.

Since 2010, TradeMark East Africa (TMEA) has partnered with the East Africa Community and its member states including Rwanda, Burundi,

Kenya, Uganda, Tanzania and South Sudan to implement 15 One Stop Border Post and adopt Integrated Border Management Systems. OSBPs facilitate faster movement of goods and persons across borders by reducing the number of stops incurred in a cross-border transaction by combining activities of neighbouring countries at a single location. It simplifies exit and entry procedures and adopts joint processing. The interventions are bearing results. According to independent preliminary time and traffic surveys, 10 out of 13 operational One Stop Border Posts (OSBPs) record 60% reduction in crossing times, on average, against TMEA's

end of programme target of 30%. This has contributed to the EAC being touted as one of the most integrated regions as attested by 2016 African Regional Integration Index Report¹.

Some outstanding examples include the Busia OSBP on the border between Kenya and Uganda, where customs processing time has been reduced by 98% on the Kenyan side, and by 69% on the Ugandan side. Kenya and Uganda Revenue Authorities report that, because of efficiency, revenue collection has improved, with the Uganda Revenue Authority reporting a 40% increase, from an average of UGShs 50bn to UGShs 70bn annually.

This book presents pictorial transformations we have witnessed in key EAC borders and testimonials from stakeholders. It is worth noting that TMEA's interventions did not stop at construction and operationalisation of the OSBP's but stretched to training of border officials on increasing efficiency, training of border communities including traders and transporters on key trade policies and improvement of other surrounding infrastructure. One of the testimonials re-imagines a country surrounded by countries that all have OSBP's, that would mean elimination of "no Man's land" nor an official crossing point that country manages by itself. Such a scenario, and we hope it comes to be in the next ten years, would lead to a re-engineering of the way institutions work and the impact of the economy would be so extensive that it would be a new world. Another testimonial is of cross border traders who having benefited from awareness of key EAC trade policies have cultivated better working relationships with border officials; they are now able to get their goods across the borders faster. After all, information is power.

Frank Malsaert
CEO

¹ African Regional Integration Index Report is produced by the African Union, African Development Bank (AfDB) and UN Economic Commission for Africa (UNECA).

Introduction

TradeMark East Africa (TMEA) is an aid-for-trade organisation that was established with the aim of growing prosperity in East Africa through increased trade. TMEA operates on a not-for-profit basis and is funded by the development agencies of the following countries: Belgium, Canada, Denmark, Finland, the Netherlands, UK and USA. TMEA works closely with East African Community (EAC) institutions, national governments, the private sector and civil society organisations.

TMEA seeks to increase trade by unlocking economic potential through three strategic objectives:

- Increasing physical access to markets;
- Enhancing trade environment; and
- Improving business competitiveness.

INCREASED PHYSICAL ACCESS TO MARKETS

By market access, TMEA refers to the physical access of goods to markets, i.e. transport. The cost of this access is a component of the cost of the goods. Transport costs in East Africa (direct and indirect) are among the highest in the world. As a result, goods are more expensive for East Africans and less competitive for world markets. One key factor contributing to high transport costs is inadequate infrastructure that does not meet current and future traffic needs, resulting in congestion and delay. This delay has a cost. Even where the transport infrastructure is adequate, delay can result from inefficient use of assets. Key causes of unnecessary delay include low labour productivity, bureaucratic inefficiency, poor transport regulation, and

corruption. Reducing such delays (whether due to inadequate infrastructure, inefficient use of that infrastructure, or poor transport policy) will reduce the cost of transport and thus increase the physical access of goods to markets, and therefore trade. For these reasons, most of TMEA's activities in this area are designed to reduce unnecessary delay.

One Stop Border Post

One stop border posts (OSBPs) are examples of projects under this pillar. The aim of a OSBP joint processing is to reduce transit costs incurred in cross border movement by combining the activities of both country's border organizations and agencies at either a single common location or at a single location in each direction without increasing risk to public safety or revenue collection.

TMEA has done this by conducting infrastructure audits and needs assessment to determine what causes delays at borders and identify ways of reducing cost and time elements by enhancing the use of information technology (IT). Through mapping the process and time from when trucks and people arrive at borders and when they exit, including all requirements they must comply with under law, TMEA has then worked with architects to design infrastructure which has simplified processes and procedures.

TMEA is working on 15 OSBPs across East Africa. Construction for 12 out of the 15 OSBPs is complete and related integrated border management (IBM) arrangements are operational. The first "time and traffic" surveys for the completed OSBPs have been undertaken, and results for Taveta/Holili, Mutukula/Mutukula, Busia/Busia and Mirama Hills/Kagitumba have been validated.



11 Taveta | Holili One-Stop Border Posts

23 Malaba | Malaba One-Stop Border Posts

34 Busia | Busia One-Stop Border Posts



46 Mutukula | Mutukula One-Stop Border Posts

59 Mirama | Kagitumba One-Stop Border Posts

71 Kabanga | Kobero One-Stop Border Posts



82 Tunduma | Tunduma One-Stop Border Posts

86 Nimule | Elegu One-Stop Border Post





Taveta | Holili OSBPs

KENYA | TANZANIA

Holili, Tanzania | Taveta, Kenya

Location

The Taveta/Holili border crossing point between Southern Kenya and Northern Tanzania is located about 264 km SouthEast of Mombasa and 110 km West of Arusha.

The Kenyan side of the border is in Taita-Taveta County, while the Tanzanian side is in Himo Town, Rombo District, Kilimanjaro Region. Taveta is one of the key border crossing points between the two countries due to the border's proximity to major cities.

Why

To transport goods to Arusha and surrounding areas in northern Tanzania, vehicles currently must pass through the Namanga border which is considerably longer than the Taveta/Holili route.

Operationalising the Taveta/Holili border is expected to increase with the construction of a new Voi-Arusha road passing through the two border points, stretching the capacity of the current infrastructure and operations and increase waiting time for import and export processing. Increased delays create costs for traders.



