

PERFORMANCE MONITORING REPORT

January - December 2019



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

May 2020

TABLE OF CONTENTS

LIST OF FIGURES	4
LIST OF TABLES	4
FOREWORD	6
EXECUTIVE SUMMARY	7
SECTION ONE : INTRODUCTION	9
1.1 Key Economic Indicators	9
1.2 Ease of Doing Business and Trading Across Borders Indexes	9
1.3 Central Corridor Performance Monitoring	10
1.4 Methodology	11
1.5 Processing, Analyzing and Reporting	11
SECTION TWO : VOLUME AND CAPACITY INDICATORS	12
2.1 Introduction	13
2.2 Deep Sea Cargo Traffic	13
2.2.1 Total Cargo Throughput at the Port Of Dar Es Salaam	14
2.2.2 Imports in Metric Tons	14
2.2.3 Exports in Metric Tons	15
2.3 DSM Port Coastal Traffic : January To December, 2017 - 2019	16
2.3.1 Coastal Traffic in Metric Tons	16
2.4 Transport Capacity by Rail	16
2.4.1 TRC Performance Review Based on Key Performance Indicators (KPIs)	17
2.4.2 TRC Performance Review Based on Implementation of Key Projects	18
2.4.3 Operational Indicators	19
2.5 Maritime Operations on The Central Corridor	20
2.5.1 Lake Victoria Maritime Indicators: Vessels Operation Indicators for the Mwanza - Port Bell Route	20
SECTION THREE : TRANSPORT RATES AND COSTS	
3.1 Introduction	26
3.2 Vessel Voyage Charges	26
3.3 Road Transport Rates and Charges per destinations (USD per container)	27
3.3.1 Road Transport rates	27
3.3.2 Transport Rates Comparisons: Dar es Salaam vs Mombasa to various destinations	28
3.3.3 Freight Forwarder Charges	29
3.3.4 Clearing & Freight Agent Charges	29
3.4 Rail Transport Rates and Charges	30
SECTION FOUR : PRODUCTIVITY AND EFFICIENCY	
4.1 Introduction	33
4.1 Ship Turnaround time	33
4.2 Dwell Time Indicators	35
4.2.1 TPA dwell time	37
4.2.2 TICTS dwell time	38
4.3 Customs Release Time/ Document Processing Time (DPC) Time	39
4.3.1 Tanzania Customs Release Time (Hours)/Document Processing Centre (DPC)	39
4.4 Truck turnaround time	40
4.4.1 TICTS	40
4.5 Percentage of the Origin for Transit Trucks vs Other Countries	41
4.6 Axle load Control (Weighbridges) indicators	41

TABLE OF CONTENTS

4.6.1	Weighbridge Traffic in Tanzania	42
4.6.2	Weighbridge compliance in Tanzania	43

SECTION FIVE : TRANSIT TIME AND DELAYS

5.1	Introduction	46
5.2	Transit time up to Tanzania Exit Borders	46
5.3	Transit time to destinations	48

SECTION SIX : SAFETY INDICATORS

6.1	Intoduction	50
6.2	Railway accidents on TRL lines	50
6.2.1	In Railway Subsector	50
6.3	Road accidents in Tanzania	51
6.3.1	In road Subsector	51

PART TWO : SPECIALIZED SURVEYS

SECTION ONE : INTRODUCTION

SECTION TWO : OBJECTIVES OF THE SURVEY

2.1	Main Objective	56
2.2	Specific Objectives of the survey	56

SECTION THREE : KEY SURVEY FINDINGS

3.1	TANZANIA TRANSIT NODES	57
3.1.1	Weighbridges	57
A.	Kurasini Weighbridge at the port of Dar es salaam	58
B.	Vigwaza Weighbridge	58
C.	MIKESE WEIGHBRIDGES	58
D.	DAKAWA WEIGHBRIDGES	59
E.	NALA WEIGHBRIDGES	59
F.	NJUKI WEIGHBRIDGES	59
G.	NYAKAHURA WEIGHBRIDGE	60
3.1.2	CUSTOMS CHECK POINTS	61
A.	Misugusugu TRA Checkpoints	61
B.	Dumila Checkpoint	61
3.1.3	ROAD SECTIONS	62
A.	Dar es salaam and Pwani regions road sections	62
B.	Morogoro Region Road sections	63
C.	Dodoma, Singida and Tabora regions road sections	63
D.	Shinyanga and Kagera Regions road sections	66
3.1.4	RUSUMO OSBP (Tanzania/Rwanda)	67
3.2	RWANDA TRANSIT NODES	68
3.2.1	Rusumo - Kigali road sections	
3.3	DRC TRANSIT NODES	69
3.3.1	Kigali - Bukavu road sections	69
3.3.2	KIGALI - GOMA TRANSIT NODES	71
3.4	DSM TO KALEMIE AND UVIRA VIA KIGOMA AND BUJUMBURA TRANSIT ROUTE	75
3.4.1	ROAD INFRASTRUCTURE	75
A.	Road section : Manyoni - Tabora - Kigoma (670 Km)/Kigoma - Manyovu/Mugina OSBP (60 Km)	75
B.	Road section : Mugina - Mabanda - Nyanza - Lac - Bujumbura (158 Km)	76
C.	Road section : Gatumba - Bujumbura - Gitega - Kobero (243 Km)	76

TABLE OF CONTENTS

3.4.2	PORTS	76
A.	Kigoma Port	76
B.	Kalemie Port	77
C.	Kalundu Port	77
D.	Bujumbura Port	78
3.4.3	BORDER POSTS	78
A.	Gatumba - Kavimvira	78
B.	Kobero - Kabanga	78
3.4.4	GITEGA PARKING	79

LIST OF FIGURES

Figure 1: Central Corridor Countries GDP	9
Figure 2: Audience Traffic Hits to Online Report	10
Figure 3: Cargo throughput at the port of Dar es Salaam 2016 - 2019 in Metric Tons ('000')	14
Figure 4: Imports in Metric Tons ('000') 2016 - 2019	15
Figure 5: Exports in Metric Tons ('000') 2016 - 2019	15
Figure 6: Coastal Traffic at DSM port	16
Figure 7: Transport Rates per Central Corridor Destinations	28
Figure 8: Transport Rates Comparison Dar es Salaam vs Mombasa routes	28
Figure 9: Containerized Vessel Turnaround time	33
Figure 10: Distribution of the Containerized Vessel Turnaround time	34
Figure 11: TPA average local container dwell time 2013 - 2019	35
Figure 12: TPA average transit container dwell time 2013 - 2019	36
Figure 13: TICTS Average local container dwell time 2008 - 2019	37
Figure 14: TICTS Average transit container dwell time 2008 - 2019	38
Figure 15: Customs release time (hours)	39
Figure 16: Truck turnaround time in Hours	40
Figure 17: Percentage of the Origin for Transit Trucks Vs Other Countries	41
Figure 18: Truck turnaround time in Hours	44
Figure 19: Average Transit Time to Tanzania exit Borders	47
Figure 20: Comparison: average transit time to destinations (days) 2014 - 2019	48
Figure 21: Summary of Accidents caused by Passenger vehicles from 2016/17 - 20 - 2018/19	52
Figure 22: Summary of road accidents caused by trucks from 2016/17 - 2018/19	52
Figure 23: Summary of road accidents caused by motorcycles from 2016/17 - 2018/19	52
Figure 24: Summary of road accidents caused by regulated vehicles in 2018/19	53

LIST OF TABLES

Table 1: Vessel Voyage charges	26
Table 2: Road transport rates (Imports) per container	27
Table 3: Freight Forwarders Charges (USD/Container)	29
Table 4: Clearing & Freight Agent Charges	30
Table 5: summary - total route costs by rail for imports (DSM to Kampala) - USD	30
Table 6: Total route costs by rail for exports (Kampala to DSM) - USD	31
Table 7: Ship turnaround time distribution (days)	34
Table 8: Average Local Container Dwell Time TPA (Days per container)	35
Table 9: Average dwell time transit container TPA (Days per container)	36
Table 10: Average monthly local container dwell time (days per container) 2008 - 2019	37
Table 11: Average Dwell Time Transit Containers TICTS 2008 - 2019	38
Table 12: Tanzania Customs Release Time (Hours)	39
Table 13: Truck Turnaround Time at Tanzania International Container Terminal Services	40
Table 14: Transit time to Rusumo Border (days)	46
Table 15: Transit time to Kabanga border (days)	46
Table 16: Transit Time to Mutukula Border (days)	47
Table 17: Accidents in the Central railway line	51

ACRONYMS AND ABBREVIATIONS

AVG/AVRG - Average
CCTO - Central Corridor Transport Observatory
CF&A - Clearing and Forwarding Agent
DRC - Democratic Republic of Congo
ECTS - Electronic Cargo Tracking System
GDP - Gross Domestic Product
GPS - Global Positioning System
Km - Kilometres
mT - Metric Tons
OBR - Burundi Revenue Office
OSBP - One Stop Border Post
RRA - Rwanda Revenue Authority
RW - Rwanda
SCT - Single Custom Territory
TANROADS - Tanzania National Roads Agency
TICTS - Tanzania International Container Services
TIRP - Tanzania Inter-modal development Rail Project
TMEA - TradeMark East Africa
TPA - Tanzania Port Authority
TRA - Tanzania Revenue Authority
TRC - Tanzania Railway Corporation
TTFA - Transit Transport Facilitation Agency
TZ - Tanzania
UG - Uganda
URA - Uganda Revenue Authority

FOREWORD

The Transport Observatory is a performance monitoring tool that was developed to monitor the performance of the Central Corridor. The Transport Observatory also compliments the activities of CCTTFA to enable achieve its vision of making the Central Corridor the most competitive corridor in East and Central Africa by monitoring a number of indicators and measuring performance of the corridor. Transport Observatory helps in providing key and reliable information to policy makers and users to facilitate the formulation of policies and decisions.

The Central Corridor Transport Observatory (CCTO) Report is an annual report which gives the performance of the corridor. This report has been prepared by the CCTTFA Secretariat in collaboration with stakeholders and support from Trademark East Africa (TMEA). The analysis in this report is based on detailed analysis of data and presents the collective performance on all the indicators that are monitored by the Central Corridor Transport Observatory for the period January to December 2019. The report provides a roadmap on identifying key issues affecting trade and transport along the corridor and make recommendations of improving the corridor performance. The report also provides comparison of performance of the corridor from previous years to effectively know and trace the improvements along the Corridor.

This report is aimed at providing information on various issues along the corridor routes, identification of areas requiring improvement and the evaluation of the effectiveness of programs designed by policymakers to improve competitiveness of the corridor. The 2019 CCTO Annual performance report is the 7th Annual report which assesses 34 indicators along the Central Corridor with the ultimate goal of ensuring that it can identify the challenges that may be impeding transport along the Corridor. From the data collected on the performance of the Corridor and from the Member States, we are able to make recommendations as to the way each member state can contribute to efficient transport along the Corridor.

To this end I would like to acknowledge the valuable support accorded by the CCTTFA policy organs namely: Council of Ministers, Executive Board of Directors and the Stakeholders Consultative Committee (STACON) and thank all stakeholders who provided data and information that allows the Central Corridor Transport Observatory to generate meaningful indicators that monitor the corridor's performance. We urge all stakeholders to also focus on implementing the main recommendations from this report so that member states can continue experiencing smooth transportation that facilitates sustainable development.

I take this opportunity to extend my gratitude to Trademark East Africa for the financial and technical support that enables sustained continuous development and improvement of the Central Corridor Observatory.



Capt. Dieudonné Dukundane
Executive Secretary

EXECUTIVE SUMMARY

The Transport Observatory report has continued its quest of ensuring the provision of evidence-based information to support the development of Central Corridor transport infrastructure. The 7th edition of the Transport Observatory report assesses 34 performance indicators along the corridor with a special focus on projects and policy recommendation that can help reduce the cost of transportation, delays and other transport logistic challenges.

The Transport Observatory project cycle consists of **data collection** provided by various stakeholders among the member States including Revenue Authorities, Roads Authorities, Ports, Railway Authorities, Transport Associations, Transporters and Private Sector institutions closely affiliated to Trade and Transport; **data processing and analysis; online and offline reporting;** and **dissemination** in order to support trade and transport planning and operations in the member states. The Annual Performance Monitoring Report 2019 compiles and publishes statistics covering four trade and transport performance areas, namely: volume of transactions, cost and rates, productivity and efficiency and transit time and delays. This report also includes data on railways and inland waterways that have been included for the first time.

Online usage of the Transport Observatory portal has been gradually increasing with more feedback and increased demand on the CCTO reports and updates, from the year 2018 to 2019 we recorded an online traffic increase of about 32.5%. Currently the Transport Observatory is undergoing an upgrade to enhance operations of its information platforms, addition of other components of the intra-regional trade as well as improving the communications and advocacy strategy for the transport observatory to widely disseminate its reports and findings.

The key performance indicators on volume of transactions shows the performance of the Dar es Salaam Port in terms of availed data on cargo flow both for imports and exports for the period of January to December 2019 shows an increase compared to 2018. The statistics show that there was an overall cargo throughput increase at the port of Dar es Salaam, 84% are Imports, 15% Exports and only 1% is Transshipment. In terms of traffic sharing, Tanzania (domestic) cargo represents 63% of all imports passing through Dar es Salaam Port while transit cargo to the Central Corridor member states increased to 37% compared to 22% in 2018.

For the first time we have included data on performance of railways and inland waterways (maritime operations). Tanzania Railway Corporation (TRC) Performance review of rail sub-sector is measured into two categories; performance based on key indicators and on implementation of key projects. TRC saw an increase in commercial cargo (tonnes) transported from 365,000 metric tonnes in 2017/18 to 425,000 metric tonnes in 2018/2019, an increase of **16.4 %**. The decreased wagon turnaround time from 28 to 22 days has been one of the reasons for the increase in cargo moved per year.

On maritime operations along the central Corridor three major lakes of Kivu, Victoria and Tanganyika form the transport and logistics chain for the Central Corridor member countries. Specific to this report we have extensive data on Lake Victoria operating between Mwanza port and Port Bell in Uganda. At the moment two wagon ferries namely MV. Umoja operated by Marine Services Company Limited (MSCL) with capacity of carrying 19 Wagons equivalent to 760 tons, and MV. Kaawa operated by Uganda Railways Corporation (URC) with capacity of carrying 22 Wagons equivalent to 880 tons are providing services on this route. For the period January - November 2019 both vessels made a total of 49 return trips handling a total of 34,520.6 tonnes in exports and 25,146.119 tonnes in imports.

The rates and costs of transportation services paid by the cargo owners and or shippers to the transporter and other service providers within the logistic chain have continued to reduce. The cost is determined by various conditions related to location, infrastructure, administrative barriers, energy and how the freight is carried from one point to another.

Generally, the Central Corridor Total Transport Cost (road trip cost profile) is contributed by number of costs/charges at various nodes including Vessel Voyage Charges, Port Charges, Road Transport Charges, as well as indirect costs. Transport rates trends are slightly going down, however, traders are still concerned with high transport costs within the region.

The efficiency and productivity indicators give a basic guideline on how well the corridor performs operationally. The objective of productivity measurement is to give the current performance in the transport logistics chain against desirable productivity measures as provided by the best practice, also ensuring that its outcomes live up to the expected values. On port efficiency, the Container Dwell Time for transit has decreased to approximately 19.3% in 2019 in comparison to 2018 but is still very high and way below the target of 5 days.

The truck turnaround at TICTS terminal has improved from 2.26 hours in 2018 to 2.1 hours in 2019 indicating a decrease of 7.1% is mainly attributed in having enough handling facilities and effective management.

The number of foreign registered transit trucks carrying transit cargo has increased significantly from less than 6% in the last 4 years to 9.6% in 2019; Tanzania registered transit trucks still dominate the transit transport market. The increasing of transit trucks can be attributed to the harmonization of road user charges and significant improvement on the Central Corridor in terms of cargo handling at the port and infrastructures that are encouraging other transporters to operate in Central Corridor.

Indicators of transit time and delays are obtained by Electronic Cargo Tracking System (ECTS) from TRA and the GPS road survey results. Corridor monitoring starts from when goods and cargo arrives at Dar es Salaam port until when it reaches its final destination. This time has been broken down to form different indicators depending on different activities and sections along the Corridor including weighbridges crossing time, personal stops, and border crossing time, transit time to Tanzania exit borders and transit time to destinations. Transit times up to Tanzania exit borders it has been observed, keeps fluctuating and is still slightly higher than the government's set target of 2.5 days from Dar es Salaam Port to Tanzania exit borders. This has been mainly attributed to long and irregular personal stops made by drivers along the route.

Safety is a key component of the Transport Observatory and a number of initiatives and activities have been conducted by the Central Corridor Secretariat to promote safety along the corridor routes. The report covers safety measures undertaken in Tanzania on railways and on road transport. The data shows accidents have significantly reduced on both modes of transport due to safety measures implemented by authorities and adhered by users such as speed limits, road signs and wearing of protective gear.

