

CENTRAL CORRIDOR TRANSPORT OBSERVATORY



BI-ANNUAL
REPORT

2020

*“Promoting Efficiency in transport,
Logistics Value Chain and Trade in the Region”*

AUGUST 2020



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SECTION ONE: INTRODUCTION

The Central Corridor Transport Observatory Bi-Annual report highlights the performance indicators for the first six months of the year 2020 from January to June with focus on the impact on transport and logistics operations following the outbreak and global spread of the Corona virus (COVID-19) pandemic. The first case of COVID-19 was recorded in China in December 2019 and was declared a global pandemic by the World Health Organization (WHO) on 11th March 2020 where it has continued to spread across the world and in the Central Corridor regions.

In the Central Corridor member states, the first cases were confirmed in march for instance, Rwanda's first case of COVID-19 was confirmed on 14th March 2020 where various Government lockdown measures were put in place from Saturday, 21st March 2020, for an initial period of two (2) weeks and all borders were to be closed, cargo and Rwandan nationals being exempt, with a mandatory 14-day quarantine.

Burundi's Health Minister Dr. Thadée Ndikumana confirmed the country's first two cases of COVID-19 on 31st March 2020, while earlier on 12th March 2020, the government instituted 14-day quarantining for people entering Burundi from affected countries.

Uganda confirmed its first COVID-19 case on 22nd March 2020 where on 30th March 2020, the President declared a nationwide curfew from 7 pm to 6:30 am, which would run for 14 days to prevent the spread of the disease. Likewise, on 16th March, the first case in Tanzania was confirmed where on 23rd March, the Government announced that all incoming travelers from most COVID-19 affected countries would be placed in quarantine for 14 days. DRC as well confirmed and reported the first case in the country on 10th March 2020.

The pandemic has forced Central Corridor member states governments to respond with travel restrictions and bans to minimize the spread of the disease within the local community and from Country to Country. Some of the measures put in place included instituting nightfall to dawn curfews, lockdowns of major cities, closing down boarders, closure of businesses, massive COVI-19 test screening, effective social distancing including at work places etc. These preventive measures are anticipated to slowdown the movement of cargo across the central corridor and in one way or another affect imports and exports operations.

SUMMARY OF THE PERFORMANCE

The impact on transport and trade patterns in the Central Corridor member countries is not immediately felt in the first six months of 2020 as most of the performance indicators reflected slight differences compared to the same period last year in 2019.

The below table shows the summary of the performance indicators where comparison is made between the first half 2020 and same period in 2019.

Table 1: Summary of Performance

PERFORMANCE INDICATOR		Half Year Comparison 2019 vs 2020		
		2019 (JAN-JUNE)	2020 (JAN-JUNE)	
1	TOTAL CARGO THROUGHPUT	7,627,582	7,673,293	
2	TOTAL COASTAL CARGO	275,812	254,934	
3	TOTAL TRANSHIPMENT CARGO	72,065	2,703	
4	COUNTRY IMPORTS	Local	3,853,235	4,117,484
		D.R. Congo	610,831	588,598
		Burundi	187,875	223,586
		Rwanda	553,278	578,986
		Uganda	73,794	73,185
		Others	1,005,597	671,112
5	COUNTRY EXPORTS	Tanzania	536,261	699,738
		D.R. Congo	313,283	316,558
		Burundi	14,411	5,500
		Rwanda	14,967	13,328
		Uganda	83	0
		Others	188,156	127,583
6	TRANSPORT RATES (IMPORTS TO)	Kigali	\$2,867	\$2,850
		Bujumbura	\$3,067	\$2,967
		Kampala	\$3,233	\$3,333
		Bukavu	\$4,850	\$4,783
		Goma	\$4,192	\$4,233
7	SHIP TURNAROUND TIME (DAYS)	3.0	9.1	
8	DWELL TIME	Average Local Container Dwell Time TPA	7.9	9.9
		Average dwell time transit container TPA	12.7	11.0
		Average monthly local container dwell time TICTS	4.1	4.4

Table 1: Summary of Performance

PERFORMANCE INDICATOR		Half Year Comparison 2019 vs 2020		
		2019 (JAN-JUNE)	2020 (JAN-JUNE)	
		Average Dwell Time Transit Containers TICTS	11.9	10.5
9	TRUCK TURNAROUND TIME	Truck Turnaround Time at Tanzania International Container Terminal Services in Hours	2.1	1.8
10	TRANSIT TIME TO DESTINATIONS	Dar-Kigali	3.74	7.50
		Dar-Bujumbura	4.13	6.80
		Dar-Kampala	4.44	7.11
		Dar-Bukavu	4.73	9.18
		Dar-Goma	4.55	8.51
11	MARITIME INDICATORS	Number of vessel's returns Trip made per month (MV. Umoja)	7	7
		The vessel turnaround time (Mv. Umoja): hours	116	110
		Export Volume handled (MZA-PBL)	4,480	3,920
		Import Volume handled (PBL-MZA)	1,920	4,404

PERFORMANCE MONITORING REPORT

January - June 2020



Section 1

PERFORMANCE MONITORING INDICATORS

1.1 Total cargo throughput

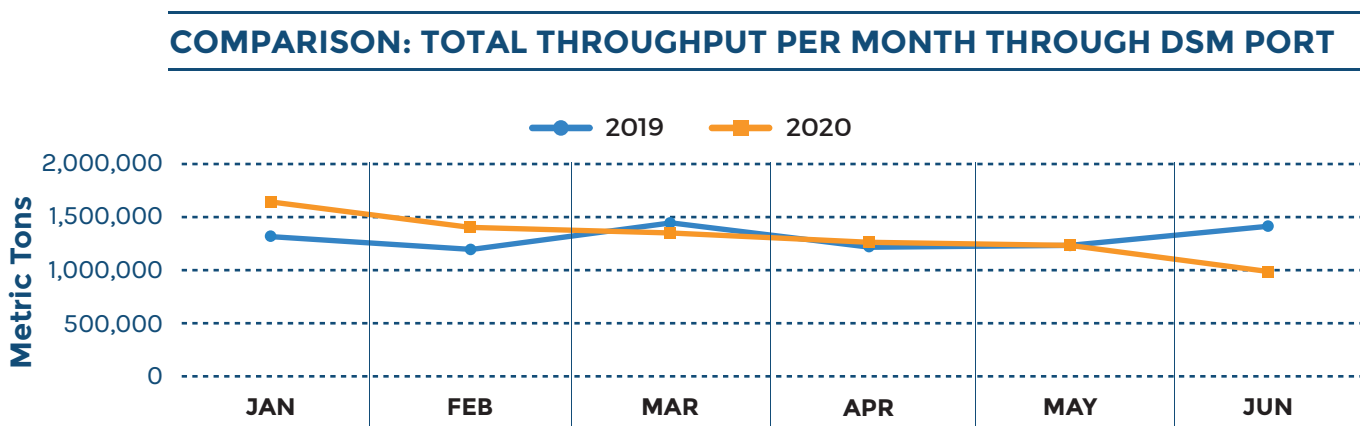
The volume of transactions shows the performance of the Dar es Salaam port in terms of availed data on cargo flow for deep sea cargo, coastal traffic and transshipment for both imports and exports within a stated period under review (January-June). The overall total cargo throughput recorded an increase of volume of about 45,711 metric tons which is equivalent to 0.6 percentage increase only; the critical month being June where a decrease of 446,188 metric tons was recorded on comparing June 2019 and same month in the year 2020 which is equivalent to 32% decrease. The breakdown of the Total Cargo throughput is highlighted in details below comprising the Deep sea cargo traffic, Coastal cargo traffic and Transshipment cargo traffic for the whole period under review.

Table 2: Total Cargo Throughput (Deep Sea + Coastal + Transshipment) for Jan-Jun(2019) and Jan-Jun(2020) in metric tons

	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
Total Traffic 2019	1,292,758	1,163,379	1,400,746	1,191,971	1,197,880	1,380,848	7,627,582
Total Traffic 2020	1,616,320	1,370,879	1,312,374	1,249,383	1,189,677	934,660	7,673,293

Source: TPA

Figure 1: Total Cargo Throughput



A. DEEP SEA CARGO TRAFFIC

This refers to cargo traffic/goods on inter-continental routes, crossing oceans. This section highlights an overview of the deep-sea cargo traffic at the port of Dar es Salaam for both imports and exports measured in metric tons. The analysis is based on the comparison for the period under review for the first half year of 2020 and same period in 2019.

