



Ministry of Foreign Affairs

***Report on the workshop for the presentation of the results of Lake Tanganyika
Regional Corridor Evaluation Study and the Development of a Roadmap for the
Implementation of the Recommendations of the Study***

***Best Outlook Hotel, Bujumbura, Burundi
February 23-24, 2023***

Commissioned by the Netherlands Enterprise Agency



**REPORT ON THE WORKSHOP FOR THE PRESENTATION OF THE RESULTS OF
LAKE TANGANYIKA REGIONAL CORRIDOR EVALUATION STUDY AND THE
DEVELOPMENT OF A ROADMAP FOR THE IMPLEMENTATION OF THE
RECOMMENDATIONS OF THE STUDY**

BEST OUTLOOK HOTEL, BUJUMBURA, BURUNDI

February 23 to 24, 2023





1.0 INTRODUCTION AND BACKGROUND

Lake Tanganyika Authority Secretariat, in collaboration with the Embassy of the Netherlands organized a workshop to present the results of the Lake Tanganyika Regional Corridor Evaluation study and to develop a roadmap for implementation of the recommendations of the study. The aim of the study was to show the opportunities and potential of the development of maritime trade on Lake Tanganyika, regional trade and economic integration. The study was commissioned in order to contribute to the sustainable development of the Lake Tanganyika Transport Corridor (LTTC) in the following ways:

- i) A structural collection of data on trade, trade costs, transit times, modalities, barriers, and trade benefits;
- ii) A systematic corridor assessment as well as a competitive comparison to other Southern African corridors; and
- iii) Support to formulate a vision for the government authorities in the riparian countries, based on the foundations of collaboration and a joint approach to corridor development.

Overall, the study provided a regional perspective on the development of maritime transport corridors, using a systematic assessment of the corridors as well as a comparison of costs and transit times with northern, central and southern corridors.

The workshop was attended by participants from the four Lake Tanganyika riparian countries, namely the Republic of Burundi, the Democratic Republic of Congo, the United Republic of Tanzania, the Republic of Zambia; representatives from the African Development Bank, UNDP, ENABEL, the European Union; representatives of other corridors; experts from the Erasmus Center for Urban, Port and Transport Economics (Erasmus UPT), who facilitated the workshop; and staff from the LTA Secretariat, etc. The list of participants is attached as **Annex 1**.

2.0 OPENING CEREMONIES



The opening ceremonies began with the presentation of the workshop agenda (Annex 2) by the workshop moderator, Ms. Marwa Nyakorema Beatrice, the Lake Tanganyika Authority (LTA) Director of Fisheries and participant self-introductions. This was followed by welcoming remarks by the Lake Tanganyika Authority Executive Director, and speeches by the Netherlands Ambassador to the Republic of Burundi and the Guest of honour, respectively.

In his welcome statement the LTA Executive Director, Mr. Tusanga Mukanga Sylvain recalled some previous initiatives that have been undertaken by Lake Tanganyika Authority in the maritime transport sector on the lake, which highlights the importance of the workshop focusing on **the development of the Lake Tanganyika regional corridor**. He also explained that Lake Tanganyika offers an opportunity for riparian countries to develop trade and further integrate their economies. It is in this context that, for several years, the Kingdom of the Netherlands has been interested in taking initiatives to lay the foundations for the development of Lake Tanganyika regional corridor. He highlighted the objectives of the workshop which was to present and discuss the evaluation report of the study on Lake Tanganyika regional corridor with regional stakeholders, to develop a roadmap by proposing priorities, and objectives and actions to be considered in the operationalization of the roadmap so as to further develop Lake Tanganyika Corridor based on a vision shared and supported by all relevant stakeholders. He noted that the workshop activities would involve analyzing the recommendations of the study, exploring the relevant actions based on the study recommendations and proposing and prioritizing possible projects or action plans and developing a roadmap. He further noted that the workshop came at the right time and was consistent with the agreement on the African Continental Free Trade Area (AfCFTA) which was concluded between the African Union member states for the establishment of a single common market. In this context, Lake Tanganyika with its length, depth and area constitutes



an excellent natural transport route which is a major asset to be capitalized at all costs to facilitate intra-regional trade, he added.

He concluded his remarks by extending his sincere gratitude to the Netherlands Development Agency, which commissioned the study, the results of which were the subject of the workshop as well as Erasmus Center for Urban, Port and Transport Economics (Erasmus UPT), which conducted the study and made it possible to have reliable data and precise guidelines that were going to be worked on to lay the foundations for the development of Lake Tanganyika corridor.

In his speech, the Ambassador of the Netherlands, His Excellency Jeroen Steeghs recalled the date of December 8, 2022 when he informed the the 10th Ordinary Meeting of the LTA Conference of Ministers of his country's interest in providing expertise and funding for a study on the development of Lake Tanganyika maritime corridor. He also expressed his satisfaction at having honored his commitment by having the workshop held with the aim to obtain a more operational document with actionable activities susceptible to attract investors to the sector. Before concluding his statement, he urged the participants to take advantage of Erasmus Center experts' experience to come up with a more operational road map to be endorsed by LTA Member States to really serve as an advocacy tool for funds mobilization for its implementation.

The workshop was officially opened by Mr. NIMBONA Christian, the General Director of Environment, Water Resources and Sanitation who represented the Minister of Environment, Agriculture and Livestock and Chairperson of Lake Tanganyika Authority Conference of Ministers. In his opening speech, after welcoming the participants, he thanked the Development Partners who he stated have always supported LTA countries in their environmental protection and development efforts. He further highlighted the commitment of the Republic of Burundi to the development process of any sustainable development project on Lake Tanganyika. The Guest of Honour recalled that the Republic of Burundi had actively participated in the various stages of the formulation of a project aimed at establishing a regional corridor on Lake Tanganyika. The first project identification meeting was held at *Hôtel Panoramique* in Bujumbura; the validation of the Social and Environmental Impact Assessment (SESIA) was held in Nairobi and the roadmap formulation workshop was being held at Best Outlook Hotel in Bujumbura again.

He stated that he was looking forward to seeing the results of the evaluation study of corridor competitiveness (Central, Northern and Southern) translated into opportunities for Lake Tanganyika corridor development and multi-sector projects relating to Lake Tanganyika corridor development that are consistent with environmental, touristic and economic aspects.

He concluded his remarks by recalling that Lake Tanganyika has always played its thousand-year-old role as a link between the populations living in the region, while hoping for this unification character to be flagshipped by all stakeholders and that the four riparian countries can continue to contribute to the enhancement of maritime transport and of Lake Tanganyika riparian populations'livelihoods.

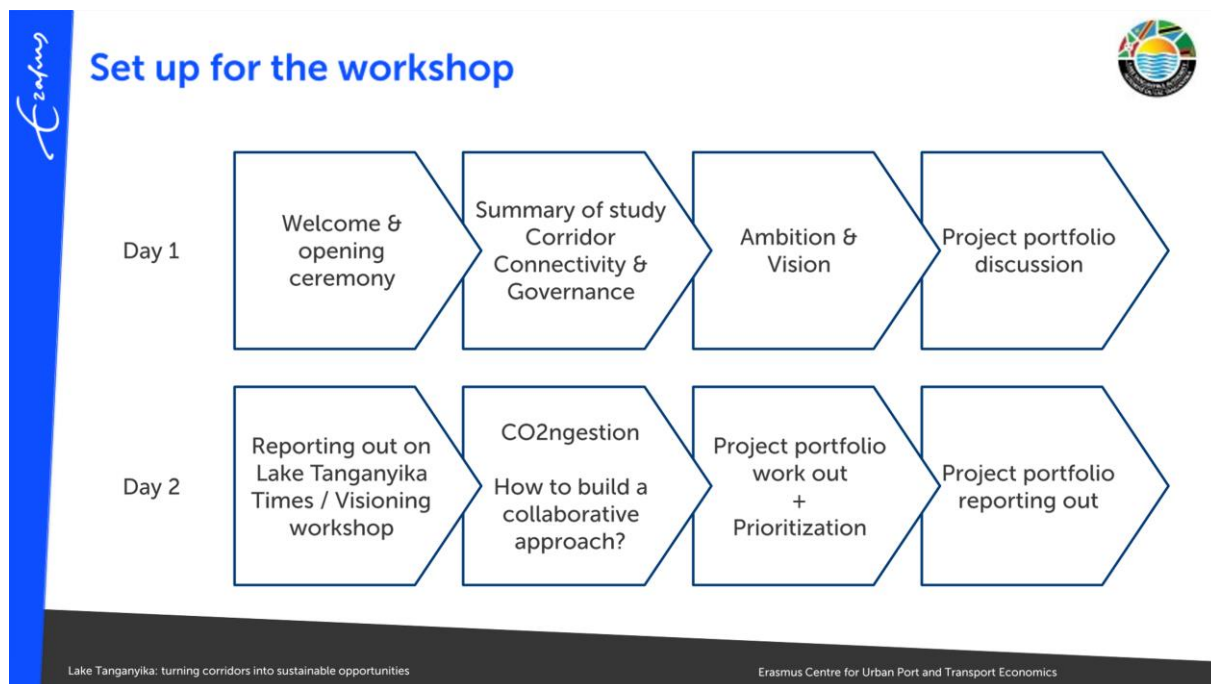
A group photo was taken after the opening remarks.

3.0 TECHNICAL PRESENTATION SESSION

The session commenced with clarifications on workshop objectives and guidelines on activity proceedings. Thereafter, the consultants made two presentations. Subsequently, there was a plenary discussion and synthesis of the two presentations, after which participants proceeded to group work. A total of five groups were constituted.

3.1 Workshop Set-up

The facilitators shared the workshop set-up in a visual presentation as shown below.



3.2 Presentations

The first presentation was an overview of the importance of corridor connectivity, highlighting the importance of Corridor connectivity for regional economic development. The second presentation on Corridor Governance and focused on ‘best practices’ around the world and how these translated into the Lake Tanganyika Corridor. The focus of the presentations is given below, with the summary presentation included in the annexes.