▶ Holili Tanzania



View of the Holili One Stop Border Post

Achieved Results

Baseline Traffic Data

Taveta to Holili: 22 hours 59 minutes
Baseline: 2011

After

Taveta to Holili: 2 hours 55 minutes (87%
time savings)
Time & Traffic Survey: 2017

Lead Agency

Tanzania Revenue Authority (TRA)





*ABOVE:
Old structure of Holili Border Offices*

*LEFT:
New structure of Holili Border Offices*

Aerial view of Holili and Taveta One Stop Border Post (OSBP)



▶ Taveta Kenya



View of the Taveta One Stop Border Post



Achieved Results

Baseline Traffic Data

Holili to Taveta: 7 hours 19 minutes
Baseline: 2011

After

Holili to Taveta: 1 hour 41 minutes (74% time saving)
Time & Traffic Survey: 2017

Lead Agency

Kenya Revenue Authority (KRA)





*ABOVE:
Old structure of Taveta Border Offices*

*LEFT:
New structure of Taveta Border Offices*

Aerial view of the Taveta One Stop Border Post (OSBP)





*The OSBP has reduced the number of stops
incurred previously by truck drivers*

HOPE FOR REGIONAL TRADE AS HOLILI/TAVETA OSBP OPENS

By George Kebaso for Media Max Network

Kenya and Tanzania officially opened the Holili-Taveta One Stop Border Post (OSBP) in May 2015 efforts to enhance trade facilitation; by speeding up movement of people and goods across the border.

A survey by the East African Community Secretariat (EACS) and Trade Mark East Africa (TMEA) reveals that time of clearing goods has drastically gone down by an average of 76% against TMEA programme target of 30%, from two to three weeks to about three days—while clearance of pedestrians has been cut from two hours to about five minutes.

The OSBP, a concept that reduces the number of stops incurred in a cross-border trade transaction combines activities of both countries' border organisations at a single location, with simplified exit and entry procedures and joint processing, where possible, with each border post controlling only the traffic entering the country.

Strenuous customs clearance procedures in which goods are separately inspected by officers on either side of the border—leading to massive delays—has now ended.

East African Affairs and Labour Cabinet secretary Phyllis Kandie and Tanzanian minister for Foreign Affairs, East Africa Regional and International Cooperation Augustine Mahiga presided over the joint opening of the Holili/Taveta OSBP.

The facility was funded by TMEA at a cost of \$12 million (Sh1.2 billion). Kandie said non-tariff barriers (NTBs) remain a big challenge, inhibiting trade and

regional integration and leading to prolonged clearance procedures. She lauded the opening of the OSBP as one way of reducing the NTBs.

“The official launch of the OSBP demonstrates the commitment by the two countries towards faster integration by fast-tracking the EAC agenda by removing existing non tariff barriers,” she said. Mahiga said efficiency of border clearance will minimise border control procedures through the involvement of all players in cross-border activities.

“We are happy that customs officials from our country and Kenya are now working hand-in-hand. These boundaries were designed by colonialists and are not real. But the establishment of OSBPs in the region signals the willingness of EAC citizens to start trading, worshipping and studying together among other activities,” he added.

From commencement of the Holili-Taveta OSBP, a number of benefits have been noticed, said EAC Secretary General Richard Sezibera. “Some of the benefits are quick clearance of pedestrians and passengers as they are now not stopping in the country of exit; saving of time as travellers are only stopping once for border formality and increased turnaround of commercial traffic as compliant traders are now spending little time at the border,” he said.



Strenuous customs clearance procedures in which goods are separately inspected by officers on either side of the border — leading to massive delays — has now ended.



Malaba | Malaba OSBPs

KENYA | UGANDA

Malaba, Kenya | Malaba, Uganda

Location

The Malaba border post is located on the main Nairobi-Kampala highway, approximately 129 kilometres (80 mi), by road, west of Eldoret, the nearest large city. This is about 438 kilometres (272 mi) northwest of Nairobi, the capital and largest city in Kenya.

The Malaba border post is on the main highway between Kampala and Nairobi, about 14 kilometres east of Tororo, the nearest large town and the location of the district headquarters. This is approximately 215 kilometres (134 mi), by road, east of Kampala, Uganda's capital and largest city.

Why

Malaba is the busiest border crossing in the EAC region with an average of 1,252 vehicle traffic crossing the border per day in both directions of travel, taking on average 5.97 hours to cross from Uganda to Kenya and 21.95 hours to cross from Kenya to Uganda.



▶ Malaba Kenya



Traffic at the Malaba border crossing

Achieved Results

Baseline Traffic Data

Malaba Uganda to Malaba Kenya:

5 hours 58 minutes

Baseline: 2016

After

Survey yet to be undertaken

Lead Agency

Kenya Revenue Authority (KRA)





Malaba Kenya Border Post

Aerial view of the Malaba Kenya One Stop Border Post (OSBP)



▶ Malaba Uganda



View of the Malaba Uganda One Stop Border Post



Achieved Results

Baseline Traffic Data

Malaba Kenya to Malaba Uganda: 21 hours 57 minutes
Baseline:2016

After

Survey yet to be undertaken

Lead Agency

The Uganda Revenue Authority (URA)



*ABOVE:
Old structure of Malaba Uganda Border Offices*

*LEFT:
New structure of Malaba Uganda Border Offices*



MALABA GETS ONE STOP BORDER POST

By Lynet Igadwah for Business Daily

Full completion of the Malaba border post is set for April, financiers have said, raising hope for faster clearance of goods and passenger between Kenya and Uganda.

The one-stop border post has been functioning with sub-optimal infrastructure since its commissioning in June 2016.

Delays in completion of Malaba (Kenya) construction project have been occasioned by the expiry of World Bank funding in September 2016, at a time when physical infrastructure for the Sh533 million project was not fully completed.

The World Bank funding was limited in time. Variations to the contract were also left without funding. TradeMark East Africa (TMEA) injected additional

funds into the project to complete the outstanding works and variations bringing the final contract sum to Sh632 million, excluding claims.

“Malaba last bits and pieces of infrastructure will be completed by March /April 2018 on the Kenya side while the access road to the new bridge from the Uganda side was practically completed in April 2017, save for the exit road into Kenya,” said Sjoerd Visser, TMEA’s one-stop border posts director.

He said the developments would allow the use of the new dual carriage bridge and separate entry as

well as exit roads into Kenya and Uganda. Current tedious clearance procedures at both sides often lead to delays and congestion at the border point.