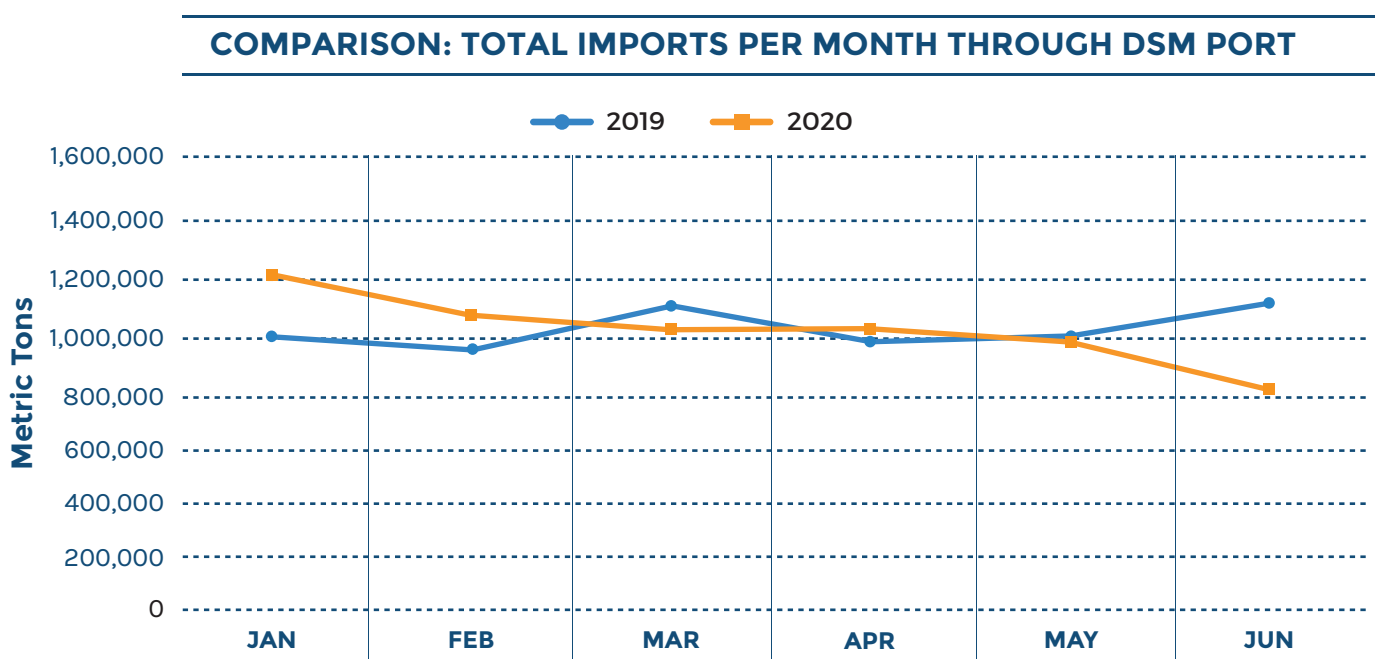
1.2 Imports/exports per country

Table 3: Imports in metric tons

COUNTRY	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	TOTAL 2019	JAN 2020	FEB 2020	MAR 2020	APR 2020	MAY 2020	JUN 2020	TOTAL 2020
Local	603,020	585,673	702,541	633,808	578,000	750,193	3,853,235	839,118	728,199	702,551	651,600	690,706	505,309	4,117,484
D.R. Congo	117,915	108,730	98,651	101,163	78,891	105,481	610,831	119,924	120,926	106,305	78,697	87,937	74,809	588,598
Burundi	25,249	37,276	28,354	29,560	36,407	31,029	187,875	40,544	42,967	35,428	39,065	36,322	29,260	223,586
Rwanda	76,953	82,311	101,116	82,441	97,292	113,164	553,278	114,133	98,171	116,834	111,075	89,346	49,426	578,986
Uganda	8,851	19,623	11,512	9,485	13,071	11,252	73,794	10,952	18,674	10,525	13,284	11,406	8,345	73,185
Other	187,221	96,324	229,374	119,497	203,150	170,031	1,005,597	216,727	107,417	71,970	160,669	69,444	44,884	671,112
Total Discharged	1,019,209	929,937	1,171,548	975,954	1,006,811	1,181,149	6,284,609	1,341,399	1,116,354	1,043,613	1,054,390	985,161	712,032	6,252,950

Source: TPA

Figure 2: Total Imports



The table above analyze the total traffic through the port of Dar es Salaam in terms of total cargo discharged (Imports) in metric tons. Comparing January - June 2019 where it was recorded a total of 6,284,609 metric tons and same period in the year 2020, recorded a total of 6,252,950 metric tons which is a very slight decrease of 31,659 metric tons, equivalent to 0.5 percentage decrease.

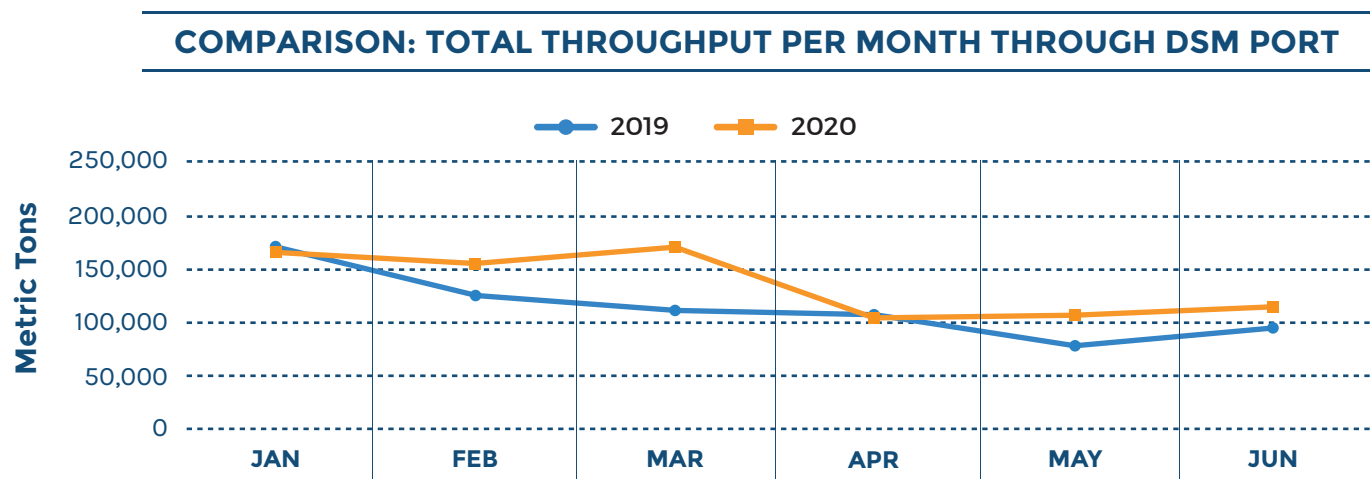
Table 4: Exports in metric tons

COUNTRY	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	TOTAL 2019	JAN 2020	FEB 2020	MAR 2020	APR 2020	MAY 2020	JUN 2020	TOTAL 2020
Tanzania	99,023	99,171	86,689	89,810	73,404	88,164	536,261	147,818	132,044	125,067	98,427	95,161	101,221	699,738
D.R. Congo	53,464	52,906	55,024	54,244	53,066	44,579	313,283	53,934	52,114	65,784	46,326	48,236	50,164	316,558
Burundi	2,865	1,406	3,730	3,428	1,040	1,942	14,411	1,591	1,185	1,021	784	440	479	5,500
Rwanda	2,786	1,401	3,607	2,432	2,260	2,481	14,967	2,275	1,308	4,036	2,778	1,006	1,925	13,328
Uganda	15	42	0	11	15	0	83	0	0	0	0	0	0	0
Others	63,420	31,699	26,325	21,614	19,540	25,558	188,156	11,668	22,629	25,042	19,905	25,177	23,162	127,583
Total Loaded	221,573	186,625	175,375	171,539	149,325	162,724	1,067,161	217,286	209,280	220,950	168,220	170,020	176,951	1,162,707

Source: TPA

The table above, shows that the total exports at the port of Dar es Salaam in metric tons are slightly increasing. The analysis shows that the total recorded export volume from January to June 2019 was 1,067,161 metric tons while same period in the year 2020 recorded a total export volume of about 1,162,707 metric tons, an increase of 95,546 metric tons which is equivalent to 9 percentage increase.

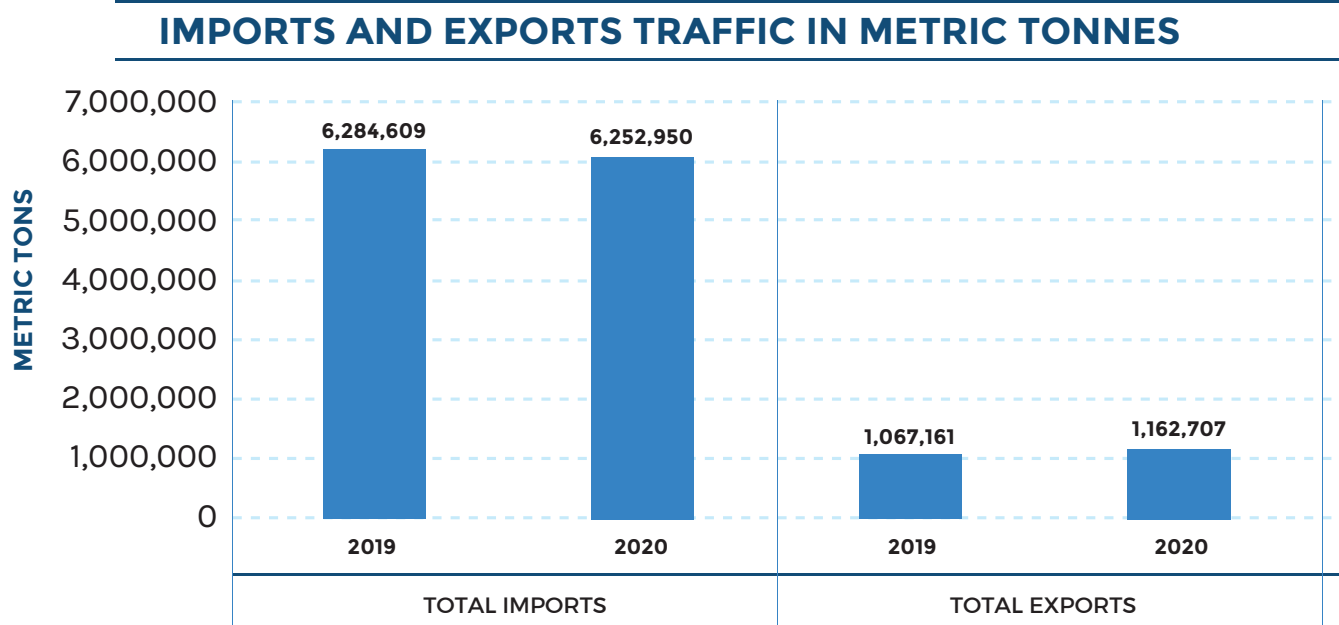
Figure 3: Total Exports



Currently, the analysis shows that the outbreak of the COVID-19 pandemic has slightly affected the **Imports deep sea cargo volume** where analysis shows a slight decrease of 0.5% while for **Exports** observed an increase of 9%.

The graph below depicts the combined analysis for both Imports and Exports in metric tons.

Figure 4: Imports and Exports Combined



B. COASTAL CARGO TRAFFIC

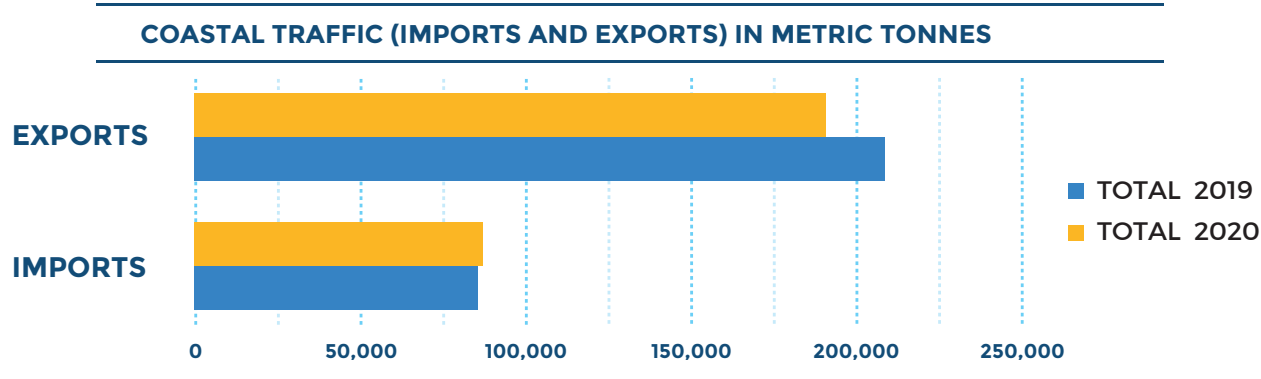
Refers to goods transported by a ship that takes place solely from port to port within Tanzania coast ports. The table below shows the Coastal cargo traffic both (imports and exports) in metric tons. The main coast ports include Tanga and Mtwara.

