

# ANNEX I

## TAKIWAMA

In 2025, the European Union Action titled "TAKIWAMA" commenced, this Action aims to improve the sustainable environmental preservation and sustainable economic development within the watersheds of Lake Tanganyika bordering Burundi, Tanzania, Zambia and the Democratic Republic of Congo. One subcomponent of this overall Action is the Tanganyika Transport Corridor Development (TTCD) project, implemented by the Netherlands Enterprise Agency (RVO) with funding from the EU Delegation in Burundi and co-funding from the Netherlands' Ministry of Foreign Affairs. This project contributes to improved regional integration and application of sustainable and inclusive economic practices in Lake Tanganyika.

The TAKIWAMA project (Tanganyika & Kivu Water Management) is a regional initiative building upon the earlier LATAWAMA project (Lake Tanganyika Water Management), launched in 2019 with funding from the European Union. The LATAWAMA project focused on environmental aspects, such as water quality monitoring, the improvement of waste and wastewater management, strengthening of environmental laboratories and enhancing the cross border cooperation to protect Lake Tanganyika.

Building on best practices, TAKIWAMA is a major transboundary project aiming to ensure sustainable water management across the Great Lakes region. It combines environmental protection, institutional capacity-building, pollution control, and scientific research, while also delivering social and economic benefits to local communities.

### Problem Analysis

Lake Tanganyika is one of Africa's most vital transboundary freshwater ecosystems. It's an ecological treasure, a cultural crossroads, and a lifeline for millions of people across four countries. Beyond its unique biodiversity, the lake serves as a critical resource for fisheries, transport, and regional integration in the Great Lakes region of Central and East Africa. The Tanganyika region has a population of 13 million inhabitants of whom 2 million are situated around the coastline. The growing population is putting more pressure on the lake.

## Tanganyika Trade Corridor

The lake is not only an important ecological and cultural asset, but also a potential driver of regional trade, transport and economic development. Lake Tanganyika serves as a vital transport corridor for landlocked countries such as Burundi, Zambia, and the eastern regions of the Democratic Republic of Congo, connecting them to major international seaports like Dar es Salaam and Mombasa. Key port cities along the lake such as, Kigoma in Tanzania, Mpulungu in Zambia, Bujumbura in Burundi, and Kalemie in the DRC. These port cities act as critical hubs for the trade of fish, agricultural commodities, and manufactured goods. Economic cooperation and infrastructure development around the lake, including port modernization, ferry operations, and regional transport corridors, are frequently approached as cross-border initiatives, reflecting the lake's strategic importance to regional integration.

Despite its strategic geographical location, there are many bottlenecks to overcome such as:

- weak infrastructure and lack of infrastructural integration
- limited productive capacity
- lack of human capital
- persistent unsafety
- fragile governance structures
- lack of regional cooperation

- lack of trade integration
- lack of cross border investments

These challenges make it less attractive for waterborne transport by cargo owners. The intermodal system on the lake is closely linked to the ongoing Standard Gauge Railway rehabilitation project in Tanzania, which is supported (amongst others) by Chinese investments. This project aims to improve railway connectivity, and as it progresses, the importance of efficient lake transport will increase, providing a critical link for regional integration of the riparian countries' economies in terms of trade, infrastructure and cross-border cooperation.

The Lake Tanganyika corridor development involves more than the upgrading of port infrastructure and facilities; it encompasses enhancement of road accessibility, the facilitation of information exchange on vessel traffic, the harmonization of legislation on transport and port operations, and the installation of a harmonized customs territory for cargo.

#### *European and international examples of corridor development*

A trade- and transport corridor is a coordinated set of transport infrastructure, governance and associated (economic) activities and processes, which aim to facilitate trade and transport flows between major economic centres. History shows that corridor governance forms the basis for long term prosperity and peace through partnerships. One of the clearest examples is the Act of Mannheim of 1868, a convention by river states along the river Rhine, which secured free trade, free river navigation and free access to the North Sea. Over the years, there have been amendments to adjust to the changing needs of the trade and transport system, but the principles still hold to this very day. The joint approach to the Rhine Alpine corridor is now embedded in Europe's TEN-T network, which is the backbone of the single market of the European Union. The TEN-T policy supports and symbolizes the importance of connectivity and accessibility for all regions of the European Union. Other European examples include corridor projects such as FAIRway Danube, the Elbe-Vltava Waterway, DIWA Masterplan and others.

The experiences and best practices of neighbouring and international Corridor Management Bodies will be used within this Action to learn from experiences and good practices to ensure the smooth functioning of the TTCD. Collaboration mechanisms with other CMBs should therefore be analysed and put in place. There are various trade corridors within the region and some countries (like Tanzania) are part of multiple corridors. Harmonization of corridor management is therefore key.

## **Tanganyika Trade Corridor Development project (TTCD)**

The Tanganyika Trade Corridor Development (TTCD) project operates under the TAKIWAMA umbrella and RVO is the lead implementing party. TTCD is divided into 6 work packages and RVO needs to ensure that there is harmonization between the work packages and with the wider TAKIWAMA project.

