



KTA- COMPETE CAPACITY ENHANCING TO SUSTAINABILITY

2012 MONTHLY TECHNICAL ACTIVITIES REPORT

(JULY 2012)

KTA – COMPETE GRANT – BASIC INFORMATION

Name of Organization:	Kenya Transporters Association Limited
Mailing Address:	P.O. Box 88502- 80100, Mombasa
Physical Location:	Sea View Plaza, Mama Ngina Drive, Mombasa
Phone:	254-041-2311958
Fax:	254-041-2312015
Email:	jane@kta.co.ke
Organization's Contact Person:	Jane Njeru
P F Tracking Number:	KTA-STA-012-024
Title of Activity:	KTA-COMPETE CAPACITY ENHANCING TO SUSTAINABILITY
Start Date of Reporting Period:	1 st July 2012
End Date of Reporting Period:	31 st July 2012
End Date of Report:	31 st July 2012
Date Report Submitted:	6 th August 2012

TABLE OF CONTENTS

1. Objectives.....	4
2. Advocacy.....	4
2.1 The One Stop Border Post, OSBP	4
2.2 Joint Border Committees Assessment.....	4
2.3 Constraints in Empty Containers Depot Meeting.....	5
2.4 Safe Way Right Way Meeting.....	6
2.5 Meeting with Port Police.....	6
2.6 The National Industrial Training Authority, Nita. (Formerly DIT).....	7
3 Institutional Development.....	7
3.1 The Transporter.....	7
3.2 The East African HCV Drivers Training Institute Business Plan.....	7
4 Member Services.....	10
4.1 Member Visits.....	10
4.2 Recruitment of new members.....	10

1. OBJECTIVE

The core objective of this report is to highlight on the key activities undertaken and the extents to which targets set for the month of July, 2012 have been met.

The analysis has been based on the three (3) pillars outlined in the KTA Strategic Plan namely;

- Advocacy.
- Institutional Development and Sustainability.
- Member Services.

NARRATIVE REPORTS

2 ADVOCACY

2.1 The One Stop Border Post, OSBP

On 2nd and 3rd July 2012, KTA attended the above meeting convened by the Ministry of East African Community in Moshi. During the meeting, KTA was allocated a seat on the National Policy Steering Committee (NPSC).

The meeting shared the need to come up with modalities of developing bilateral agreement between Kenyan and Tanzanian NPSCs.

The issue of Kenyan trucks at BUSTEMA was also highlighted at the meeting. The meeting noted that there is an urgent need to harmonize weighing standards as we progress towards operationalizing the OSBPS and see how this matter can be eliminated as an NTB.

2.2 Joint Border Committees Assessment

On July 9 – 13, 2012, KTA participated in the Joint Border Committees (JBCs) Assessment Program at the Malaba border. Interviews and follow-up meetings were held between facilitation committees and other stakeholders on both sides of the Kenya and Uganda borders. Key facilitators were KRA and URA Revenue Officers on both sides of the border and the freight forwarders associations of both Kenya and Uganda. KTA also participated in the FEAFFA Code of Conduct sensitization campaign during this visit.

The establishment of JBCs fundamentally seeks to ensure proper co-ordination of the various services in order to guarantee that borders are managed with maximum effectiveness and efficiency while facilitating trade through the border post.

JBCs are a precursor for effective implementation of One Stop Border Post (OSBP) and Single Window Systems (SWs) operations that are key to achievement of Integrated Border Management systems.

The JBC needs assessment is carried out based on six pillars namely;

1. Institutional Frameworks and Service Delivery that provides the recommended organizational setting for introducing JBCs and eventually the IBM concept.
2. Legal and Regulatory Framework which describes the necessary legal basis for cooperation and information exchange necessary to ensure trade is facilitated.
3. Operations and Border Post Management Systems that serve as a necessary guide to areas of improvement.
4. Human Resources and Training that deals with recruitment and educational/training issues within the framework of coordination and cooperation.
5. Communication and Information Exchange that provides guidance on how best to create standardized and efficient flows and exchanges of information
6. Infrastructure and Equipment that compliments each chapter by recommending how equipment and facilities can support cooperation and coordination at all levels.



Clearing agents at a Clearing Post

2.3 Constraints in Empty Containers Depot Meeting

On July 17, 2012 KTA attended a stakeholders meeting at the Kenya Maritime Authority offices in Mombasa to discuss ways to decongest empty container depots and eliminate delays. The meeting comprised of the following organizations: the Kenya Maritime Authority, KMA, Kenya Ports Authority, KPA, Kenya Transporters Association, KTA Ltd, Kenya Ships Agents Association, KSAA, Kenya International Freight Forwarders and Warehousing Association, KIFWA, Container Freight Stations Hakika and Dodwell. The meeting came up with recommendations aimed at eliminating delays at empty containers depots.

2.4 Safe Way Right Way Meeting

On July 3, 2012, KTA attended the above meeting in Nairobi on invitation by Total (K) management.

The objective of the meeting was to discuss the pillars of function the initiative is anchored on and to chart the way forward. Safe Way Right Way is a World Bank initiative in response to the global epidemic; that is deaths on our roads. The UN announced the “UN Decade for Action on Road Safety 2011-2020”. UN Secretary General Ban Ki Moon has urged all stakeholders including governments and business leaders to support the implementation of the Decade.

In line with the key objective of road traffic injury prevention of the Decade for Action on Road Safety, the Total Group partnered with the World Bank in 2010 in an initiative known as the Africa Road Safety Corridor Initiative. This partnership resulted in the creation of an NGO called “Safe Way Right Way” to improve road safety on two cross-border corridors.