Lastly, in addition to monitoring the performance of the corridor, the Central Corridor Transport Observatory is mandated to carry out specialized surveys of different modes of transport along the corridor. In November 2019 the team composed of key stakeholders from Member States supported by the Secretariat conducted a joint survey of corridor routes to the Democratic Republic of Congo (DRC) as instructed by the 12th Central Corridor Stakeholders Consultative Committee (STACON) held in May 2019 in Kigoma, Tanzania. The full report of the survey is herein included with key findings being improvements at the port of Dar es Salaam on cargo clearance reducing delays; introduction of Weigh in Motion (WAM) bridges significantly reducing delays and transit time; improvements of road infrastructure throughout the corridor as implemented by member countries and smooth operations of the One Stop Border Posts (OSBP).

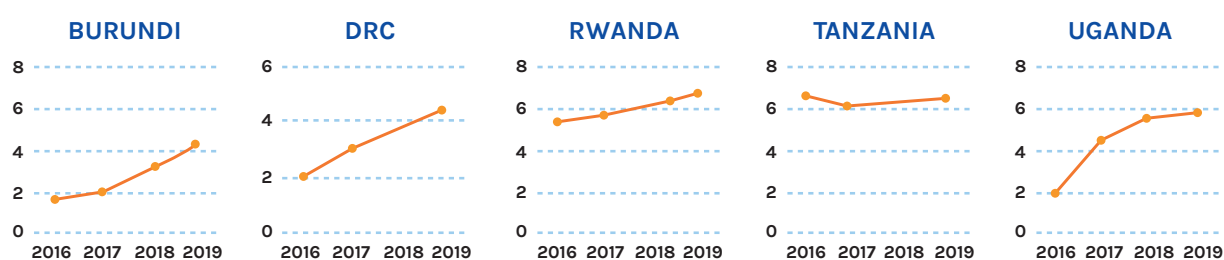
SECTION ONE: INTRODUCTION

1.1 KEY ECONOMIC INDICATORS

Central Corridors Member States average population in 2019 was approximately 214 million an equivalent of 4 percent of the world total population. Populations ranged from least of 11.2 million people in Burundi to a high of more than 56 million and 91 million people in Tanzania and DRC respectively, the continents' fifth and fourth most populous countries in Africa. This large population presents a huge market for trade and is projected to expand in the future.

The combined average Gross Domestic Product (GDP) of 3.5 percent was registered in 2019 for sub-Saharan Africa countries. The Central Corridor member countries with the highest economic growth are Rwanda, Tanzania and Uganda. In all countries the GDP growth has been driven by the agriculture sector, followed by industry and service sectors. The economic outlook is projected to improve in 2020 and 2021 respectively given the rebound in commodity prices as depicted on the trends below.

Figure 1: Central Corridor Countries GDP



Source: AfDB Economic Outlook 2019

1.2 EASE OF DOING BUSINESS AND TRADING ACROSS BORDERS INDEXES

The ease of doing business index is meant to measure regulations directly affecting businesses and measures 190 economies around the world. Doing business gathers detailed and objective data on 11 areas/parameters of business regulation, helping governments diagnose issues in administrative procedures and correct them. The scores range from 0 (worst) to 100 (best) and help us to analyse economic outcomes and identify what reforms of business regulation have worked, where and why.

Trading across borders index ranks economies from 1 to 181, recording the time and cost associated with the logistical process of exporting and importing goods. These index measures the time and cost (excluding tariffs) associated with three sets of procedures; documentary compliance, border compliance and domestic transport that is within the overall process of exporting or importing a shipment of goods.

Table 2: Ease of doing business global ranking out of 190 countries

ECONOMY	EASE OF DOING BUSINESS SCORE		GLOBAL RANK OUT OF 190	TRADING ACROSS BORDERS SCORE	
	DB 2018	DB 2019		DB 2018	DB 2019
Burundi	46.68	47.41	168	47.34	47.34
DRC	36.18	36.85	184	1.26	3.45
Rwanda	73.73	77.88	29	72.44	74.98
Tanzania	53.29	53.63	144	20.21	20.21
Uganda	56.41	57.06	127	61.71	66.73

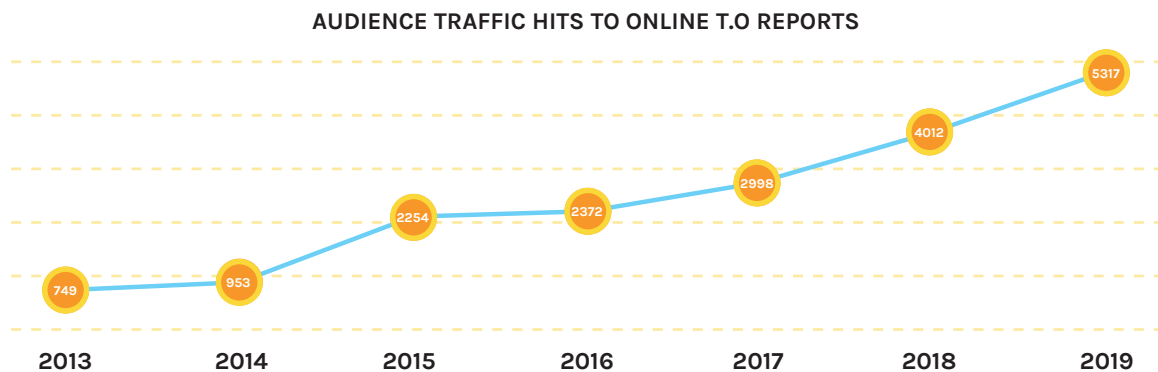
Source: World Bank

1.3 CENTRAL CORRIDOR PERFORMANCE MONITORING

The CCTTFA uses the transport observatory portal to monitor the performance of the corridor. The observatory Portal include the Main Observatory which features more than 34 Performance indicators on regular basis, the Dashboard which display selected KPIs among the main indicators and the GIS component which visualizes various nodes on the route in relation to various KPIs being monitored.

The Information reported by the CCTO are used as evidence-based source of information to various stakeholders along the region and policy makers to decide for the betterment of the corridor.

Figure 2: Audience Traffic Hits to Online Report



Online usage of the Transport Observatory portal has been increasing time to time with more feedback and increased demand on the CCTO reports. From the year 2018 to 2019 an increase of 32.5 percent audience traffic has been observed on the portal usage. This proportionally triggered the Central Corridor Secretariat to improve more on its observatory activities to align with day to day stakeholder’s demand. From that context, the Transport Observatory portal is currently under plans for being upgraded to improve the look and feel of the system

and embed more features and components to track more indicators for wider monitoring of the corridor performance. Under the same support of Trademark East Africa (TMEA) the Transport observatory is expanding monitoring scope to include other mode of transport of railways and inland waterways. At the same time plans underway to start monitoring Green House Gas (GHG) emissions.

1.4 METHODOLOGY

The Transport Observatory methodology for monitoring the performance of the corridor involves data collection, Data processing and analysis, reporting & Dissemination and finally come-up with recommendations that influences policies formulation among the Central Corridor member countries through evidence-based findings and results.

Data collection process involves a combination of various methods and sources. The main sources of data include Stakeholder's electronic systems such as Ports Authorities (TPA and TICTS), Revenues Authorities (TRA, URA, RRA and OBR), Railway Authority (TRC & URC), Transporters, Clearing and Forwarding Agents. Other sources include GPS and mobile Surveys, specialized field visits combined with road transport surveys. Other information is secondary sourced from various policy documents and reports.

The CCTO manages to create a strong bond on data sharing with all data providers by signing the Memorandum of Understanding (MoUs) or Data Exchange Agreements (DEAs) that specifies the nature of data to be shared, schedules of the data sharing, formats and the platform that binds the data sharing process. Through these agreements, CCTO has advanced its data sharing mechanism to an automated technology (system integration through various technologies) which easy the process, reduce human interventions and improve quality of the shared information of which data are collected on timely manner.

1.5 PROCESSING, ANALYZING AND REPORTING

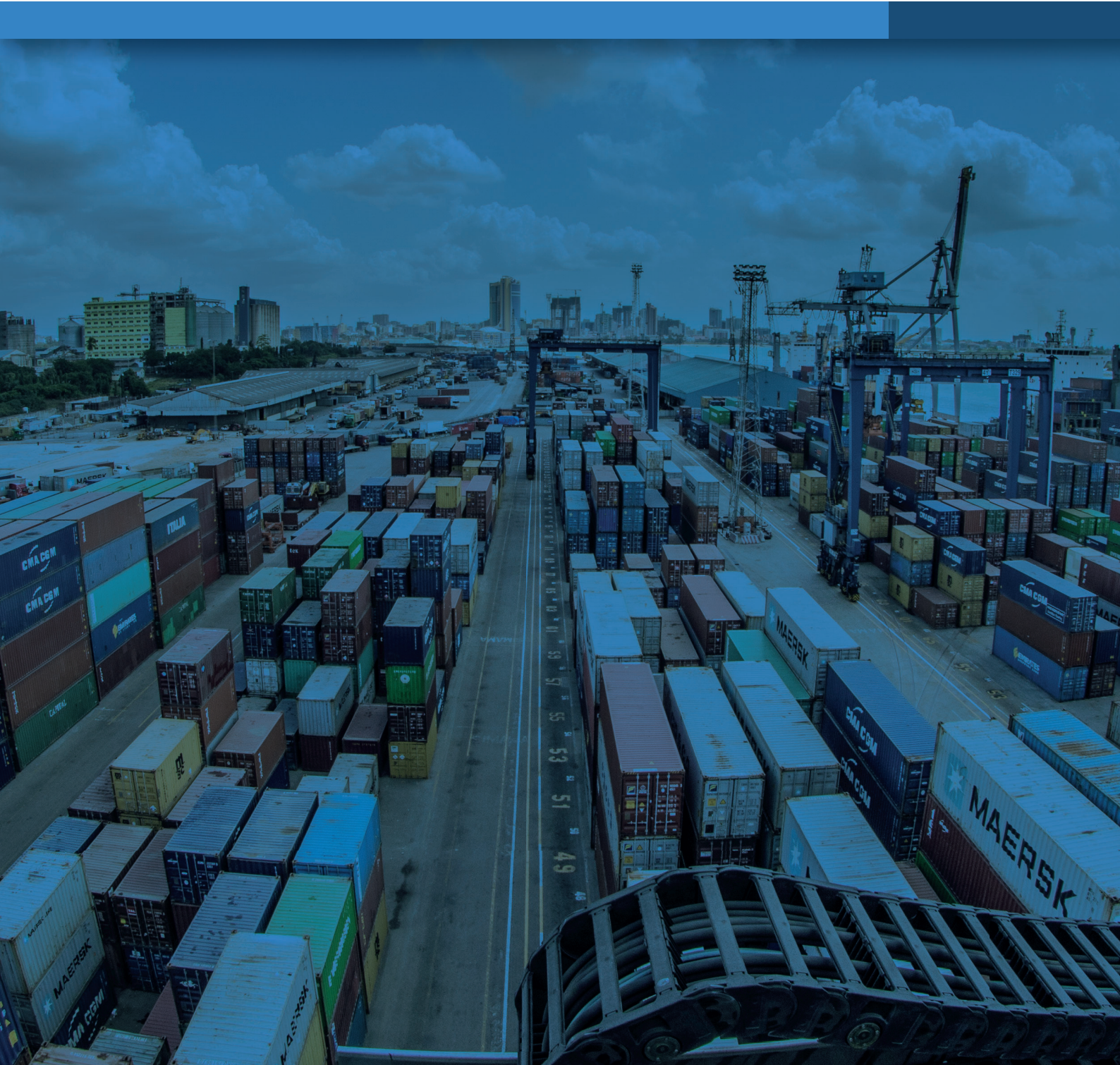
Once the data are collected from various stakeholders, they're being processed through various agreed formulae and scripts then analyzed focusing on various Indicator categories of the Central Corridor Transport Observatory (CCTO). The results are presented in various sections and chapters as detailed in this report.

Analysis is both quantitative and qualitative in nature and different statistical tools are used to produce tables, graphs and other visualization mechanisms. Prepared reports are then validated by all data providers and stakeholders then professionally designed and widely disseminated in both hardcopies and online where two central corridor official languages (English and French) are used to well accommodate the need of the users and stakeholders.

Afterward all findings and recommendations are escalated to respective institutions and agencies for actions and way forward. The Central Corridor Secretariat keep following up and expediting within the CCTTFA member countries on the policy changes and making sure all findings and the recommendations are reflecting various changes on the ground.

PERFORMANCE MONITORING REPORT

January December 2019



Section 2

VOLUME AND CAPACITY INDICATORS

2.1 INTRODUCTION

The Dar es Salaam port is the Tanzania principal port with a rated capacity of 4.1 million (dwt) dry cargo and 6.0 million (dwt) bulk liquid cargo. The Port has a total quay length of about 2,600 meters with eleven (11) deep-water berths. Dar es Salaam port handles about 95% of the Tanzania international trade. The port serves the landlocked countries of Malawi, Zambia, Democratic Republic of Congo, Burundi, Rwanda and Uganda. The port is strategically placed to serve as a convenient freight linkage not only to and from East and Central Africa countries but also to middle and Far East, Europe, Australia and America.

Tanzania Ports Authority (TPA) is implementing a number of major projects as outlined in the National Ports Master Plan (PMP) study undertaken by Royal Haskoning in February 2009. The study laid out long term strategy for Tanzanian Ports to create capacity for the expected demand. One of such projects is the Dar es Salaam Maritime Gateway Project (DMGP).

DMGP will improve the effectiveness and efficiency by converting the port as world class port with optimized efficiency to accommodate the calling and reception of larger vessels. The DMGP is expected to increase the capacity of the Port to 28 million metric tons by 2025.

Port modernization projects include but not limited to strengthening and deepening of berths 1-7 and RORO terminal, dredging of entrance channel, turning circle and harbor basin, strengthening and deepening 8-11, and construction of a new terminal jet.

This part shows the performance of the Dar es Salaam Port in terms of cargo stream both imports and exports for the year 2019 in comparison with previous years. The overall trends show an increase in cargo for both imports and exports through Dar Port for the year 2019 compared to 2018.

The statistics show that there was an overall cargo throughput increase at the port of Dar es Salaam, 84% are Imports, 15% Exports and only 1% is Transshipment. Further analysis also reveals that the Tanzania (domestic) cargo represents about 63% of all Imports at Dar es Salaam Port while transit cargo to Member countries takes about 37%. Through developing and managing ports that provide world class Maritime Services and promote excellent total logistics services in Eastern Central and Southern Africa. It is expected that by 2025, various ongoing projects (DMGP) to modernize the port infrastructures and improve effectiveness and efficiency will enhance cargo flow and attract more imports and exports especially for our member countries.

2.2 DEEP SEA CARGO TRAFFIC

This refers to traffic/goods on intercontinental routes, crossing oceans. This section highlights an overview of the deep-sea cargo traffic at the port of Dar es Salaam.

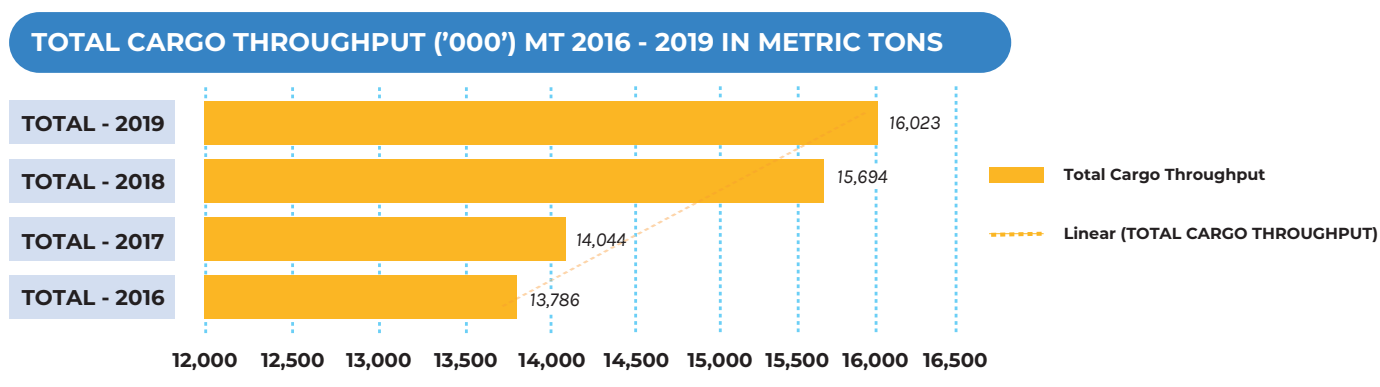
2.2.1 Total Cargo Throughput at the port of Dar es Salaam

	TOTAL - 2016	TOTAL - 2017	TOTAL - 2018	TOTAL - 2019
Imports	11,260,549	11,460,983	12,682,586	12,988,253
Exports	2,039,244	2,044,935	2,451,775	2,372,984
Transshipment	289,173	255,618	266,915	86,388
Total Traffic	13,588,966	13,761,536	15,401,276	15,447,625
TOTAL CARGO THROUGHPUT	13,785,751	14,044,036	15,693,793	16,022,952

The data table above shows that, the total cargo throughput at Dar es Salaam port is exponentially increasing from the year 2016 to 2019. Referring the year 2018 to 2019 recorded a slight increase of 329,159 metric tons which is equivalent to 2.1 percentage increase, mainly attributed by port improvements in terms of effectiveness and efficiency on cargo handling and operational management.

The graph below indicates the trend in cargo throughput from the year 2016 to 2019.