TTCD is a direct implementation of Action Plan 2.3 and 2.4 of the TAKIWAMA project, aiming to translate these Actions into sustainable on-the-ground implementation.

- **Action 2.3:** Infrastructure, logistics and transport management arrangements in Lake Tanganyika are improved;
- **Action 2.4:** Cross-border coordination strategies and initiatives are developed for the benefit of the Lake Tanganyika Transport Corridor.

The project addresses these actions by developing a navigation safety framework that aligns with international standards, ensuring safe and efficient lake transport. It also builds the capacity of local authorities and private sector actors through specialized training programs. Furthermore, it aims to harmonize legal systems and introduce collaborative protocols for managing the transport corridor. These efforts are supported by a unified investment strategy that attracts and coordinates funding

to drive sustainable development. To ensure effective implementation, the project is divided into the following work packages:

1. Management, Coordination and monitoring of the Action
2. A Legal Framework Strategy
3. A Dialogue Strategy
4. An Investment Strategy
5. Strengthening Navigational Safety
6. Strengthening Human Capital

## **1. Management, Coordination and monitoring of the Action**

This work package encompasses all tasks related to the overall management and coordination of the project, such as meetings, monitoring and evaluation, financial oversight, and cross-cutting activities. It ensures the effective planning and execution of Work Packages 1 to 6, in line with the agreed project scope. It also includes the coordination with other Actions of the TAKIWAMA program. This work package is the core responsibility assigned to the local coordinator

## **2. A Legal Framework Strategy**

Key to the legal framework is to develop common transport and trade protocols for navigation on Lake Tanganyika and to align these with international standards. Currently CCTTFA is contracting a study on harmonization of Lake Tanganyika transport legislations and ports procedures. This WP will build on that.

## **3. A Dialogue Strategy**

The objective of this work package is to develop a strategic framework that strengthens dialogue and collaboration among key stakeholders in the maritime sector through knowledge exchange facilitated by a (business) platform. These stakeholders include government agencies, private sector entities (such as those involved in trade, transport, and related services), and regional institutions. By promoting better communication and facilitating knowledge sharing, this strategy aims to align the diverse interests of these groups and support the development of a more integrated, efficient, and competitive maritime industry.

The anticipated outcome is the establishment of a shared marketing and information platform that enhances access to local, regional, and international logistics providers, shippers, and organizations. The platform will also connect government institutions and industry associations at the local and regional levels, with the goal of fostering cooperation and knowledge exchange across all levels.

## **4. An Investment Strategy**

The objective of this work package is to design an evidence-based investment strategy to improve transportation, trade, and infrastructure around Lake Tanganyika, enhancing regional economic integration and accessibility to develop a comprehensive investment strategy that enhances the corridor connectivity of Lake Tanganyika.

## **5. Strengthening Navigational Safety**

In the previous work packages (specifically WP 2), a harmonized and standardized transport protocol will be formulated into a legal framework (working with national- and port authorities). WP 5 will build further upon these activities and focus primarily on the aspects of safety of navigation for transport and routes in cooperation with authorities and private sector stakeholders.

The objective of WP 5 is to enhance the safety and sustainability of navigation on Lake Tanganyika by developing and implementing a safety framework based on internationally recognized guidelines, standards, best practices and context-specific requirements. The guidelines will address key safety issues such as vessel traffic services, port infrastructure (security), transport of dangerous materials, and navigation in challenging waters (e.g. muddy or shallow waters). Furthermore, the guidelines and safety framework will be validated and endorsed by national and regional stakeholders, ultimately leading to safer transport routes that support sustainable economic development on Lake Tanganyika benefiting both the environment and economic stakeholders relying on these transport routes.

This WP links to the overall TAKIWAMA programme that is managed by ENABEL-GIZ. This result partly works on the prevention of pollution of the lake waters, which directly links to the safety of navigation and port infrastructures. This asks for the involvement of LTA and other stakeholders in alignment of the guidelines.

## **6. Strengthening Human Capital**

This WP will focus on the improvement of skills, competencies and capabilities of the current workforce that is engaged in the Lake Tanganyika transport corridor. This work package focuses on building the capacity of key personnel, both management (in CMB) and operational staff, within government port authorities and private sector companies. Capacity strengthening will be achieved through targeted, customized training programmes designed to meet the specific needs of the participants. The training approach will place particular emphasis on gender inclusivity and accommodate different educational backgrounds to ensure broad accessibility and impact. In addition, a Training of Trainers (ToT) model will be developed to embed ongoing skills development within the participating institutions. Ultimately, this work package aims to cultivate the human capital necessary to support and advance the TTCD.

Over the long term, the integrated Lake Tanganyika Corridor will support regional stability and economic development across Burundi, the Democratic Republic of Congo, Tanzania and Zambia.