According to the July 2016 Baseline Time and Traffic survey report, an average of 615 trucks cross the Malaba border from Uganda to Kenya, and around 651 trucks from Kenya to Uganda.

It takes an average of 5.97 hours for a commercial truck to cross the border from Uganda to Kenya, with 2.92 hours spent queuing and 3.05 hours accounting for cargo processing time.

Aerial view of the Malaba Uganda One Stop Border Post





Busia | **Busia OSBPs**
KENYA | UGANDA

Busia, Kenya | Busia, Uganda

Location

Busia, Kenya is located in Busia County, in Kenya's Western Province, approximately 431 km, by road, west of Nairobi, Kenya's capital and largest city. This location is immediately east of Busia, Uganda.

It is adjacent to similarly named town Busia, Uganda, which is approximately 202 km, by road, east of Kampala, the capital and largest city of Uganda.

Why

The Busia border is the busiest in East Africa, with an average of 894 vehicles crossing per day (TMEA, 2011).



► Busia Kenya



Traffic at the Busia border crossing



Achieved Results

Baseline Traffic Data

Busia Uganda to Busia Kenya: 1 hour 26 minutes
Baseline: 2011

After

Busia Uganda to Busia Kenya: 39 minutes (55% time reduction)

Lead Agency

Kenya Revenue Authority (KRA)



*ABOVE:
Old structure of Busia Kenya Border Offices*

*LEFT:
New structure of Busia Kenya Border Offices*

Aerial view of the Busia Kenya One Stop Border Post (OSBP)



▶ Busia Uganda



Travellers at the Busia Uganda border crossing



Achieved Results

Baseline Traffic Data

Busia Kenya to Busia Uganda: 14 hours 20 minutes
Baseline: 2011

After

Busia Kenya to Busia Uganda: 3 hours 40 minutes (74%
time reduction)

Lead Agency

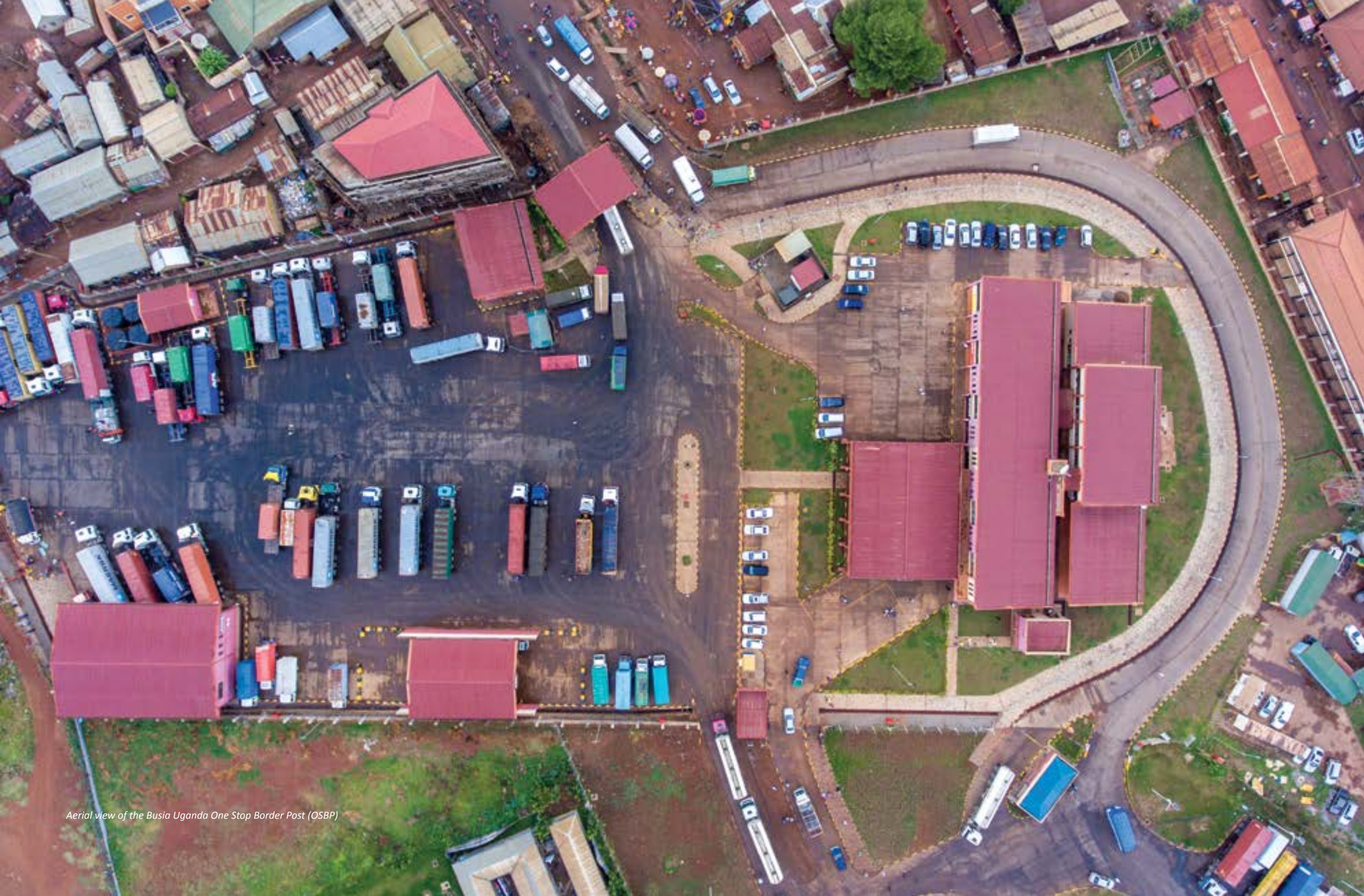
Uganda Revenue Authority (URA)





*ABOVE:
Old structure of Busia Uganda Border Offices*

*LEFT:
New structure of Busia Uganda Border Offices*



Aerial view of the Busia Uganda One Stop Border Post (OSBP)

WHO ATE OUR BORDERS

By Charles Onyango-Obbo for *The East African Newspaper*

I had read and heard about the One Stop Border Post from East Africanists, but was frustrated because no one was putting out a photograph or graphic illustration of how it works.