Table 5: Coastal Traffic

	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	TOTAL 2019	JAN 2020	FEB 2020	MAR 2020	APR 2020	MAY 2020	JUN 2020	TOTAL 2020
Imports	9,924	9,653	11,625	10,982	11,344	11,940	65,468	15,400	9,615	13,233	6,436	9,629	11,285	65,598
Exports	42,052	37,164	42,198	33,496	30,400	25,034	210,344	41,835	34,796	33,956	20,055	24,571	34,123	189,336
Total Coastal Traffic	51,976	46,817	53,823	44,478	41,744	36,974	275,812	57,235	44,411	47,189	26,491	34,200	45,408	254,934

Source: TPA

Figure 5: Coastal Traffic



The analysis, show that the coastal traffic for imports have slightly increased by 0.2 percent within a period under review while for exports recorded a decrease of 10 percent as clearly indicated on the graph above. This is mainly attributed by Covid-19 pandemic impact as most of the Coastal cargo traffic business were not smoothly done due to restrictions on travels and adhering to international guidelines to avoid spread of Covid-19 pandemic.

C. TRANSHIPMENT CARGO TRAFFIC

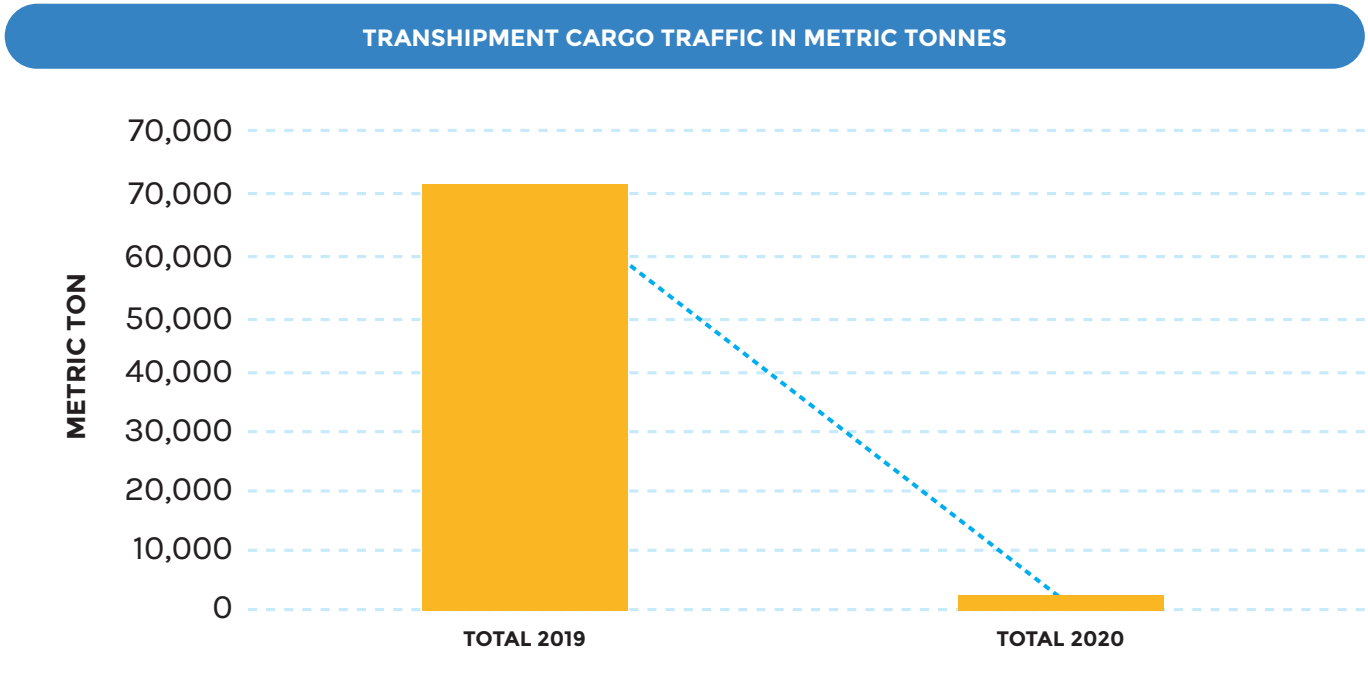
The exact definition of transshipment may differ between ports, mostly depending on the inclusion of inland water transport (flatboats operating on canals and rivers to the hinterland). The definition of transshipment may: include only seaborne transfers (a change to another international deep-sea container ship); or include both seaborne and inland waterway ship transfers (sometimes called water-to-water transshipment). Simply, Transshipment at sea is done by transferring goods from one ship to another. At the port of Dar es Salaam Transshipment cargo traffic is recorded in metric tons and mainly.

Table 6: Transshipment Traffic

JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	TOTAL 2019	JAN 2020	FEB 2020	MAR 2020	APR 2020	MAY 2020	JUN 2020	TOTAL 2020
16,703	16,500	18,563	16,217	3,964	118	72,065	400	834	622	282	296	269	2,703

Source: TPA

Figure 6: Transshipment Traffic



The trend analysis, shows that the transshipment cargo traffic have tremendously decreased by 96 percent which was mainly attributed by Covid-19 pandemic impact due to restrictions on various destinations so most of the cargo were opted to be delivered direct to avoid unnessesary delays on transshipment arrangements.

1.3 Transit rates and costs per destinations

These are the rates of transportation services paid by the cargo owners/shippers to the road transporters. During the first half of the year, Jan- June 2020, transport rates has not been adversely affected by the pandemic and trasporters continued to charge the same amount with minor competition variations among transporters. Multiple delays across the borders mainly from April - June 2020 has however being reported to increase operation costs among transporters.

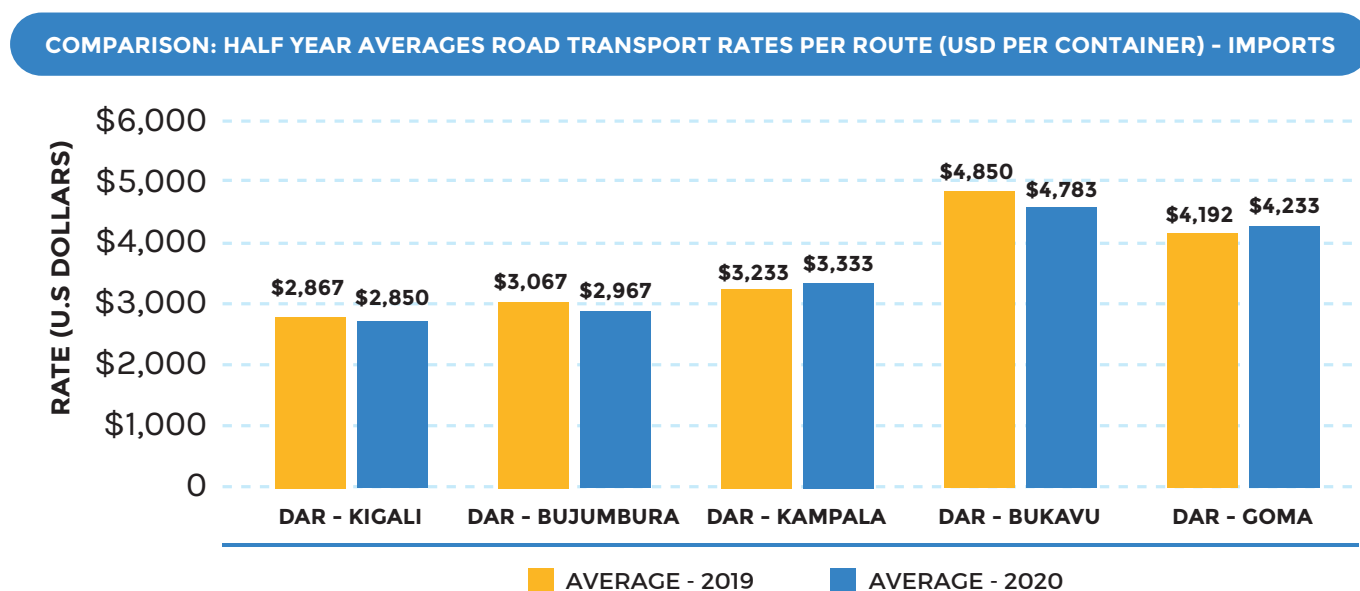
The overall average transport rates trends for the first half of the year for imports to different destinations are as indicated in the table below.

Table 7: Transit rates and costs per destinations

DESTINATION (IMPORT TO)	JAN - 20	FEB - 20	MAR - 20	APR - 20	MAY - 20	JUN - 20
Dar-Kigali	\$2,900	\$2,900	\$2,900	\$2,800	\$2,800	\$2,800
Dar-Bujumbura	\$3,100	\$3,100	\$2,800	\$2,900	\$2,800	\$3,100
Dar-Kampala	\$3,200	\$3,200	\$3,200	\$3,500	\$3,500	\$3,400
Dar-Bukavu	\$4,900	\$4,900	\$4,800	\$4,600	\$4,600	\$4,900
Dar-Goma	\$4,300	\$4,300	\$4,300	\$4,100	\$4,000	\$4,400

Source: Transporters/CFAs

Figure 7: Average Road Transport rates per route



Transport rates have not been adversely affected by the pandemic for the period Jan - June 2020 compared to the same period in 2019.

1.4 Ship turnaround time

Ship turnaround time is the total time spent by a ship at the port; measured from an average time difference per month from when a ship is ON-Berth to when the ship is OFF-Berth measured in Hours per ship from Tanzania Ports Authority (TPA).

Components of ship turnaround time include the following aspects: Ship waiting time, Berthing/un-berthing time, Berth time (Service time). While the waiting time is normally a small proportion of turnaround time it was observed that compared to the last year, the waiting time for the half year of 2020 has anomalously increased to approximately 6 days on average from zero waiting time same period last year. This might be attributed by the outbreak of Covid-19 pandemic as most of the staff within the port were undertaking precautions and observing internationally accepted protective measures for Covid-19. These were including social distancing and working on shifts to reduce possible contacts in crowded environment.

Table 8: Ship Turnaround Time in days

INDICATORS	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	AVG. 2019	JAN 2020	FEB 2020	MAR 2020	APR 2020	MAY 2020	JUN 2020	AVG. 2020
Waiting time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	8.8	7.2	2.8	2.0	-	5.8
Berthing time	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	-	0.1
Berth time	2.8	2.7	2.9	2.9	3.2	2.9	2.9	3.2	3.4	3.3	3.3	2.9	-	3.2
Turnaround time	2.9	2.8	3.0	3.0	3.3	3.0	3.0	11.4	12.3	10.5	6.2	4.9	-	9.1

Source: TPA

As shown on the table above, the containerized vessel ship turnaround time is on average of 3 days January to June 2019 compared to 9 days same period in the year 2020 which shows a tremendous increase in ship turnaround time which is mainly attributed to the ship waiting time which affected the overall ship turnaround time.