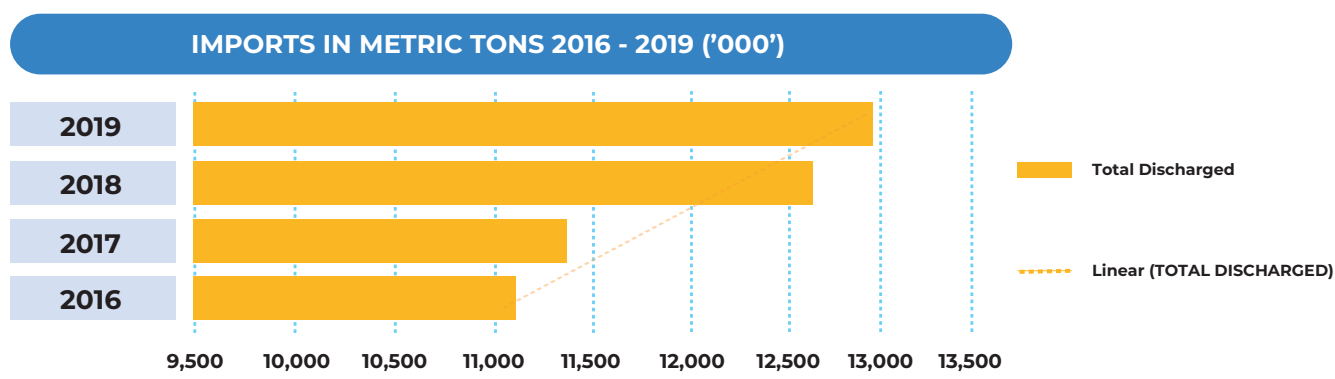
Figure 3: Cargo throughput at the port of Dar es Salaam 2016 - 2019 in Metric Tons ('000')



2.2.2 Imports in Metric Tons

COUNTRY	2016	2017	2018	2019
DISCHARGED/IMPORTS				
Local	7,190,337	6,703,864	8,307,087	8,147,222
D.R.Congo	789,046	785,307	1,239,780	1,249,458
Burundi	301,000	403,801	366,515	430,543
Rwanda	840,291	1,040,322	881,949	1,200,640
Uganda	165,123	270,379	188,433	140,877
Other	1,807,906	2,154,619	1,575,778	1,819,513
TOTAL DISCHARGED	11,093,703	11,358,292	12,559,542	12,988,253

Figure 4: Imports in Metric Tons ('000') 2016 - 2019

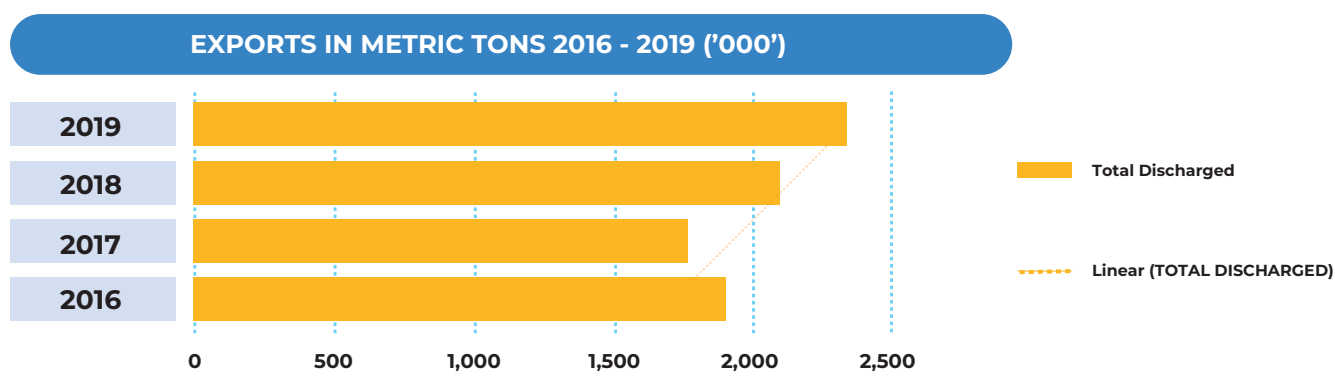


The graph above indicates the total traffic through Dar es Salaam port in terms of total cargo discharged (Imports) in metric tons. The trends show that the Imports are increasing from the year 2016 to 2019. In comparison of 2018 and 2019 it is depicted on a graph that there is an increase of 428,711 metric tons which is equivalent to 3.4% increase.

2.2.3 Exports in Metric Tons

COUNTRY	2016	2017	2018	2019
Tanzania	1,271,160	1,103,445	1,144,490	1,342,128
D.R.Congo	363,701	391,457	539,837	664,680
Burndi	19,374	12,192	13,189	22,737
Rwanda	22,348	20,871	29,921	37,900
Uganda	796	1,578	158	83
Other	155,372	227,846	337,917	305,456
TOTAL LOADED	1,832,751	1,757,389	2,065,512	2,372,984

Figure 5: Exports in Metric Tons ('000') 2016 - 2019



The graph above, shows that the total exports at Dar es Salaam port in metric tons are increasing from past years to the current year 2019. As depicted on the graph, the trends show an increase of 307,472 metric tons which is equivalent to 15 percentage increase from 2018 to 2019.

2.3 DSM PORT COASTAL TRAFFIC: JANUARY TO DECEMBER, 2017-2019

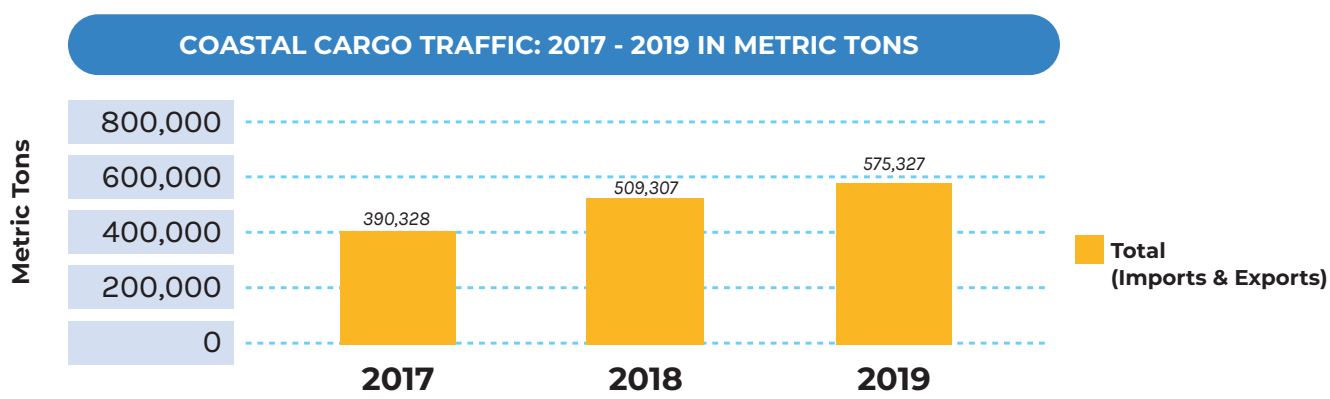
Refers to goods transported by a ship that takes place solely from port to port within Tanzania coast ports. The table below shows the Coastal cargo traffic both (imports and exports) in metric tons. The main coast ports include Tanga and Mtwara.

2.3.1 Coastal Traffic in Metric Tons

	TOTAL - 2017	TOTAL - 2018	TOTAL - 2019
Imports	102,692	123,044	150,516
Exports	287,546	386,263	424,811
TOTAL COASTAL TRAFFIC	390,238	509,307	575,327

The data table above, shows that the coastal cargo is also increasing from the year 2017 to 2019. In comparing 2018 and 2019, the analysis shows that the coastal cargo increased at a rate of 13%.

Figure 6: Coastal Traffic at DSM port



The graph trends show that the coastal cargo traffic is increasing from the year 2017 to the year 2019 and expectations are very high that they will keep increasing as time goes on due to various improvements at those ports.

2.4 Transport Capacity by Rail

Tanzania Railways Corporation (TRC) was established under the Railway Act No. 10 of 2017 by merging the functions of Tanzania Railways Limited (TRL) and Reli Assets Holding Company Limited (RAHCO). The mandate of TRC is to provide rail transport services and to develop, promote and manage rail infrastructure.

Tanzania Railway Corporation (TRC) Performance review of rail sub-sector is measured into two categories. First category is performance based on key indicators and the second category is based on implementation of key projects.

2.4.1 TRC Performance Review Based on Key Performance Indicators (KPIs)

The performance of TRC in FY2018/2019 is measured using the following Key Performance Indicators, namely; -

- (i) Speed restriction (No.)
- (ii) Number of kilometres relayed (km)
- (iii) Number of metric tons of freight transported (Tones)
- (iv) Wagon turnaround
- (v) Number of passengers transported (number)

PERFORMANCE OF TRC FOR THE LAST THREE YEARS (FY 2016/2017 – FY 2018/2019)

KEY PERFORMANCE INDICATORS

	2016/17		2017/18		2018/19	
	TARGET	ACTUAL	TARGET	ACTUAL	TARGET	ACTUAL
Track speed restriction (No.)	0	37	0	48	0	46.5
No. of kilometres relayed	100	0	100	0	100	264
No. of metric tonnes of freight transported (tonnes) ('000')	538	293	352	365	690	425
Wagon turn around (days)	14	33	14	28	14	22
No. of passenger transported (Mainline) ('000')	600	613	600	531	620	579
No of passenger (Commuter) ('000')	1,455	5,138	5,016	6,046	6,847	4,231

Source: TRC 2019

Poor infrastructure led to speed restrictions, which were imposed as a safety measure to prevent accidents as reflected in a table above. TRC aims to work towards achieving no speed restrictions (compared to the original design speed of the track) by rehabilitating existing meter gauge railway line through Tanzania Intermodal Railway Project (TIRP) which is under implementation through World Bank credit.

However, number of speed restrictions has been further reduced due to relaying of 264 km of railway lines done in FY2018/19 under TIRP. Despite that there was an increase in commercial cargo (tonnes) transported from 365,000 metric tonnes in 2017/18 to 425,000 metric tonnes in 2018/2019 which is an increase of 16.4 percent. The decreased wagon turnaround time from 28 to 22 days has been one of reasons for increase of cargo moved per year.

2.4.2 TRC Performance Review Based on Implementation of Key Projects

2.4.2.1 Implementation Status of the Tanzania Intermodal Rail development Project (TIRP)

Objective of the Project: Project objective is to deliver a reliable open access infrastructure on the Dar es Salaam-Isaka rail segment. The Project focuses on the rehabilitation of the Dar es Salaam – Isaka section (970kms) of the central railway line to achieve a minimum permissible axle load capacity of 18.5 tons per axle. The Project is intended to achieve the following:

- (i) Re-lay within the project areas between DSM- Munisagara (308 km) and Igalula - Tabora (39 km) with 80 Lbs track material;
- (ii) Rehabilitation of weak bridges to increase the capacity to a minimum of 18.5 tons per axle load;
- (iii) Train control system for controlling train movement safety;
- (iv) Purchase of 3 new locomotives, 44 flatbed wagons, and remanufacturing of two locomotives
- (v) Strengthening Capacity measures for project implementation to TRC, LATRA, and MoWTC.

Status on TIRP - Component A:

The rehabilitation of railway line from DSM-Isaka (970 Km) have been divided into two packages namely A and B and the status is as follows;

Package A: Dar es Salaam- Kilosa (283km and 122 bridges)

- i. Rehabilitation Contract of track and bridges for package A was signed on 9th April, 2018 between TRC and contractor China Civil Engineering Construction Corporation (CCECC). The work is ongoing and overall completion of the project is 58.86 percent and expected to be completed in June, 2020.

Package B: Kilosa- Isaka (687 km and 270 bridges)

- i. Rehabilitation Contract of track and bridges for package B was signed on 10th May, 2018 between TRC and contractor China Civil Engineering Construction Corporation (CCECC). The work is ongoing and overall completion of the project is 61.06 percent and expected to be completed in May, 2020.
- ii. Basic design for construction of new line at DSM port completed. Detailed design is on progress and expected to be completed in December, 2019.
- iii. Consultant for supervision work is M/s DOHWA Company is on site.

Status on TIRP - Component B:

Procurement of forty four (44) Freight flat wagons, the rolling stock and three (3) high horse power locomotives are expected to be delivered in February and May, 2020 respectively. This also will increase the haulage capacity of freight from DSM Port to different destinations.

Status on TIRP - Component C:

Regarding the development of Isaka Terminal, Ilala Good shed and Dar es Salaam Port Platform; basic design was completed in September, 2019, Detailed design and preparation of tender documents for works contract is ongoing and expected to be completed in December, 2019.

Status on TIRP - Component D:

On Institutional strengthening, Capacity building, and Implementation support; it is on implementation stage.

2.4.2.2 Construction of Standard Gauge Railway along the Central Corridor

The project objective is to construct a Standard Gauge railway network from DSM to Mwanza (1219kms) as Phase 1 of the Project. The project will involve use of highly advanced technology with capacity of 35 tons per axle; will be electrified with maximum speed of 160kph for passenger trains and 120 kph for freight trains.

Status by December, 2019

- i. Design and Build contract for construction under LOT 1 (Dar es Salaam - Morogoro (300km) is ongoing under contractor YAPI MERKEZİ (TURKEY). The Overall percentage completion of the project is 70% percent and the work is expected to be completed in April, 2020.
- ii. Design and Build contract under LOT 2 (Morogoro-Makutopora (422km) is on progress under contractor YAPI MERKEZİ (TURKEY). The Overall percentage completion of the project is 18.58 percent and construction work is expected to be completed in February, 2021.
- iii. Supervision work, review of design and Management of the project is under Consultant M/s KORAIL (Korea).
- iv. Government is underway to solicit financing for the remaining lots of Makutopora - Tabora (249km); Tabora - Isaka (133km) and Isaka -Mwanza (249km).

2.4.3 Operational Indicators

Operational Indicators Target Results

S/N O	INDICATORS	2016/17		2017/18		2018/19	
		TARGET	ACTUAL	TARGET	ACTUAL	TARGET	ACTUAL
1	Ton/km (000,000)	531	313	354	365	354	394
2	Pax/km (000,000)	193	437	516	155	516	392
3	Locomotive Availability (percent)	80	76	80	80	80	77
4	Locomotive reliability (km/failure)	14,000	10,010	14,000	8,443	14,000	10,521
5	Locomotive utilization (km/day)	460	291	460	357	460	345
6	Wagon turn-round (days)	14	34	20	29	14	21
7	Wagon Availability (percent)	80	96	80	65	80	37
8	Coach Availability (percent)	85	83	85	65	85	54

Source: TRC

Wagon Turnaround

Wagon turn around in 2018/19 reached 21days which is 33.3 percent below the target, as against the previous year's performance of 29 days. This decrease was attributed by the use of old Locomotives as shunting locomotives for smooth operations.

Wagons availability in 2018/19 is 37 percent below the target. This is a decrease of 75.6 percent against the previous year's performance which accelerated by old and dilapidated wagons.

Coach's availability in 2018/19 is 54 percent below the target which is 20.3 percent against the previous year 2017/18 as a result of accelerated old and dilapidated coaches.

2.5 MARITIME OPERATIONS ON THE CENTRAL CORRIDOR

This section analyses maritime operations along the central Corridor, where three major lakes of Victoria and Tanganyika and Kivu plays bigger part in the whole transport and logistic chain in the Central Corridor member countries.

Various maritime indicators will be presented at this section.

2.5.1 Lake Victoria Maritime indicators: Vessels Operation Indicators for The Mwanza – Port Bell 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.

Upon arrival at the port's facility of Mwanza and Port Bell by rail, cargo is being handled by wagon ferries which are operating across the route to ensure smooth interchange from rail mode of transport to inland waterways mode of transport in Lake Victoria without transshipment process and are operated by two Maritime states Authority of Marine Shipping Company Limited (MSCL) of Tanzania and Uganda Railways Cooperation (URC) of Uganda.

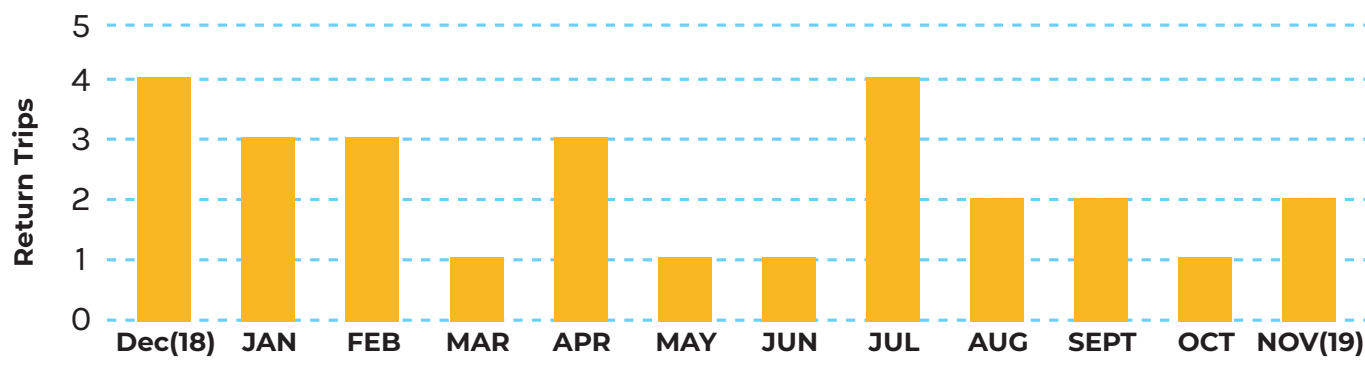
At the moment two wagon ferries namely MV. Umoja operated by MSCL with capacity of carrying 19 Wagons equivalent to 760 tons, also MV. Kaawa operated by URC with capacity of carrying 22 Wagons equivalent to 880 tons are providing services on this route.