So I decided to check it out, driving from Kisumu into Uganda through the Busia border point.

There were surprises aplenty. Something radical is happening with this one-stop thing. When you are entering Uganda from Kenya, you go to a single immigration hall.

At one window, a Kenyan immigration official stamps your travel document to log your exit. And you step right over to the next window, hand over your passport and a Ugandan official stamps your entry.

If you are a law-abiding citizen, you are through in about two to three minutes. You walk through a short corridor, and you are in Uganda.

On the return leg, you head to the opposite immigration complex, and the process happens in reverse. The same thing happens for Customs clearance.

This exercise used to take travellers at least 30 minutes, and sometimes clearing your car could run into an hour!

If you don't have a passport, you also get an interstate pass, which is issued simultaneously by Kenya, Uganda, and Rwanda.

On average, the one-stop posts have cut the time travellers spend at the border by at least 90 per cent. This is truly remarkable, because it was all but impossible to think of an African government acting alone or collectively with others achieving those levels of efficiency.

But politically, the remarkable thing about it that East African governments have actually got rid of a centuries old idea – the “no man's land.”

In the process, they have taken a big first step re-imagining borders, in ways only a few nations on the continent have attempted – one of the cases being at the Botswana-South Africa land border crossings.

At the Busia border crossing, the old Uganda post used to be a disgraceful little thing with a scruffy little yard.

Let's first forward 10 years, and assume that the mad men running South Sudan will have dropped off the map or had a Biblical conversion on the road to Damascus, and the country is working.

Also, as the newest member of the East African Community, that it will have implemented the one-stop border post system.

In addition, let's assume that Al Shabaab will have been defeated, and everything will be nearly hunky dory in Somalia, and that it will have joined the EAC. Finally, that Ethiopia will have come to the party too.

At that point, Kenya will be surrounded by countries that are all EAC members.

In that scenario, then, by the end of 2025 Kenya will not have a “no man's land,” nor a main official land border crossing that it controls by itself.

The changes it would have to make to its institutions and in the way its economy works, would be so extensive that it would be the kind of country that currently does not exist on the continent.

And that could be happening to all the countries in East Africa by that point. A brave new world could be around the corner.



The One-Stop Posts have cut the time travellers spend at the border by at least 90 per cent.



An aerial map of the Mutukula border area, showing a grid of roads and fields. The map is overlaid with a semi-transparent green filter. A vertical white line is positioned in the center of the map, separating the Ugandan side on the left from the Tanzanian side on the right.

Mutukula

UGANDA

Mutukula OSBPs

TANZANIA

Mutukula, Uganda | Mutukula, Tanzania

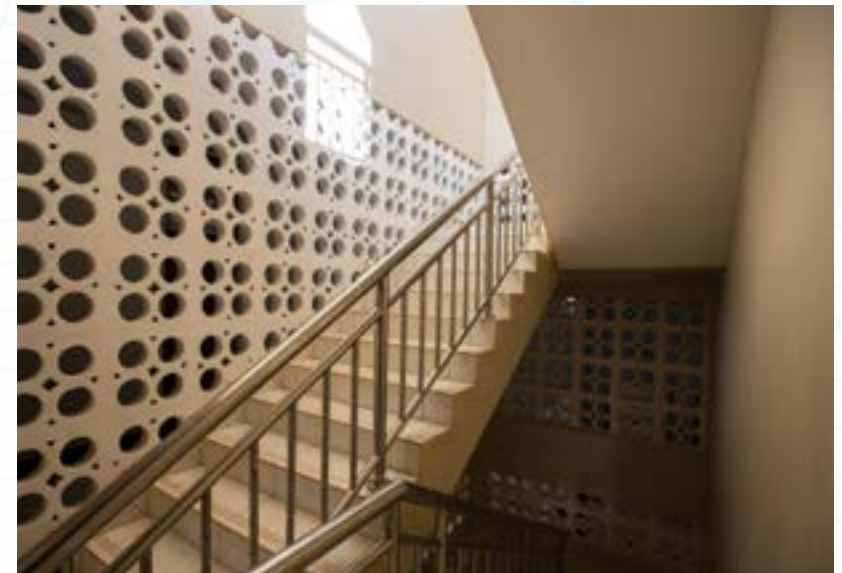
Location

Mutukula Tanzania is located approximately 70 km, by road, northwest of Bukoba, the regional capital.

Mutukula Uganda is located in extreme southern Rakai District at the international border between Uganda and Tanzania. The town is approximately 81 km, by road, south-west of Masaka, the largest city in the sub-region. This location is approximately 211 km, by road, south-west of Kampala, the capital and largest city of Uganda.

Why

418 vehicles a day pass through the Mutukula border point, with trucks taking over a day on average to process through customs from Tanzania to Uganda. This delay imposes serious costs on traders. They must wait longer for their import or export, pay for the truck to wait at the border, risk perishable goods losing their value and manage unpredictable transport times.



▶ Mutukula
Uganda



Achieved Results

Baseline Traffic Data

Mutukula Tanzania to Mutukula Uganda:
45 hours 49 minutes
Baseline: 2011

After

Mutukula Tanzania to Mutukula Uganda:
4 hours 37 minutes (79% time reduction)

Lead Agency

Uganda Revenue Authority (URA)





*ABOVE:
Old structure of Mutukula Uganda Border Offices*

*LEFT:
New structure of Mutukula Uganda Border Offices*

Aerial view of the Mutukula Uganda One Stop Border Post (OSBP)



▶ Mutukula Tanzania



Mutukula Tanzania OSBP Office



Achieved Results

Baseline Traffic Data

Mutukula Uganda to Mutukula Tanzania:
10 hours 12 minutes
Baseline: 2011

After

Mutukula Uganda to Mutukula Tanzania:
3 hours 24 minutes (67% time reduction)

Lead Agency

Tanzania Revenue Authority (TRA)





*ABOVE:
Old structure of Mutukula Tanzania Border Offices*

*LEFT:
New structure of Mutukula Tanzania Border Offices*

Aerial view of the Mutukula-Tanzania One Stop Border Post (OSBP)



Bus drivers at the Mutukula border crossing have seen a reduction in time taken for passenger clearance



TRADEMARK EAST AFRICA HANDS OVER \$15M MUTUKULA BORDER POST

By Philomena Matsiko for The East African Newspaper

The Mutukula one-stop-border-post linking Uganda and Tanzania was officially handed over to the Uganda government on 9th November 2017, paving the way for faster cross-border movement of goods and people.