1.5 Dwell time indicators

Dwell time refers to the total time spent by containerized Cargo at the Port from when the Cargo was discharged from the vessel until port exit (average number of days the container stays in a yard). The below statistics give out highlights on the dwell time measured in days per container for both Tanzania Ports Authority and Tanzania International Container Terminal Services (TICTS). The analysis is also based on the overall impact caused by the COVID-19 Pandemic which has attributed to some delays on the clearance of cargo at the port of Dar es Salaam as most of the institutions from March 2020 started operating under shifts basis with limited number of staffs so as to observe social distancing requirements and adhere with other internationally standard guidelines.

1.5.1 TPA Dwell time

Table 9: Average Local Container Dwell Time TPA (Days per container)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	AVG.
2019	6	5.1	5.4	3.6	19	8.4	7.9
2020	9.4	10.5	11.7	9.5	-	8.5	9.9

As depicted on the table, the trend shows the average dwell time for the stated period January to June 2019 and same period 2020 for local containerized cargo. Considering the Government set target of 5 days, the analysis shows a high increase on dwell from an average of 8 days in 2019 to an average of 10 days in 2020 for the same stated period under review, this is an increase of 2 extra days which is equivalent to 25% increase.

Table 10: Average dwell time transit container TPA (Days per container)

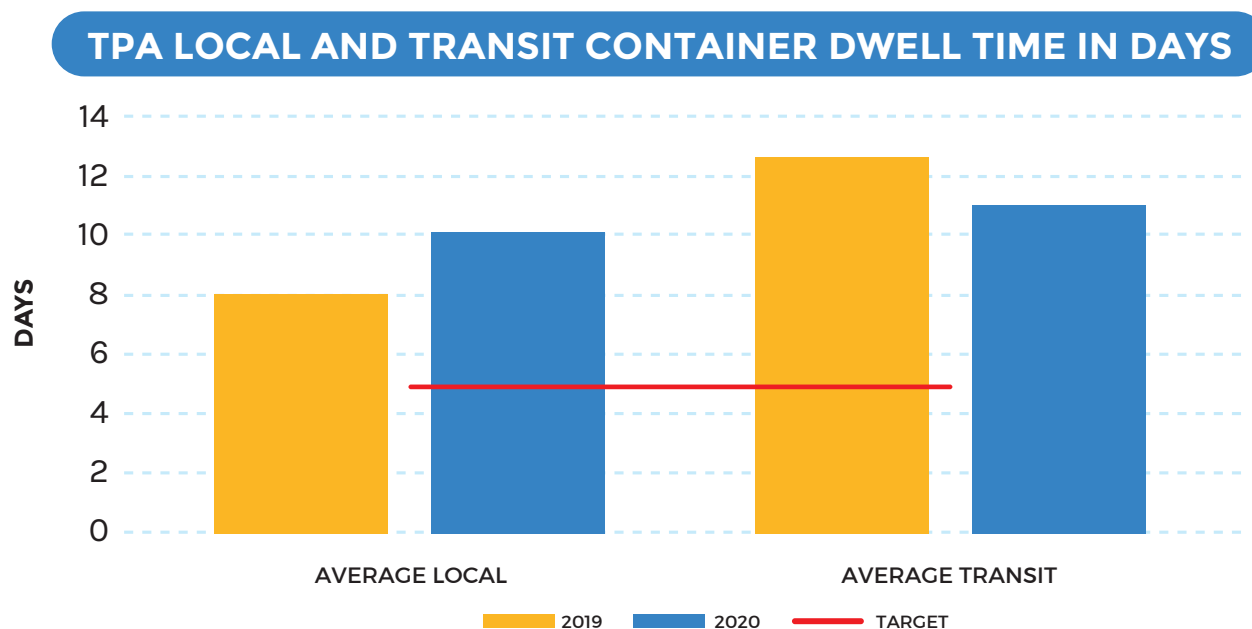
YEAR	JAN	FEB	MAR	APR	MAY	JUN	AVG.
2019	13	10.4	13.2	9.7	17.8	12.2	12.7
2020	9.9	10.8	13.7	11.1	-	9.4	11.0

Source: TPA

The average transit container dwell time has decreased from an average of 12.7 days from January - June 2019 to 11 days same period in the year 2020, which is a decrease of 1.7 days which is equivalent to 13.4% decrease.

The trend shows a sharp increase from February to March in the year 2020 due to strict measures undertaken from the set international guidelines recommended by World Health Organization so as to keep everyone safe from the outbreak of COVID-19.

Figure 8: TPA Local and Transit Container dwell time



1.5.2 TICTS Dwell time

Table 11: Average monthly local container dwell time in days

YEAR	JAN	FEB	MAR	APR	MAY	JUN	AVG.
2019	3.6	3.6	3.3	3.4	4.1	6.4	4.1
2020	4.7	4.0	4.2	4.8	4.5	3.9	4.4

As recorded on the table, the average local Container dwell time for TICTS in the year 2019 from January to June was 4.1 days while same period in the year 2020 observed an increase to 4.4 days which is equivalent to 7 percentage increase. The trend analysis shows that an increase was recorded mainly from March which might be attributed by strict observations of international guidelines to avoid the spread of Covid-19 pandemic through working on shifts, reducing number of staff meeting at the same time and social distancing which in one way or another slightly affect the average local dwell time. However, TICTS local containerized dwell time is within the set target of 5 days.

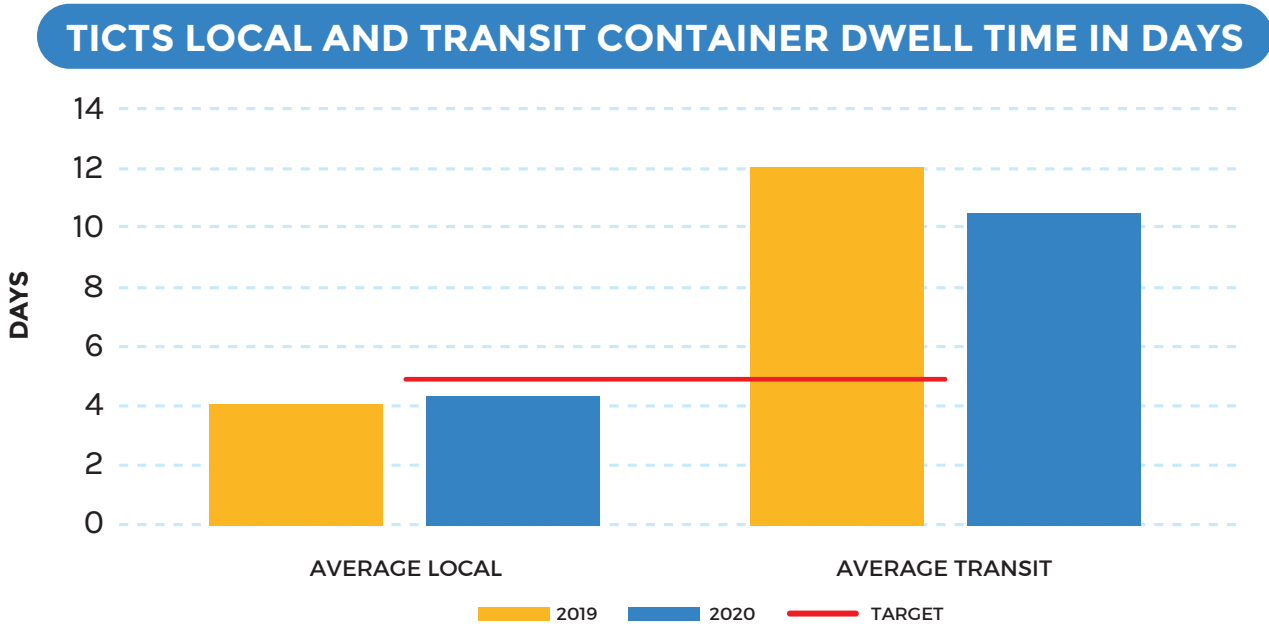
Table 12: Average Dwell Time Transit Containers TICTS

YEAR	JAN	FEB	MAR	APR	MAY	JUN	AVG.
2019	12.6	12.6	12.9	11.2	10.5	11.3	11.9
2020	10.8	9.7	9.7	11.0	11.9	9.6	10.5

Source: TICTS

As shown on the table, the average TICTS Transit Container dwell time is slightly decreasing from an average of 10.5 days from January - June 2019 to approximately 12 days in 2020 same period under review, which is equivalent to 12 percentage decrease.

Figure 9: TICTS Local and Transit Container dwell time



1.6 Truck turnaround time

Refers to the average time taken in Hours for Truck Turnaround time at Tanzania International Container Terminal Services (TICTS) measured from the average time difference between Truck Gate Out date and Truck Gate In date.

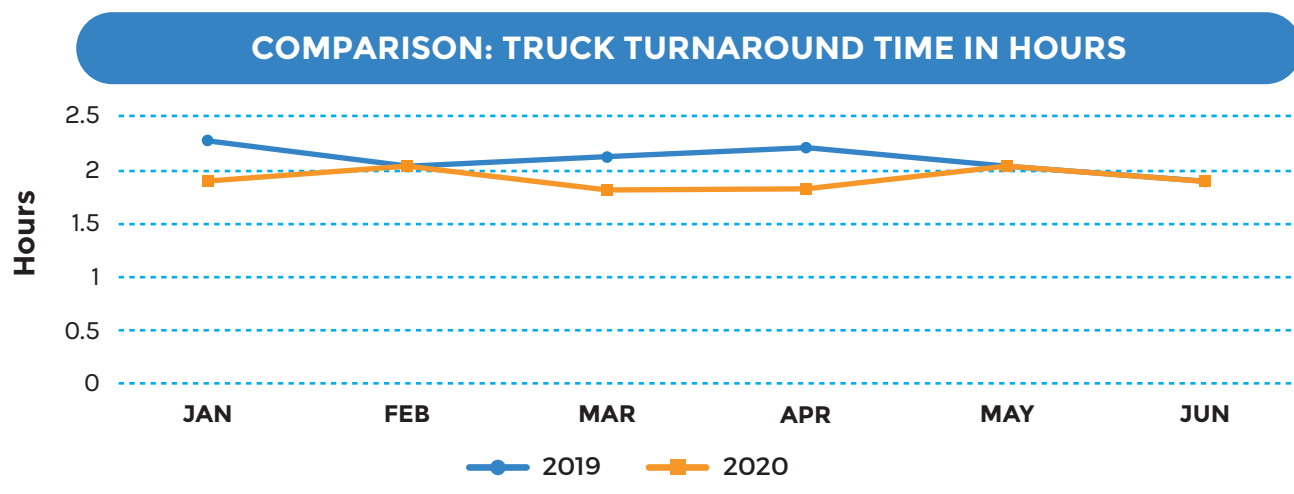
Table 13: Truck turnaround time in hours

YEAR	JAN	FEB	MAR	APR	MAY	JUN	AVG.
2019	2.3	2.0	2.1	2.2	2	2.2	2.1
2020	1.8	2.0	1.7	1.7	2.0	1.8	1.8

Source: TICTS

As shown on the table, the truck turnaround time January - June 2019 is on average of 2.1 hours while same period in the year 2020 recorded an average of 1.8 hours, which is equivalent to a decrease of 14% and might be attributed by quick handling of cargo at the port to avoid unnecessary congestions especially during this time of the outbreak of Covid-19 pandemic so as to adhere with set international guidelines of social distancing and avoiding crowded environment.