Statistics below depicts various operation indicators for the period 2019.

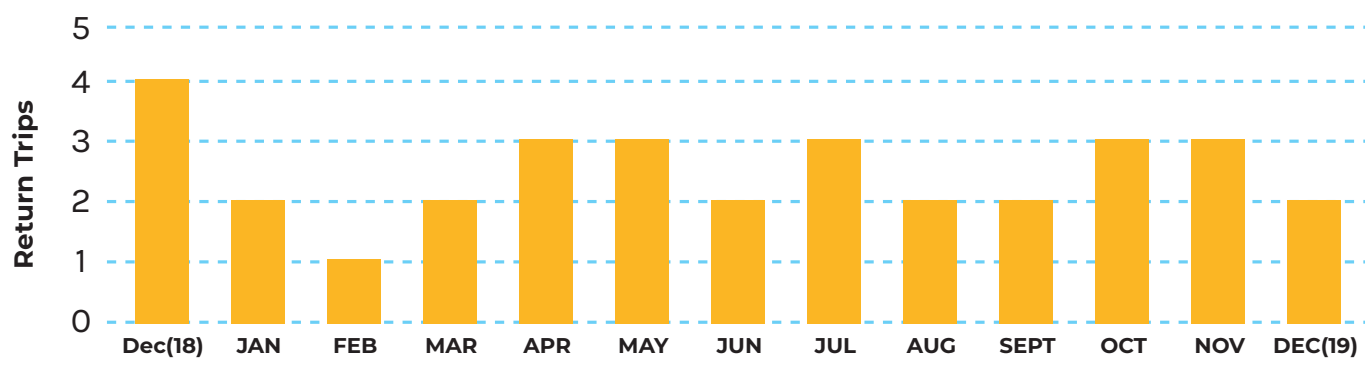
i. Number of vessel's returns Trip made per month

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

MV. UMOJA: NO. OF RETURN TRIPS PER MONTH - 2019



MV. KAAWA: NO. OF RETURN TRIPS PER MONTH - 2019



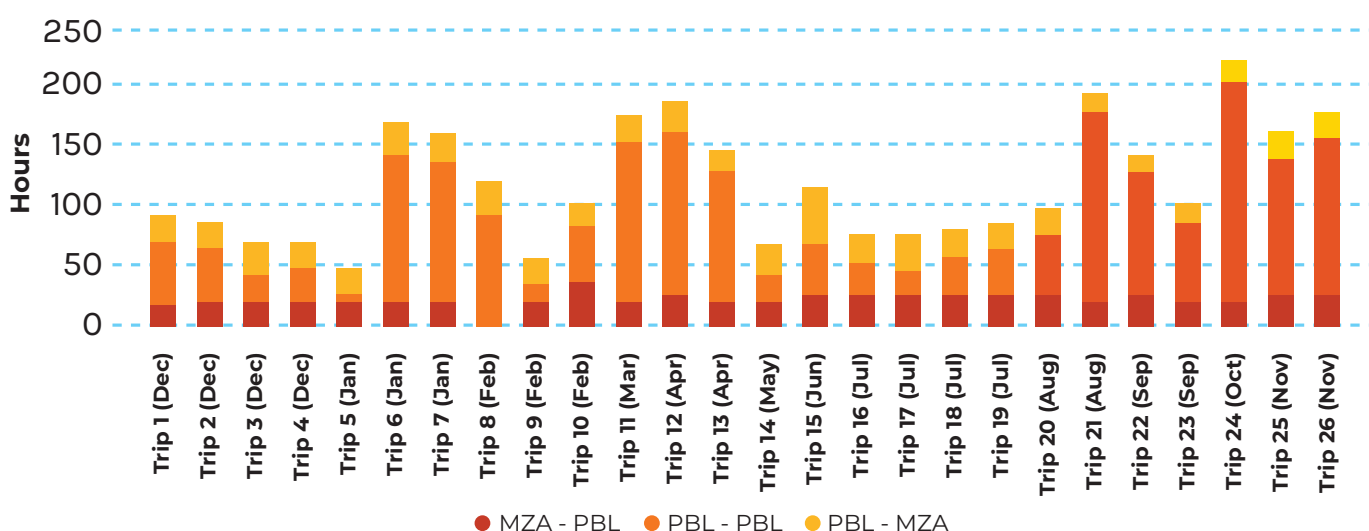
For year 2019 on average, Mv. Umoja undertake 2.25 return trip per month, whereas Mv. Kaawa makes about 2.5trips per month. Mv. Kaawa made about 26 return trips and Mv. Umoja made about 23 return trips for the period Jan - Nov 2019.

ii.The vessel turnaround time

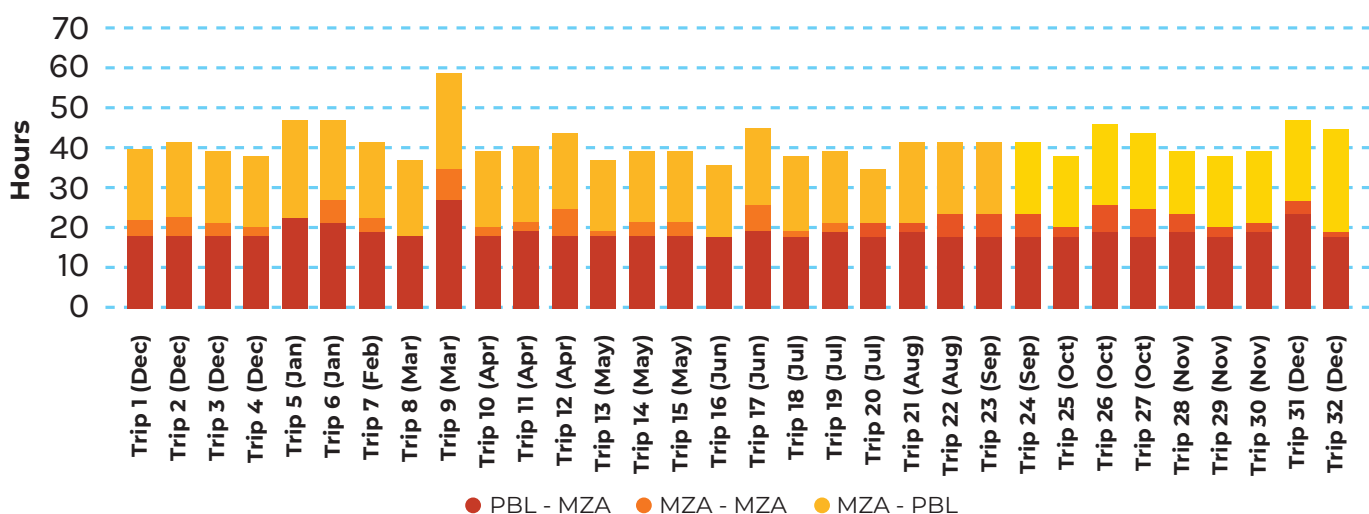
The vessel turnaround time is the total time spent by a vessel to complete a total round trip between Mwanza and Port Bell in Lake Victoria.

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 for various trip undertaken by the two vessels.

MV. UMOJA: VESSEL TURN AROUND TIME (HOURS) PER RETURN TRIP - 2019



MV. KAAWA: VESSEL TURN AROUND TIME (HOURS) PER RETURN TRIP - 2019

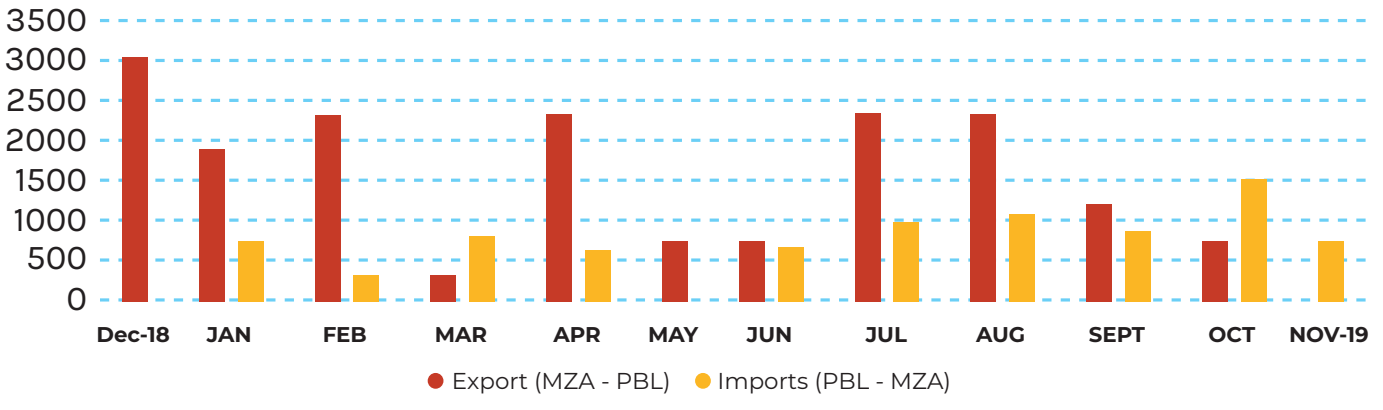


Mv. Kaawa average total vessel turnaround time is 40.53 hours (contributed by average Sailing time PBL - MZA 18.75 hours, 3.7 hours Mwanza port Stay, 18.4 hours MZA - PBL sailing time). Port stay contribute only 8.1% of the total vessel turnaround time.

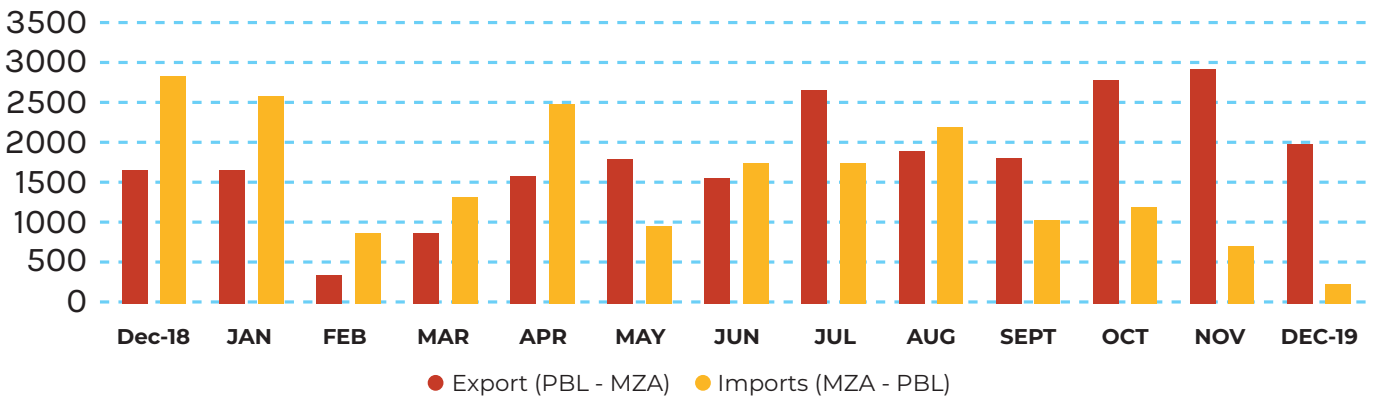
Mv. Umoja Average total vessel turnaround time is 115.45 hours (contributed by average sailing time MZA - PBL 20.9 hours, 72.5 Port Bell stay, 22.1 hours PBL - MZAP). Port stay contribute to about 63% of the total vessel turnaround time.

iii. Volume handled per month

MV. UMOJA: TOTAL IMPORTS/EXPORTS HANDLED PER MONTH (TONS)



MV. KAAWA: TOTAL IMPORTS/EXPORTS HANDLED PER MONTH (TONS)

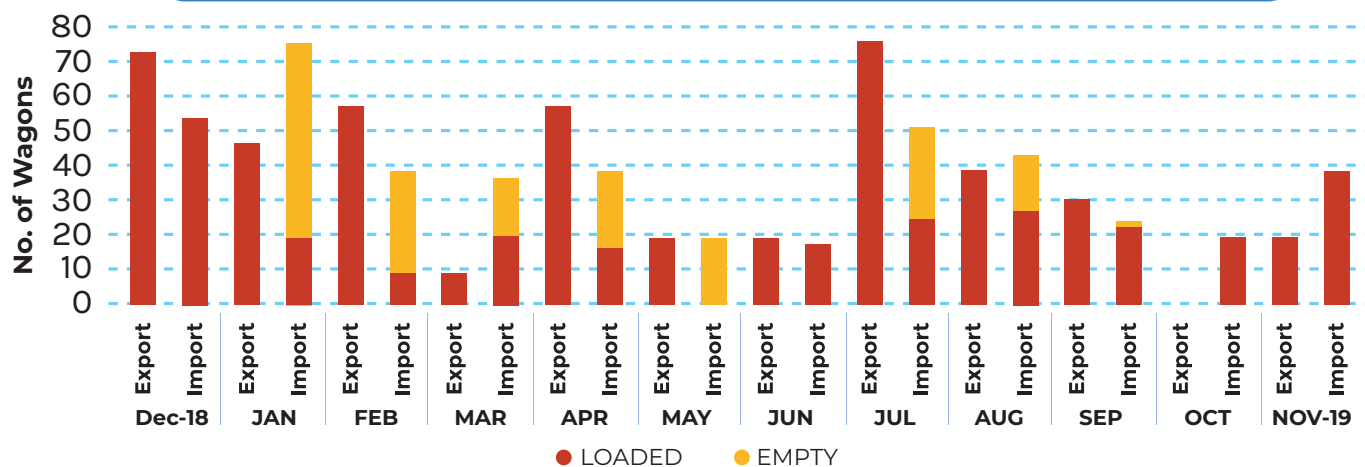


Mv. Umoja handled export volume of 14,800 tonnes for the period Jan - Nov 2019, where about 8,440 tons of imports volume were handled for the same period 2019.

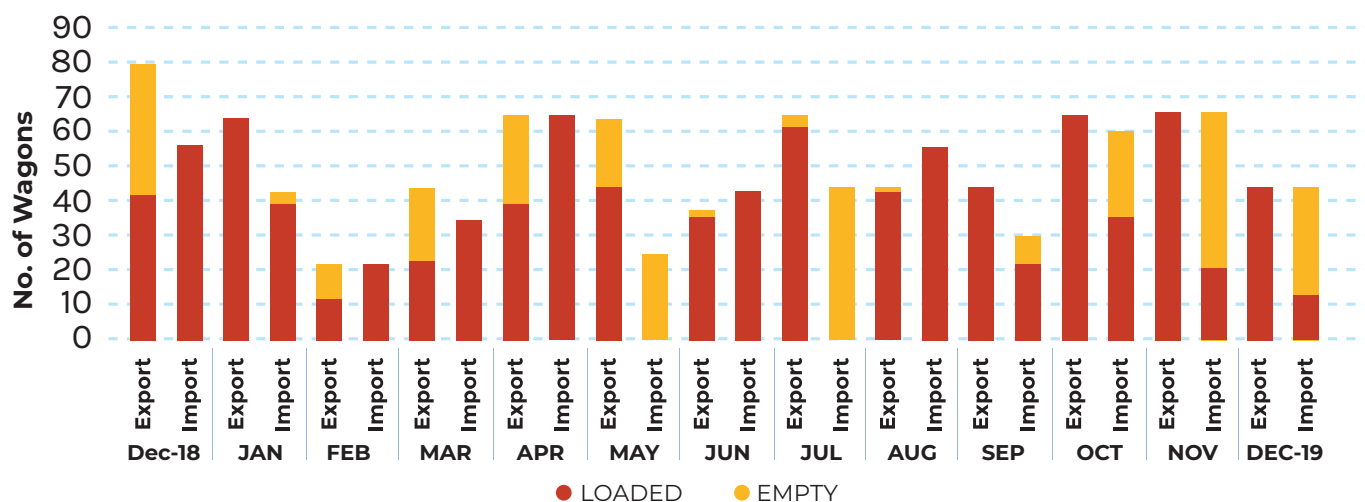
Mv. Kaawa handled export volume of 19,720.6 tonnes for the period Jan - Nov 2019 whereas 16,706.119 imports volume were handled for the same period 2019.

iv. Incoming and outgoing number of Wagons per month

MV. UMOJA: INCOMING AND OUTGOING NUMBER OF WAGONS PER MONTH



MV. KAAWA: INCOMING AND OUTGOING NUMBER OF WAGONS PER MONTH



For the period Jan - Nov 2019, a total 1069 wagons were operated by Mv. Kaawa, out of it 164 wagons were empty representing about 15.3%. of the 1069 wagons, 580 wagons were for Export and 489 were for imports.