These are the Northern Corridor (Mombasa-Nairobi-Malaba-Kampala-Kigali-Bujumbura) and the Central Africa Corridor (Douala-Bangui-Djamena). The two corridors were selected from twenty trade and transit corridors identified by the New Partnership for African Development (NEPAD).

The African Road Safety Corridor Initiative on the Northern Corridor was formally launched on April 27th, 2011 on the Kenya and Uganda border town of Malaba. The launch ceremony was presided over by dignitaries from the Governments of Kenya and Uganda, World Bank, Total and other private sector partners.

Other partners of the Safe Way Right Way project include D.T. Dobie and Company Limited, East African Breweries, Bollore (SDV Transami), DHL, Kenya Transport Association, North Star Alliance and Global Road Safety Facility.

In accordance with UN Decade of Action on Road Safety, Safe Way Right Way in conjunction with other stakeholders plans to reduce accidents on our roads by 50 per cent by the year 2020 by adopting the five pillars of the World Health Organisation and World Bank *Safe Systems Approach*. These pillars are Road Safety Management, Safer Drivers and other Road Users, Safer Vehicles, Safer Roads and Mobility and Post Crash Response.

A follow-up meeting between KTA, Total (K) and Lafarge Group of Companies was held at KTA Secretariat on July 25, 2012 where a sample questionnaire on the above named pillars was discussed.

2.5 Meeting with Port Police

On July 12, 2012, KTA held a meeting with an officer from the National Security Intelligence Services, NSIS based at the port of Mombasa. This meeting took place at the KTA Secretariat and touched on a number of issues in the cargo transportation process aimed at eliminating wastages in terms of time, human labor and money.

The officer lauded this kind of rapport amongst stakeholders in the industry and noted that constant consultations will help a great deal in bringing down the cost of doing business along the Northern Corridor.

2.6 The National Industrial Training Authority, NITA. (Formerly DIT)

Since beginning of the month of July 2012, KTA has been consulting with the head of the Inspectorate at NITA Mombasa for updates on requirements by NITA in regard to obligatory remittance of the training levy by employers.

Procedures for claiming reimbursement on training activities have also been discussed. This information has been passed on to KTA members for compliance and in order to benefit from the training levy.

3 INSTITUTIONAL DEVELOPMENT AND SUSTAINABILITY.

3.1 The Transporter

The Transporter- 16th edition went to the press on the 13th July, 2012. A total of 2, 000 copies were published and distributed for free in the last two (2) weeks of July to all our members, stakeholders and past advertisers. We have been monitoring the distribution closely to ensure that the target readership is reached on a timely basis.



Notably, good progress has been made on the 17th Edition which will be published within the second (2nd) week of October.

3.2 The East Africa HCV Drivers Training Institute Business Plan

On July 28, 2012, a meeting was held between KTA, USAID-COMPETE officials and Lawrie Green Consultants to discuss the Business Plan for the Training Institute at Whitesands Hotel in Mombasa.

The meeting proposed as follows;

1. That at inception, the training should be subsidized as an incentive to prospective trainees,

2. That KTA member companies be advised to register with Directorate of Industrial Training (DIT) for reimbursement of training cost. This, it was observed, would be a reasonable incentive to send drivers for training,
3. That KTA should strive to make strategic alliances with other stakeholders with a view to harnessing their support for the project,
4. That KTA and COMPETE would approach Association of Kenya Insurers (AKI) to explore the possibility of getting discounted policies from insurers for members who partake in the training. This, it was observed, would act as an additional incentive to endear members to the project.

After extensive deliberations, the meeting concluded as follows;

1. That this being a monumental initiative putting KTA at the forefront of road safety, KTA shall adopt best corporate practices and employ the best marketing strategies.
2. That driver certification would be imperative for all trainees and that recertification would be annual and benchmarked on performance.
3. That KTA would work together with other stakeholders to bolster the initiative. Meetings with the Permanent Secretary, Ministry of Transport and Total Kenya (Safe Way Right Way) were proposed at a date to be availed later.
4. That the training would be subsidized at the initial phase, within the first month of inception, and that the first training would target directors of member companies.
5. That COMPETE would seek clarification from KRA on duty related matters. The meeting was informed that COMPETE had intended to release the Simulators, though procured under its name, as a donation to KTA. The meeting opined that there was a need to seek clarification and commitment from KRA that KTA would not run the risk of being taxed once the transfer had been made.
6. That the Consultant would revise the revenue projections taking into consideration the real objective of the Institute- Safety. The areas to be reviewed include; training fee and allocation for promotions among others.
7. That the Consultant would review the timelines as set out in the Implementation Log-frame to set specific time limits for activities to be carried out.
8. That there would be need to balance demand with ability to offer training. The meeting noted that the three (3) simulators would not be sufficient in the future due to the envisaged high enrolment and as such it would be prudent to purchase additional Simulators when the need arises.

The meeting was also informed that USAID-COMPETE had set tentative dates for publicity campaign and launch of the Institute for November, 2012 and January, 2013 respectively.



Participants at the Workshop held on 28th July 2012 at Whitesands Hotel

Selected Premises: Car & General Showroom near Nakumatt Likoni. Plans to renovate the new premises to host the Institute are underway.





Car & General Showroom near Nakumatt Likoni

4 MEMBER SERVICES

4.1 Member Visits

Member visits by KTA secretariat team is on-going. KTA members have continued to give important feedback to the Secretariat staff during the visits.

4.4 Recruitment of New Members

The month of July saw the recruitment of five (5) new members to KTA. Of the five, two joined as Associate members, while the rest as ordinary members.