Figure 10: Truck Turnaround time



1.7 Weighbridge Traffic along the CC

This indicator measures the average number of trucks weighed in a month at the various weighbridges in Tanzania along the Central Corridor.

Central Corridor Transit nodes in Tanzania have a total of 10 weighbridges, five of them Vigwaza, Mikese, Dakawa, Nala and Njuki are Weighing in Motion (WIM) for the purpose of reducing time spent during weighing process whereas Kurasini, Mwendakulima, Nyakahura, Kyamyora and Mutukula are static bridges.

Transit vehicles through the central corridor are weighed and being inspected at only three stops of Vigwaza, Njuki and Nyakahura.

The below statistics indicates the summary of weighed vehicles at the respective weighing per Quarters in Tanzania since 2017 to June 2020. It should be noted that Dakawa weighbridge started operations in April 2019 replacing Kihonda weighbridge, data before this period reflects data measured at Kihonda weighbridge.



Table 14: Weighbridge Traffic along the CC

WEIGHBRIDGE TRAFFIC

	TRAFFIC	JAN-MARCH	(APRIL-JUNE)	(JUL-SEPT)	(OCT-DEC)
Vigwaza	2017	114,824	123,970	115,786	133,413
	2018	118,355	93,423	286,493	271,333
	2019	271,785	194,526	96,235	238,716
	2020	277,216	250,955	-	-
Mikese	2017	42,401	38,226	51,702	172,584
	2018	47,540	59,109	129,371	52,791
	2019	73,628	67,723	147,530	152,891
	2020	191,907	187,420	-	-
Kihonda/Dakawa	2017	21,518	17,910	19,140	25,905
	2018	15,754	29,053	38,513	32,777
	2019	33,897	37,262	92,058	109,518
	2020	165,154	151,551	-	-
Nala	2017	46,521	43,913	45,023	51,337
	2018	52,277	58,958	60,647	47,581
	2019	42,090	75,915	55,097	92,903
	2020	45,686	45,441	-	-
Njuki	2017	29,523	31,752	12,538	18,741
	2018	31,852	58,840	31,374	41,209
	2019	41,228	43,720	131,366	201,301
	2020	253,860	249,764		
Mwendakulima	2017		27,654	30,743	28,473
	2018	32,153	30,563	34,098	32,291
	2019	29,194	26,086	9,142	25,967
	2020	26,853	27,553		
Nyakahura	2017	20,276	1,239	24,299	2,4745
	2018	20,113	16,833	25,478	9,561
	2019	19,925	24,333	24,516	0
	2020	16,685	25,314		
Kyamyorwa	2017	10,006	7,715	11,078	10,415
	2018	9,879	8,925	9,044	10,657
	2019	14,568	17,531	18,315	16,502
	2020	18,365	8,623		
Mutukula	2017	3,561	2,114	2,093	930
	2018	2,281	2,428	2,186	2,780
	2019	2,486	4,326	4,480	7,847
	2020	5,308	10,129		

Source: TANROADS

The period January – June 2020, has recorded increased number of weighed traffic at all weighbridges compared to same period last year. This has been attributed by conversion of most of the weighbridges into Weigh in Motion and improvement of recording systems at the respective weighbridge stations hence improving data capturing for all vehicles passing the stations.

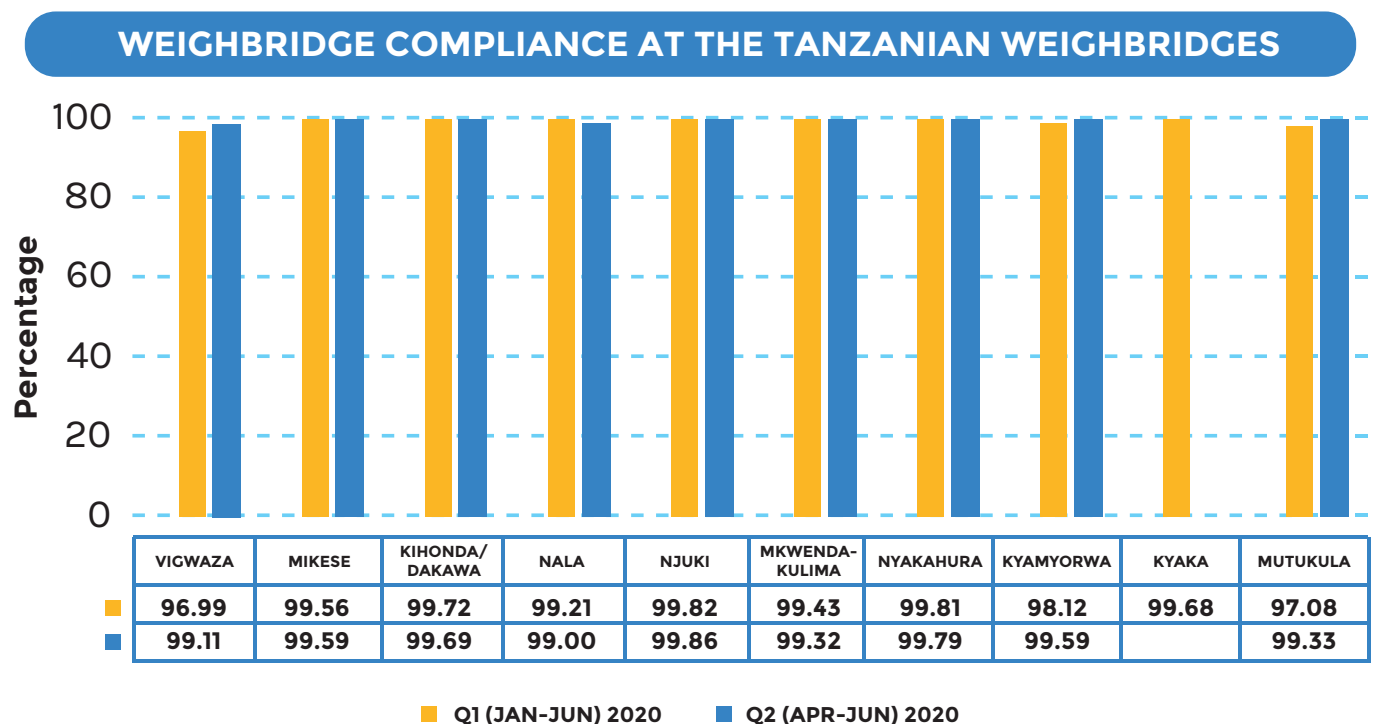
1.8 Weighbridge Compliance along the CC

This measure the percentage of trucks that comply with the gross vehicle weight and the axle load limits before or after re-distribution of cargo.

The East African Community Vehicle Load Control Act 2016, is an Act of the Community to make provision for the control of vehicle loads, harmonized enforcement, institutional arrangements for the Regional Trunk Road Network within the Community and to provide for other related matters including management of the weighbridges. In Tanzania, weighbridges are managed by TANROADS

Below statistics indicates compliance level of trucks at various weighbridges in Tanzania, where the compliance is taken for all measured vehicles at the static and portable scales which are complying vehicles within the allowable 5% tolerance weight limit.

Figure 11: Weighbridge compliance in Tanzania



Source: TANROADS, data Jan - Jun 2020

The figure above shows that there is high compliance level by trucks in all weighbridges along the central corridor in Tanzania. The compliance is consistent throughout the reporting period (Jan–June 2020). The average compliance is less at the first weighbridge of Vigwaza compared to all other weighbridges, however it has improved to 99.11% compliance for April–June 2020 from 96.99% for the period Jan–March 2020.

1.9 Transit time to destinations

It's the time, which it takes for a cargo to move from the port of Dar es salaam to various destinations in the Central Corridor Member States. Analysis indicates that, on the first three months of year 2020, January and February had no major fluctuations on the transit time to destinations.