For the period Jan - Nov 2019, a total 768 wagons were operated by Mv. Umoja, out of it 187 wagons were empty representing about 24.3%. Of the 768 wagons operated, 370 wagons were for Export and 398 were for imports.

PERFORMANCE MONITORING REPORT

January December 2019



Section 3

TRANSPORT RATES AND COSTS

3.1 Introduction

This section provides highlights of the rates and costs of transportation services paid by the cargo owners/ shippers to the transporter and other service providers within the logistic chain. The cost is determined by various conditions related to location, infrastructure, administrative barriers, energy and how the freight is carried from one point to another.

Generally, the Central Corridor Total Transport Cost (road trip cost profile) is contributed by number of costs/charges at various nodes including Vessel Voyage Charges, Port Charges, Road Transport Charges, as well as indirect costs as indicated below.

3.2 Vessel Voyage Charges

Vessel voyage charges in the Central Corridor where the main entrance gate is the Dar es Salaam port varies depending on the type of consignment, direction of cargo (import vs. export) and the source/destination. On average the voyage charges for 20ft Container imports are between USD 1,100 and USD 1,300 and between USD 850 and USD 1,050 for exports, depending on their origin/destination. For 40ft Container the average voyage charges are between USD 1,800 and USD 2,000 for imports and between USD 1,300 and USD 1,600 for exports.

Vessel voyage charges are less expensive for shipments exiting the port of Dar es Salaam than for those entering.

Table below, summarises the average vessel voyage charges for the Central Corridor Cargo for the year 2019.

Table 1: Vessel Voyage charges

DIRECTION	ORIGIN/ DESTINATION	CONTAINER TYPE	CHARGES (USD)	
Imports	Mumbai	20ft 40ft	1,440 2,065	
	Rotterdam	20ft 40ft	1,260 1,915	
	Shanghai	20ft 40ft	1,500 1,800	
	Salalah	20ft 40ft	1,000 2,000	
	Singapore	20ft 40ft	700 1,100	
	Exports	Mumbai	20ft 40ft	960 1,450
		Rotterdam	20ft 40ft	2,565 3,320
		Shanghai	20ft 40ft	475 700
		Salalah	20ft 40ft	400 500
		Singapore	20ft 40ft	565 750

Source: Shipping line surveys - 2019

3.3 Road Transport Rates and Charges per destinations (USD per container)

This section provides highlights of the rates of transportation services paid by the cargo owners/shippers to the road transporters. The rates are determined by various conditions related to location, infrastructure, administrative barriers etc. These rates differ depending on whether the cargo is imports or exports.

The road Transport charges can be categorized into three main groups namely; the costs paid to the Transporter (Truckers) which are normally referred as Transport rates, the costs paid to the Freight Forwarders and the Costs paid to the Customs Freight Agents (CFA) at the inland borders.

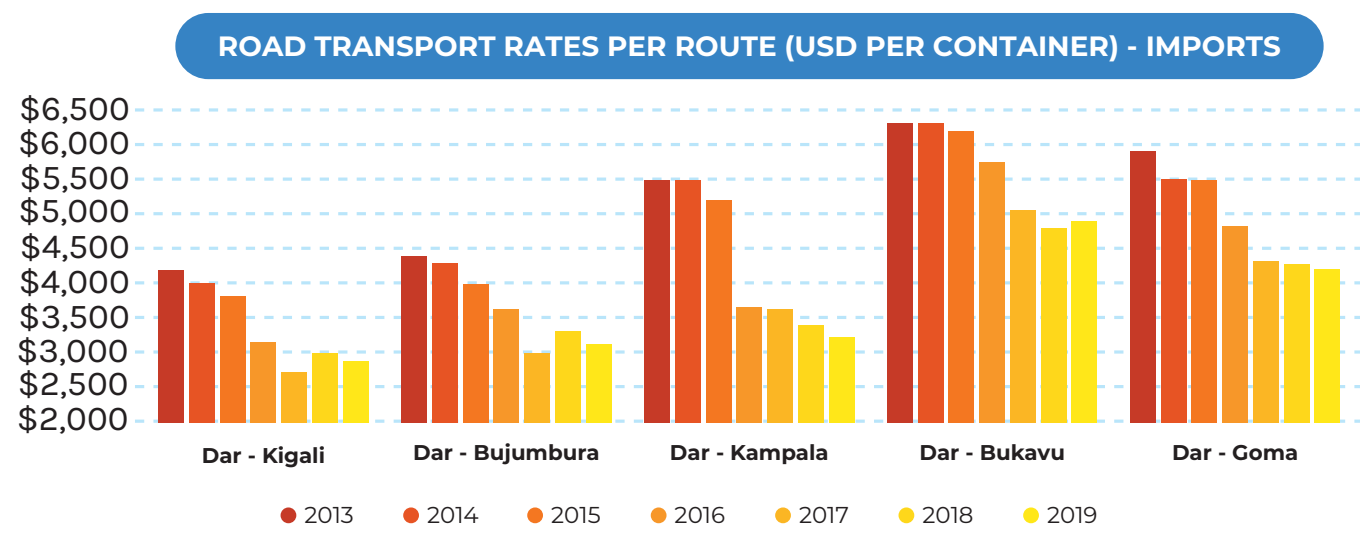
3.3.1 Road Transport rates

Table below indicates the road transport rates (Imports) to various destinations per container for the year 2019. A comparison on the average road transport rates with the previous years is also provided in the below graph.

Table 2 : Road transport rates (Imports) per container

DIRECTION	DESTINATION	TRANSPORT RATES (USD/TEU&FEU)	DISTANCE (KM)	COST (USD/KM)
Imports	Kigali	2,900	1,495	1.94
	Bujumbura	3,100	1,640	1.89
	Kampala	3,250	1,780	1.83
	Bukavu	4,900	1,769	2.77
	Goma	4,200	1,635	2.57

Figure 7: Transport Rates per Central Corridor Destinations

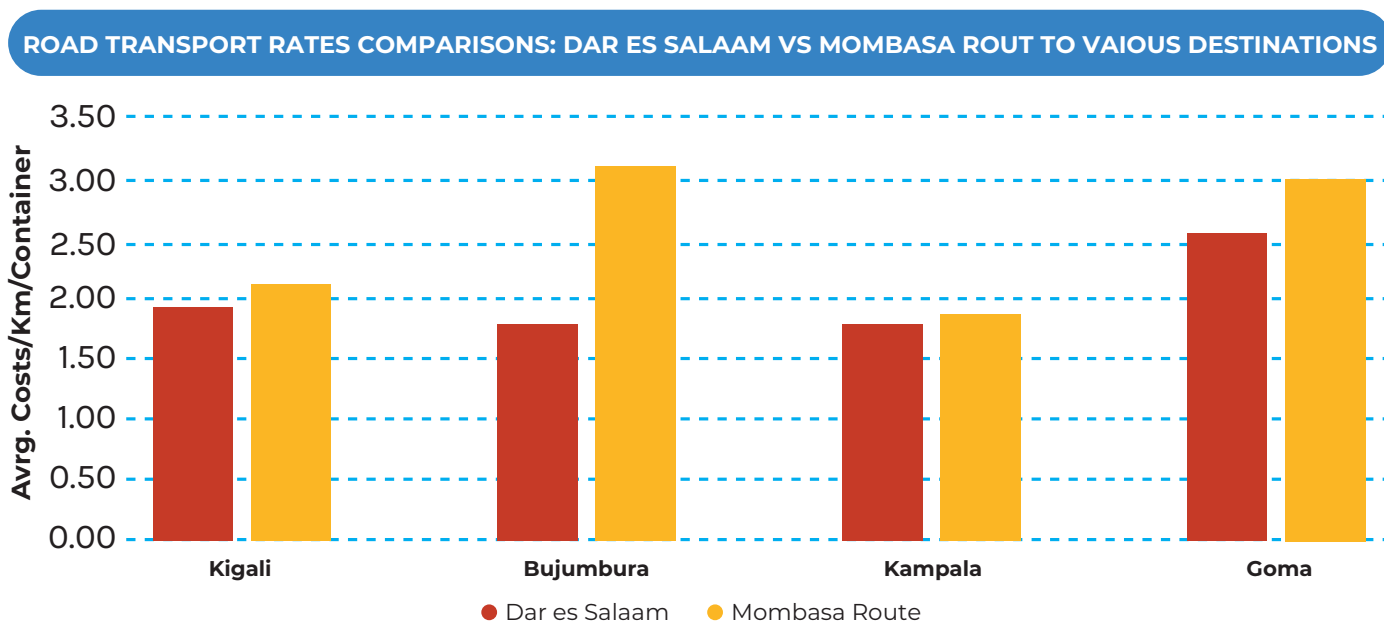


As depicted on the graph the transport rates trends are slightly going down for the mentioned period (2013 - 2019) for some destinations and is lower for Dar es salaam - Kigali route at an average of \$2900 per container while it is higher for Dar es salaam - Bukavu route at an average of \$4,900 per container. Despite the decreasing trends, traders are still concerned with high transport costs within the region.

3.3.2 Transport Rates Comparisons: Dar es Salaam vs Mombasa to various destinations.

The comparison is based on the average transport rate cost per kilometre per container from both Dar es Salaam (Tanzania) and Mombasa (Kenya) ports to various destinations measured in USD. The figure below provides the comparisons.

Figure 8: Transport Rates Comparison Dar es Salaam vs Mombasa routes



Analysis of the comparison indicates that it is cheaper importing through Dar es Salaam port for the Central Corridor Member countries. The difference is very high for cargo destined to Bujumbura - Burundi that a trader will save about 1.18 usd/km/container when importing through Dar es salaam port compared to when the same will be imported through Mombasa port. Reduction in the road transport rates to both Bujumbura and Kampala through the Central Corridor has been attributed by the operationalization of the Central railway line to Mwanza and Kigoma which has provided cheaper alternatives for cargo imported to these destinations hence resulting into reduction of the road transport due to competition.

3.3.3 Freight Forwarder Charges

Freight forwarding costs on the Central Corridor have less variation between origin/destination than transport costs since freight forwarders tend to charge a flat rate per consignment type and flow.

Table below indicates the Freight Forwarders Charges (USD/Container) along the Central Corridor.

Table 3: Freight Forwarders Charges (USD/Container)

DIRECTION	ORIGIN/ DESTINATION	CONTAINER TYPE	CHARGES (USD)
Imports	Bujumbura	20ft	200
		40ft	300
	Kigali	20ft	200
		40ft	300
	Kampala	20ft	200
		40ft	300
	Goma	20ft	200
		40ft	350
	Bukavu	20ft	200
		40ft	350
Exports	Bujumbura	20ft	70
		40ft	70
	Kigali	20ft	70
		40ft	70
	Kampala	20ft	70
		40ft	70
	Goma	20ft	100
		40ft	100
	Bukavu	20ft	100
		40ft	100

Source: CFAs and Transporters Transport Surveys - 2019

3.3.4 Clearing & Freight Agent Charges

Clearing and Freight Agent (CFA) charges at the border vary by consignment, flow, and origin/destination. CFA costs represent only a small share of total road trip charges.

Table 4: Clearing & Freight Agent Charges

DIRECTION	ORIGIN/ DESTINATION	CONTAINER TYPE	CHARGES (USD)
Imports	Bujumbura	20ft 40ft	100 100
	Kigali	20ft 40ft	170 160
	Kampala	20ft 40ft	58 60
	Goma	20ft 40ft	200 200
	Bukavu	20ft 40ft	200 200
Exports	Bujumbura	20ft 40ft	40 45
	Kigali	20ft 40ft	40 45
	Kampala	20ft 40ft	40 40
	Goma	20ft 40ft	100 100
	Bukavu	20ft 40ft	100 100

3.4 Rail Transport Rates and Charges.

Ahead of the construction of the Central Corridor Standard Gauge railway in Tanzania, the Central line meter gauge is operational and is being used to transport Cargo from Dar es salaam to various Central Corridor member countries of Uganda through Mwanza, Burundi and DRC through Kigoma port.

The Dar es Salaam – Mwanza – PortBell – Kampala Goods shed was re-opened in June 2018. The below Summarises the promotional tariffs charged on the re-opened Dar es salaam – Mwanza - Kampala route.

Table 5: Summary - Total route costs by rail for imports (DSM to Kampala) - USD

SERVICES RENDERED		20FT (USD)	40FT (USD)	RATE/TON (USD)
1	PORT CHARGES - DAR PORT (TPA/TICTS)	\$180	\$270	\$9.50
2	CORRIDOR LEVY - DAR PORT (TPA/TICTS)	\$6	\$12	\$0.30
3	AGENCY FEES	\$150	\$200	\$5.00
4	RAILWAY CHARGES - TRC	\$680	\$1,360	\$34.00
5	RAILWAY CHARGES - URC	\$50	\$100	\$2.50
6	MARINE CHARGES - URC or MSCL	\$374	\$748	\$18.70
7	LINK SPAN CHARGES - TPA and URC	\$20	\$40	\$1.00
8	IMPORTS - TOTAL ROUTE COSTS - USD	\$1,460	\$2,730	\$71.00

Table 6: Total route costs by rail for exports (Kampala to DSM) - USD

SERVICES RENDERED		20FT (USD)	40FT (USD)	RATE/TON (USD)
1	PORT CHARGES - DAR PORT (TPA/TICTS)	\$90	\$120	\$6.00
2	AGENCY FEES	\$100	\$150	\$3.75
3	RAILWAY CHARGES - TRC	\$60	\$320	\$8.00
4	RAILWAY CHARGES - URC	\$20	\$40	\$1.00
5	MARINE CHARGES - URC or MSCL	\$180	\$360	\$9.00
6	LINK SPAN CHARGES - TPA and URC	\$20	\$40	\$1.00
7	EXPORTS - TOTAL ROUTE COSTS - USD	\$570	\$1030	\$28.75

Note: Container free detention grace period is given at (thirty) 30 days.

PERFORMANCE MONITORING REPORT

January December 2019



Section 4

PRODUCTIVITY AND EFFICIENCY

4.1 Introduction

Efficiency and productivity indicators give a basic guideline on how well the corridor performs operationally. The objective of productivity measurement is to give the current performance in the transport logistics chain against desirable productivity measures as provided by the best practice, also ensuring that its outcomes live up to the expected values. Being efficient entails reducing the number of wasted inputs, thus it is imperative to make investments to develop trading capacities such as ports and roads improvements, improved efficiency in customs administration and adoption of e-services. Efficiency gains in the transportation sector will also be discussed given that it is a key driver of the competitiveness and growth of an economy. In addition, the efficiency and productivity indicators help the Central Corridors Secretariat to gauge the performance of the corridor at large.

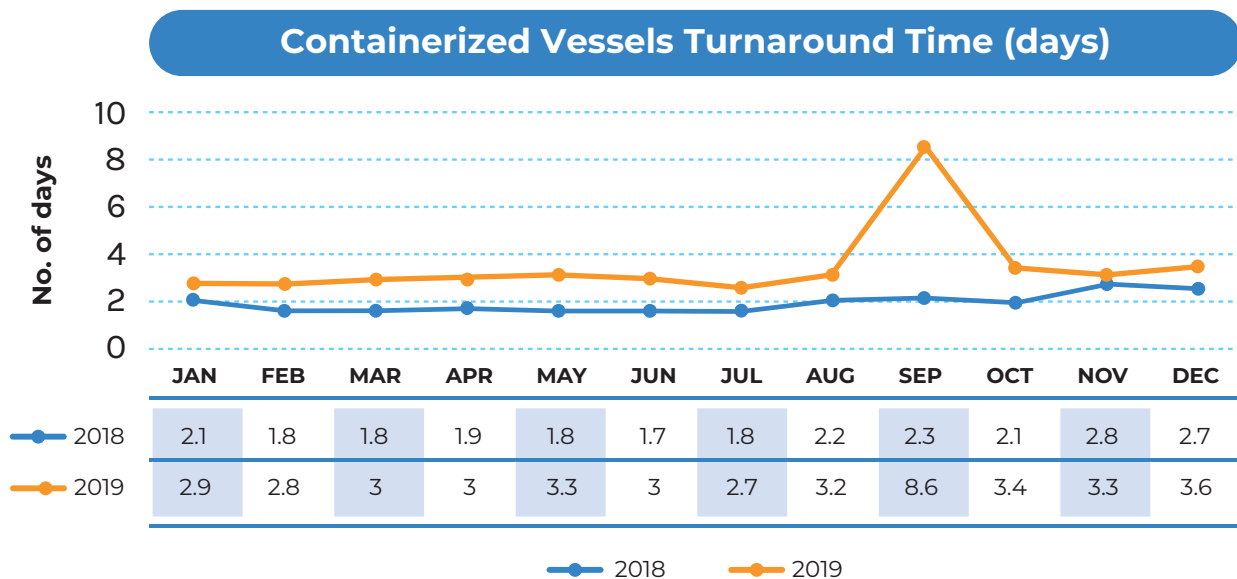
This section highlights the performance of key efficiency and productivity indicators identify the factors responsible for the efficiency improvements and provide insights into policy approaches that could trigger enhanced performance going forward.

4.1 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). The waiting time is normally a small proportion of turnaround time and for the Dar es Salaam port, the waiting time is approximately negligible as most of the ships are waiting at their own convenience to complete their own processes.