Presentation number 1: Corridor connectivity overview-This was made by Mr. Maurice Jansen. The presentation focused on the importance of corridor connectivity for regional development. The presentation covered the following:

- Systematic approach to corridor development;
- The need for the Lake Tanganyika corridor to be supportive of local value chains and regional trade integration;
- Conceptual framework to enhance integration;
- Corridor connectivity index;



- Bottlenecks as mentioned by stakeholders in logistics operations in Bujumbura, Kalemie, Kigoma, Mpulungu and Kalundu.
- Significant savings that can be realized when dwell time (delays) are reduced on the corridors.

Presentation number 2: Governance-This presentation was made by Professor Michael Doms. The presentation focused on “Best practices” around the world and how these translated to Lake Tanganyika corridor. The presentation covered the following:

- Three generic typologies and pathways for corridor development based on initial set-up;
- Summary results of the international benchmarks;
- Lessons from other corridor governance bodies;
- Context and lessons learnt for the development of the Lake Tanganyika Transport corridor;

Presentation number 3: Synthesis of the two presentations-This was made by Mr. Maurice Jansen. The presentation focused on the following:

- The aspect of the need to develop the Lake Tanganyika Transport corridor;
- Feedback loops required for integration of transport corridors; and
- All partners to play a role in the partnership triangle.

3.3 Clarifications on the Presentations

Complementary comments and clarifications were on the following:

Regulation: recognition of the fact that countries have different regulations, but also the possibility to develop from existing regulations.

Scope of study: clarification on the scope of the study. It was noted that this was an exploratory study.

Mapping: whether or not the mapping of key partners was undertaken.

Governance: Need for an entity to manage the initiative.

Reference to previous studies undertaken: Reference was made to similar study commissioned by the World bank and the African Development Bank.

Determination of Priority Needs: Notwithstanding the results of the study, the workshop would determine the real needs.

3.4 GROUP WORK

The group work was facilitated by all the three resource persons.

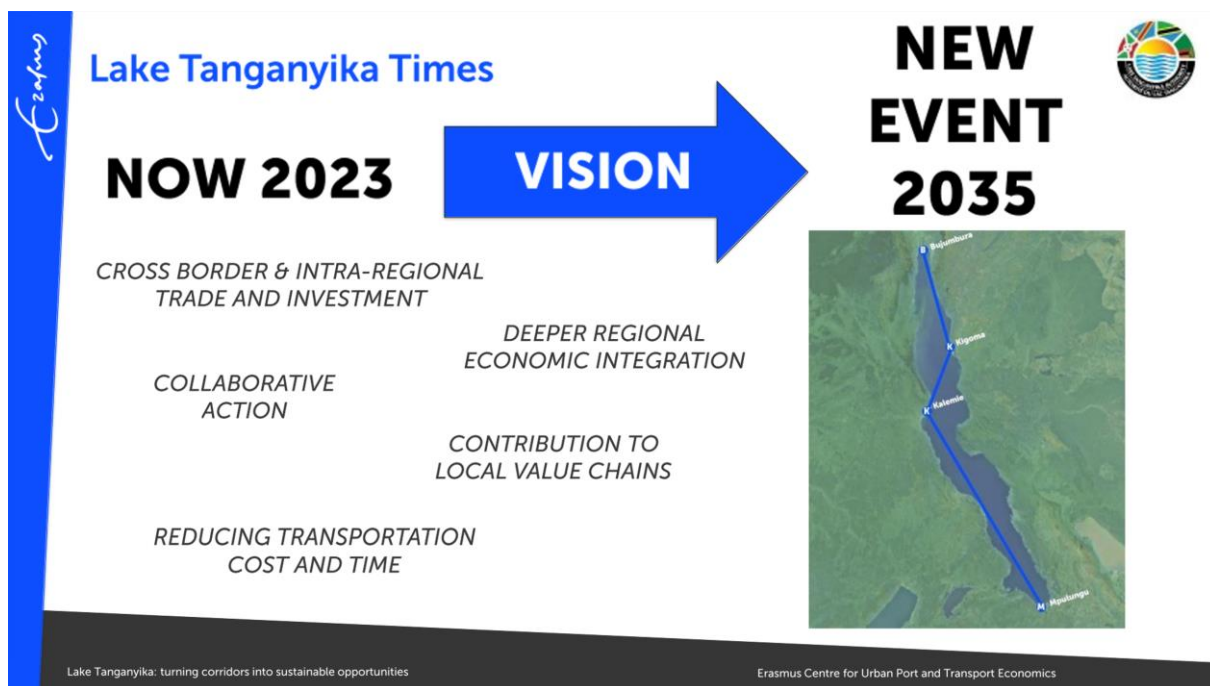
The group work focused on visioning, with 2035 used as a timeframe. The key guiding questions were what was required to be achieved by 2035 and how this would be achieved. The groups also highlighted the possible gaps and brainstormed on likely quick wins and the



required resources. Overall, the group work pointed to need for coordination of the activities related to development of the Lake Tanganyika Corridor and meant to enrich the visioning aspect.

AMBITION AND VISION 2035

The participants were divided into 5 groups, and acting as Journalists for *Lake Tanganyika Times* at an event in 2035, the groups were required to visualize what would be written about the Lake Tanganyika then and what would have been achieved in different aspects chosen by the individual groups.





The specific guideline to the group work is shown in slide below:

Lake Tanganyika times

- HEADLINE (10 min & +/- 12 words)**

Discuss in a group what you would like to achieve for Lake Tanganyika in terms of trade and transport. What would be a fitting headline for the achievement that your group has chosen?
- SUBTITLE (10 min & +/- 12 words)**

The subtitle is a short – but more detailed – explanation of the headline. What impact has the achievement?
- TEXT (20 min & +/- 100 words)**

In the text is the achievement broadly elaborated. What are key characteristics of the achievement? What input was needed to achieve it? What kind of outcome does the achievement have? Which stakeholders are involved?

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Group Outputs

Group 1

TITLE	LAKE TANGANYIKA CORRIDOR HITS TARGET																										
SUB-TITLE	CARGO DWELL TIME REDUCED TO 12 HOURS ACROSS THE REGION																										
TEXT	<p>Following the harmonization of procedures, automation of systems and modernization of Port and hinterland infrastructure across the Lake Tanganyika Riparian states, the cargo dwell time has been reduced to 12 hours across all ports from the baseline of 6 days in 2023. This is in line with the aspirations and targets set by Lake Tanganyika stakeholders 12 years ago. The stakeholders involved in the attainment of this milestone include governments, private sector, port communities regional bodies and corporating partners.</p> <div style="text-align: center; margin-top: 10px;"> <table border="1" style="margin: 0 auto; font-size: x-small;"> <caption>Dwell Time (Hours)</caption> <thead> <tr> <th>Year</th> <th>Dwell Time (Hours)</th> </tr> </thead> <tbody> <tr><td>2023</td><td>70</td></tr> <tr><td>2024</td><td>70</td></tr> <tr><td>2025</td><td>65</td></tr> <tr><td>2026</td><td>55</td></tr> <tr><td>2027</td><td>50</td></tr> <tr><td>2028</td><td>48</td></tr> <tr><td>2029</td><td>42</td></tr> <tr><td>2030</td><td>30</td></tr> <tr><td>2031</td><td>20</td></tr> <tr><td>2032</td><td>12</td></tr> <tr><td>2033</td><td>10</td></tr> <tr><td>2034</td><td>8</td></tr> </tbody> </table> </div>	Year	Dwell Time (Hours)	2023	70	2024	70	2025	65	2026	55	2027	50	2028	48	2029	42	2030	30	2031	20	2032	12	2033	10	2034	8
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Group 2

TITLE	SEAMLESS FLOW OF TRADE ACROSS
SUB-TITLE	HARMONIZATION OF CUSTOMS AND TRADE FACILITIES POLICIES ACROSS THE RIPARIAN STATES ENABLES SEAMLESS FLOW OF TRADE
TEXT	The Lake Tanganyika Authority has harmonized customs and trade. Facilitation policies and regulations in the Lake Tanganyika Riparian Member States. This enables faster clearance and movements of goods across the lake, thus promoting intra-country trade. The Lake Tanganyika Authority adopted a multi-stakeholder approach that brought together key agencies and formed sub-committees to review and propose areas that required attention After review, proposals were presented for validation and latter submitted to Nation of all Parliaments for approval. A customs union charter was signed and adopted creating a new chapter in enhanced movement of goods and increased trade flows across the lake. Traders can now pay a uniform tariff for goods traded across the Riparian States and spend less time in clearance.

Group 3

TITLE	LAUNCH OF A NEW VESSEL ON LAKE TANGANYIKA IN 2035
SUB-TITLE	INAUGURATION OF A 3,000 TON CAPACITY BOAT COMPLIANT WITH ENVIROMENTAL STANDARDS INDICATORS: INCREASE IN CAPACITY & REDUCTION OF GREENHOUSE GASES
TEXT	An unprecedented event in the region! After the construction of a new modern shipyard in Bujumbura, a group of multinational investors initiated a project to build a 3000 ton capacity boat running on natural gas. This will facilitate trade between the sub-region countries.

Group 4

TITLE	MODERNIZATION AND STANDARDIZATION OF PORTS FINALIZED BY 2035
SUB-TITLE	BY 2035, THE PORTS ON LAKE TANGANYIKA ARE MODERNIZED WITH STANDARDIZED AND HARMONIZED EQUIPMENT
TEXT	Under the initiative of LTA member states, the latter met to review the unique question of the state of infrastructure and their equipment. The observation was so bitter that the states instructed LTA to quickly mobilize experts to assess needs, establish priorities, develop an action plan and mobilize funds for the implementation of the action plan. We now see that the dream has come true, looking at the level of modernization and standardization of LTA member states' ports. LONG LIVE COOPERATION BETWEEN LTA MEMBER STATES!