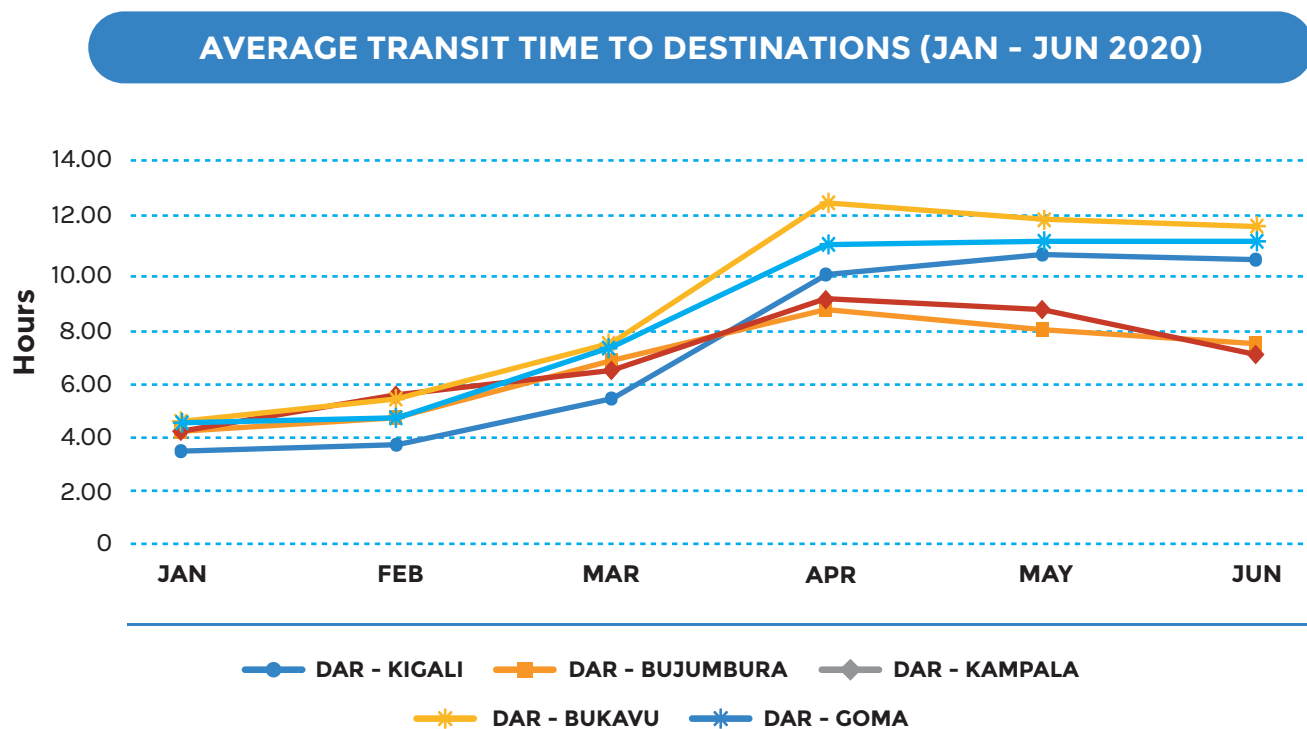
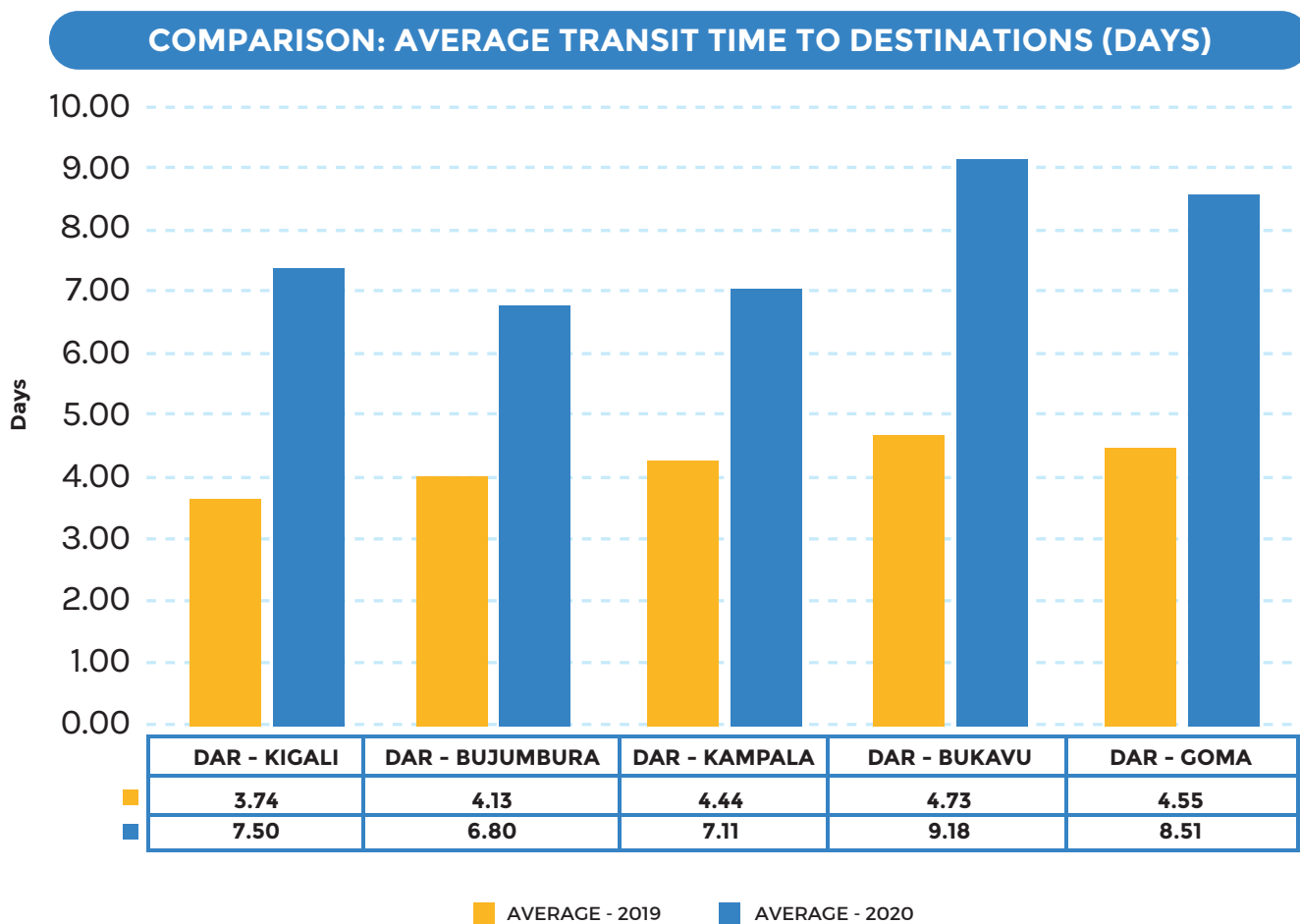
All destinations along the central corridor recorded adverse increase of transit time from the second Quarter. This was contributed by various measures put in place to curb Covid-19 effects which affected people crossing the border and associated border crossing procedures. and it was informed to be influenced by strict screening at the borders for possible infected people and mandatory stops as entering to major towns in the countries. Offloading at the destinations were informed to be much quicker than before. Figures below details average changes on the transit times to various destinations for the first half of the of the year 2020 and 2019.

Table 15: Transit time to destinations

DESTINATION	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	AVG. 2019	JAN 2020	FEB 2020	MAR 2020	APR 2020	MAY 2020	JUN 2020	AVG. 2020
Dar-Kigali	3.67	3.83	3.76	3.80	3.73	3.64	3.74	3.66	3.86	5.51	10.20	11.01	10.75	7.50
Dar-Bujumbura	4.21	4.00	4.22	4.15	4.18	4.02	4.13	4.35	4.87	6.91	8.91	8.22	7.53	6.80
Dar-Kampala	4.44	4.38	4.39	4.42	4.47	4.51	4.44	4.50	5.72	6.81	9.32	8.93	7.37	7.11
Dar-Bukavu	4.75	4.76	4.73	4.72	4.76	4.68	4.73	4.77	5.51	7.66	12.90	12.21	12.01	9.18
Dar-Goma	4.51	4.49	4.62	4.70	4.59	4.41	4.55	4.69	4.89	7.35	11.32	11.39	11.42	8.51

Source: Transporters

Figure 12: Average transit time to destinations



1.10 Maritime indicators (Lake Victoria Maritime indicators: Vessels operation for the Mwanza – PortBell route

The Central Corridor Rail – waterways intermodal route of Dar es salaam – Mwanza -PortBell Kampala was re-opened in Mid-June 2018 after being idle for about 10 years, this follows directives of the President of Tanzania, H.E. John Joseph Pombe Magufuli and his counterpart, President Yoweri Kaguta Museveni of Uganda when met on 25th February, 2017, during the bilateral talks in Dar es Salaam, to the responsible institutions in Tanzania and Uganda to make necessary consultations with immediate effect, aiming at re-opening of the Mwanza – Port Bell – Kampala Route, for handling Uganda’s export and import traffic to/from the international markets by rail and water transport, through the Port Dar es Salaam up to Kampala.

During the period January to June 2020, its only one vessel Mv. Umoja managed by MSCL that was operational only during the first quarter Jan – March and plying the route Mwanza-PortBell-Mwanza and was drydocked in April 2020 for it’s routine maintainanxe. Mv. Kaawa managed by URC was drydocked since January 2020 for the same routine maintenance.

Below provide operational indicators for Mv.Umoja during the period January – March 2020.

1.10.1 Number of vessel’s returs trip made per month

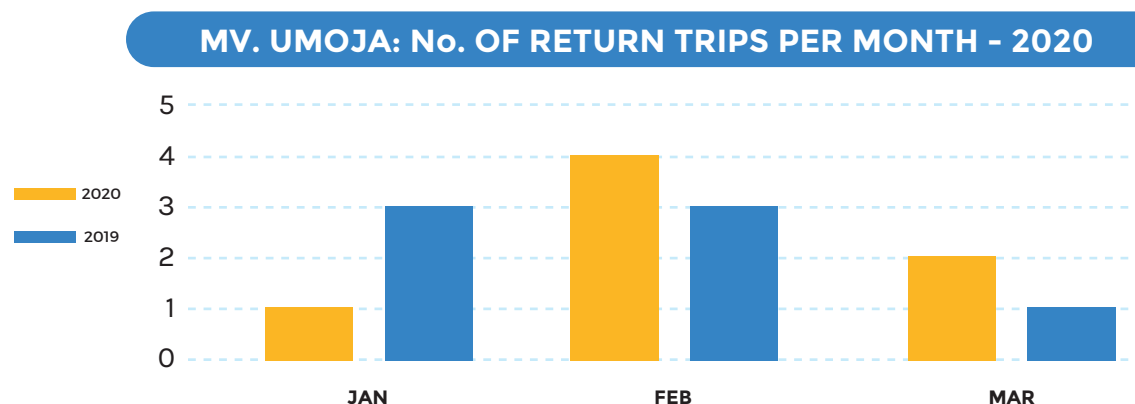
Number of returns trip per month indicate the number of completed return trip made by the vessel to the ports which are PortBell – Mwanza-PortBell for Mv. Kaawa operated by URC and Mwanza – PortBell – Mwanza for Mv. Umoja operated by MSCL

