

Q1: Respondent details

Name: BALAKA
Organization: HUB&SPOKES II OIF/MCEC
Email: lalyemah@gmail.com
Tel.: 242 069186555

Q2: Country or customs territory CONGO

Q3: Organization Public sector

Q4: Title of case story

Study on trade facilitation between the Congo and its neighbours: the bottlenecks. (Validated in Brazzaville on 23 September 2016 by the World Bank Group.)

Q5: Case story focus

Implementation of the Trade Facilitation Agreement and/or trade facilitation measures more generally (for example trade and transport facilitation).

Q6: Case story abstract

The study identifies the key bottlenecks currently affecting trade facilitation between the Congo and its main neighbours on the Kinshasa-Brazzaville, Douala-Brazzaville and Pointe Noire-Cabinda (Angola) corridors and the various options for resolving them. It puts forward an action plan with short- and long-term measures covering the expansion of physical infrastructure and structural development of the transport sector, regulation, and institutional capacity-building. The action plan supports the sustainable economic development strategy while at the same time enhancing the public/private dialogue on the necessary reforms. The conclusions of this study should help the country in designing and implementing trade facilitation measures for its economic transformation.

Q7: Funding partner

Multilateral organization, other (please specify): World Bank Group

Q8: Project/programme type: Single country

Q9: Your text case story

The Ministry of Foreign Trade and Consumer Affairs commissioned this study to improve the quality and reliability of infrastructure and other trade facilitation services and with a view to reducing transaction costs, attracting domestic and foreign investment, and developing economic opportunities.

This means tackling three main constraints:

- (1) weakness of investment in the development and maintenance of physical infrastructure;
- (2) shortage and inefficiency of transport and port services supply capacity;
- (3) low level of export competitiveness and diversification.

The country is already implementing several policies and intervening to boost trade facilitation, but additional efforts will be necessary to develop industry and trucking in the Congo, to strengthen the transport sector, to redevelop the port of Brazzaville, to strengthen entrepreneurship in agricultural and food production to the benefit of value chains, etc.

Q10: Lessons learnt

The Congo could become a regional trade hub, but to exploit that potential the country needs a range of active, well-defined, and mutually supportive policies, including a reduction in the number of control points, the creation of a more modern and efficient customs environment, and enhanced coordination and cooperation among government agencies.

Moreover, the Congo is gradually regaining its position as a country of transit or a land bridge for goods and people moving between Cameroon and the DRC, and between other parts of the world and Angola (Cabinda). The development of modern and efficient logistics will reduce costs for exporters and importers and will help to promote international and regional trade. Additional

infrastructure will be built at border posts and along the corridors, such as warehouses, offices, parking spaces and rest areas for drivers.

The country would do well to improve the operational efficiency of freight movements in order to meet the growing demand for freight transport and to improve its economic vitality and regional connectivity.

The implementation of the master plan for the port of Brazzaville is underway. Solid links with markets and the introduction of rural storage methods and processing industries for manioc and other food products are important in order to improve food security and productivity and to ensure participation in regional trade.