Group 5

TITRE	ANNUAL TRAFFIC REPORT ON LAKE TANGANYIKA PUBLISHED
SOUS-TITRE	TEN MILLION TONS OF GOODS TRANSPORTED ON LAKE TANGANYIKA IN THE SINGLE YEAR OF 2035
TEXT	<p>Unheard of since the existence of the Lake Tanganyika Transport Corridor! Statistical data indicate that the transport trade between Lake Tanganyika riparian countries reached more than 10 million tons just in 2035!</p> <p>These achievements were made possible through the improvement of vessel and human resource capacities, the modernization of port infrastructure and the facilitation of terminal operations.</p> <p>All these results are the fruit of cooperation agreements between the riparian countries, the flow of private investments and the combined contribution of donors.</p>

Project Portfolio Discussion

The focus of this session was to facilitate discussion on projects, moving from vision to roadmap. The following list of project fiches from which the groups would select from was provided:

- Governance
- Common transport and trade protocols-waterborne
- Common transport and trade protocols-road
- Marketing and Awareness
- Supporting Cluster services
- Business Ecosystem animation
- Capacity building
- Corridor performance Dashboard
- Shared ICT Platform for data exchange



The guideline is presented below:

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From vision to roadmap



- What are the **quick wins**? What are the **no regrets**?


Imagine, there is a fully functioning **free economic zone** in the region

- What are the **resources** that are missing at this moment to develop a seamless and smooth transport over the lake?
- Who's **coordinating** the pooling of resources?

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Development perspective for Lake Tanganyika



Teams will go through the list of project fiches:

1. Are there any projects missing?
2. What stakeholders need to be involved?
3. Discuss and elaborate the resources that are required per stakeholder
4. Discuss and write down the activities.
5. Determine the priority and sequence of activities

Lake Tanganyika Corridor Development – Overview Project Fiche

Project Title: Governance

Project description
The actual set up of a Corridor Managing Study. Both from the benchmark and stakeholder awareness, the need to set up a dedicated, formal Corridor Managing Study (CMS) is considered as a necessary condition to increase the speed of implementation of projects and actions leading to higher corridor performance and the associated wider benefits.

Two phases:

- 1) Building a transnational coalition of public and private parties to invite the four riparian governments to deliver structural resources for the set up of the organization, including agreements on the scope and stability.
- 2) Setting up the actual organization, i.e. appointing an executive secretary or CEO and support staff, setting up committees and working groups, etc.

Input

Financial	Know-how	Sponsorship	Technological

Activities

Task	Priority	Stakeholders

Output

- Implemented technological solutions (e.g. benchmarking)
- Jointly agreed infrastructure development masterplan
- Study on the potential of multi- and intermodal concepts on the lake and conditions for implementation
- Common transport and trade protocols

Outcome

- Improved stakeholder dialogue
- Coordinated approach to infrastructure development
- Shared development of standards, capacity and services framework

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Development perspective for Lake Tanganyika

What is at stake? Description of the project explains what is required.

How can we solve this together? Explains what resources have to be pooled together (financial, know-how, technology, sponsorship, ...)

What needs to be done? Explains and specifies the tasks/activities and who takes ownership for them.

What will be the output? Explains in concrete terms what the deliverables are when tasks are executed. Need to be tangible and S.M.A.R.T.

How can we solve this together? Explains what resources have to be pooled together (financial, know-how, technology, sponsorship, ...)

Lake Tanganyika Corridor Development - Overview Project Fiche

Project Title: Governance

Project description
The actual set-up of a Corridor Managing Body. Both from the benchmark and stakeholder stories, the need to set-up a dedicated, formal Corridor Managing Body (CMB) is considered as a necessary condition to increase the speed of implementation of projects and actions leading to higher corridor performance and the associated wider benefits.

Two phases:
(1) building a transitional coalition of public and private parties to invite the four riparian governments to dedicate structural resources for the set-up of the organization, including agreements on the vision and mandate.
(2) setting up the actual organization, i.e. appointing an executive secretary or CEO and support staff, setting up committees and working groups, etc.

Input

Financial	Know-how	Sponsorship	Technological

Activities

Task	Priority	Stakeholders

Output

- Implemented technological solutions (e.g. financing)
- Jointly approved infrastructure development masterplan
- Study on the potential of multi- and intermodal concepts on the lake and conditions for implementation
- Common transport and trade protocols

Outcome

- Improved stakeholder dialogue
- Coordinated approach to infrastructure development
- Shared development of standards, capacity and services framework

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GROUP OUTPUTS

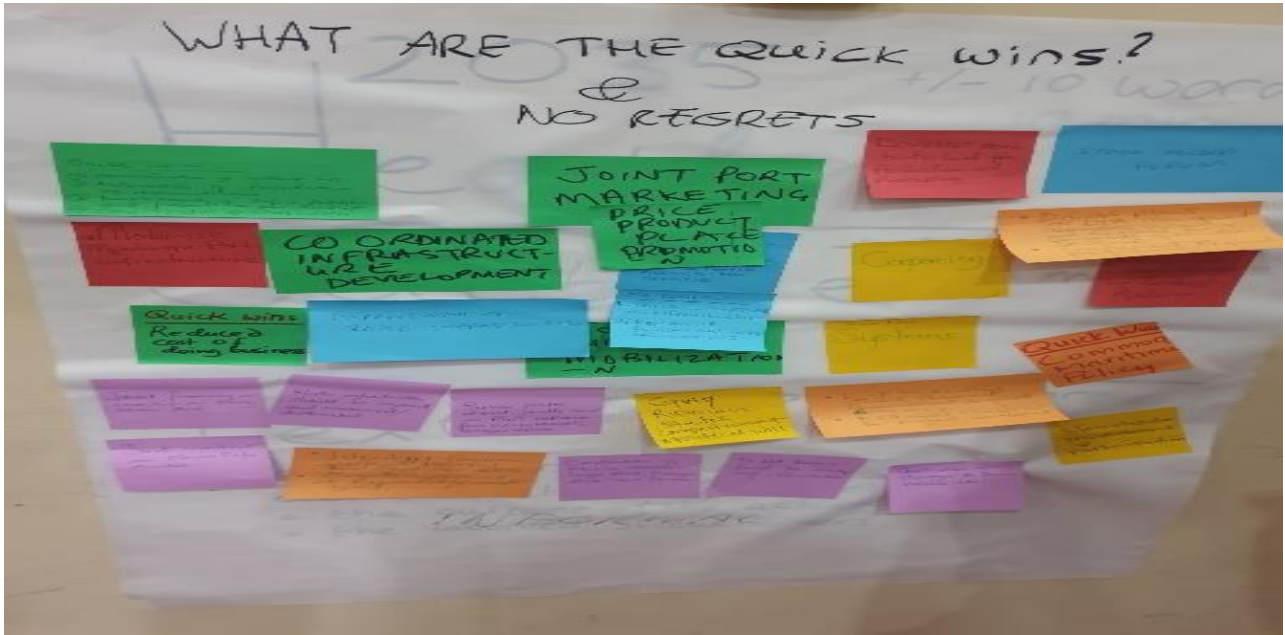
QUICK WINS AND NO REGRETS

The identified quick wins and 'no-regrets' were grouped in five broad categories as shown below:

QUICK WINS / NO REGRETS

Harmonization of processes and procedures	Transport capacity	Making funds available	Infrastructure and equipment	Performance management
Implement common maritime policy (e.g., nautical safety)	Increase vessel capacity	Joint investment in maritime infrastructure	Coordinate infrastructure development in the ports	Issue annual performance report of the corridors
Choose and use proven software systems	Joint marketing about transport over the lake	Commit and show political will for investments as Riparian states	Modernize & automate ports	Provide updates of the infrastructure, equipment and vessel capacity
Review customs and trade regulations	Develop new businesses connect local value chains	Assign revenue to funds	Improve hinterland connections (Invest in road/rail)	Provide updates corridor connectivity index

The categorization was based on, among other, the outputs below.



What are the quick wins & Regrets

Discussion points

- Coordinating infrastructure and development
- Making funds available
- Common maritime policy
- Vessel capacity
- System implementation
- Harmonization of processes and procedures
- The 4 P's
- These are more no regrets than quick wins?
- Commitment monitoring
- Traffic (cargo dwell time/handling time)
- Leading taskforce
- What is the ambition?

Comment: Starting small – We work together on the corridor relationships. Mpulungu throughput goes to Bujumbura. People have products and can a day back. Operators are not always thinking about using the lake. Join and promote. What we do in Mpulungu, we need to do in Bujumbura? Win-win. If we get throughput in Mpulungu, Bujumbura also gets the throughput.



REQUIRED RESOURCES

The required resources were identified and categorized as follows:

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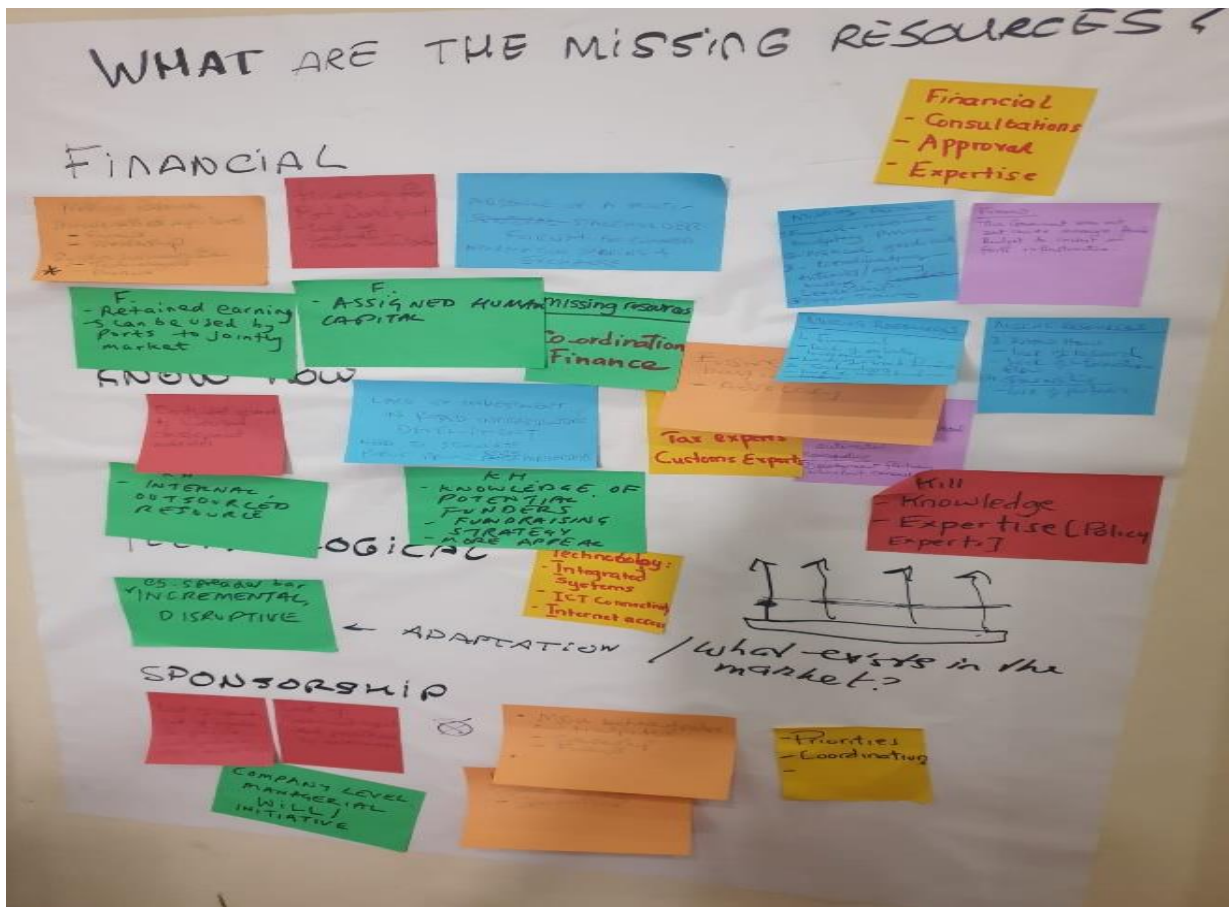
CRUCIAL RESOURCES

<p>FINANCIAL</p> <ul style="list-style-type: none"> UNDERSTAND FINANCIAL FLOWS CREATE FINANCIAL FRAMEWORK MOBILISE FUNDS FOR PROJECTS DEVELOP AND COMMIT TO BUDGETS 	<p>SPONSORSHIPS</p> <ul style="list-style-type: none"> CREATE INCENTIVE FOR PRIVATE PARTICIPATION INCREASE GOVERNMENT SUPPORT SHOW INITIATIVE ON COMPANY MANAGEMENT LEVEL
<p>KNOW -HOW TO</p> <ul style="list-style-type: none"> DEVELOP HUMAN CAPITAL (EDUCATION & SKILLS) DEVELOP EXPERTISE AND EXCHANGE BEST PRACTICES SET-UP NEW POLICY FRAMEWORKS SET-UP SUSTAINABILITY FRAMEWORKS STIMULATE PUBLIC -PRIVATE -PARTNERSHIP ATTRACT POTENTIAL (CO-)FUNDERS ATTRACT MARKETS AND TRADERS 	<p>TECHNOLOGICAL</p> <p style="text-align: right; color: #0056b3; font-weight: bold; font-size: 0.8em;">DIGITAL</p> <ul style="list-style-type: none"> SET-UP COMMUNICATION SYSTEMS INTEGRATE SYSTEMS (IT CONNECTIVITY) CREATE STABLE ACCESSABILITY TO INTERNET <p style="text-align: right; color: #0056b3; font-weight: bold; font-size: 0.8em;">INFRASTRUCTURE AND EQUIPMENT</p> <ul style="list-style-type: none"> MAKE EFFECTIVE DECISIONS IN INFRASTRUCTURE AND EQUIPMENT IMPLEMENT RESILIENT TECHNOLOGICAL SOLUTIONS

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The categorization was based on, among other, the outputs below.





Crucial resources

Discussion points

- Financial initiatives and sponsorship goes hand-in-hand. Retain earnings that can be used for port investments. The money can be used to go in a fund to invest in infrastructure. On a member state level. The government might not have the priority to develop on the lake.
- Knowledge level: Expertise, education, human capital development. Also policy expertise and set-up new policy frameworks. Policy maker is sometimes somebody completely different than people who work in logistics. Bring the policy makers with the expertise. Know-how important element.
- Investment: InvestNL (invest bodies); what is the financial market driving? Where can the funds be raised.
- Technology: Systems, information, internet accessibility. Cargo handling and transport.
- Political level: Willingness of the companies to move ahead.

Discussion:

Technological adaptation: In Zambia we can basically. Installing a crane then we loading more stuff at the same time. It can have big results in the short term. Very complex things that can very disruptive. There are small things that we can do.

Human capital: When you have the fund; you have the money to run the port. When you assigned capacity to get for those things. They can focus on management and the processes continues. Dedicated people who look at fundraising and especially on those themes.

Overview of systems: People need to know what exists. People sometimes do not know. Port Community systems that are already there and are easily installed. Perhaps, they can be brought in on a multilevel stakeholder. The software is already there and customize the input. The limitation sometimes is that people do not what we can do. Some are just subscription-based and are not that expensive.

Proper institution: What are we planning what are coordinating, timely? Very clear targets and have systems that are efficient enough which shows what we can do. All that coordination is important.

Raising money: Example; The fund is almost done, the facility is depending on that. Co-finance. You need a good narrative when you a sale a project on a regional basis. Not even having a corridor; there are things that you can do jointly. You need to look at a broader level. Coordinating financial mobilization. In addition; just the planning itself. There is railway from Congo; as far the container terminal is here. In the planning of conceptualization. This should be a coordinated planning including the capacity.

Government: Government does not know what is happening in the region. If you propose from below it does not work. We need to emphasize the higher level. And provide instructions down there.

Planning investments; Plan for your railway; costs 5 milion investment for one kilometre. It makes sense to look at the whole corridor. We do not have the railway we are not that efficient (Zambia). Optimisation to the overview. The inland connection; high level when we look at the investments. Bujumbura benefits from railway that connects Mpulungu.

COORDINATION

COORDINATION OF RESOURCES

DETERMINE PER PROJECT

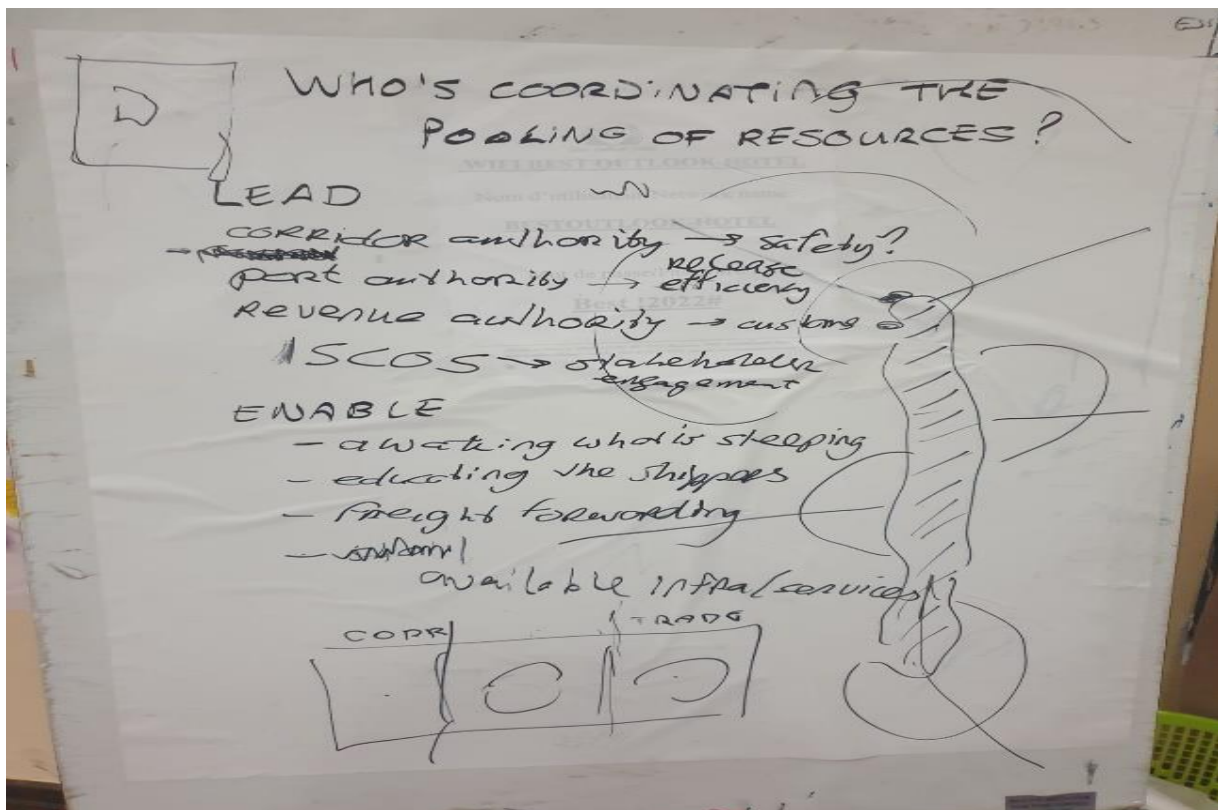
- WHO IS LEADING?
- WHO IS SUPPORTING?