Table 16: Number of vessel’s returs trip made per month

YEAR	JAN	FEB	MAR	APR
2019	3	3	1	7
2020	1	4	2	7

Source: MSCL

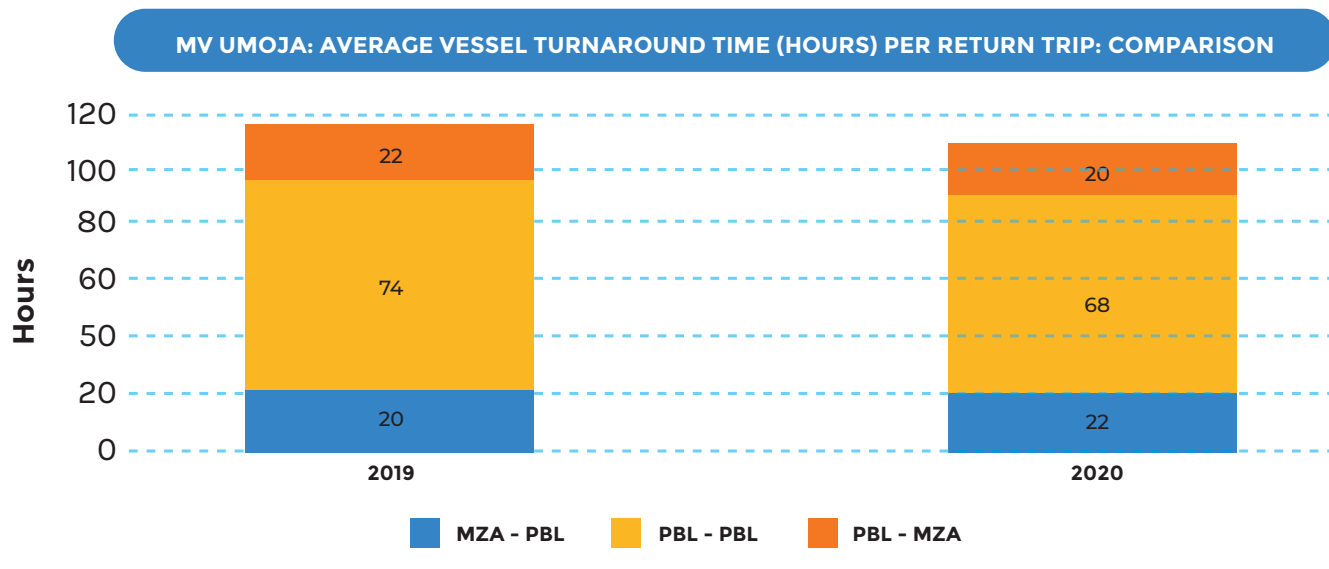
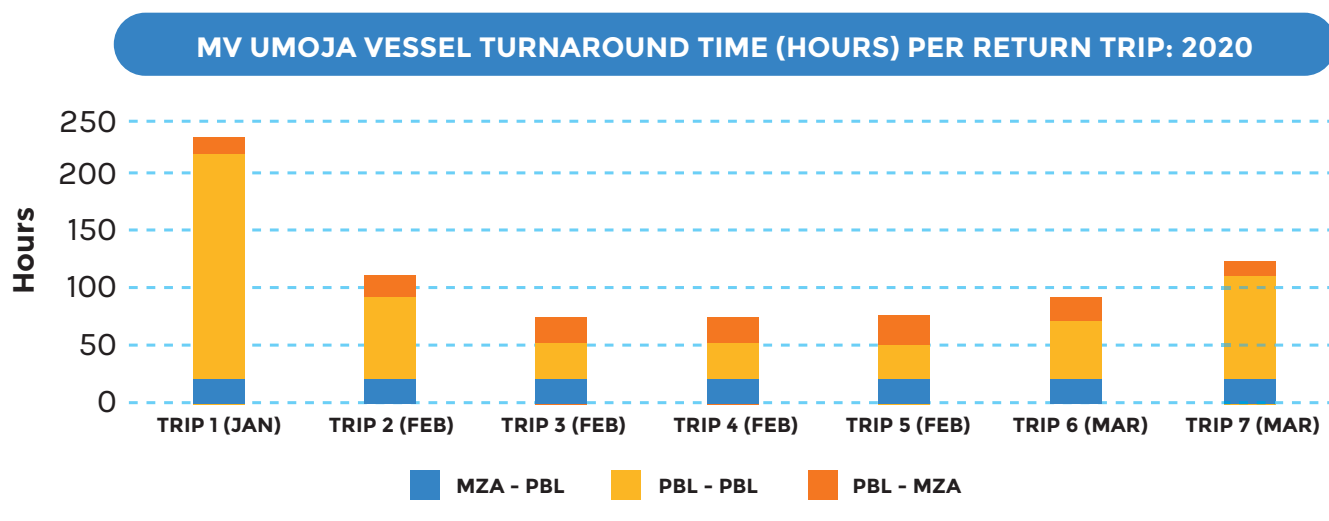
Figure 13: MV Umoja number of return trips per month



1.10.2 The vessel turnaround time

The vessel turnaround time is the total time spent by a vessel to complete a total round trip between Mwanza and Port Bell in Lake Victoria. Its components include vessel sailing time (Mwanza - PortBell or PortBell - Mwanza) and the port stay (Mwanza port/PortBell). The vessel turnaround time is highly affected by port Stay as depicted in the figures below;

Figure 14 MV Umoja vessel turnaround time



1.10.3 Volume handled per month

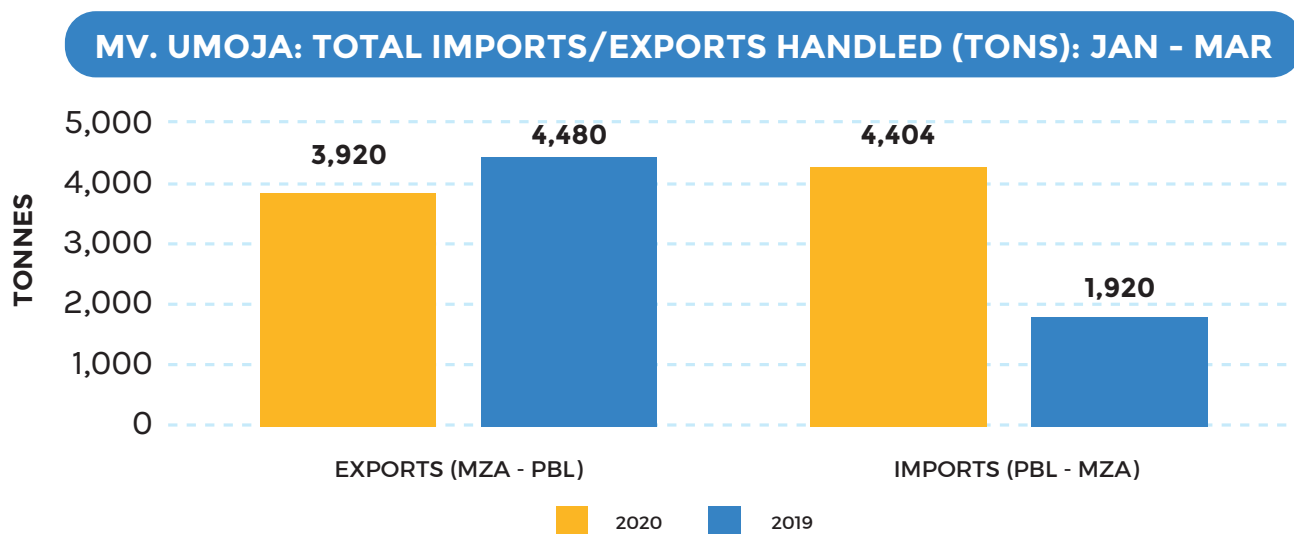
Mv. Umoja handled export (Mwanza PortBell) volume of 3,920 tonnes for the period Jan – March 2020 which has reduced compared to the 4,480 tonnes of export handled for the same period last year. Whereas about 4,404 tons of imports (PortBell – Mwanza) volume was handled for the period Jan – March 2020 marking an increase compared to 1,920 tonnes of volume handled for the same period 2019.

Table 17: Volume handled per month

MONTH	EXPORTS - 2020	EXPORTS - 2019	IMPORTS - 2020	IMPORTS - 2019
JANUARY	NIL	1,840	820	760
FEBRUARY	2,400	2,280	2,131	360
MARCH	1,520	360	1,453	800
TOTAL	3,920	4,480	4,404	1,920

Source: MSCL

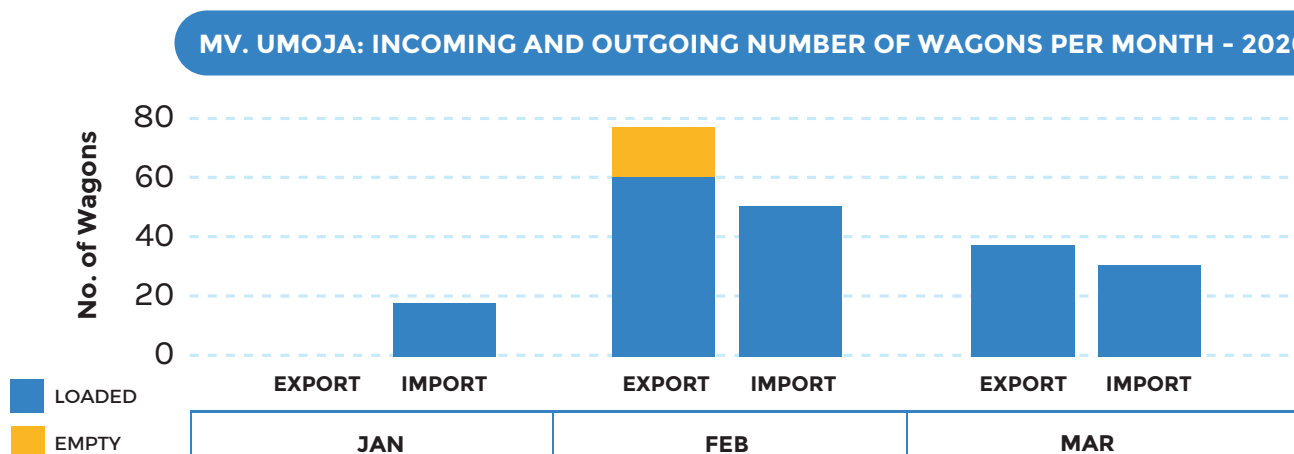
Figure 15: MV Umoja Total Imports and Exports



1.10.4 Incoming and outgoing number of Wagons per trip

For the period Jan – March 2020, a total of 217 wagons were operated by Mv. Umoja, out of it 16 wagons were empty representing about 7.3%. Of the 768 wagons operated. 114 wagons were for Export and 103 were for imports.

Figure 16: MV umoja incoming and outgoing number of wagons per month



CONCLUSION

Currently, the analysis shows that the COVID-19 pandemic impact on movement of goods started from March 2020 where an increased transit time of more than 2 days was observed at almost all destinations. It was informed to be influenced by strict screening at the borders for possible infected people crossing the border and mandatory stops while entering major towns in all the member countries.

Further analysis shows, that the total volume for imports deep sea cargo has slightly decreased by 0.5% due to Covid-19 pandemic impact. Also, observed Exports cargo volume increased by 9% due to favourable working conditions provided by Dar es Salaam port to handle export volume during this hard time of Covid-19 pandemic.

In addition, the coastal cargo traffic, observed a 10 percentage decrease for the period under review while deep analysis recorded a tremendous decrease of Transshipment cargo traffic by 96%. Both coastal and transshipment traffic decrease were mainly attributed by the impact of the Covid-19 pandemic during this period under review.

On the Maritime operations for inland waterways in Lake Victoria, only one vessel was operational for the period Jan – March 2020, compared to two vessels operating the route for the same period 2019. Export (Mwanza to PortBell) volume handled reduced by 13% from 4,480 tonnes to 3,920 tonnes, whereas imports (PortBell – Mwanza) volume handled increased by 129% from 1,920 tonnes to 4,404 tonnes of for the same period.

PERFORMANCE MONITORING REPORT

January - June 2020



PART II: SPECIALIZED SURVEYS

SURVEY OF THE CENTRAL CORRIDOR ROUTES IN
TANZANIA TO RUSUMO AND KABANGA/KOBERO

1. INTRODUCTION

From 10th to 14th August 2020, as part of its normal activities the Central Corridor Secretariat conducted a survey of Tanzania routes from Dar es salaam to the border with Rwanda (Rusumo) and the border with Burundi (Kabanga/Kobero). The aim of the survey was to get a clear understanding of the current status on cargo flows; cross border trade impediments and other trade facilitation concerns on these routes following various challenges raised by transporters/stakeholders due to Covid-19 measures being implemented. The survey team also observed essential facilities at the borders to accommodate the drivers amid the current situation of the Covid-19 pandemic. Also assessing route status in terms of road infrastructure, parking facilities and weighbridges.

