

# **RWANDA TRANSPORT SECTOR AS LANDLOCKED COUNTRY**

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## **1. INTRODUCTION**

- Rwanda is one of the land locked countries served from the Port of Mombasa via Uganda on the Northern Logistics Corridor and the Port of Dar Es Salaam via Isaka platform on the Central Logistics Corridor.
- As such, the maritime and land transport of goods into and out of Rwanda depends entirely on the efficiencies at these ports and the safety and openness of the roads leading to these ports. Any unrest along these logistics corridors will jeopardize Rwanda's trade and commerce.
- Additionally, as a consequence of the distance separating Rwanda from the Port of Mombasa and the Port of Dar EsSalaam, the cost of transport of goods transiting via these ports and the transit time make for a high cost of production and cost of living in Rwanda.
- Mombasa Port and Dar Es Salaam Port seems sometimes congested. (were both designed for a throughput of 250,000 TEU each. With a throughput of 500,000 TEU the ports are congested) . The construction of “**dry ports**” by private operators in the vicinity of the ports are being encouraged by the Port Authorities of Kenya and Tanzania.
- It is in this context that Rwanda sought to secure plots of land for developing trade hubs at the ports of Mombasa and Dar-Es-Salaam, as well as in Djibouti.

For the transport facilitation, Rwanda has started a Programme of 24 hours working on the Boarder posts: Gatuna with Uganda, Gisenyi with DRC, -Nemba and Ruhwa with Burundi, and soon at Rusumo with Tanzania.

## 2. CORRIDORS

Rwanda is member of 2 corridors: Northern Corridor which use the Port of Mombasa and Central corridor which use the Port of Dar es Salaam.

### 2.1 The main obligations of these corridors are:

- ✚ To establish and manage transport and communications systems that is viable, reliable and efficient. Private enterprises shall be eligible to operate and manage such systems.
- ✚ To implement a policy of non-discriminatory, reciprocity, equal treatment and fair competition towards operators and users of the transport and communications systems.
- ✚ To co operate in investment planning, implementation of transport and transit facilities and equipment and to jointly seek financing for project execution.
- ✚ To harmonise their standards and procedures for design, construction, operation and maintenance of transport and transit facilities and equipment.
- ✚ To take all measures necessary to promote the role of the corridor as a development corridor.
- ✚ To encourage the private sector to participate in the financing of the construction and maintenance of transport infrastructure and facilities.
- ✚ To harmonise privatisation policies relating to the management of transport facilities and services.
- ✚ To expedite the movement of persons, vehicles and goods between their territories and in transit.
- ✚ To work towards eradication of customs fraud and tax evasion.
- ✚ To simplify and harmonise documentation and procedures relevant to the movement of persons, vehicles and goods between their territories and in transit through their territories.
- ✚ To carry out mutual consultations with other contracting parties, prior to effecting any changes in the laws, regulations and procedures concerning the movement of persons, vehicles and goods, except in an emergency.

## **2.2 Challenges we facing in the Corridors**

- ✚ Poor or inadequate infrastructure to support efficient production and transportation of tradable goods.
- ✚ Energy, a vital input to production and transport, is in short supply making it a very expensive input.
- ✚ Lack of telecommunications interconnectivity especially in the East and Central African region is a major bottleneck to trade communications.
- ✚ Adoption ICT applications and information networking to aid members of the business community in planning production and the marketing of goods is not fully embraced.
- ✚ High logistics costs arising from delays incurred due to lengthy documentation and cargo clearance procedures (at ports, border posts and inland terminals);
- ✚ Restrictive Legal and Regulatory regimes, such as restrictive investment codes (usually not harmonized) and cumbersome legal procedures;
- ✚ Inadequate Funding;
- ✚ Insecurity as a result of unstable political environment or bad governance can also restrict trade and investment; and
- ✚ Non Tarrif barriers along the corridors

## **3. THE RWANDA VISION**

The Vision 2020, envisaged as the long-term development strategy for Rwanda, assigns fundamental importance to the development of the economic infrastructure of the country, and in particular transportation infrastructure. Being a landlocked country, the economic growth and development of the country is very much dependent on the development of an integrated inter-regional transport system. The exceptionally high cost of transport at national as well as regional level in Africa, constitute a major constraint which must be taken into account with the sector policy to achieve the short, medium and long term development goals that Rwanda elaborated within the Vision 2020. The development of the infrastructure sector therefore rightly constitutes one of the pillars of the economic development strategy and of reduction of poverty that will guide the country to a middle-

income nation, just as it is the one of the axes of the vision of the Rwanda to the horizon 2020.

Under the Vision 2020 a special importance is granted to the transportation sector that plays a strategic role for the blooming of the socio-economic sectors by stimulating economic growth by increasing internal production and facilitation access to domestic and international markets on one hand, while ensuring favourable conditions for provision and distribution of imported products within the country on the other.

The socio-political context of Rwanda is characterized by the political and administrative reforms driven by the aim of finding the best conditions for good political and economic governance. A well- integrated transport system can play a pivotal role in achieving this goal.