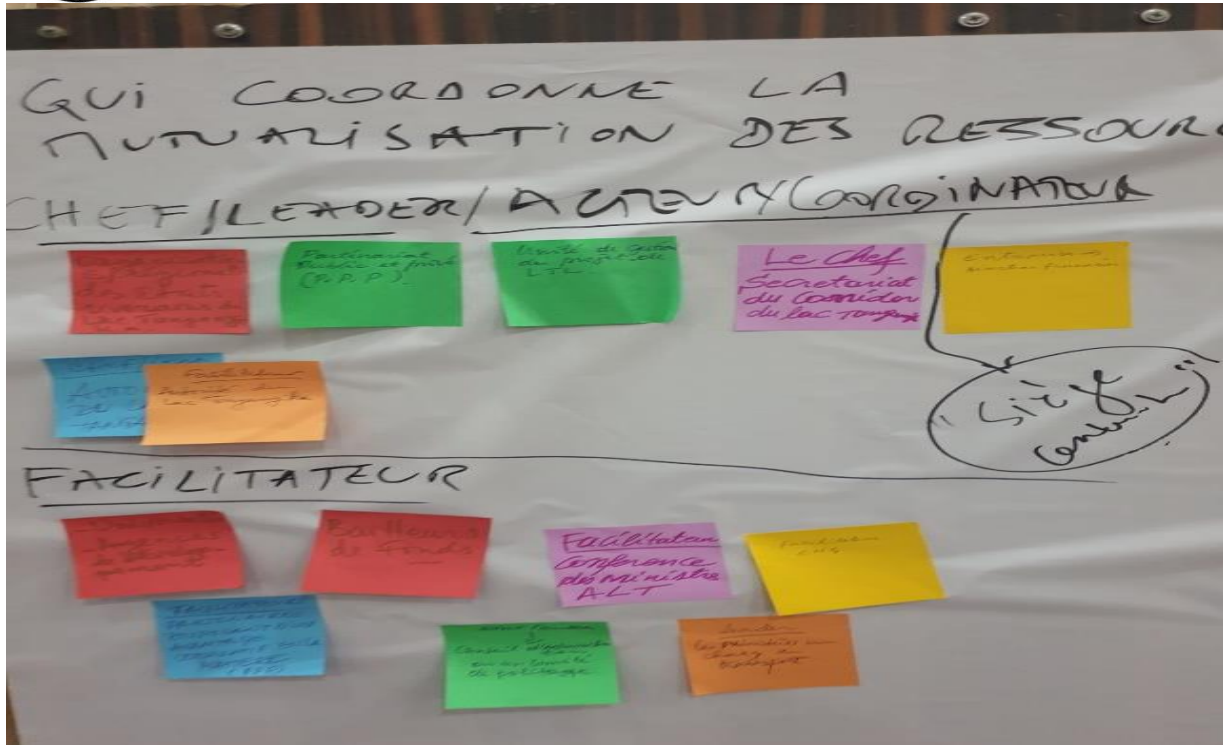
NEED FOR INDEPENDENT PLATFORM TO COORDINATE AND GUIDE WITHOUT TAKING OVER RESPONSIBILITIES OF EXISTING PARTIES

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The key outputs are presented below.





Coordination

Discussion points

- Trade system: Ambition and entrepreneurial mindset is needed.
- Safety of navigations: The part of regulatory needs more focus, dealing with safety standards. On the shore side or on the ship side.
- Educating people
- Need for independent platform to coordinate and guide project without taking over responsibilities of existing parties.
- Shared community systems
- Different skillsets from organization.
- Funding: Combining funding. Each part needs a clear plan and we need to execute it. We need to know on what board are you playing. You should not be in the way. You can get into conflicts instead of partnerships.

Comment:

- We need to move - we need action for the next day!

GROUP OUTPUT ON PROJECT PORTFOLIO

Group 1

Project Title: Governance

Financial

- Expertise to the structure of the corridor
- Human requirements (maritime policy expertise) and stakeholder consultation

Know-how

- Logistical transport

Maritime policy expertise



Group 2

Project Title: Marketing Awareness

Timeframe 18 months to activate this particular project. In terms of tasks and activities

- Identifying the target market and business opportunities.
- Develop a joint marketing strategy.
- Develop a structure to do all this.

Stakeholders

- Consignees
- Port authorities
- Inland transporters
- LTA
- Clearing and forwarding agents

We have to develop a budget (primary budget)

Project Title: Dashboard & shared ICT Platform

Timeframe 3-5 years

Tasks

- Project will be coordinated by LTA and Port.
- Number of activities
- Identification of keys

Stakeholders

- Ministries
- Private sector players
- ISCOS

Implementation of the project

You cannot implement (you take marketing alone; you cannot implement a marketing plan you need a structure). The price and the people. Once we have identified the target market. You had to position the market; existing market. We have the guardant of project and market.

Governance strategy & structure; We are going to review the existing governance platform. If we wish to proceed; one of the things that we have to do is deciding on the legal form.

Zambia: We haven companies/registrations; we are going to have a company (stated,

Register 24-hours. Infrastructure; resource, money etc. We have clients who can track.

Group 3

Project Title: Shared Platform for data exchange

Collection of data

Different partners

Generation of performance indicators

Stakeholders

- Port authorities
- Custom services
- Lake Tanganyika Authority

Financial input



LTA should coordinate and customs systems

Activities

- Study
- Port around the lake can participate
- Mobilising of funds
- Operationalisation of offices of different ports
- Customs services
- Port Authorities
- Standard quality officials

Integration to system leads to reduction in costs.

Indicators should be determined, discussion very difficult. You need to identify the data source.

Group 4

Project Title: Common protocol of transport over water and maritime navigation

Financial

- Support and partners are looking forward.
- Private investors support
- Provide help to the ones who need

Stakeholders

- LTA
- Private investors

We need to take into account the aspects of communication. There will be difficult in communication. We need to organize workshops to master the protocol. After did there need to be determination. We have taken into account priorities.

- Member states
- Who are responsible in member countries about ports
- Private and public partners.

Group 5

Project Title: Governance

Financial input and it is about the contribution of member states but also beneficiary. Private and public. Based on experience sharing across Riparian States. As far as concerned, we talked about development agencies, sub-regional organisations. You need technology development but also digitalization of the corridor to establish trucking of operations.

Tasks: It should be the set-up of the management of the corridor. The roles of each stakeholder. Experts of member states and minister of transport. We need to agree on what should be done. Experts from the community are discussed. Public partners and financial partners from the beneficiaries who are in the port on this aspect. Stakeholders who agree on the mandate.

Comment on the Group Outputs:

Connection of all the projects. We need actual data. Get the numbers right. The performance dashboard on the other side. Structured consistent. Basically we have to get the numbers right and we need a governance structure. The train will start rolling and nobody will stop it.

CO₂ngestion- Collaborative mechanisms on transport corridors

The session on collaborative mechanisms on transport corridor was took the form of a board game. The game was played separately by the five different groups. The playing field was the Lake Tanganyika Corridor and the Northern, central and Southern corridors. The set-up of the board game and the playing field are illustrated below:

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COLLABORATIVE BOARDGAME SET-UP

- Playing field
- Solutions dashboard
- Player per turn
- Transport node cards
- Congestion cards
- Actions
- Roles

CO₂NGESTION

TOGETHER EXCEL ON FRESH CORRIDORS

Lake Tanganyika: turning corridors into sustainable portunities
Erasmus Centre for Urban Port and Transport Economics

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Playing field

LAKE TANGANYIKA AND NORTHERN CENTRAL SOUTH CORRIDORS

Lake Tanganyika: turning corridors into sustainable portunities
Erasmus Centre for Urban Port and Transport Economics
15



The salient features and lessons generated from the game are summarized below:

DEBRIEFING

Collaboration skills

- Conflicting objectives between supply chain partners
- Trade-offs between cooperation versus competition
- Role attribution

Transition management

- Dilemmas of transition pathways
- Environmental effects
- Acceleration effects
- Short-term versus long-term thinking and acting
- Sense of urgency

Logistics management

- Understanding the relationship between hinterland and port development
- Digital solutions and energy transition solutions that contribute to making logistics more sustainable and efficient
- Corridor development in Europe
- Spill-over effects of congestion on the corridors.

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4.0 RECOMMENDATIONS FOR JOINT DEVELOPMENT

Before closing the workshop, the following recommendations were made based on the deliberations:

1. Strengthen the linkages with the other transnational corridor authorities and interest groups, starting with the Central Corridor, ISCOS,..
2. Develop an annual report of indicators on the state of transport and trade on the lake
3. Increase the attention of the government (political decision makers) on the need of the development on the transport and trade corridor. Identification of national champions who can cover the interests of different ministries and agencies as liaison officers.
4. Develop a budget and investment framework to attract private funding for infrastructure, equipment and systems. Riparian governments to provide seed funding through earmarked funds in the budget.
5. Continue the knowledge partnerships between LTA and global partners (Netherlands)
6. Align and accelerate the modernization and standardization developments across the lake corridor and its ports. A first priority is the modernization of transport protocols for navigational safety.
7. Strengthen the LTA mandate within the transport and trade policy area with respect for the existing responsibilities of the national and international partners.
8. Develop an independent platform to coordinate and guide the development and implementation of the lake corridor strategy.
9. Develop a value proposition for the lake corridor transport services and work it out



into marketing strategy.

10. Invest upfront in training and education (professional, vocational, academic), so people can use and improve the (new) systems and equipment.
11. Increase the investment in quantity and quality of infrastructure, equipment and systems (transport capacity), including repair and maintenance services.

5.0. Workshop Closure

The workshop was closed by Lake Tanganyika Authority Executive Director. The closing was preceded by remarks from the Ambassador of the Netherlands. The Ambassador of the Netherlands warmly thanked the participants for their engagement and fruitful exchanges and commended the participants for the results achieved. He further emphasized that the collaboration should continue so that the stakeholders could find a solution for the development of the Lake Tanganyika corridor. The Ambassador further highlighted the need for Champions who would bring out the issue in the respective countries and the need for both buy-in of the recommendations by Member States. He challenged the participants to convince their respective ministers.

In his closing remarks, Lake Tanganyika Authority Executive Director reaffirmed his commitment to cooperate and build relationships with everyone for the development of the corridor. He was delighted with the richness of the exchanges that were undertaken during the two-day diligent work to find solutions for the development of Lake Tanganyika corridor.

He stated that the interest shown in the various issues addressed during the workshop and the quality of the interventions met his expectations. He thanked all the participants, especially the three experts from Erasmus Centre, namely Michaël Roger, Maurice Jansen and Rosanne Madelijn for their very high quality presentations and their facilitation of the discussions facilitation throughout the two-day workshop.

