



**EAST AFRICAN COMMUNITY
EAST AFRICAN LEGISLATIVE ASSEMBLY**

**REPORT OF THE COMMITTEE ON COMMUNICATION, TRADE, AND
INVESTMENT FOR THE OVERSIGHT ACTIVITY ON THE TRADE
FACILITATION IN THE EAC REGION PORTS OF MOMBASA AND DAR ES
SALAAM**

4TH – 9TH FEBRUARY 2024

**Clerk's Chambers
EALA Headquarters
EAC Headquarters
Arusha – TANZANIA**

14th March 2024

ACRONYMS

COMESA	Common Market for Eastern and Southern Africa
COO	Certificate of Origin
EAC	East African Community
EALA	East African Legislative Assembly
ERP	Enterprise Resource Planning
ICD	Inland Container Depot
ICT	Information and Communication Technologies
ISS	Integrated Security System
KEBS	Kenya Bureau of Standards
KRA	Kenya Revenue Authority
RCTGS	Regional Customs Transit Guarantee Scheme
RECTS	Regional Electronic Cargo Tracking System
SCT	Single Customs Territory
SGR	Standard Gauge Railway
TBS	Tanzania Bureau of Standards
TRA	Tanzania Revenue Authority

1.0 INTRODUCTION

Mr. Speaker Sir,

Article 49(2)(e) of the Treaty for the Establishment of the East African Community provides that the Assembly may for purposes of carrying out its functions, establish any committee or committees for such purposes as it deems necessary. Currently, the Committee on Communication, Trade, and Investments is one of the six (6) Standing Committees of the Assembly. Annex five (5) (c) of the Rules of Procedure of the Assembly provides for the specifically charged with among others, matters related to trade liberalization, investment & industrial development, standardization, monetary & financial, infrastructure, and private sector.

In light of the above, the main function of the Committee is to receive reports on the status of implementation of the provisions of the EAC Treaty falling within its mandate, complaints of non-compliance in facilitating the achievement of the objectives of the EAC as enshrined in the EAC Treaty.

In the exercise of its oversight mandate, the Committee on Communication, Trade, and Investment is scheduled to undertake an oversight activity on the trade facilitation in the EAC region ports of Mombasa and Dar es Salaam from 4th – 9th February 2024.

2.0 BACKGROUND

Article 5 (2) of the Treaty for the Establishment of the East African Community states that “the Partner States undertake to establish among themselves and by the provisions of this Treaty, a Customs Union, a Common Market, subsequently, a Monetary Union and Ultimately a Political Federation to strengthen and regulate the industrial, commercial, infrastructural, cultural, social, political and other relations of the Partner States. To the end that there shall be accelerated, harmonious and balanced development and sustained expansion of economic activities, the benefit of which shall be equally shared”

The mandate for the establishment of a Customs Union is derived from Article 75 of the Treaty which states that “The Partner States agree to establish a Customs Union of details of which shall be contained in a protocol which shall inter alia include the following; the application of the principle of asymmetry, elimination of internal tariff and other charges of equivalent effect, the elimination of non-tariff barriers, establishment of a common external tariff, rules of origin, etc.

Article 2(2) of the Treaty provides that a Customs Union shall be the first transitional stage (entry point) and an integral part of the Community. As per the Treaty, a Protocol on the Establishment of the East African Community Union was concluded in March 2004 and the EAC Customs Union commenced operations in January

2005. Having established a Customs Union among the Partner States, the pillars of a customs union include the application of a common customs law and a common external tariff.

Given the above, the commencement of the expansions of the main entrance of the ports of Mombasa and Dar es Salaam started with the aim of facilitating trade in the community, which was in line with the implementation of the East African Customs Management Act.