The transport strategies should be inspired by, and in conformity with other adopted strategic policy initiatives, such as the Vision 2020, the Economic Development and Poverty Reduction Strategy (EDPRS), the National Investment Strategy, the Medium Term Expenditure Framework, the Millennium Development Objectives and the action plan of the Sub-Saharan Africa Transport Policy (SSATP). It should also take into account other socio-economic issues such as HIV/AIDS, gender equality, environmental protection and social integration.

Under domain of the Vision 2020, an integrated national transport policy for Rwanda was finalised in November 2005. The Government's visions for the transport sector as well as its strategic orientations that will guide its actions during the next five years are outlined in a Transport Sector Policy Matrix.

## **4. RWANDA TRANSPORT PRIORITIES**

### **4.1 Sector Priority:**

#### **4.1.1 Reduce transport costs for regional and international trade and commerce**

- Approval of axle load control policy;
- Detailed design studies for the border posts upgrade
- Promotion of Regional initiatives (Consultations and TAs)
- Introduction of four types of road-based freight transport infrastructures;

#### **4.1.2 Develop an integrated multimodal transport system for:**

##### **➤ Rail Transport**

- Acquisition of railway reserves for construction 494 km section between Isaka and Kigali after detailed designs;
- Feasibility study of construction of railway line between Kigali and Gisenyi

##### **➤ Inland Water Transport**

- Implementation of an advanced ferry system for both passengers and cargo vessels on Lake Kivu, serving the major communities along the shores
- Further feasibility studies, detailed design for the development of IWT in the Akagera river

##### **➤ Pipeline:**

- Feasibility and detailed design of pipeline - Uganda to Kigali and acquisition of pipeline reserves for construction after detailed designs

##### **➤ Air Transport**

- Kigali International Airport terminal expansion is ongoing,
- Upgrading of Gisenyi and Kamembe Airports.
- Implementation of New Bugeseria International Airport (NBIA)
- Increase of Aircraft fleet from 7 narrow bodied Aircraft to 12 including 3 wide bodied Aircraft
- Increases in Destinations served from 13 currently to at least 25 destinations
- Increase in staff complement from current 560 to the region of 1,000 employees
- Local (Rwandan) Pilots and Engineers to cater for more than 50% of the employees in that category

## 4.2 Plan for a compact, mixed use, and walk-able land use and integrated public transport development

- Consolidated and integrated public transport in Kigali City (Infrastructure, Schedules, Fares, Systems, etc.)
- Introduction of integrated Demand and Supply Management Approach
- Improved Non-Motorized Transport facilities (NMT) – continuous footpath on both side of roads, prioritized crossing, missing links in Kigali City.
- New Expressway to act as a city bypass better disperse the traffic and to segregate through traffic from the city traffic as per Sub Area Plan,
- Existing congested/critical bottle-necks improved;
- Connection to new residential area by paving of the existing unpaved radial roads.
  
- Improved overall Transport Safety in Rwanda:
  - ✓ Trauma centers established in Kigali and Huye by 2017;
  - ✓ National Police is provided with sufficient number of speed control and alcohol detection devices and 6 patrol vehicles by 2017;
  - ✓ At least four regional Motor vehicle Inspection Centers (MIC) established under private sector by 2017;

## 5 RURAL AND DISTRICTS ROADS

- Incremental widening of existing road widths by 1m, 2m, 3m to addition of a whole lane for about 350 km of National and District Road Category 1 as provided by Road Act.
- Upgrading of unpaved National and City of Kigali roads to bitumen standards
- Adequate road reserves for National, District and Feeder roads to conform to the law governing Road in Rwanda.

## 6 PUBLIC TRANSPORT POLICY

- i. It is recommended to adopt a “**Smart growth**” land-use and transport policy for the Kigali City, which will ensure high density, mixed use and walkable transport and land-use development in the line with Kigali Conceptual Master Plan and the proposed “National Strategy for Climate Change and Low Carbon Development”.

- ii. In order to develop a sustainable public transport system for Kigali City, efforts should be made to adopt an integrated traffic demand and supply management approach in three phases;
- iii. To manage the demand for parking and to control traffic congestion, appropriate parking policy for both private and public transport vehicles should be developed for Kigali City, Central Business District in particular;
- iv. In order to consolidate the existing fragmented minibus service operation, efforts should be made to encourage fewer number of bus operators with a large fleet of standard high occupancy vehicles;
- v. Preferential treatment should be given to large bus operators with a large fleet of standard buses (fleet size a minimum of 100 large buses) by providing tax holidays for importation of such buses for Kigali City service;
- vi. To ensure availability and reliability of the bus service, a combination of radial and circular bus services should be developed with strict time schedule and real time information system;
- vii. To integrate multi-mode, multi-route and multi-operator public transport system, efforts should be taken to introduce a smart and integrated public transport ticketing system;
- viii. To integrate pedestrians with the public transport system efforts should be made to develop pedestrian friendly transport system by providing adequate footpath and at grade priority crossing systems for the pedestrians;
- ix. To ensure uninterrupted movements of public transport vehicles in major transports corridors giving them absolute priority, bus priority and Bus Rapid Transit (BRT) system should be developed in designated major transport corridors of the Kigali City.

**MURAKOZE / THANKS / ASANTE / MERCI**

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