The Executive Director expressed hope that other public and private partners would buy-in and join to extend their support. He re-affirmed the LTA's commitment to take ownership of the outcomes of the workshop and further noted that the outcomes of the workshop would be submitted to the LTA Management Committee and the Conference of Ministers later in the year. He ended his statement by wishing that the Erasmus UPT centre would support LTA in the process of carrying out this key exercise so as to have a well-developed roadmap with relevant recommendations for the study results implementation.



Annex 1: List of Participants

WORKSHOP ON PRESENTATION OF THE RESULTS OF LAKE TANGANYIKA REGIONAL CORRIDOR EVALUATION STUDY AND DEVELOPMENT OF A ROADMAP FOR IMPLEMENTATION OF THE STUDY RECOMMENDATIONS				
Republic of Burundi				
No.	Name	Position	Organisation	Email
1.	Mr. NIBIZI Innocent	Director General of Transport	Ministry of Commerce, Transport, Industry and Tourism	nibocen@gmail.com
2.	Mr. WAKARERWA Séverin	Director General of Commerce	Ministry of Commerce, Transport, Industry and Tourism	waksev@yahoo.fr
3.	Ms. JEJIMANA Jeanine	Member of the LTA Management Committee	LTA MGT Committee Ministry of Environment Agriculture and Livestock	njjeanine@yahoo.fr
4.	Mr. BIBONIMANA Marcel	Director General for Infrastructure	Ministry of Infrastructure, Equipment and Social Housing	Marcelbibonimana@yahoo.fr
5.	Mr. NAHIMANA Diomède	Port Authority Director	Burundi Port and Railways Authority	Ndiomedi@yqhoo.fr
6.	MR. NIKUZWE Josué	Director of finance and Accounting	Ministry, Ministry of Environment, Agriculture and Livestock	jnikuzwe@gmail.com
7.	Ms. NDAMAMA Natacha	President of Arnolac company, Private Sector	President of Arnolac company; Private Sector	natndam@gmail.com
8.	Christian Nibasumba	Trademark	Trademark	christian.nibasumba@tradem arkafrica.com
Democratic Republic of Congo				
No.	Name	Position	Organisation	Email
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10	Mr.KALIBU MINO KAHOZI	Director of Fisheries and Livestock/ Chairperson	Ministry of Fisheries and Livestock/LTA Management Committee	kalibujustin53@gmail.com



WORKSHOP ON PRESENTATION OF THE RESULTS OF LAKE TANGANYIKA REGIONAL CORRIDOR EVALUATION STUDY AND DEVELOPMENT OF A ROADMAP FOR IMPLEMENTATION OF THE STUDY RECOMMENDATIONS

11.	Ms. TUNDA KASONGQ Jeanne	Director of Marine and Inland Waterways,	Ministry of Transport and Communication	jeannetunda5@gmail.com
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13.	Mr. Albert NUMBI	Provincial Director	National Railway Company Uvira- Bukavu) Maolin (trader and carrier)	albertnumbik@gmail.com
United Republic of Tanzania				
No.	Name	Position	Organisation	Email
14.	Mr. Alexander Ndibalema	Real Estates and Property Manager	Tanzania Port Authority,	alexander.ndibalema@ports.go.tz'
15.	Mr. Frank Mangapi	Regional Technical Committee Member for Socio-Economy	Ministry of Finance and Planning	frank.mangapi@hazina.go.tz
16.	Mr. Mbarak Said Falcony	Chairperson	Ship repairs in Lake Tanganyika	mbarakhsaid@yahoo.com
17.	Mr. Edward Sylvester Mabula	Port Manager Lake Tanganyika ports Kigoma ;	Lake Tanganyika Ports Kigoma ; Ministry of Construction and Transport	edward.mabula@ports.go.tz
Republic of Zambia				
No.	Name	Position	Organisation	Email
18.	Mr. Chama Kalaluka	Board Member,	Mpulungu, Harbour Corporation	Chama.kalaluka@chatik-intl.co.zm
19.	Mr. Godwin Fishani Gondwe	Director of Environmental Management Department/ Chairperson	Ministry of Green Economy and Environment/ LTA Management Committee	figogmel@yahoo.co.uk



WORKSHOP ON PRESENTATION OF THE RESULTS OF LAKE TANGANYIKA REGIONAL CORRIDOR EVALUATION STUDY AND DEVELOPMENT OF A ROADMAP FOR IMPLEMENTATION OF THE STUDY RECOMMENDATIONS

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Development Partners				
No.	Name	Position	Organisation	Email
22.	Mr. Christian Nibasumba	Country Representative	Trademark Africa	christian.nibasumba@trademarkafrica.com
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28.	Mr. Kassim Mpaata	Director of Administration and Finance	ISCOS	mpaata@iscosafricashipping.org
29.	Eng Melchior Barantandikiye	Director of Freight Logistics Department and Transit Facilitation	Central Corridor Transit Transport	chitr@centralcorridor-ttfa.org
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WORKSHOP ON PRESENTATION OF THE RESULTS OF LAKE TANGANYIKA REGIONAL CORRIDOR EVALUATION STUDY AND DEVELOPMENT OF A ROADMAP FOR IMPLEMENTATION OF THE STUDY RECOMMENDATIONS

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Erasmus Centre Experts and the Netherlands Embassy

No.	Name	Position	Organisation	Email
35.	H.E. Jeroen Steeghs	Netherlands Ambassador to the Republic of Burundi		
34.	Ms. Rosanne Madelijn van Houwelingen	Researcher	Erasmus UPT	vanhouwelingen@ese.eur.nl
35.	Pofessor Michaël Roger J. Doms	Professor	Erasmus UPT	Michael.Doms@vub.be
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37.	Mr. MURINGA Gérard	Embassy of the Netherlands	Embassy of the Netherlands	muringa@minbuza.nl
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LTA Secretariat

No.	Name	Position	Organisation	Email
39.	Mr. TUSANGA MUKANGA Sylvain	Executive Director	LTA	sylvain.tusanga@lta-alt.org
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WORKSHOP ON PRESENTATION OF THE RESULTS OF LAKE TANGANYIKA REGIONAL CORRIDOR EVALUATION STUDY AND DEVELOPMENT OF A ROADMAP FOR IMPLEMENTATION OF THE STUDY RECOMMENDATIONS

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44.	Ms. NIJIMBERE Alice-Christelle	Personal Assistant to the Executive Director	LTA	christelle.nijimbere@lta-alt.org
45.	Ms. DEBEGE Liliane	Finance Assistant	LTA	liliane.debege@lta-alt.org
46.	Ms. HATUNGIMANA Marie-Rose	Translator	LTA	marierose.hatungimana@lta- alt.org



Annex 2: Presentations

Presentation 1 : Corridor Connectivity

Introduction

- Contribute to the sustainable development of the Lake Tanganyika Transport Corridor (LTTC).
- This study on the Lake Tanganyika Transport Corridor was prepared by **Erasmus Centre for Urban, Port and Transport Economics (Erasmus UPT)**, in cooperation with 3S Group and three local consultants with in-depth regional logistics experience.
- The Netherlands is **actively involved** in infrastructure investments to develop African transport corridors to boost **regional markets and trade**.
- To facilitate **strategic decision making** and a **coordinated approach**, as well as to avoid investments in potentially competing projects, more information is needed about the **supra-regional transport systems**.

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Systematic approach to corridor development



A structured collection of data on trade, trade costs, transit times, modalities, barriers, and trade benefits

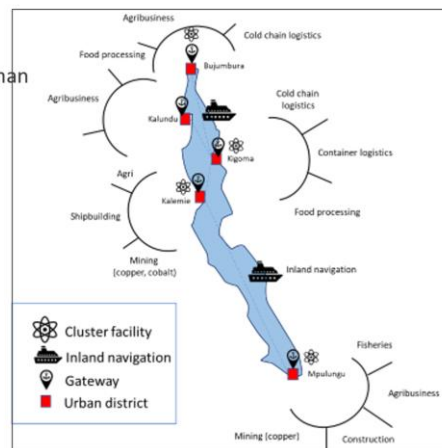
A systematic corridor assessment as well as a competitive comparison to other Southern African corridors.

Supporting to identify a vision of government authorities in the riparian countries, based on the foundations of collaboration and a joint approach to corridor development.

The LT Transport Corridor should be supportive to local value chains and regional trade integration



- Corridors thrive by a holistic perspective on overall performance, the willingness and commitment to eliminate trade barriers, overcome physical bottlenecks, improve infrastructure and empowerment of human ingenuity.
- Lake Tanganyika Transport Corridor is the missing link for regional integration of the four economies of the riparian countries, as well as connects the entire intra-African region with each other.
- From the perspective of trade and transport, there needs to be a willingness to move ahead in a joint and coordinated effort to enable more regional trade.
- Local value chains can be supported, starting with agri-business value chains
- At the same time supporting cluster facilities (vocational and higher education, trade relationships, transport facilities, cold chain, etc).





Conceptual framework to enhance connectivity



Layer	Value	Scope	Provides for	In a sustainable way
Digital services	Flexibility & Reliability	Network	Multiple multimodal solutions over the network	Identify and eliminate bottlenecks
Physical services	Service frequency & Efficiency	Corridor	Intermodal / multimodal solutions on the corridor	Environmental friendly ways of transport
Transport assets (fixed/moving)	Load & handling capacity	Route from A to B	Unimodal transport	Enable trade
Transport Infrastructure	Accessibility	Road / rail / waterway	Traffic (no carrying capacity)	Connecting communities

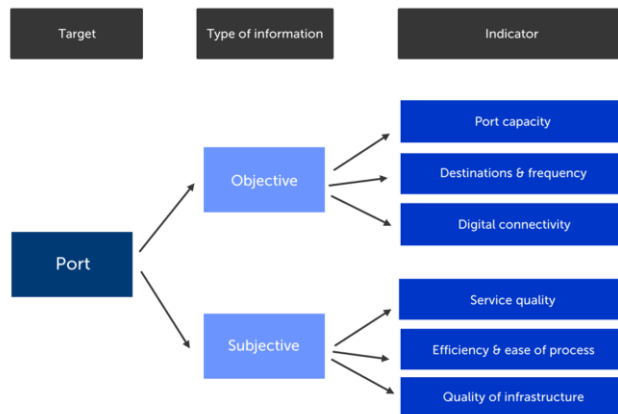
Level of development ↑

Connectivity is not just about infrastructure and capacity. To be competitive connectivity requires multiple transport modes, offered by multiple transport providers using multiple (digital) tools to eliminate waste out of the supply chain.