3.0 OBJECTIVES OF THE OVERSIGHT ACTIVITY

It was expected that, during the activity, the Committee would be able to assess the level of effectiveness and efficiencies in the operations at the ports in line with Customs management, while the specific objectives included but were not limited to the following:

- a) To establish the conformity of port operations to the aspirations enshrined in the EAC Treaty;
- b) To assess the efficacy of the port operations;
- c) Have an appreciation of the modernization initiatives undertaken at the port in the last 2 to 5 years;
- d) To assess the implementation of EAC programmes on trade facilitation at the port;
- e) To assess the involvement and engagement of stakeholders in port operations;
- f) To appreciate the challenges faced by agencies operating at the port and possible solutions.

4.0 METHODOLOGY

While undertaking the oversight activity, the following method was adopted: -

- 1) The Committee reconstituted itself into two Sub-Committees covering the ports of Mombasa and Dar es Salaam working simultaneously.
- 2) Members interacted with stakeholders from the following institutions/bodies:
 - a) Ministries/Departments responsible for EAC Affairs, Ports Authorities; (Tanzania and Kenya)
 - b) Revenue Authorities/Customs officers; (Tanzania and Kenya)
 - c) Regional Revenue agencies; (Uganda Revenue Authority, Rwanda Revenue Authority, South Sudan Revenue Authority, Burundi Revenue Authority, and DRC Revenue Authority)
 - d) Bureau of Standards; (Tanzania and Kenya)
 - e) Maritime Authority; (Tanzania and Kenya)
 - f) Clearing and forwarding Agents;

- g) Law enforcement officers;
- h) Traders' and Business Associations;
- i) Transporters' Associations; (Tanzania and Kenya)
- j) Federation of East African Freight Forwarders Association;
- k) Tanzania Chamber of Commerce, Industry and Agriculture;
- l) Tanzania Women Chamber of Commerce
- m) Truck Owners Association;
- n) long-distance Drivers' and conductors Association;
- o) Shippers' Council;
- p) Central Corridor Transit Transport Facilitation Agency;
- q) Northern Corridor Transit and Transport Co-ordination Authority;
- r) Kenya Shipping Agents Association;
- s) Tanzania Shipping Agencies Corporation;
- t) Empty Containers Depot Association of Kenya;
- u) Car Importers Association of Kenya,
- v) Kenya National Shipping Line,
- w) shippers Council of Eastern Africa,

3) The Committee also carried out on-spot visits to the Ports of Mombasa and Dar es Salaam

4) Reviewed previous reports of the Assembly.

5.0 FINDINGS

5.1 GENERAL OBSERVATIONS

5.1.2 During the interaction, the Committee made the following general observations and Recommendations for both the Ports of Mombasa & Dar es Salaam;-

1. The Port of Mombasa has continued to strengthen its location as a gateway in East and Central Africa. The focus on infrastructure development, equipment acquisition, and market diversification position of the port has met the growing demands of the region's economies. This has been achieved by the;-
 - i. Transit Market Share: Uganda: 71.52% (highest), South Sudan: 12.34%, DRC: 9.41%, Rwanda: 4.20%, Tanzania: 2.30%, Burundi: 0.14%, Ethiopia: 0.07% and Others (including Ethiopia, Somalia, and Zambia): 0.03%
 - ii. Container Traffic Increase: Container traffic has grown steadily over the past three years, from 1,416,654 TEUs in 2019 to 1,623,080 TEUs in 2023 (TEU: Twenty-foot Equivalent Unit).

- iii. Installing six scanners at the Port of Mombasa, including three fixed, two drive-through, and one-rail scanners. The initiative towards 100% scanning of containerized cargo, both imported and exported, is also commendable, however, robust acquisition plans have been put in place to acquire new, state-of-the-art equipment to ensure efficient and sustainable service delivery.
- iv. Dongo Kundu Development: KPA plans to develop a new berth at the Dongo Kundu Special Economic Zone, potentially catalyzing further development in the area.