Figure 9: Containerized Vessel Turnaround time



Source: TPA, 2018 - 2019

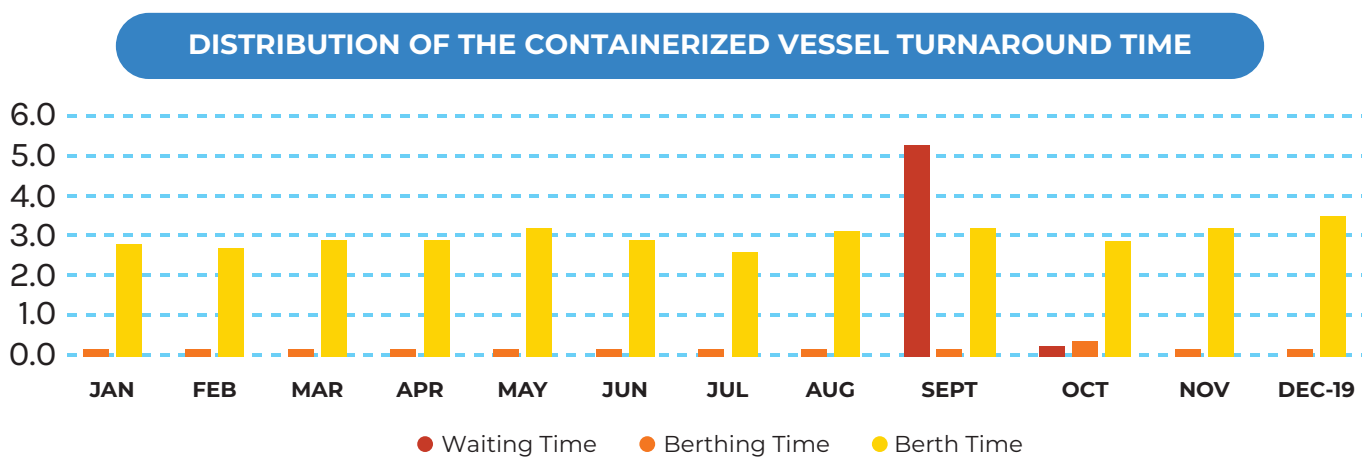
As depicted on the graph, the containerized vessel ship turnaround time is on average of 2.1 days in 2018 compared to 3.6 days in 2019 which shows an overall increase in ship turnaround time. Further analysis, shows a sharp increase in 2019 for the month of September due to limited berthing facility and shifting of the berthing operations at the port which affected the port operations and resulted into huge delays of the ships for berthing. The issue is now resolved and from October 2019 the port operations resumed into normalcy. Central Corridor stakeholders should be aware of the mega project that is ongoing at the port of Dar es Salaam which improves efficiency and overall port handling operations and correspondingly reducing the ship turnaround time at a high percentage.

Table 7: Ship turnaround time distribution (days)

INDICATORS (DAYS)	2019												AVG.
	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019	JUN 2019	JUL 2019	AUG 2019	SEP 2019	OCT 2019	NOV 2019	DEC 2019	
Waiting time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.2	0.0	0.0	0.5
Berthing time	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.1	0.1
Berth time	2.8	2.7	2.9	2.9	3.2	2.9	2.6	3.1	3.2	2.9	3.2	3.5	3.0
Turnround time	2.9	2.8	3.0	3.0	3.3	3.0	2.7	3.2	8.6	3.4	3.3	3.6	3.6

Source: TPA 2019

Figure 10: Distribution of the Containerized Vessel Turnaround time



Source: TPA 2019

As depicted on the graph above it indicates that, the containerized vessel turnaround time is highly attributed by the berth time (service time) of the ship, However, when berth time is reduced, it can substantially reduce ship turnaround time and reduce shipping costs. The berth time depends on the quantity of cargo a vessel has to load or discharge, the type and characteristics of a vessel, the type of port equipment and other resources used at berth/port.

4.2 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 for both Tanzania Ports Authority and Tanzania International Container Terminal Services (TICTS).

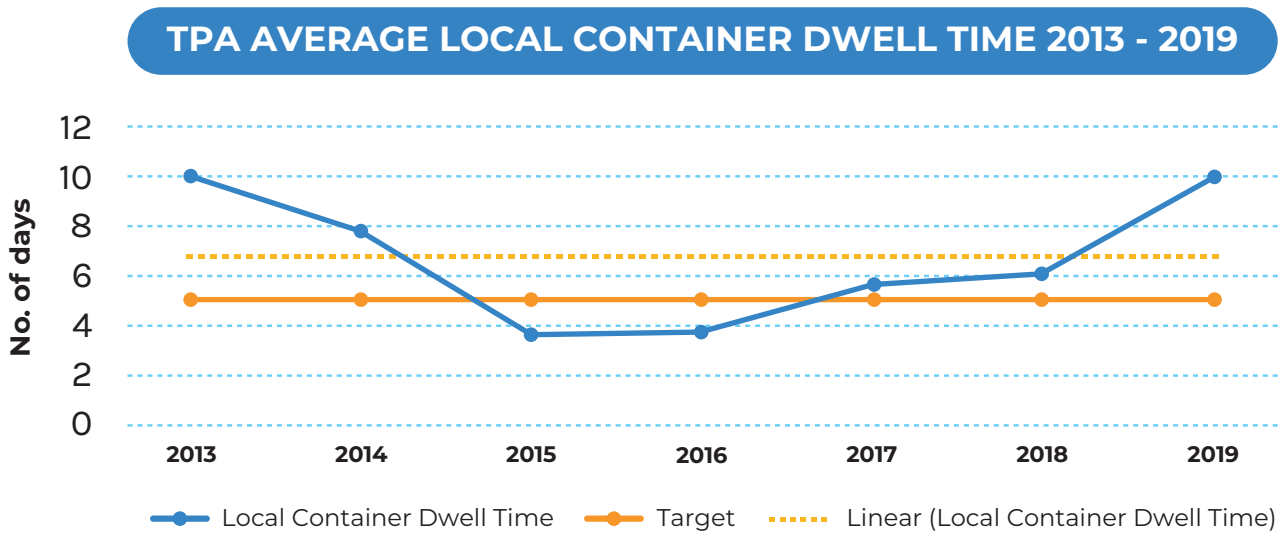
4.2.1 TPA dwell time

Basically, TPA Container Dwell time Indicators are generated from data collected from Tanzania Port Authority -TPA electronic system.

Table 8: Average Local Container Dwell Time TPA (Days)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2013	18.5	15.3	7.8	6.3	7.3	7.6	7	9.7	14.1	8.4	8.8	8.5	9.94
2014	10.5	9	6.5	7.8	8.8	8.1	3.1	9.9	8.7	7.8	4.2	8.5	7.74
2015	4.9	2.8	4	5.5	6.2	3.8	2.8	3.3	2.8	2.3	2.2	2.32	3.58
2016	2.3	2	6.3	4.2	1.3	1.6	1.9	2.7	2.4	4.6	8.5	7	3.73
2017	7.1	5.6	4.5	3.8	4.3	5.3	5.5	6.6	5.7	5.39	6.3	6.9	5.58
2018	6.7	7.3	5.23	5.74	6	6.1	4.3	6.9	5.4	8.1	6.9	4.8	6.1
2019	6	5.1	5.4	3.6	19	8.4	12.8	18.5	12.5	11.3	9.5	6.8	9.9

Figure: 11 TPA average local container dwell time 2013-2019



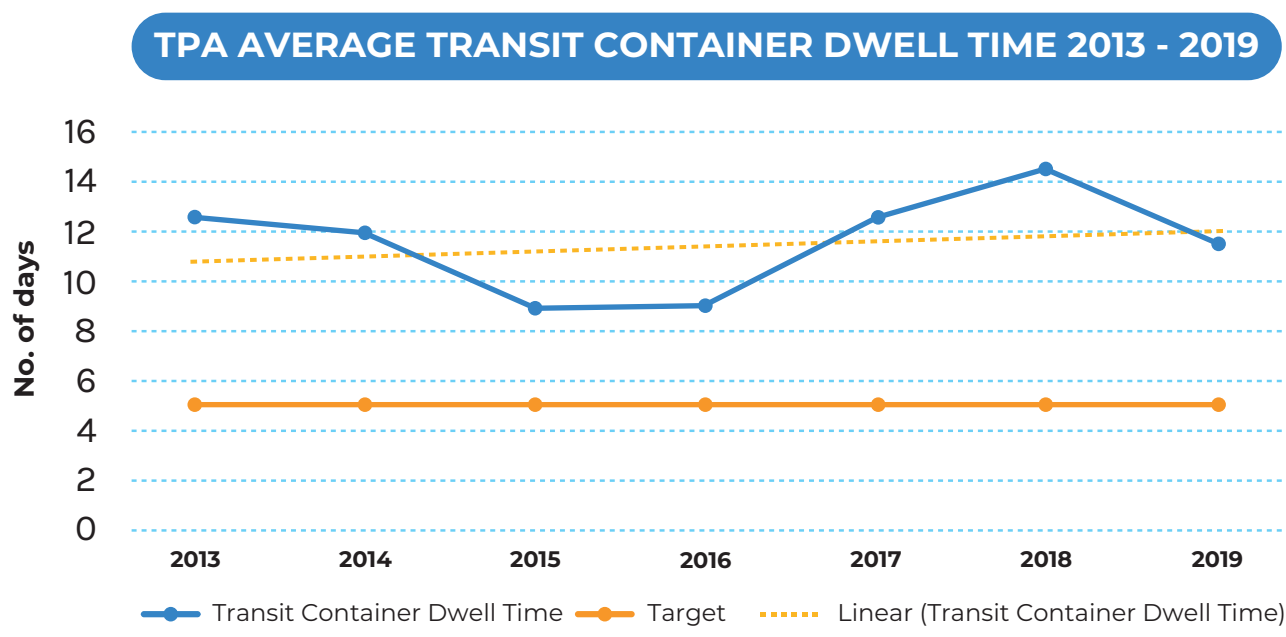
Source: TPA data 2013 - 2019

As depicted on the graph, the trends show fluctuations on the average dwell time for local containers. On comparing the years 2018 and 2019, shows an increase on dwell of about 3.8 days which is equivalent to 62 percentage increase. It is expected for the year 2020, the overall dwell time will be stabilized due to various ongoing improvements at Dar es Salaam port to meet the expected set targets

Table 9: Average dwell time transit container TPA (Days)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2013	14.4	17.6	19.1	11.2	9.5	10.2	9.7	9.1	13.0	12.4	9.9	8.8	12.07
2014	14.8	14.2	17.3	11.0	15.0	9.5	7.8	12.6	10.1	11.3	9.5	7.6	11.72
2015	9.4	11.4	7.2	6.0	7.0	9.7	8.7	10.2	7.2	10.7	10.1	8.5	8.84
2016	12.8	10.6	4.1	3.8	8.9	7.6	9.2	10.3	10.6	8.4	11.0	8.5	8.82
2017	9.6	10.7	11.5	9.7	9.4	11.5	9.1	11.3	15.1	15.5	17.4	14.1	12.08
2018	15.8	16.9	13.6	13.6	13.8	10.4	14.4	15.3	13.3	14.6	15.0	12.9	14.13
2019	13	10.4	13.2	9.7	17.8	12.2	12.1	13	9.5	9.8	9.1	7.1	11.41

Figure: 12 TPA average transit container dwell time



Source: TPA, 2013 - 2019

The average transit container dwell time which kept decreasing from 2013 to 2016 increased in 2017 to 2018. This resulted to the implementation of SCT with different systems (TANCIS) in Tanzania and ASYCUDA WORLD in the other countries. The regular exchange of information and training between the respective Revenue Authorities has contributed to solve the issue of system compatibility and Data from TICTS shows that average Transit Container dwell time has been decreasing in 2019 even if the transit dwell time is still very high compared to target of 5 days but plans are in place to make sure the targets are attained. In comparing 2018 and 2019 it has been observed a decrease of approximately 19.3%.

4.2.2 TICTS dwell time

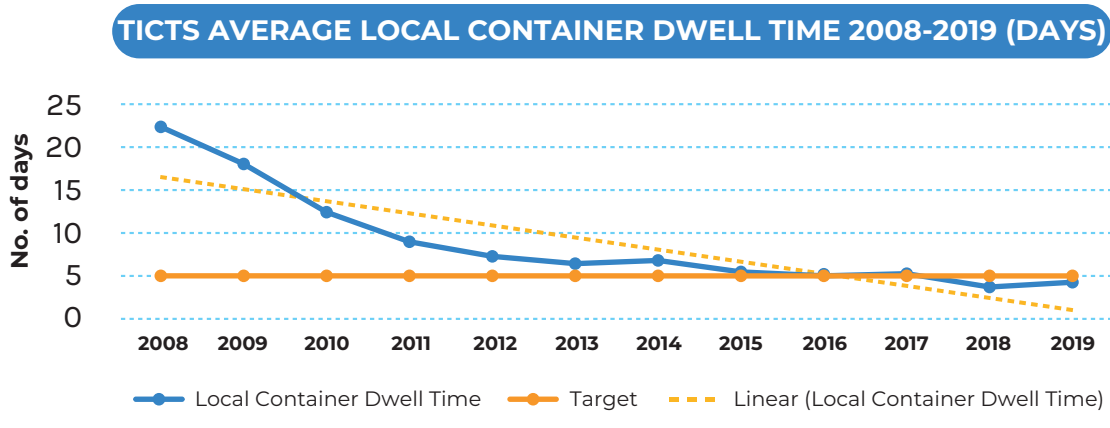
i. Average monthly local container dwell time (days): DSM container terminal (TICTS) year: 2008-2019

Table 10: Average monthly local container dwell time (days) 2008-2019

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2008	19	23	20	21	21	22	28	22	22	24	21	21	22
2009	17	16	18	21	25	22	19	19	16	15	15	11	17.83
2010	12	12	13	12	13	11	13	12	10	12	12	15	12.25
2011	13	11	10	10	9	7	8	7	7	7	8	9	8.83
2012	7	7	6	6	7	9	9	8	7	7	8	7	7.33
2013	8	7	6	6	7	7	6	6	6	6	7	5	6.41
2014	7	6	6	6	6	6	5	7	6	6	9	11	6.75
2015	8	6	6	6	7	6	4.7	4.5	4.6	5.5	4.2	5.3	5.65
2016	5.8	5.3	5.2	4.6	4.7	4.3	5.1	4.8	3.7	5.6	6.4	5.6	5.09
2017	5.1	5	5	13	6	5	5	5	4	4	4	3.8	5.41
2018	4	3	3	3.3	4.3	5.3	3.7	3.8	3.6	3.9	3.9	3.8	3.8
2019	3.6	3.6	3.3	3.4	4.1	6.4	4.8	4.2	4.5	4.1	3.9	4.2	4.2

Source: TICTS Data 2008 - 2019

Figure: 13 TICTS Average local container dwell time 2008-2019



Source: TICTS data 2008 - 2019

As depicted on the graph above, the average local Container dwell time for TICTS has been decreasing in the last 11 years. The trend depicts also that the local container dwell time attained the set target of 5 days since 2018 to the current year of 2019. Referring the year 2018 and 2019, deep analysis recorded an average local container dwell time of 3.8 days and 4.2 days which surpassed the set target of 5 days. In comparison of the year 2018 and 2019, observed an increase of dwell time of about 11 percent.

ii. Average Dwell Time Transit Containers TICTS

Table 11: Average Dwell Time Transit Containers TICTS 2008 - 2019

4.2.2 TICTS dwell time

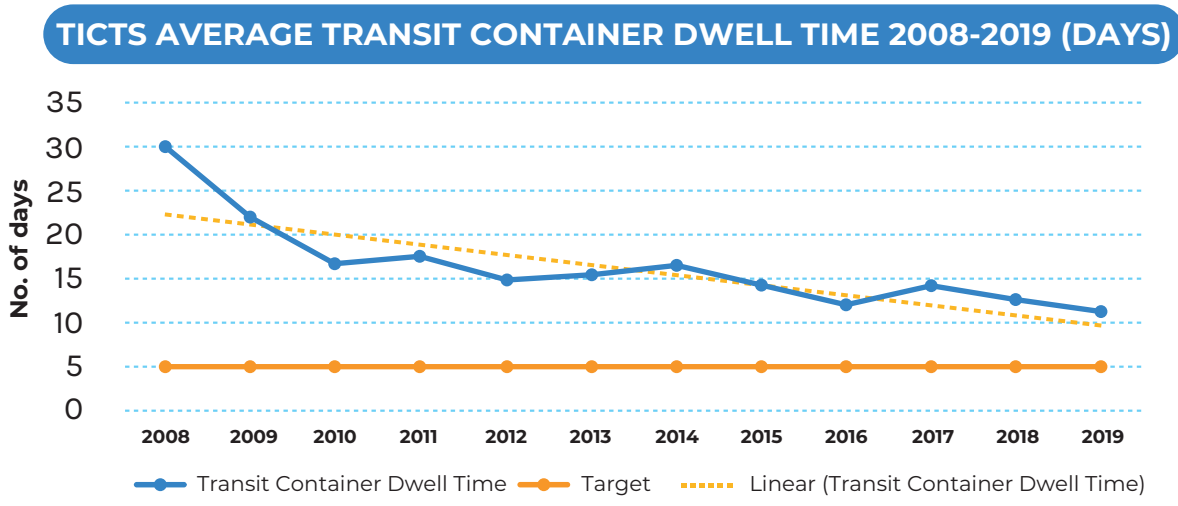
i. Average monthly local container dwell time (days): DSM container terminal (TICTS)
year: 2008-2019

Table 11: Average Dwell Time Transit Containers TICTS 2008 - 2019

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2008	26.2	19.2	24.8	27.8	30.3	33.2	38.5	28.3	31.5	32.7	28	31.3	29.32
2009	26.2	19.2	24.8	27.8	30.7	23	21.2	26.3	15.3	13.5	17.5	13.8	21.61
2010	23.3	13.8	15.2	13.8	14.5	15.2	15.2	14	15.8	17.8	16.3	20.7	16.3
2011	20.2	16.7	15.5	14.7	16.3	16.5	17.7	19	19.8	19	14.2	16	17.13
2012	13.5	14.2	14.2	15.8	16.7	13.5	14.5	15.2	12.3	14.3	13.3	15.3	14.4
2013	18.3	20.2	17.5	18	16.3	13.2	13.7	12.3	11.7	10.5	13	14.7	14.95
2014	17.3	21.8	18	19	16.5	13.8	15.8	15.1	13	12.5	14.7	15.5	16.08
2015	17.2	17.7	15.5	17.7	19.5	15.3	11	11.3	10.9	8.7	11.4	11.1	13.94
2016	12.4	12.2	11.8	11.1	12.3	9.9	11.9	11.2	12.2	11.1	11.2	12	11.61
2017	12.5	13.2	15.3	14.2	13.7	12.5	12.8	12.5	16.7	16	13.1	13.8	13.86
2018	14.7	14.3	13.3	12.8	13.1	9.4	9.5	12	12.3	11.9	13.3	12.1	12.4
2019	12.6	12.6	12.9	11.2	10.5	11.3	10.4	9.3	9.2	10.3	9.1	9.9	10.8

Source: TICTS 2008-2019

Figure: 14 TICTS Average transit container dwell time 2008-2019



As depicted on the graph, the average TICTS Transit Container dwell time is slightly decreasing from past years as observed on the data table. In comparing the year 2018 and 2019, the trends show a decrease on an average transit dwell time from 12.4 days in 2018 to 10.8 days in 2019 which is equivalent to a decrease of 12.9 percent attributed by improvements on effectiveness and efficiency on cargo handling and overall port operational management.