The \$15 million project funded by TradeMark East Africa (TMEA) commenced in 2008 as one of the components of the East African Trade and Transport Facilitation project.

However, the Mutukula one-stop border controls will only become operational end of next month due to some pending construction works on the Uganda side of the border.

The Mutukula one-stop-border-post links Uganda and Tanzania.

The \$15 million project funded by TradeMark East Africa (TMEA) commenced in 2008 as one of the components of the East African Trade and Transport Facilitation project.

“I would like to urge all users and managers of this facility not to lose sight of the main objectives of its establishments; in particular the need to allow for the hosting of border control officers in each other’s territory,” said Doris Akol, Commissioner General of the Uganda Revenue Authority.

“For road transporters, instead of the several days’ wait to complete formalities at the Mutukula OSBP, if all paperwork is correct; inspection, it will be jointly done by the border agencies of both Uganda and Tanzania to avoid unloading and reloading cargo,” she added.

Experts said the facility, which has Customs and immigration check points, an inspection hall, clearing agents block and staff residential houses, should lead to reduction in border crossing time at Mutukula from an average of eight to less than five hours, and a 30 per cent increase in annual traffic of trucks from — 17,000 to 22,000.





Mutukula Tanzania OSBP cargo clearance parking



Mirama Hills

UGANDA

Kagitumba OSBPs

RWANDA

Mirama Hills, Uganda | Kagitumba, Rwanda

Location

Mirama Hills is located in Ntungamo District, Ankole sub-region, at Uganda's border with Rwanda and lies very close to where the borders of Uganda, Rwanda, and Tanzania intersect.

Kagitumba is located in Nyagatare District, Eastern Province, Rwanda, at the border with the Republic of Uganda. Its location lies very close and is immediately west of the geographical point where the International borders of Rwanda, Tanzania and Uganda intersect.

Why

The Mirama Hills road route offers a shorter and less difficult route to Rwanda than passing through the Katuna/Gatuna border post. Operationalisation of a one stop border post at Kagitumba and Mirama Hills is expected to decrease the time for goods to be transported between Kampala and Kigali and increase the volume of traffic using this route.

Kagitumba OSBP connects to Ntungamo road through Mirama Hills OSBP. The route through this OSBP is considered to offer a shorter and less difficulty to/from Rwanda than passing through the Katuna/Gatuna border post.



▶ Kagitumba Rwanda



View of the Kagitumba Rwanda One Stop Border Post (OSBP)

Achieved Results

Baseline Traffic Data

Mirama Hills to Kagitumba: 5 hours
Baseline: 2012

After

Mirama Hills to Kagitumba:
Crossing Time: 1 hour 25 minutes (72%
time reduction) 2017

Lead Agency

Rwanda Revenue Authority (RRA)





*ABOVE:
Old structure of Kagitumba Rwanda Border Offices*

*LEFT:
New structure of Kagitumba Rwanda Border Offices*



Bridge at the Kagitumba Rwanda One Stop Border Post (OSBP)

▶ Mirama Hills Uganda



View of the Mirama Hills One Stop Border Post (OSBP)



Achieved Results

Baseline Traffic Data

Kagitumba to Mirama Hills: 1 hour 47 minutes
Baseline: 2012

After

Kagitumba to Mirama Hills: 15 minutes (86% time
reduction) 2017

Lead Agency

Uganda Revenue Authority (URA)





*ABOVE:
Old structure of Mirama Hills Border Offices*

*LEFT:
New structure of Mirama Hills Border Offices*



NEW MIRAMA HILLS ROAD CHANGES NTUNGAMO LIFE

By Alfred Tumushabe & Perez Rumanzi for The Monitor

The newly constructed Ntungamo-Mirama Hills road and Mirama-Kagitumba One Stop Border Post (OSBP) facility have brought relief to transporters and trans-boundary traders, travellers and the residents of Ntungamo district.

The 37 kilometer road passes through Sub counties of Ntungamo, Ruhaama, Rweikiro and Ruhaama East, and connects Uganda to Rwanda at Mirama-Kagitumba.

Mirama-Kagitumba was in 2015 upgraded to OSBP. DFID funded construction and establishment of facilities needed for the new faster cargo and passenger clearing system.

Travellers and transporters had over decades braved potholes and dust, and delays and high costs of transport that come with using a murrum road. The carriageway is 7 meters wide. Kafunjo, Ruhaama and Kakukuru trading centres have been given 2.5 meters wide parking lanes.

Works to upgrade the Mirama Hills Road commenced in October 2014 and were launched by President Yoweri Museveni. The UK's Department For International Development (DFID), through TradeMark East Africa, contributed 50 per cent of the cost; the rest of the funds came from Government of Uganda, through the Uganda National Roads Authority. The total cost of the road is approximately USD40m.

The progress of the road construction is now over 90 percent complete. UNRA's Eng. Ian Bakiza, who is the project manager, says "We have completed over 90 per cent of the road works. Compensation issues that had delayed us have all been resolved."

The new road has already attracted a lot of business operations. Buses, taxis and cargo vehicles are using it. New businesses have come up in centres like Sofia, Kafunjo and Ruhaama.

The cost of transport has gone down with the increase in number of taxis and motorcycles. Hitherto empty road side houses are now occupied and stalls are coming up along the road stretch.

The four main roads leading to and outside Ntungamo municipality: Ntungamo-Kabale (75 km), Ntungamo-Rukungiri (50 km), Ntungamo-Mbarara (64 km) and Ntungamo-Mirama Hills (37km) are all now tarmacked.

Small and large scale farmers in the area can conveniently send goods to market and boost their incomes. "Construction of the road has reduced on the time we have been spending travelling to Ntungamo town. It has reduced from an hour to 30 minutes. The dust is gone. Traders from as far as Busia have started coming here for produce business," says Mr Gordon Atuheire, businessman in Sofia (Uganda-Rwanda border) town.