While the port of Dar es Salaam in the same vain has undergone major expansion, which consists of-

- i. The 11 deep-water berths with a length of 2.6km. These facilities include the lighter quays for small and coastal ships, a Roll-on/Roll-off terminal with 73,000sq for vehicles, a general cargo terminal, and dry cargo (berth 1-4), a container terminal (Berth 5-11), a grain terminal, single point mooring, kurasini oil jetty, and a dockyard.
- ii. The increased cargo traffic from 15.5 Million in 2017/18 to 20.7 million in 2022/23 thus an 8.07% increase translating to the usage shares as Tanzania (60.9%), D.R. Congo (16.3%), Zambia (9.2%), Rwanda (7.2%), Malawi (2.8%), Burundi (2.3%), Uganda (0.9%), others (0.3%) and Transshipment (0.1%)
- iii. Furthermore, the port over time has experienced the evolution of container ships. The change in shipping technology and vessel size has posed a challenge to the Port of Dar es Salaam.
- iv. The port has taken up several improvement initiatives, such as the modernization of the ports, rail linkages, modern cargo handling equipment for operations, and ICT systems (ERP, Port Operations System, and ISS).

The Committee would like to commend both the Port Authorities of Mombasa and Dar es Salaam for the efforts put into the expansion and development of the ports to serve the citizens of East Africa and beyond.

- 2. The absence of geo-fencing on the Voi-Taveta-Singida-Kobero road severely affects Rwanda and Burundi, compelling them to opt for the longer route. Thus limited access to alternative routes. If this area were geo-fenced, it would allow transporters to use the Voi – Taveta – Singida – Kobero link road to serve Burundi, Rwanda, and parts of Tanzania. The Taveta-Holili One-Stop Border Post was expected to strengthen

bilateral trade between Kenya and Tanzania, reducing transit time significantly and presenting a good opportunity for traders because it offers a shorter distance to key destinations like Bujumbura by 300km and Kigali by 200km. However, the lack of geo-fencing has held back the economic potential of the region. In addition, the newly established rest point of Bonje in RSS along the Northern Corridor is located out of the current geo-fencing radius.

While the geo-fencing system effectively transmits real-time alerts when cargo deviates from designated routes, a concern was raised regarding newly established rest points like Bonje in Mombasa, which is located slightly outside the current geo-fence radius. Along the Northern Corridor helps send red alerts whenever cargo is moved outside the geo-fenced area, there is a general concern that some newly established resting points are slightly off the geo-fenced radius and their GPRS mapping should be revised to cover these areas.

The Committee recommends to the Assembly to urge the Council of Ministers, and the Revenue Authorities of both Kenya and Tanzania to prioritize the geo-fencing of the Voi – Taveta – Singida – Kobero link road to serve Burundi, Rwanda, and parts of Tanzania. This action has the potential to benefit traders who import goods through the Port of Mombasa but seek a more cost-effective and time-saving route to reach markets in Rwanda and Burundi.

3. Insecurity Threatens along both the Northern and Central trade Corridors: Drivers, Trucks, and Cargo at Risk. Despite the efforts, insecurity along the corridors in East African Community (EAC) Partner States remains a significant concern. Transporters, particularly in the Republic of South Sudan and the Democratic Republic of Congo, face the constant threat of attacks, resulting in loss of lives, cargo, and theft of Electronic Cargo Tracking gadgets, which attracts a fine of USD 2,500. The Key hotspots include among others the Stretch between Bonje and Ntito Andei (Coast/Mombasa), Chemoi Salgaa, the Kisumu to Busia road, parking areas in Lualaba region in the DRC, and South Sudan. Drivers often face frequent attacks and robberies. Individuals who impersonate police officers and employ weapons to intimidate and steal personal belongings execute these incidents.

Furthermore, the theft of Electronic Cargo Tracking gadgets incurs a hefty fine of USD 2,500 as per the EACCMA Act section 195 while replacing the seal itself costs approximately USD 300. This situation poses a serious threat to the safety of drivers and lives, the integrity of cargo and trade, and the economic well-being of the region.

The Committee recommends to the Assembly urging partner states to have joint security teams that protect goods and trucks along the identified insured routes.