4.3 Customs Release Time/ Document Processing Time (DPC) Time

It provides the average time taken in Hours that elapse from when declaration is made by Clearing & Forwarding Agent till when the Release order is issued by the Customs for Transit Cargo declarations.

It has been calculated from the average time difference between Release time and Declaration time, measured in Hours from Tanzania Revenue Authority.

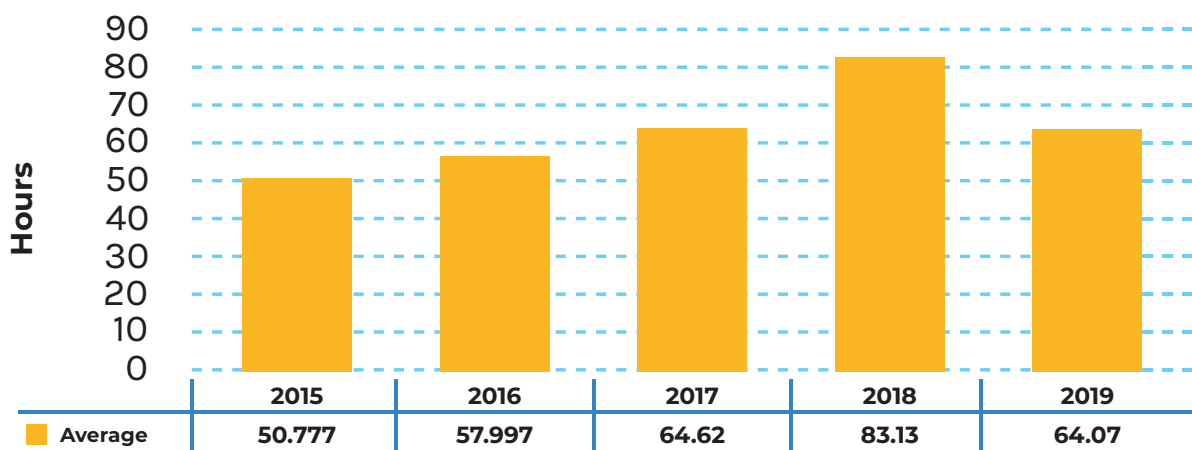
4.3.1 Tanzania Customs Release Time (Hours)/Document Processing Centre (DPC)

Table 12: Tanzania Customs Release Time (Hours)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2015	51.2	52.9	50.5	50.2	51.6	51.2	51.1	50.8	50.3	50.1	49.7	49.6	50.777
2016	55.14	52.4	48.46	50.98	53.48	55.92	57.64	59.6	62.53	65.25	66.71	67.85	57.997
2017	65.58	67.18	68.83	64.86	65.13	64	63.33	62.55	62.6	63.65	63.3	64.4	64.62
2018	87.01	86.69	84.33	83.05	80.98	81.92	81.35	82.67	83.18	81.97	81.32	80.1	83.13
2019	64.73	64.79	63.03	62.27	62.80	63.26	63.36	63.91	64.65	65.24	65.26	65.5	64.07

Figure: 15 Customs release time (hours)

TANZANIA CUSTOMS AVERAGE RELEASE TIME (HOURS)/DOCUMENT PROCESSING CENTRE (DPC) 2015-2019



Source: TRA, 2016-2019

As depicted on the graph above, it shows that the average time in hours for the 2018 is 83.13 hours compared to 64.07 hours in 2019. This shows that the release time is decreasing from 2018 to 2019 by approximately 23% which is mainly attributed by operational improvements at Document Processing Centre (DPC). But Transporters are still concerned with high DPC time and have been emphasizing on timely release of cargo.

4.4 Truck turnaround time

4.4.1 TICTS

Table 13: Truck Turnaround Time at Tanzania International Container Terminal Services

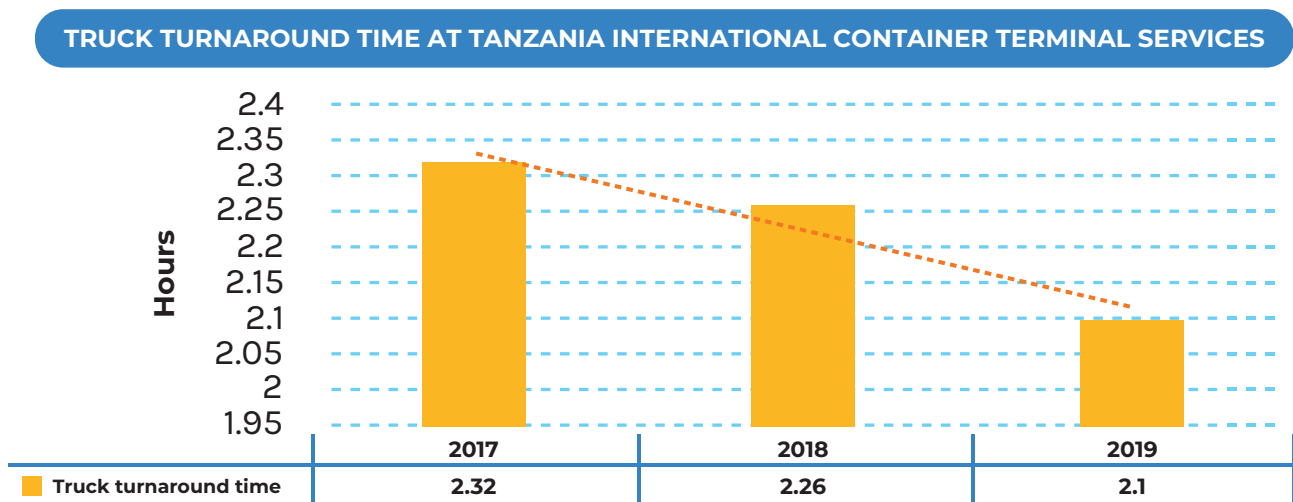
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2017	2.4	2.4	2.18	2.28	2.29	2.3	2.31	2.31	2.32	2.33	2.35	2.35	2.32
2018	2.12	2.03	2.01	2.47	2.04	2.31	2.5	2.03	2.41	2.45	2.32	2.41	2.26
2019	2.3	2	2.1	2.2	2	2.2	2.1	2.3	2	2.2	2.1	2.2	2.1

Source: TICTS 2017 – 2019

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.

Truck turnaround time for the calendar year 2018 at TICTS is on average of 2.26 hours while same period in the year 2019 recorded the average of 2.1 hours. This shows that TICTS are operating efficiently to make sure Truck turnaround time is effectively reduced. Further analysis shows that the decrease is equivalent to 7.1% which are mainly attributed by enough handling facilities and effective and efficient operational management.

Figure: 16 Truck turnaround time in Hour

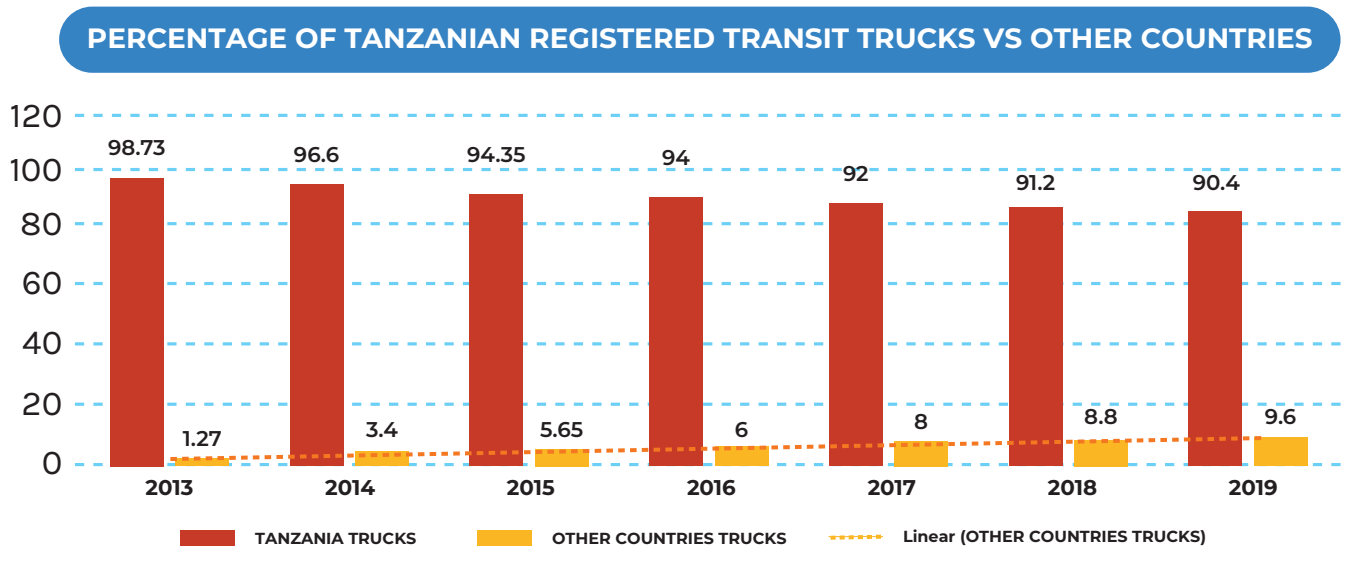


Source: TICTS, 2016-2019

4.5 Percentage of the Origin for Transit Trucks vs Other Countries

This Indicator give out the percentage of Tanzania registered transit trucks against other countries registered trucks that are carrying cargo from the port of Dar es Salaam. It provides an indication that, the Tanzania registered transit trucks are dominating the transport business as the analysis show that more than 90% of the cargo is transported by Tanzania registered trucks.

Figure 17: Percentage of the Origin for Transit Trucks Vs Other Countries



Source TPA, 2013 - 2019

As depicted on the graph above, further analysis show that for the year 2018 the percentage for other countries trucks was 8.8% while for 2019 has been recorded 9.6% which is equivalent to 9.1 percentage increase which still signifies a lot of improvements at Central Corridor in terms of cargo handling at the port and infrastructures which encourages other Transporters from other member countries to operate. Also attribute by harmonization of road user charges to some of the member states within the corridor.

4.6 Axle load Control (Weighbridges) indicators

The CCTO monitors the productivity and efficiency of the Weighbridges installed along the Corridor and the level of compliance of the Vehicle Load Control Limit. The East African Community Vehicle Load Control Act 2016, is an Act of the Community that 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. The law compels truck drivers to observe an axle load limit of 56 tones and maximum seven axles for commercial trucks plying the regional road network.

Weighbridges are mainly installed within the Corridor routes to help protect roads from damages due to overloading by truckers and for safety. They also serve to measure traffic counts that inform road expansion developments. Officials administering the weighbridges are therefore supposed to strictly adhere to vehicle load control measures in order to enhance compliance.

4.6.1 Weighbridge Traffic in Tanzania

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 weighbridges of Vigwaza, Njuki and Nyakahura.

The below statistics indicates traffic of all vehicles weighed at the Static bridges per Quarters in Tanzania.

WEIGHBRIDGE TRAFFIC		JAN-MARCH	APR-JUN	JUL-SEPT	OCT-DEC
VIGWAZA	2017	114,824	123,970	114,824	123,970
	2018	118,355	93,423	118,355	93,423
	2019	271,785	194,526	271,785	194,526
MIKESE	2017	42,401	38,226	42,401	38,226
	2018	47,540	59,109	47,540	59,109
	2019	73,628	67,723	73,628	67,723
KIHONDA/DAKAWA	2017	21,518	17,910	21,518	17,910
	2018	15,754	29,053	15,754	29,053
	2019	33,897	37,262	92,058	109,518
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

WEIGHBRIDGE TRAFFIC

		JUN- MARCH	APR- JUN	JUL- SEPT	OCT- DEC
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
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
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
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
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

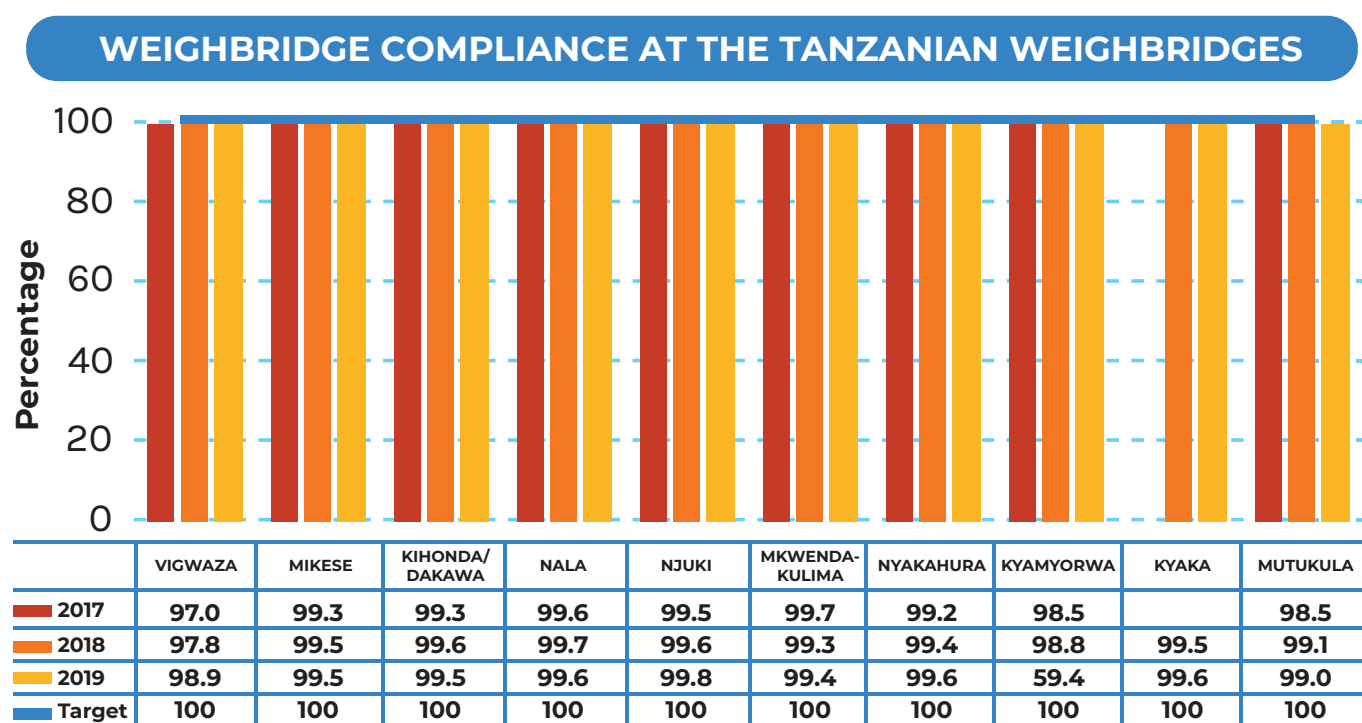
Source: TANROADS, 2017- 2019

The Vigwaza weighbridges recorded huge number of traffic as it's the first weighbridge for all vehicles from the Dar es Salaam port after Kurasini weighbridge which is stationed at the port of Dar es salaam. An average of 200,316 vehicles are weighed at the Static weighbridge at Vigwaza per quarter.