Corridor connectivity index



- Connectivity in our definition is partly an absolute and partly a relative measure.
- In addition to cost and transit times, the **corridor connectivity index** assigns a value to the inland node.
- On the one hand we will break down the concept of connectivity into absolute performance measures, such as **capacity, service frequency and digital connectivity** while on the other hand the instrument will report the **perceived service quality**, such as reliability (punctuality) and visibility.
- The tool has been designed to help corridor authorities to identify at which transport nodes to make 'hard' and 'soft' **interventions** and improve their position in the network and thereby improve the entire network



Remark: The output represents a picture of Riparian countries and their status as perceived from interviewees. The Interviewees do not make the comparison with international standards.

Bottlenecks as mentioned by stakeholders in logistics operations

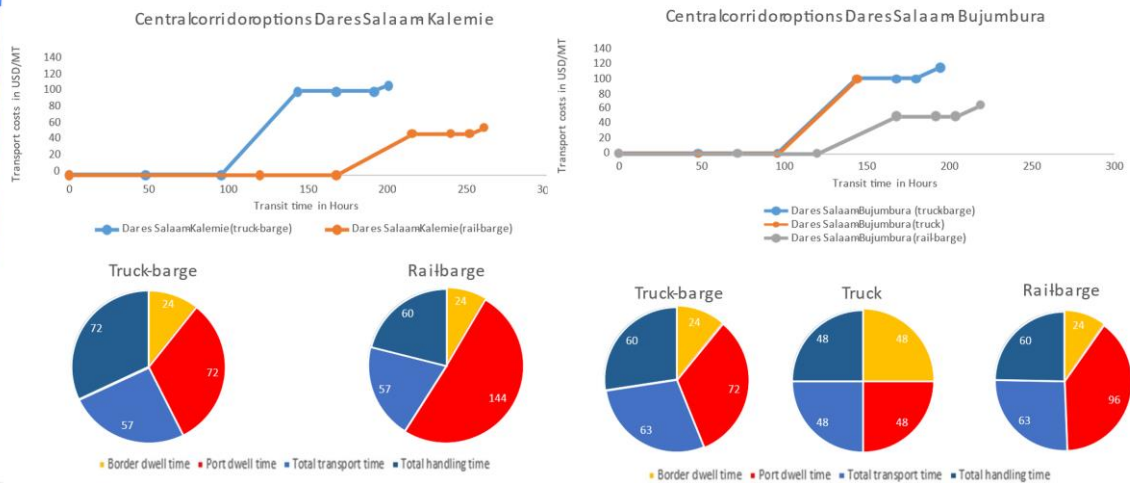


Bottlenecks of highest importance	Kigoma	Mpulungu	Bujumbura	Kalemie	Kalundu
1	High port tariffs	High transport costs	High transport costs	Lack of handling equipment	High transport costs
2	Congestion	Lack of vessel capacity	Lack of vessel capacity	Congestion	Regulatory discrepancies
3	Regulatory discrepancies	Lack of information	Lack of information	Multiple taxes and port charges	Lack of information
4	Low service levels	Connectivity	Low service levels	Quality of roads and railroad systems	Border controls and inspections
5	High transport costs	Low service levels	Border control and inspections		Lack of vessel capacity



Bottlenecks in ports are interrelated (e.g. service levels, vessel capacity, lack of information)

Significant savings can be realized when dwell time (delays) are reduced on the corridors





Presentation 2: Governance

GOVERNANCE

Michael Dooms

UPT
Erasmus
Erasmus Centre for
Urban, Port and Transport Economics

Introduction: corridor governance for Lake Tanganyika

- Research method:
 1. International benchmark (North-America, Africa, Europe, Asia) of 9 transnational corridors and corridor managing bodies (CMB), with desk research and a limited set of interviews, also providing input to the questionnaire used for:
 2. 18 in-depth, virtual interviews with key stakeholders and elite informants (experts)
- Use of a structured case study template to capture and analyze the information
- Identification of best practices

Case study template – Corridor Management & Governance

Name of the Corridor

Coverage of domain & region
Define the current scope of the Corridor in geographical terms

Historical context of the Corridor
Describe the initial rationale/need to start-up the Corridor (political/economic, moral)
Specify the reasons under which the Corridor was created (public sector, private sector, mixed)
Main developments and achievements over time (projects)

Main objectives and scope of activities
Describe the main objectives and scope of the Corridor, and the activities envisaged by the Corridor
Managing Body

Main transport assets served (ports, airports, industrial, tourism & leisure nodes)
Describe the main (port-) of the Corridor in terms of transport markets, economic clusters & transport modes

Name of the Managing Body of the Corridor

Governance structure of the Managing Body of the Corridor
Describe the governance structure, consisting of membership, main underlying documents, governance laws and structures (inc. stakeholder representation), main development processes

Main strategic documents (vision, mission, strategy, etc.)
Describe the main documents used to describe and implement the objectives (vision, mission, strategy, plans, etc.) and how these are developed (stakeholder inclusion, clarity, ...)

Planning Mechanisms for Corridor Development
Describe the main planning tools and mechanisms used to pursue the Corridor's objectives (if available, report the capital and operational budgets)

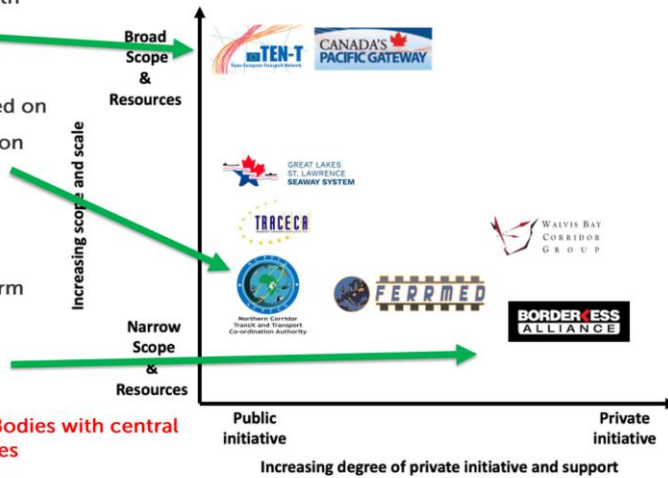
Project approval and implementation processes & mechanisms
Describe how funding is allocated to projects (contractual/over-operative, PPP, ...) and which processes are used by the Corridor to manage projects (contractual/over-operative, PPP, ...) and which processes are used by the Corridor to manage projects (contractual/over-operative, PPP, ...) and which processes are used by the Corridor to manage projects (contractual/over-operative, PPP, ...)

Corridor performance management and Key Performance Indicators
Describe if and how the Corridor Managing Body reports about the performance in light of the objectives of the Corridor objectives: does the CMB publish structure KPIs or other relevant KPIs indicators and how often?

Use of main information sources
List the main information sources used for the case study (official site of documents)

Three generic typologies and pathways for corridor development based on initial set-up

- (1) Larger-scale government-driven, with both infrastructure and processes focus
- (2) Smaller-scale government-driven, focused on trade facilitation and development of common transnational policies
- (3) Smaller-scale private sector, focused on advocacy, marketing and quick-win short term initiatives



Summary results of the international benchmark

	Stated objectives				Operational focus & activities				Governance aspects			
	Regional integration (transport, trade & logistics)	Economic competitiveness	Sustainability & Safety	Policy formulation	Corridor Performance data management	Infrastructure development (incl. co-financing)	Trade facilitation	Permanent Secretariat (unique structure)	Broader stakeholder inclusion (policy and governance)	Private sector inclusion (co-financing)	Financial transparency & evaluation	Championing (corporate identity)
APGCI	3	3	2	3	2	3	3	1	2	3	3	2
GLSL	1	3	3	3	2	1	1	1	2	1	1	2
Northern C	3	2	2	3	3	1	2	3	2	1	1	1
WBCG	3	3	2	3	2	1	3	3	3	3	3	3
Borderless Alliance (Ghana)	3	3	2	1	1	1	3	2	3	2	1	3
TEN-T Rhine-Danube	3	2	3	3	2	3	3	3	1	3	3	3
Motorways of the Sea	3	3	3	3	1	1	3	2	3	2	3	3
FERRMED	2	2	2	3	2	1	1	3	3	3	1	2
TRACECA	3	3	2	3	1	2	3	3	2	1	2	2

- Regional economic integration dominant objective, increased importance of sustainability and (security & safety)
- Generally mostly coordinating roles, no infrastructure development, with lack of KPI provision – but exceptions to this!
- Main added value is the role as neutral, broad platform for transnational stakeholder dialogue

Lessons from other corridor governance bodies



Corridor	Main insights – Lessons Learned – Best practices
APGCI	<ul style="list-style-type: none"> Strong research focused and stakeholder-based policy formulation Important leverage of public and private funds (> 60% co-funding) Superior project management & implementation (low overheads, concrete implementation of infrastructure projects)
GLSL	<ul style="list-style-type: none"> Strong initial coalition building between cross-border government departments Integrated policy formulation (Infrastructure, processes, spatial development, environment)
Northern C	<ul style="list-style-type: none"> Strong data management & transparency on corridor performance, supporting policy discussions Focus on specific areas as difference makers (Border Crossings, Road Safety)
WBCG	<ul style="list-style-type: none"> Strong marketing and promotion in a public/private setting Strong networking within different adjacent countries and impact on agenda-setting, leading to concrete implementation
Borderless Alliance	<ul style="list-style-type: none"> Open partnership with strong mobilization from the private sector, extending into building relationships with transnational donors and institutions Large geographical coverage
TEN-T Corridors (Rhine-Danube)	<ul style="list-style-type: none"> Strong focus on intermodality and interoperability of transport systems in the context of sustainable development and competitiveness Championing with former high-level politicians or commissioners as corridor coordinators Strong and stable financial base through bank EU funding
Motorways of the Seas	<ul style="list-style-type: none"> Strong focus at the level of the transport mode (coastal shipping) with integrated attention to both Infrastructure and processes Championing with former high-level politicians or commissioners as corridor coordinators Strong and stable financial base through bank EU funding
FERRMED	<ul style="list-style-type: none"> Building a bandwagon of private and public members, with sustained commitment Successful lobbying towards local, regional, national and transnational authorities Strong focus on one transport mode (rail) and its challenges, little dilution of objectives
TRACECA	<ul style="list-style-type: none"> Gathering potential of countries interests in a large region divided by geopolitical tension Network structure of the permanent secretariat with representation in each member state to the corridor agreement



Adopting a strong focus on concrete objectives, where the CMB can make a difference, and avoid dilution of objectives over time.