4. The delayed processes of integrating the Republic of South Sudan and the Democratic Republic of Congo into the EAC Single Customs Territory. While DRC formally joined the EAC Single Customs Territory in July 2022 and RSS in 2017, their integration remains a work in progress. This slow integration presents challenges and hinders regional trade.

The Committee recommends to the Assembly urging the council of ministers in collaboration with the EAC secretariat and the respective partner states to fast-track the integration of South Sudan and DRC into the SCT and direct to expedite the necessary legal and institutional reforms for this purpose.

The EAC Secretariat should undertake various sensitization programs in the Republic of South Sudan and DRC on the EAC projects, policies, protocols, laws, and regulations.

5. Inadequate Infrastructure along the Northern and Central Corridor trade routes has hindered the Smooth Flow of Trade: The Northern Corridor, which connects several Partner States like Kenya, Uganda, Rwanda, Burundi, and South Sudan, suffers from significant infrastructure shortcomings that impede efficient cargo movement and regional economic integration. These include Narrow and Poorly Maintained Roads: The narrow and bumpy road section between Samburu-Voi-Manyani exemplifies the broader issue of inadequate road infrastructure.

In addition to poor maintenance, leading to congestion and delays, inadequate border facilities, particularly at the various OSBPS, create bottlenecks due to limited space and lack of dual carriage lanes. This further intensifies delays and increases transportation costs.

Additionally, the limited dedicated roadside parking areas force drivers to park illegally along the road, further hindering traffic flow and creating safety hazards. Drivers also incur unnecessary expenses where parking fees are imposed on trucks waiting in queues, as seen in Kajiado and Busia counties. This adds unnecessary costs and undermines the efficiency of the corridor.

There is a need to improve the infrastructure for increased trade in the region. Prioritization of the improvement of infrastructure at key border crossings. This includes expanding parking areas to

accommodate increased traffic flow and reduce congestion, implementing dual carriage lanes to improve traffic flow and reduce wait times, and housing all necessary government agencies to streamline clearance processes and expedite crossing times.

5.2 SPECIFIC OBSERVATIONS AND RECOMMENDATIONS

5.2.2 The following are observations and Recommendations from the Port of Mombasa

1. The Committee established that proceeds from the auction of goods particularly at the port of Mombasa are not distributed to the respective Partner States or importers of the goods after the incurred expenses are withdrawn. The Committee noted that section 42 (4) of the East African Community Customs Management Act, 2004 (EACCMA) states, ***“Where any goods are sold under this section, then the proceeds thereof shall be applied in the order set out below in the discharge of— (a) the duties, if any; (b) the expenses of removal and sale; (c) the rent and charges due to the Customs; (d) the port charges; and (e) the freight and any other charges”***. This is unclear in the way of its application because it does not show what happens with the excesses after the respective charges are withdrawn.

The Committee recommends urging the Council to initiate the Amendment of section 42 (4). This will give clarity on how the balances of the funds from the auctions can be sent to representative Partner States and secondly to have a wide coverage of information about the auction and not only limited to the community gazette and also other Partner States are involved in the auctioning process.

2. The committee noted administrative concerns regarding delays in receiving details of the bill of lading, which at times do not arrive on time, furthermore, the errors that occur in the process of documentation, have affected the shippers/agents adversely in terms of penalties charged against them.

The Committee recommends urging the Customs Administrators at the port of Mombasa to work closely with port users so that issues of such nature are resolved administratively.

3. Excessive transit times identified have obstructed cross-border trade. The transit times for goods traveling to Busia and Malaba through the key border crossings in Kenya & Uganda are excessive. In 2022, these transit times significantly exceeded targets, reaching 77 and 80 hours for Busia and Malaba, respectively, compared to the goal of 40 and 45

hours needed. This harms cross-border business, causing delays and increasing costs.