Stores for beans and maize (grown by Ugandans and Rwandans on the border) in Sofia and Kafunjo centres have increased because area is now easily accessible by traders. "Developments coming up.

There are plans to create Kafunjo-Sofia Town Council. Three fuel stations being established. We have five maize milling machines in Kafunjo. People, especially from Rwanda who go to Kawempe (Kampala) for posho will no longer be going there; they will stop here," says Mr James Turyahikayo Habineza, NRM chairman Ruhaama East Sub county.

Mr Hebert Tugume, a taxi driver, says they have reduced transport charges and vehicles no longer suffer mechanical breakdown. "I have been driving on this road for eight years; we were suffering because of dust. I was washing the mini bus every day. Now I don't need to wash it every day; it takes a while. There have been only two minibuses but today we have five. We used to charge Shs 20,000 from Mirama Hill border to Mbarara town, we now charge Shs 10,000. Vehicles no longer get mechanical breakdown," says Mr Tugume.

Ms Teddy Aheirwe, a resident of Rwera, says transport costs have reduced and travelers negotiate because vehicles and motorcycles are now many. She adds that there are now four Trinity and Jaguar buses plying route; they pass in their area at 8 am and 11 am heading to Kampala and Kigali.

"We yearned for construction of this road and finally it came; people have started benefiting, they have started erecting stalls on the roads and getting money from passing vehicles. Transport has become easy and we hope this will go on. People like me who normally go to Rwanda for trade it's even easier with establishment of (one stop) border post, businessmen are enjoying, it's only those who do not have what to sell that will really miss out," says Mr Meshach Kahinda Rweikiro Sub county chairperson.

Ntungamo LC5 Chairman Mr Denis Singahanche says with such road infrastructure in the district the residents have no reason to cry of poverty. "I have been telling my people to make sure they have what to put on market; with this road connection we have got as the district only people who do not work will remain poor. I had never seen a stall of anything along Ntungamo-Mirama Hill road, but now I can see them at Rwengoma, there are stalls at Kakukuru and Kafunjo," says Mr Singahanche.

Mr Jacob Kafureka; Mayor Ntungamo Municipality, says construction of the road has eliminated dust in town. Part of the contract work was construction of the 1.2 km section of Kaguta Road in Ntungamo Town.

Mr Kafureka says, "Much of the traffic was passing through Ntungamo to Kabale and Katuna because they could not use the

road, but now that its constructed businessmen have even started reaping. There are more people staying overnight especially truck drivers; lodges, hotels bars and other businesses are being boosted."

Mr Francis Twesigye, Ruhaama Sub county chairperson, says construction of the road came after 40 years but better late than never. "The construction was first promised by Amin in 1975. It was not done until 2014. Travelling to Rwanda is now easy, the border will be busy. Many people are yet to establish businesses but what I am anticipating is that this will be the busiest road in Ntungamo," says Mr Twesigye.

The Manager Customs (URA) for South Western region Mr Sylvester Kiwanuka says with Mirama-Kagitumba OSBP, border control management has improved and clearing passengers and cargo is now faster. The OSBP facilities were opened on December 3, 2015.

The OSBP has officials from various government agencies, these include: immigration workers who handle passengers, revenue officials who are in charge of collecting taxes and border control, national bureau of standards officers who are charged with verifying quality of goods being transported, police who are charged with enforcing law and order and ministry of agriculture officials who track movement of livestock.

Before establishment of OSBP system, cargo and passengers going to Rwanda would first be cleared from Ugandan side and after that process they would move to Rwandan side and where the country officials would repeat the same clearing procedure.

Besides, various government's agencies were scattered in different locations and structures. With OSBP system they are all under one roof.

"We were working under East Africa Community Customs Management Act 2014, so there was duplication of work on both sides. This came with delayed clearing, the cost of doing business was high because of spending longer to clear cargo, and the most wanted revenue would take longer to get into government coffers because of delayed processes," says Mr Kiwanuka.

He adds, "In the new system all agencies are housed under the same roof. One moves from one counter say of immigration to the next for URA. In the past you would move from immigration office in one building and go to another building for URA services."

Travellers entering Rwanda (from Uganda) move directly to the clearing offices on the Rwandan side. However, their first contact official is a Ugandan who checks their documents and hands them (travelers) over to Rwanda officials for further clearance before they proceed. The same happens for travellers from Rwanda side; they move directly to Ugandan side but their first contact official is Rwandan.

Aerial view of the Mirama Hills One Stop Border Post (OSBP)



The background is a stylized, light blue map showing a network of roads and boundaries. The map is centered on the text, which is split by a vertical line. The text is in a clean, white, sans-serif font.

Kabanga | Kobero OSBPs

TANZANIA | BURUNDI

Kabanga, Tanzania | Kobero, Burundi

Location

Kabanga is located approximately 300 kilometres, by road, northwest of Bukoba, the regional capital

Kobero is located in the region of Muyinga. Muyinga's capital, Muyinga, is approximately 23 km away from Kobero. The distance from Kobero to Burundi's capital, Bujumbura, is approximately 142 km.

Why

Kobero OSBP is the main border post for Burundi and is the gateway for transit cargo into The Democratic Republic of Congo (DRC). The border post handles about 70% of the cargo using this border into and transiting through Burundi.



▶ Kabanga Tanzania





Achieved Results

Baseline Traffic Data

Kobero to Kabanga: 8 hours 5 minutes
Baseline: 2012

After

Kobero to Kabanga: 3 hours 25 minutes (58% time reduction)

Lead Agency

Tanzania Revenue Authority (TRA)





*ABOVE:
Old structure of Kabanga Tanzania Border Offices*

*LEFT:
New structure of Kabanga Tanzania Border Offices*

Aerial view of the Kabanga Tanzania One Stop Border Post (OSBP)



► Kobero Burundi



Achieved Results

Baseline Traffic Data

Kabanga to Kobero: 11 hours 56 minutes
Baseline:2012

After

Kabanga to Kobero: 8 hours 48 minutes
(26% time reduction)

Lead Agency

Burundi Revenue Authority (BRA)





View of the Kobero Burundi Border Offices

Aerial view of the Kobero Burundi One Stop Border Post (OSBP)



Abdul Mohamed is a small business owner based in Dar es Salaam Tanzania. He owns and drives his own truck, which he uses to export plastic chairs to neighbouring Burundi.