Building a coalition upfront, including a strategy to expand this coalition (avoiding dilution of objectives).



Importance of people component: strong leadership of corridor management bodies, personnel changes at the top management lead to momentum losses, need for 'champions'.



Inclusive stakeholder management and data-driven decision making when setting the priorities, both at start and during lifetime of CMB.



Ensure stable, sufficient resources that permit keeping a strong, close link with key stakeholders in particular in a transnational context.

Context and lessons learned for the Lake Tanganyika Corridor



- Absence of large dominating (maritime) ports or port authorities within the corridor (given its inland location)
- Presence of established CMBs in the region (Northern and Central Corridor)
- Smaller-scale, government-driven approach most suited, but need to increase the effort and scale-up at the level of the organisation of the CMB: different scenario's (do nothing; mandate extensions of existing organisation(s); or creation of new body)
- Private sector too weak to develop own transnational corridor initiatives, but need to make formally part of a "new" initiative at the level of the governance board and the technical committees
- Preference to extend existing mandate(s)
- Focus on "transport service awareness creation", "common infrastructure policy" and "processes for trade facilitation"



Presentation 3 : Synthesis

SYNTHESIS

Maurice Jansen

UPT
Erasmus
Erasmus Centre for
Urban, Port and Transport Economics

Erasmus

Why developing Lake Tanganyika Transport Corridor?

The main, overarching **longer-term vision** (with 2030 as milestone) for the Lake Tanganyika Corridor would be to:

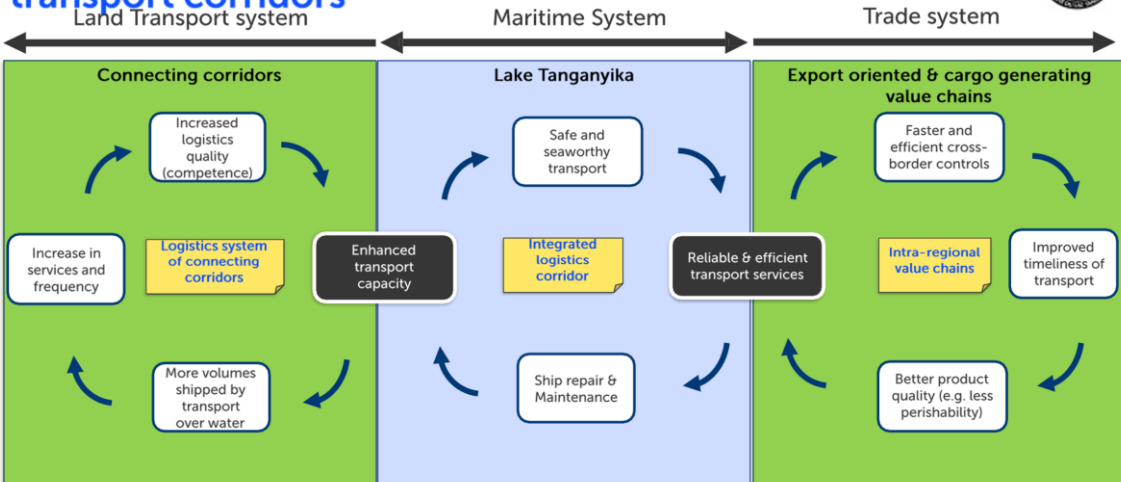
effectively realize and stimulate seamless end-to-end intermodal transport on the lake, through the development of state-of-the-art infrastructure and efficient services both on the lake- and landside.

Both intermodal solutions for (smaller-scale) **intra-regional trade** and (larger-scale) **international logistics chains** would need to be developed to stimulate both types of trade, and the optimal conditions defined (types of vessels, types of intermodal units, types of infrastructure)

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Multiple feedback loops required for integration of transport corridors



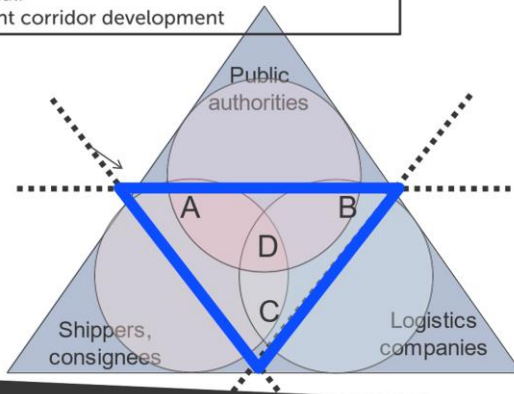
An integrated Transport Corridor would reduce transportation costs and time, sustainability by creating a modal shift and it would strongly improve the connectivity.

The maritime system depends on the quality of the vessels to allow for safe transport. This requires investments in ship repair & maintenance knowhow.

Trade facilitation and integration reduces barriers at the border and allows for seamless transport, which in turn improve timeliness and quality of products

All actors have a role to play in the partnership triangle

Suboptimal:
A. Lack of services, often lack of equipment
B. Lack of volume
C. Individual solutions, lack of scale
Optimal:
D. Joint corridor development



Shippers/consignees: LEAD

- Commit volumes to corridor
- Set ambition for modal shift
- Determine pace of transport
- Share information for monitoring corridor performance

Logistics companies: SET UP

- Set up service network
- Share infrastructure and equipment
- Make equipment available
- Contingency planning

Public authorities: INITIATE

- Align (European) policies on incentives and market-based measures
- Bring people together around the table.
- Support startup phase of initiatives



Annex 3: PROGRAM OF THE REGIONAL STAKEHOLDERS WORKSHOP FOR THE PRESENTATION AND DISCUSSION OF THE REGIONAL CORRIDOR OF LAKE TANGANYIKA EVALUATION REPORT

DAY 1		
TIME	AGENDA ITEM/ACTIVITY	RESPONSIBLE
Thursday, 23 February 2023		
	1st Session : Welcome and opening ceremonies	
08:30- 08:45	Registration	LTAS
08:45-08:50	Arrival of the guest of honor	LTAS
08:50-09:00	Presentation of the program and participants	Moderator- LTAS
09:00-9:05	Word of welcome from the Bujumbura town hall authority	Mayor for Bujumbura
09:05-09:15	Speech by the Executive Director of LTA	LTAS
09:15-09:30	Speech by the Ambassador of the Netherlands	Moderator- LTAS
09:30 -09:45	Opening speech by the Guest of Honor	Moderator- LTAS
09:45- 10: 15	Group Photo and coffee break	
10:15- 10:20	Constitution of the Workshop Secretariat	LTAS
	2nd Technical Session	Moderator- Erasmus
10:20-10:30	Clarifications on workshop objectives and guidelines on activity proceedings.	Erasmus Consultant/LTAS
10:30-11:00	Corridor connectivity overview: Importance of corridor connectivity for regional economic development	Erasmus Consultant
11:00-11:30	Presentation of the Corridor Governance: The best practices around the world and how does this translate into the LT corridor	Erasmus Consultant
11:30-12:00	Plenary discussion and synthesis of both presentations	All
12:00-12:30	Importance of joint approach to corridor development: Discussion to explore the critical internal and external resources that are needed for regional economic development	Erasmus Consultant
12:30-13:00	Importance of joint approach to corridor development: Discussion to explore the critical internal and external resources that are needed for regional economic development	Erasmus Consultant
13:00-13:30	Summary of alternative pathways: <ul style="list-style-type: none"> • critical uncertainties • Impact/uncertainty • Scenario logic. 	Erasmus Consultant
13:30- 14:30	Lunch break	LTAS
14:30 - 15:00	Plenary discussion and synthesis of the above three presentations	Moderator/Presenters
15:00-15:30	Collaborative game Corridor development: Identification of solutions scorecard for the region and method for prioritizing corridor solutions	Erasmus Consultant
15:30 -17:00	Anglophone & Francophone Group work discussion; 1. Analysis of the study recommendations,	LTAS /consultant



DAY 1		
TIME	AGENDA ITEM/ACTIVITY	RESPONSIBLE
	2. explore relevant actions from the recommendations 3. Propose possible projects/action plans	
17:00 -17:30	Coffee Break and End of First Day	LTAS
DAY 2 OF THE WORKSHOP, FRIDAY 24 FEBRUARY, 2023		
08:30-09:30	Presentation from the Anglophone & Francophones groups discussion and consolidation	Group chairs/Secretariat
09:30-11:00	Anglophone & Francophones Group work discussion: Prioritization of actions and development of the roadmap	LTAS /consultant
11:00-11:20	Coffee Break	LTAS
11:20-12:20	Presentation from groups discussion and consolidation	Group chairs/Secretariat
12h20:13:20	Report compilation	Workshop Secretariat/LTAS/Erasmus
13:20-14:20	Lunch break	LTAS
14:20 15:20	Report compilation -continue	Workshop Secretariat/LTAS/Erasmus
15:20-16:00	Closing ceremony ; Remarks from <ul style="list-style-type: none"> ➤ Erasmus/Consultant ➤ LTA MC Chairperson for DRC ➤ LTA MC Chairperson for Zambia ➤ Netherland Ambassador in Burundi ➤ LTA Secretariat Executive Director ➤ LTA MC Regional Chairperson ➤ Burundi Government 	LTAS

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