Furthermore, some of these delays include; the non-functional High-Speed Weigh-in-Motion (HSWIM) systems in Webuye and Athi River in Kenya. These systems are meant to weigh trucks quickly and efficiently, but their interoperability leads to average clearance times exceeding 30 minutes per truck. This contrasts with the efficient Mariakani system, which clears trucks in under a minute. The inefficiencies in rail cargo transportation and the bureaucratic processes where numerous government agencies are involved in cargo clearance create unnecessary delays.

In addition, the roadblocks at various points along the mentioned routes of Mtito Andei, Burnt Forest, Mau Summit, Turbo, and Eldoret. These roadblocks disrupt the flow of traffic and contribute to longer transit times. The reports of alleged bribery targeting truck drivers raise the issue of transparency and fairness at these border crossings.

The Committee recommends urging the relevant government agencies along the Northern Corridor to work closely with road users to ensure that issues affecting the road users are addressed and that corruption tendencies are curbed.

4. Exorbitant Logistics Costs Stifling Regional Growth. Logistics costs within the region range from 35-42%, significantly exceeding the global average of 8-10% for storage of goods, and duplication of fees from multiple entities by KPA and KRA on rent/storage. For instance, Regulation 84 of the East African Community Customs Management calculates Customs Warehouse rent based on external dimensions, not actual weight/measurement of cargo. This practice leads to inaccurate and potentially unfair rent charges for cargo stored in Customs warehouses burdening businesses.

The Committee recommends urging the council to conduct a comprehensive review of existing regulations to identify and address those aspects hindering efficient logistics operations. Thus, use a standardization approach towards calculations to establish the warehouse rent.

5. Delays in cargo scanning processes. The current system, where KRA scans images and sends them to Nairobi offices for analysis, creates a bottleneck compared to the Ugandan Revenue Authority's (URA) on-site scanning with immediate results.

The Committee recommends urging the KRA to harmonize its system to have an on-site analysis after scanning images, as is the case for URA.

6. The Committee further acknowledges the Kenya Revenue Authority (KRA's) implementation of the Regional Electronic Cargo Tracking System (RECTS) for cargo monitoring along the Northern Corridor. While this system offers end-to-end tracking capabilities, concerns were raised regarding its operational efficiency, which results in delays in real-time alert generations from RECTS with some exceeding a week.

The Committee recommends urging KRA to upgrade its systems to integrate real-time data from Regional Electronic Cargo Tracking Systems (RECTS) and standardization of the RECTS.

7. Constant System interruption. With systems down, information like cargo details, implementation of pre-arrival clearance, documentation, and clearance status become inaccessible leading to longer waiting times for importers and exporters. Delays can further translate into higher storage fees, demurrage charges, and potential missed delivery deadlines.

In addition, the use of manual processes by the Republic of South Sudan and DRC has created bottlenecks and delays in processes of the pre-arrival documentation creating inefficiencies and hindering smooth operation.

The Committee recommends urging partner states to invest in robust and reliable IT infrastructure with backup systems to minimize disruptions.

8. The Committee was informed of a charge paid for container cleaning of about \$35 per Container paid by importers and yet no evidence is shown that the cleaning takes place and more so the cleaning is done in South Africa, which presents a complex situation with implications for both transparency and local employment. Shippers are concerned about being charged for a non-existent service.

Furthermore, previously, container washing within the region provided valuable employment for local citizens. However, this practice has been discontinued due to changes implemented by shipping lines.

The Committee recommends to the Assembly urging the government of Kenya and the Port Authority to establish a container-cleaning depot at the Port of Mombasa.

5.3 SPECIFIC OBSERVATIONS AND RECOMMENDATIONS

5.3.3 The following are observations and Recommendations from the Port of Dar es Salaam.

1. The Kenya Revenue Authority (KRA) is yet to deploy its staff at the port of Dar es Salaam and other major customs areas in Tanzania.

Furthermore, Tanzania only gets 40% of all manifests through Mombasa Port. This leads Clearing & Forward Agents (CFAs) to generate dummy manifests on which they do not provide reliable information compared to the manifests from shipping agents.