On Tuesday 9 September 2014 Abdul leaves Dar es Salaam at 7.00 AM carrying almost 2,000 chairs bound for a retailer in Bujumbura, the capital city of Burundi. The following day at 1.00 PM after 30 hours on the road, Abdul arrives at the border post of Kobero, just inside Burundi territory.

Abdul Mohamed has been exporting chairs to Burundi for the last three years, a five day return journey covering nearly 2,400 kms. He has made good time on this journey and he expects to spend up to four hours at the border post before getting back behind the wheel and on the road. But it wasn't always so.

Just four months before, Abdul would have had to make the same journey with two border stops, the first at Kabanga on the Tanzanian side of the border, then at Kobero. The procedure was lengthy. Abdul would, through the services of a clearing agent, declare his goods to the customs officers who would make a physical inspection of his cargo. That could take up to 12 hours as he waited in line with the many other truck drivers who use the central corridor to carry goods inland from the port of Dar es Salaam.

Then, having completed that procedure, Abdul would go through immigration procedures before finally being allowed into the small patch of no-man's land that separates Tanzania and Burundi. On reaching the barrier at Kobero he would join another line of trucks and the whole procedure would begin again, with customs officials making another physical inspection of his goods. It was a tedious, time-consuming process, which added up to 24 hours to Abdul's journey, costing him time and potential revenue. After all, the sooner he could return to Dar es Salaam, the sooner he could use his single lorry to produce income.

It was situations like Abdul's, with double customs declarations and verifications, along with other delays like non-tariff barriers, that caused journeys from port to destination to take much more time than they should have. While a day or two might be added to the drive from Dar to Bujumbura, the journey time from Dar to Kigali, with another border to cross, could be extended by four days, with a proportional time increase for trucks going onto the Democratic Republic of Congo. It was definitely not good for business.

Pilot One Stop Border Post opened at Kobero/Kabanga

But today, as Abdul bustles around the busy border, going from clearing agent to customs to immigration, he hopes to be in Bujumbura by early evening. This is thanks to a pilot system being operated on this border – the 'one stop border post'.

The concept of the One Stop Border Post(OSBP) is that traffic crossing the border need only to stop at one border post. For Abdul, heading inland to Burundi, that means that he misses out the Kabanga post and

goes straight to Kobero, where in a spacious,operational building (other buildings are under construction) officials from Tanzania and Burundi work together. On the return journey Abdul will go straight through Kobero and stop at Kabanga on the Tanzanian side of the border. Thus each border post handles incoming traffic only, with exit and entry procedures completed in the same building.

Celestin Nzeyimana the Head Officer at the Kobero border, is full of praise for the new system. "Before it would take two days to cross the border," he said. "Today it is one to two hours."

With up to 80 trucks crossing into Burundi every day the OSBP is big on time saving. Along with other innovations (like advanced electronic customs systems, an electronic cargo tracking system that monitors a truck's journey from start to finish, and the elimination of unnecessary non-tariff barriers),the OSBP is designed to reduce the time to cross borders and transport costs to business, which will ultimately lead to increased wealth and reduced poverty in East Africa.

Border crossings require adequate infrastructure

TradeMark East Africa (TMEA) is funding 13 OSBPs in East Africa, including the one at the Burundi/Tanzania border – the pilot post that is proving that the system works – at a cost of approximately US\$7 million each. Each post consists of an office building for the border agencies, parking for trucks, a ramp for offloading goods, an inspection/verification warehouse and other facilities that are required at every border post.

Four hundred kms to the north of Kobero, on the border of Rwanda and Uganda, TradeMark East Africa (TMEA) is constructing another OSBP at Kagitumba on the Rwanda side and Mirama Hills in Uganda. While there are three border crossings into Rwanda from Uganda,Mirama Hills/Kagitumba is the border crossing with the least steep gradient when travelling from Kampala to Kigali. Yet, because of a deteriorating 37 km section of road leading to Mirama Hills, most traffic uses the longer, craggier route through Katuna/Gatuna borders. Recognising that a good road to Mirama Hills is crucial to the success of the OSBP, TradeMark East Africa (TMEA) undertook to rehabilitate the road, including the building of two bridges between the two borders, in addition to constructing One Stop Border Posts.

Ronald Musiga Kwezi, Head of Customs at Mirama Hills acknowledges the value of the road to the border crossing. "When trucks use this road they are often delayed when it is flooded due to rain," he explained. "They could get stuck for days. So many people preferred to go the long way round to Katuna. When the road is repaired the traffic will increase and we expect it to quadruple."

Businessman, John Hagen arrived at the Kagitumba border post with his truck,having travelled 800 km from the north of Uganda, a journey

that took three days due to a bad road and poor weather. When the OSBP opens and the road is rehabilitated he expects his journey time to decrease by a day, which is in line with TMEA's target to reduce the crossing time by 30%.

Beneficiaries include women with small businesses

It's not only trucks that will benefit from the OSBP. Cross border traders, many of whom are women, make their living on a daily basis selling things like rice or eggs. Celestin Nzeyimana explained what they do to help these people at the Kobero OSBP: "The small traders with goods worth less than US\$500 are treated differently. They do not need to pay to use a clearing agent. Instead Customs staff fill out the form for them (at no charge) and they pay a small amount of duty."

This legitimate payment also prevents harassment by border officials – something they have been accused of in the past. In addition, the small traders are being educated in the benefits of the East Africa Community and how it can help their businesses to grow.

For the staff working at the border crossings the OSBP is an exciting prospect. Just three months earlier the immigration officer at Mirama Hills was based in a metal hut, which was cold in the early morning and too hot after midday. Currently in a newly completed temporary facility, he is looking forward to moving into the new building. The clearing agents too are anticipating the future with increased trade, which in itself will create jobs, while the Forex Bureau operators expect to get many more customers.

"Definitely it will make a difference when the road is complete," says James Ndemeze a foreign exchange dealer. "It will carry more traders which will mean we will get more income. It will create jobs and bring more wealth".