2. KEY SURVEY FINDINGS

In general, the survey team observed smooth running of transport and logistics services and activities along the Central Corridor routes in Tanzania. Large part of infrastructure mainly roads and associated stopping points such as weighbridges and parking sites are in good condition such that, no delays were observed or reported by the users. Only the road section from Lusahunga – Rusumo (92KMS) was observed to be in very bad condition causing a lot of delays due and frequent breakdowns of the trucks.

At the border post of Tanzania and Burundi (Kabanga/Kobero) the team observed smooth operations with most of the users saying they were happy with the services and operations offered at the border. However, the at the border with Rwanda (Rusumo/Rusumo) the team observed very long traffic mainly caused by various proceedings on either side of the border on handling the issue of Covid-19 pandemic. Most of truck drivers complained of long delays at the border as it affects the transit time to destination as well as the cost of doing business. Detailed survey findings per the sections/nodes surveyed are as indicated below:

2.1 INFRASTRUCTURE

- a) The team surveyed all roads sections, weighbridge stations, customs checkpoints and some of the parking yards for truckers along the route.
- b) All weighbridge stations and parking sites are in good condition and thus no delays were reported or observed along these sites except for the Kurasini weighbridge at the port of Dar es salaam which we observed long ques of trucks going for weighing. It was informed that the weighbridge used to weigh about 1,600 trucks everyday but recently there is a significant increase of trucks beyond 2,000 being weighed per day. The long queues therefore are due to the increased number of trucks whose release time is not evenly distributed across 24 hours as there are some hours where it is very inactive with no trucks coming to weigh and other times you have multiple batch arrivals at the same time thus causing long queues.
- c) The team reviewed the status of road infrastructure along the central corridor road network in Tanzania and large sections of the roads are in good condition with the exception of the road section between Lusahunga – Rusumo in Kagera region.

d) The section between Lusahunga – Rusumo which has been under regular periodic maintenance is in very bad condition with large potholes, very dusty conditions and the terrain being mountainous in nature has resulted into a number of accidents and breakdowns of the trucks as seen in the pictures below;



The survey team highly recommends that the Central Corridor undertakes a quick proactive initiative and engage all relevant authorities to rescue the situation because;

- a) This is an important road section for the Central Corridor that serves all inbound/outbound trucks to Rwanda, Burundi and Eastern DRC which represent over 80% of the Corridor transit traffic.
- b) Currently an average of 5-10 breakdowns are recorded daily at the section between Lusahunga - Rusumo resulting into huge loss of cargo, increasing trucks maintenance costs and other costs associated with delays as result of these breakdowns.
- c) To preserve the strong reputation of the Central Corridor route in Tanzania that has been developed with traders and transporters as the trade route of choice.

2.2 Border Posts (Tanzania/Rwanda)

The survey team conducted visits to the border posts of Rusumo (Tanzania/Rwanda) and Kabanga/Kobero (Tanzania/Burundi). Despite the COVID-19 pandemic that has disrupted the flow of cargo along the International Trade routes of which Central Corridor is among them, the border crossing activities are going on well and the following were the observations made by the survey team;

RUSUMO BORDER POST

- a) OSBP border crossing activities are continuing with strict adherence to various health measures undertaken to contain spread of the Corona virus at the same time minimize trade disruptions.
- b) The team observed huge traffic of trucks at the parking yards within the border facility and outside the facility as well as alongside the roads leading to the border post.
- c) The long queues are due to the requirement for truck drivers to undergo COVID-19 testing before crossing either side of the border.
- d) Long queues of trucks on the Tanzania side coming from Rwanda were due to inadequate facilities and manpower to take samples of all truck drivers' arriving at the border. Health officials assigned to take samples are based at Ngara district and can only visit the border at least twice a week to take test samples. Once samples and other relevant information are taken, drivers are allowed to proceed with their journey. Long queues of trucks on the Tanzania side heading to Rwanda were informed to be due to various reasons including low capacity of Kiyanzi dry port to handle all consignments arriving for offloading due to absence of enough equipment and space, Covid-19 testing procedures whereby each individual arriving at the border has to be tested, unavailability of return empty containers, unavailability of relay drivers for swapping and mostly after the procedures are done, individuals have to wait for escort from the police for the trucks to move in a convoy whereby multiple trucks are escorted to various destinations.
- e) Queues at the border impose a risk for possible accidents such as fire outbreak. Due to the long queues of trucks at the parking facility at the border on Tanzania side that pose a big risk on the safety of the facility, arrangement are being made to prepare trucks' holding facility out of the border for trucks that are waiting to complete the health procedures.
- f) Queues at the border impose a risk for possible accidents such as fire outbreak. Due to the long queues of trucks at the parking facility at the border on Tanzania side that pose a big risk on the safety of the facility, arrangement are being made to prepare trucks' holding facility out of the border for trucks that are waiting to complete the health procedures.
- g) An additional unit dealing with safety and security issues has been added at the border where officials have been already been deployed and waiting for safety equipment for the department to be fully operational.

General remarks/Recommendations – Rusumo OSBP

- a) There is a need to equip health officials undertaking testing procedures in Tanzania with enough personnel and possibly have the testing facility deployed at the border to ensure every individual arriving undergoes Covid-19 testing without any delays.
- b) Re-visit the operationalization of Kiyanzi ICD and consider all possible measures that can ease flow of traffic into Rwanda.
KABANGA/KOBERO BORDER POST
- h) OSBP border crossing activities are going on smoothly while adhering to various health measures undertaken to contain the spread of the Corona virus but at the same time minimize trade disruptions.

- i) There are no long queues at the border posts both on the Tanzania and Burundi side, trucks arriving follow border crossing procedures and are allowed to proceed on either side without much delays however border crossing activities stop at 6pm Tanzania time and 5pm Burundi time.
- j) Concerns on the safety and security of cargo was raised mainly on the section between Gitega - Bujumbura where a lot of incidences of individuals clinging at the back of the trucks and stealing goods have been reported to occur frequently.
- k) From Kobero border, individual truckers are forced to spend their night rests at Gitega where there's sufficient parking facilities. However, drivers stated they preferred to spend the night at Muyinga to avoid insecurity and theft cases as most of them will arrive in Gitega at late hours due to the mountainous terrain nature of the area.

General remarks/Recommendations - Kabanga/Kobero OSBP

- c) Deploy police at the section Gitega - Bujumbura to curb theft cases.

ANNEX II: LIST OF THE SURVEY TEAM

S/N	NAME	TITLE	INSTITUTION
1.	Ally Hamud Kakomile	Field Surveys Supervisor	CCTTFA
2.	Mohamed Aman Kisamfu	IT Specialist	CCTTFA
3.	Faraji Yassin Kondo	Database Specialist	CCTTFA
4.	Sharon Costa Mariwa	Communication Specialist	CCTTFA
5.	Benedictor K. John	Media Coordinator - TZ	-
6.	Mbaraka Kazinja	Driver	CCTTFA

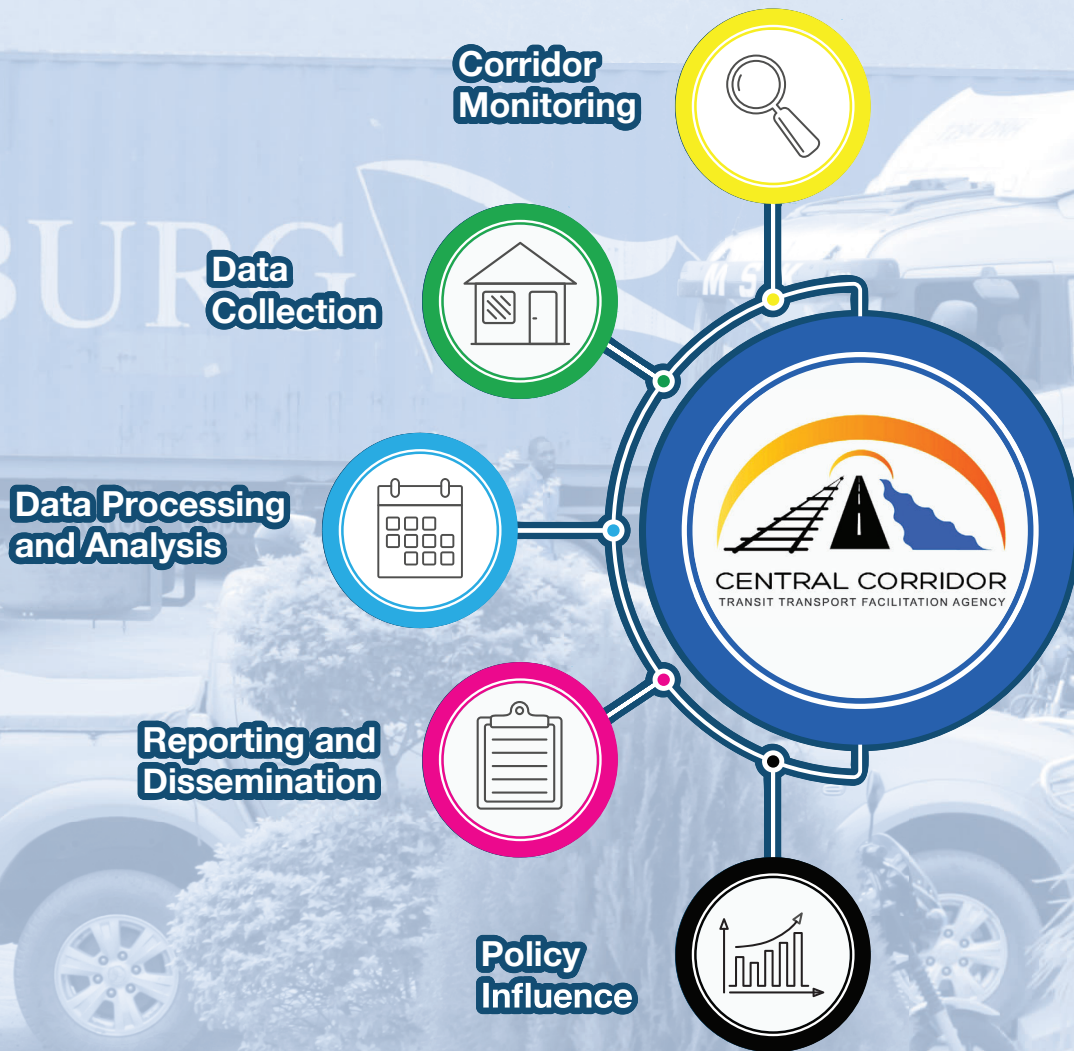


Living the Dream

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