Though KRA conducted training to Tanzania CFAs on integrated Customs Management Systems (iCMS) however, they are yet to provide access rights to Tanzania CFAs so that they can clear consignment in iCMS. Nevertheless, this is to note that the agreement was that once Tanzania CFAs were granted access then Kenyan CFAs would also be granted access rights.

The Committee recommends to the Assembly urging the government of Kenya to employ its customs staff at the Port of Dar es Salaam and grant access rights to the Tanzanian CFAs.

2. Tanzania Truck Owners Association (TATO) has more than 1000 members with more than 25,000 trucks that serve 95% of cargo from the port of Dar es Salaam leaving 5% to rail. This has employed more than 80,000 individuals directly and 200,000 indirectly. In terms of volume in metric tons in 2019 SADC bloc imported 3,181,099MT compared to the EAC bloc which imported 2,343,000.

However, the Committee was informed that the truck owners are losing out of business due to the introduction of a through bill of lading (TBL) approach implemented by the shipping lines. A through bill of lading is a single transportation document that covers the movement of cargo from its origin to its final destination.

The Committee recommends to the Assembly urging the government of the United Republic of Tanzania to provide a competitive environment for truck owners to be able to compete with the giant shipping line.

3. Along the Central Corridor, while it is worth noting that Customs checkpoints have been removed because transit goods are monitored electronically however, it is noted that there is no Regional Electronic Cargo Tracking System (RECTS) and that each partner state under the Central Corridor operates an independent electronically cargo Tracking System currently.

The Committee recommends to the Assembly urging the EAC Secretariat to develop a Regional Electronic Cargo Tracking System for the Central Corridor because currently, the systems for the Central Corridor operate independently.

4. There has been a reduction in the way bridges along the central corridor from seven (7) to only three (3) of which all are high-speed weight in motion. Furthermore, there are no weight bridges in Burundi and Rwanda.

The OSBPs along the central corridor of Rusumo, Mutukula, and Kabanga/kobero are operational with 24/7 hours of work for Rusumo and Mutukula while Kabanga/Kobero do not work 24/7 hours causing an increase in congestion at the border. The planned Mugina/Manyovu is not yet constructed.

The Committee recommends to the Assembly urging the governments of Burundi and Tanzania to have the OSBP of Kabanga/Kobero operate 24/7 this will lead to decongestion caused by limited operational time at the OSBP and urge the EAC Secretariat to expeditiously consider the development of other OSBP that have been mapped out.

5. The opening up of the Mukambo and Sakania borders in DRC has been a boost to the flow of trucks since the main border of Kasumbalesa has heavy traffic. This has led to the decongesting of the Kasumbalesa border. However, the long duration taken in the clearance of documents from DRC to Dar es Salaam, the documentation process takes up to 2-3 weeks since the paperwork is carried out from Kinshasa due to the lack of integrated systems. This results in a demurrage burden to the transporter as it leads to delays in the return of empty containers.

Furthermore, the delays of the containers lead to low utilization on the side of shipping lines, and importation through the port of Dar es Salaam is expensive to the consignees and the economy.

The Committee recommends to the Assembly urging the government of DRC with the assistance of the EAC Secretariat develop systems and integrate them within the EAC framework.

6. Insufficient essential social amenities in the parking areas especially within DRC. There are no specific washroom facilities for women, which poses a significant challenge for female drivers.

The Committee recommends to the Assembly urging the relevant government agency to provide the facilities, especially for the women drivers who are adversely affected.

7. The Central Corridor Transit Transport Facilitation Agency (CCTTFA) is undertaking several project initiatives mentioned but not limited to
- i. the design of the Isaka inland dry port,
 - ii. development of the Burundi Dry port of Kwala,
 - iii. rehabilitation of 20 railway wagons for the Uganda Railway Corporation and 20 for the Tanzania Railway Corporation
 - iv. coordination of the SGR project connecting Burundi, DRC, and Tanzania, and
 - v. Sensitization of Small Scale Traders (women and youth) on the EAC Simplified Trade Regime.