Nelson Rwenaga of Uganda's Ministry of Public Works, which is collaborating with TradeMark East Africa (TMEA) on the construction of the OSBPs in Uganda (also at the Kenya and South Sudan borders) is pleased with the progress of the new infrastructure. "To be honest with you," he commented, "we find working with TradeMark East Africa (TMEA) very much easier than most development partners. TMEA works with communities as well as the government," he added "and has supported initiatives that are user friendly, business orientated and actually focused on the dynamics of the economic dimensions."

Truck owner and exporter, Abdul Mohamed, already receiving the benefits of the pilot OSBP at Kobero, and businessman John Hagen, who will soon profit from the reconstructed road to Mirama Hills, would surely agree with that.



Tunduma | Tunduma OSBPs

TANZANIA

ZAMBIA

Tunduma, Tanzania | Tunduma, Zambia

Location

Tunduma is a border town between Tanzania and Zambia. It lies in Tanzania, in the region. It has border posts for both the Tanzam Highway and the TAZARA railway (for which it has a station) linking the two countries. It is 113 km south-west of Mbeya. It is also the junction for the road which runs via Sumbawanga through the remote far western districts of Tanzania to Kasulu and Kibondo in the north-west

Why

This project will construct and provide physical facilities at the Tunduma border which includes: administration buildings and an inspection shed to accommodate the adjoining states' border agencies and roads to facilitate the exit and entry into the OSBP. The overall aim is to facilitate the efficient cross border movement of trucks/vehicles, goods and persons.

Achieved Results for Tunduma

Baseline Traffic Data

Tunduma to Nakonde: 72 hours

Baseline:2013

After

Construction 50% complete as at Sept 2017

Lead Agency

Tanzania Revenue Authority (TRA)

View of the Tunduma Tanzania One Stop Border Post (OSBP) under construction



NAKONDE-TUNDUMA ONE-STOP BORDER IN PILOT PHASE

By Mwape Mwenya for Daily Mail

Minister of Commerce, Trade and Industry Margaret Mwanakatwe says Zambia and Tanzania have started the pilot phase of the operationalisation of the one-stop border post (OSBP) at Nakonde-Tunduma border post in Muchinga Province.

Ms Mwanakatwe said in Lusaka on Wednesday during a media briefing that the main project would be launched by end of this month .

She said seven technical and steering committees composed of permanent secretaries from nine ministries and the Zambia Revenue Authority (ZRA) had been set up to actualise the concept.

“Zambia took the lead in constructing infrastructure at the border and handed over the building to Zambia Revenue Authority last year. Tanzania has started the construction works and all the constructions are expected to be completed by 2018”, Ms Mwanakatwe said.

She said the operationalisation of the border post was a result of challenges being faced at the border post

in clearing goods including cumbersome procedures, inadequate infrastructure and poor access roads.

Ms Mwanakatwe said the OSBP concept was in line with the aspirations of the African Union (AU), Common Market for Eastern and Southern Africa (COMESA) and Southern African Development Community (SADC) of promoting regional trade and integration.

She said the steering committee also approved the simplified trade regime agreement that would streamline trade for small-scale cross-border traders by the use of a simplified threshold of US\$2,000.

She said the OSBP at Nakonde-Tunduma would be the second after the OSBP at Chirundu border in Lusaka Province.

Operationalisation of the border post was a result of challenges being faced at the border post in clearing goods including cumbersome procedures, inadequate infrastructure and poor access roads.



Nimule | Elegu OSBPs

SUDAN | UGANDA

Nimule, South Sudan | Elegu, Uganda

Location

Nimule is located in Magwi County, Imatong State, South Sudan, immediately north of the International border with the Republic of Uganda. This location lies approximately 197 kilometres, by road, southeast of Juba, the capital of South Sudan and the largest city in that country. This location lies approximately 120 kilometres, by road, north of Gulu, Uganda, the nearest large city.

The town is in Amuru District, Acholi sub-region, at the international border with South Sudan, approximately 100 kilometres, by road, north of Gulu, the largest city in the sub-region. Elegu is about 434 kilometres, north of Kampala, Uganda's capital and largest city

Why

As the main gateway into Southern Sudan from the port of Mombasa, the Nimule-Elegu border post is of strategic importance to the EAC region. The border is extremely slow, and Nimule takes an average of four days to process imports. This delay imposes serious costs on traders. These time delays can be attributed to inadequate border infrastructure, insufficient quality and quantity of technical equipment, poor border design, complicated procedures based on centralized control, and multiple border organisations working in isolation.

Achieved Results for Elegu

Baseline Traffic Data

Nimule to Elegu: 4 hours 16 minutes
Baseline: 2013

After

Construction at 88%

Lead Agency

Uganda Revenue Authority

Achieved Results for Nimule

Baseline Traffic Data

Elegu to Nimule: 59 hours 58 minutes
Baseline: 2013

After

Construction is yet to start

Lead Agency

South Sudan Ministry of Transport, Roads and Bridges

View of the Elegu Uganda One Stop Border Post (OSBP) under construction



NEW DEAL TO BOOST SOUTH SUDAN-UGANDA TRADE

By Moses Legge for Eye Radio

South Sudan and Uganda have signed a one-stop border crossing deal in a bid to reduce travel time and cost of cross-border business, an official has said.

The undersecretary in the Ministry of Foreign Affairs, Joseph Ayok Anei, says the agreement, which was signed Kampala last week, is also aimed at promoting trade through efficient movement of goods, people, and services between the two countries.

“It will also enhance women’s trade program to promote inclusivity and equality between women and men,” Mr Anei told reporters in Juba on Monday.

“That means small businesses like those of women who come to sell bananas or vegetables from Uganda have to be empowered – make life easy for them to cross the border.”

Once constructed, the border post will reduce the

number of stops in cross-border trade and other transactions by combining border control activities at a single location in each direction.

The signing of the agreement was witnessed by the officials from both ministries of Foreign Affairs.

The initiative was facilitated by the Ugandan Foreign Ministry supported by an Aid Organization called Trade Mark East Africa.

Uganda is South Sudan’s major trade partner in the region. Its exports have reached an approximated \$1.18 billion since 2008, according to data from the Ugandan Ministry of Trade.

Elegu is the main border post used by Ugandan traders to bring their goods to South Sudan