The committee commends the CCTTFA for its efforts towards the projects it has initiated to improve the facilitation of trade within the central corridor.

8. Insufficient information flow due to limited interoperability between customs and standards bodies' information systems impedes the seamless exchange of data, hindering real-time monitoring, enforcement, and decision-making processes. Additionally, the existence of un-harmonized standards within the region has hindered intra-EAC trade negatively. Furthermore, there is a lack of unique identification of Authorized Economic Operators.

The Committee recommends to the Assembly urging the EAC Secretariat to coordinate Improvement in System Integration between customs and standards bodies to enable real-time data exchange and coordinate the electronic system improvement process for the unique recognition of AEO among all involved stakeholders.

9. The Tanzania Chamber of Commerce, Industry, and Agriculture has since 2018 observed growth in the Number of EAC Certificates of Origin issued to EAC Partner States. Most notably there has been a constant increase of over 17% every year.

However, the Tanzania Women's Chamber of Chamber of Commerce highlighted the lack of transparency and information regarding the port processes and procedures making it a challenge for women-owned businesses to adequately plan and prepare for importation and exportation activities.

The Committee recommends to the Assembly urging the port authority to establish a gender desk at the port to provide women and other traders with information, guidance, and any form of assistance in navigating port processes and addressing any other others.

9. The delayed ratification of the EAC agreement on Double Taxation Avoidance by partner states has negatively affected the intra-EAC trade, which is a big deterrent to intra-trade in the region. The major groups affected are Small and Midsize Enterprises (SMEs).

The Committee recommends to the Assembly urging the Council of Ministers to fast-track the ratification of the EAC agreement on Double Taxation Avoidance which was adopted on 30th September 2015.

10. Language barrier. Kiswahili is the commonly used language at the port of Dar es Salaam yet the majority of Ugandan and South Sudanese traders do not know Kiswahili.

The Committee recommends to the Assembly urging the Council of Ministers, EAC Kiswahili Commission, and partner states to prioritize the Kiswahili language in their educational and institutional framework.

11. Non-uniform currency where the traders from other partner states have to change currencies into the local currency causing losses for the traders in the process of exchange at the port. While the EAC has a single market it would be paramount for it to have a single currency, which would prevent issues of forex trading challenges.

The Committee recommends to the Assembly to fast track and conclude on the pieces of legislation that are to establish frameworks towards the realization of the monetary urging thus achieving a single currency.

6.0 CONCLUSION

The prosperity of an economic bloc comes from trade of which most of the trade is facilitated by efficient and effective port management. There is no doubt that improvement in the ports of Dar es Salaam and Mombasa's performance and efficiency will fast-track East and Central Africa's economic development.

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FOR THE OVERSIGHT ACTIVITY ON THE TRADE FACILITATION IN THE EAC
REGION PORTS OF MOMBASA AND DAR ES SALAAM FROM 4TH TO 9TH
FEBRUARY, 2024.**

1. Hon. Shahbal Suleiman said Saleh

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2. Hon. Kakooza James

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3. Hon. Karerwa Mo-mamo

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4. Hon. kezimana Cathy

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5. Hon. Ntisezerana Gabriel

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6. Hon. Ewanga is'ewanga Iwoka JB

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7. Hon. Masirika Nganiza Dorothee

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8. Hon. Mundela Mbombo Joseph

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9. Hon. Iman Falhada Dekow

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10. Hon. Sankok David Ole

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11. Hon. Musamali Paul Mwasa

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12. Hon. Rutazana Fancine

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13. Hon. Nyiramana Aisha

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14. Hon. Iradukunda Alodie

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15. Hon. Dr. Leonardo Anne Itto

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16. Hon. Sadia James Sebit

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17. Hon. kizigha Angela Charles

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18. Hon. Millya James Kinyasi

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19. Hon. Nadra Juma Mohamed

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20. Hon. Akol Rose Okullu



21. Hon. Gai Deng