4.6.2 Weighbridge compliance in Tanzania

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

Figure 18: Weighbridge Compliance at Tanzania Weighbridges



Source: Tanroads, data 2017 to 2019

The figure above shows that there is high compliance level by trucks in all weighbridges. The compliance is consistent throughout the reporting period (2017 - 2019). The average compliance is less at the first weighbridge of Vigwaza compared to all other weighbridges, however it has improved to 98.76% compliance for Jan - Dec 2019 from 97.2% for the same period 2018. This might have largely attributed by the introduction of Kurasini weighbridge at the Port of Dar es salaam which has significantly reduced overload cases at Vigwaza weighbridge as it was purposely introduced to facilitate transporters and cargo owners to assess axle load compliance of their cargo before starting their trips. All other remained weighbridges record high compliance above 99.0%.

PERFORMANCE MONITORING REPORT

January December 2019



Section 5

TRANSIT TIME AND DELAYS

5.1 Introduction

Indicators of Transit time and delays within the Central Corridor are obtained from Electronic Cargo Tracking System (ECTS) from TRA and the GPS road survey results. Corridor monitoring starts from when goods/cargos arrive at Dar es Salaam port till when they reach their final destinations. This time has been broken down to form different indicators depending on different activities and sections along the Corridor.

5.2 Transit time up to Tanzania Exit Borders

Transit time to Tanzania exit borders refers to the time taken by the transit truck from the Port of Dar es Salaam to the respective borders between Central Corridor Member States and Tanzania. These are measured from the time difference in days between Stop date at the border and Start date from Dar es Salaam Port.

The borders are Rusumo for Tanzania – Rwanda, Kabanga/Kobero for Tanzania– Burundi and Mutukula for Tanzania – Uganda. Trucks heading to D.R Congo through Central Corridor normally passes through Rusumo or Kabanga/Kobero borders.

Table 14: Transit time to Rusumo Border (days)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2016	3.37	3.43	3.43	3.43	3.45	3.45	3.47	3.47	3.46	3.45	3.47	3.47	3.45
2017	3.58	3.55	3.55	3.54	3.56	3.55	3.56	3.56	3.54	3.68	3.7	3.71	3.59
2018	3.62	3.47	3.49	3.33	3.48	3.28	3.72	3.44	3.19	3.47	3.22	3.41	3.41
2019	3.52	3.48	3.49	3.43	3.50	3.43	3.58	3.49	3.40	3.53	3.46	3.53	3.48

Source: ECTS 2016-2019

As depicted on the table above, the average transit time from Dar es Salaam port to Rusumo border for the calendar year 2018 is 3.41 days while for 2019 same period the average recorded was 3.48 days which shows that transit time is slightly increasing which is equivalent to 2.1%.

Table 15: Transit time to Kabanga border (days)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2016	4.26	4.12	4.07	4.06	4.02	4.02	4	3.97	3.94	3.92	3.89	3.88	4.01
2017	3.68	3.75	3.78	3.79	3.81	3.79	3.77	3.68	3.7	3.85	3.87	3.87	3.78
2018	3.29	3.47	3.89	3.67	3.61	3.58	3.44	3.39	3.84	3.49	3.73	3.64	3.59
2019	3.74	3.78	3.91	3.84	3.81	3.80	3.74	3.68	3.83	3.75	3.83	3.80	3.79

Source: ECTS 2016-2019

It has been observed from the table above that the average transit time from Dar es Salaam port to Kabanga border for the period January - December 2018 is 3.59 days. It has been observed that the transit time is higher compared to the set target of 2.5 days, when comparing 2018 and 2019 the trend shows that is slightly going up which is equivalent to 5.6% increase in Transit time to exit border of Kabanga.

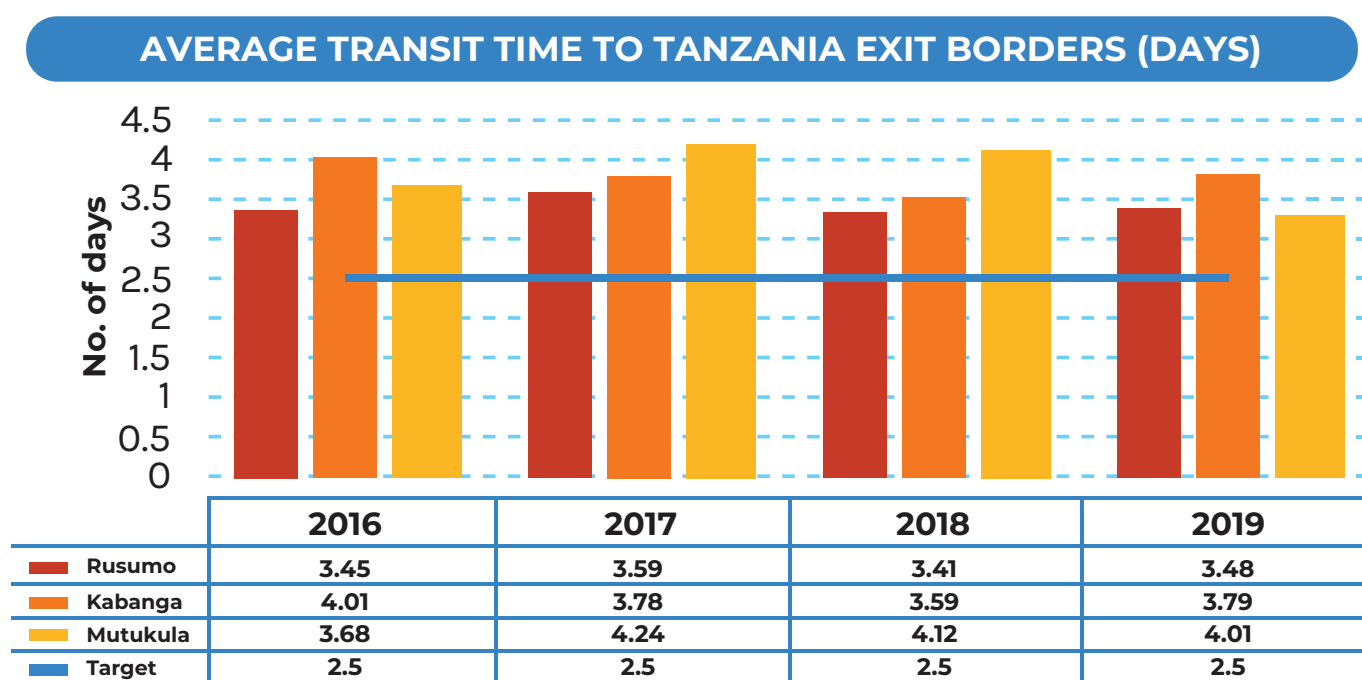
Table 16: Transit Time to Mutukula Border (days)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2016	3.7	3.67	3.71	3.67	3.65	3.68	3.68	3.67	3.68	3.7	3.7	3.7	3.68
2017	4.15	4.18	4.22	4.29	4.3	4.29	4.24	4.15	4.2	4.29	4.29	4.29	4.24
2018	4.3	4.06	4.04	4.33	4.29	4.12	3.98	3.86	4.01	4.24	3.97	4.28	4.12
2019	4.05	3.97	3.99	4.10	4.08	4.03	3.97	3.89	3.96	4.08	3.99	4.09	4.01

Source: ECTS 2016-2019

It has been observed from the table above that the average transit time from Dar es Salaam port to Mutukula border for the calendar year 2018 is 4.12 days while same period 2019 is 4.01 which shows a decrease of 0.11 days equivalent to 3% decrease. It seems transit time to Mutukula border is still high compared to the set target of 2.5 days but plans are in place to reduce the overall transit time including removal of unnecessary delays and encourage drivers to reduce personal stoppages.

Figure: 19 Average Transit Time to Tanzania exit Borders



Source: ECTS 2016-2019

From all Transit times up to Tanzania exit borders, it has been observed that the average transit time keeps fluctuating and is still slightly higher than the government’s set targets of 2.5 days from Dar es Salaam Port to Tanzania exit borders. It has been mainly attributed by long and regular personal stops by drivers along the route. Effective plans underway from driver’s association and transporters associations to make sure they reduce unnecessary stoppages by drivers along the route.

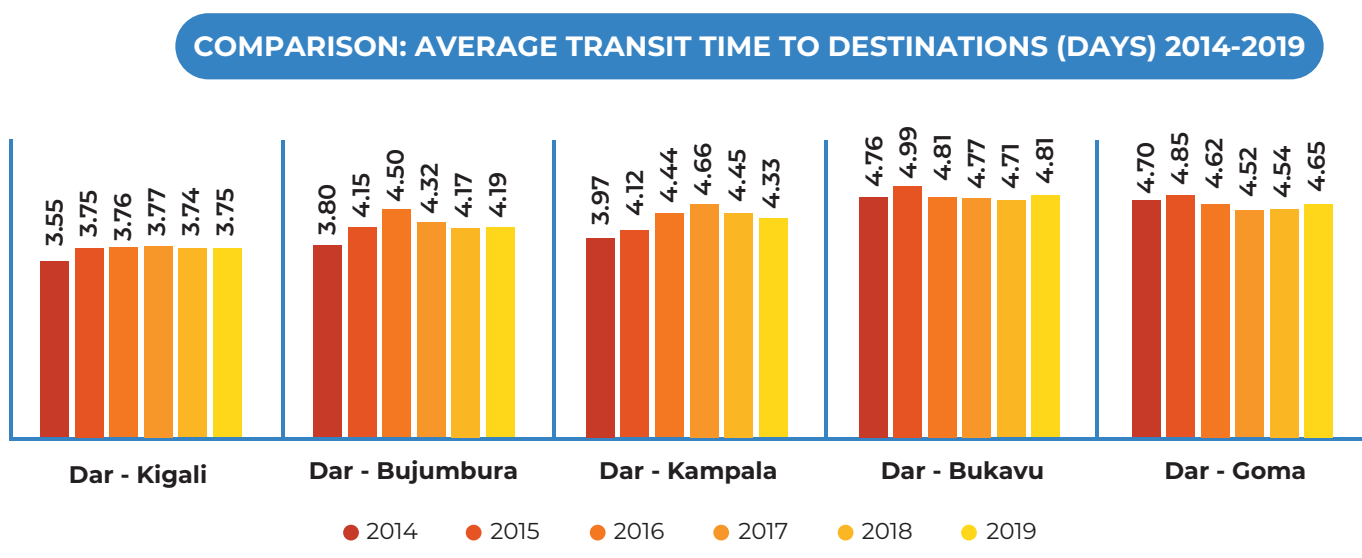
5.3 Transit time to destinations

The section highlights the transit time, which is it takes for a cargo to move from the port of Dar es salaam to various destinations in the Central Corridor Member States. This transit time is greatly affected by stoppages along the Corridor. Some of the main stoppage reasons include; drivers’ personal reasons, police checks, weighbridges, company checks, road conditions, custom checks among other reasons.

Some of the measures that have been put in place to minimize stoppages and improve transit time include the implementation of the High-Speed Weigh in Motion (HSWIM) weighbridges in Tanzania, implementation of one-stop border posts (OSBPs) almost at all border points in the Central Corridor member countries, Construction of One Stop Inspection station (OSIS) in Tanzania which is being piloted by allowing trucks to stop and be inspected at only three weighbridges, and Implementation of the Single Customs Territory (SCT) which is another measure that enhanced clearance of the goods across borders.

Figure below provides highlight on the comparison for an average transit time for imports i.e from Dar es salaam port to various destinations in the Central Corridor member states.

Figure: 20 Comparison: average transit time to destinations (days) 2014 -2019



Source: GPS Road surveys data (2014-2017) & TATO/TAT data 2018-2019

PERFORMANCE MONITORING REPORT

January December 2019



Section 6

SAFETY INDICATORS

6.1 Introduction

The Central Corridor is also charged with ensuring there is an established expanded and modern transport infrastructures and services that would promote safety. As such the Central Corridor Secretariat has the mandate of ensuring that all the modes used for transportation of goods and people are safe and secure. To achieve these, the Secretariat conduct a number of initiatives and activities geared towards attaining secure and safer transport along the Central Corridor routes.

Below are highlights on some of the safety indicators along the Central Corridor routes.

6.2 Railway accidents on TRL lines

Tanzania runs two major rail networks; these are TAZARA and Central railway line.

A number of initiatives were taken under this goal; these include provision of public awareness programme on railway transport, undertaking of inspection of railway infrastructure, equipment and rolling stock.

6.2.1 In Railway Subsector

a) 82% of planned Freight trains for 2018/19 arrived safely. This was due the following factors;

- Availability of 39 new and remanufactured locomotive for TRC;
- hired locomotives for TAZARA; and
- Railway safety inspections Conducted
- The reliability of trains increased to an average of 756 km between failures against the target of 500 km, this has been contributed due to improvement in rolling stock.

b) The major accidents for the period of July, 2018 to June, 2019 in TRC network increased to 42 as compared to 23 accidents recorded in a similar period last year. Reported major accidents in TAZARA network increased to 17 compared to 12 in a similar period of last year. Table 1 summarizes accidents in both networks. Cases reported for TAZARA refers to the ones recorded in Tanzanian side. However, injuries on TRC increased in number from 12 to 32 between 2017/18 and 2018/19 respectively; deaths along TRC decreased from 16 to 10 during the period. Accidents along TAZARA resulted in 5 deaths compared to 9 deaths recorded in 2017/2018; Injuries on TAZARA increased from 6 to 14 between 2017/18 and 2018/19 respectively. Accidents which resulted in deaths along both TAZARA and TRC were a result of tendency of persons to walk along the mainline track. Moreover, human error continued to emerge as a major contributor of accidents on TAZARA railway.

Table 17: Accidents in the Central railway line.

CAUSE OF ACCIDENT AND MPACT		2016/ 2017	2017/ 2018	2018/ 2019	%CHANGE
Injuries & Deaths due to Train Movement	Deaths	11	16	10	-37.5
	Injuries	15	12	32	166.67
Major Train Accidents	Collision	4	4	4	0
	Capsizement /Derailment	17	19	38	100
TOTAL ACCIDENTS		21	23	42	82.61
Major Damage to Track	Wash-away	0	0	14	0

Source: LATRA.

6.3 Road accidents in Tanzania

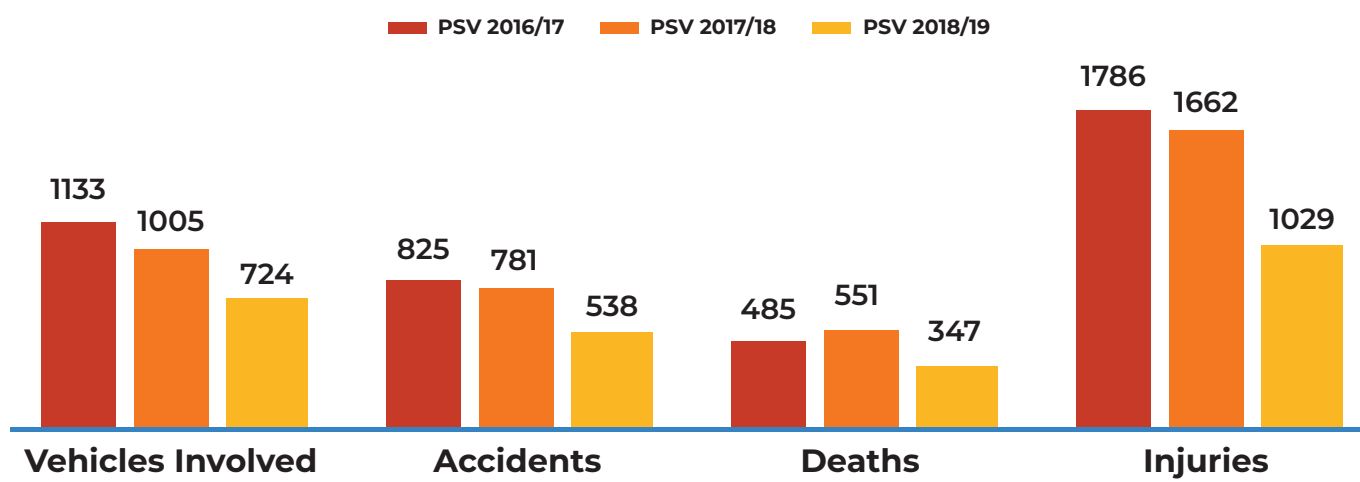
6.3.1 In road Subsector

During the review period the number of reported accidents and vehicles involved with regard to regulated vehicles (i.e. buses, trucks and motor/tri-cycles) declined in comparison with similar period in the two previous years.

- The number of trucks involved in accidents declined by 35.08% from 838 in similar period last year to 544. In terms of accidents, the number of accidents caused by trucks declined from 567 to 377, equivalent to a decrease of 33.51%. Similarly, the number of deaths caused by trucks decreased by 31.42% as compared to previous year.
- Motorcycles involvement in road accidents declined from 1,563 to 938 causing 336 deaths compared to 556 deaths reported in the previous year; a decrease of 39.6%.
- Number of buses involved in reported accidents decreased from 1,005 to 724, which is equivalent to a decrease of 27.96%. Similarly, the number of accidents and deaths caused by buses declined by 31.11% and 37.02% respectively.

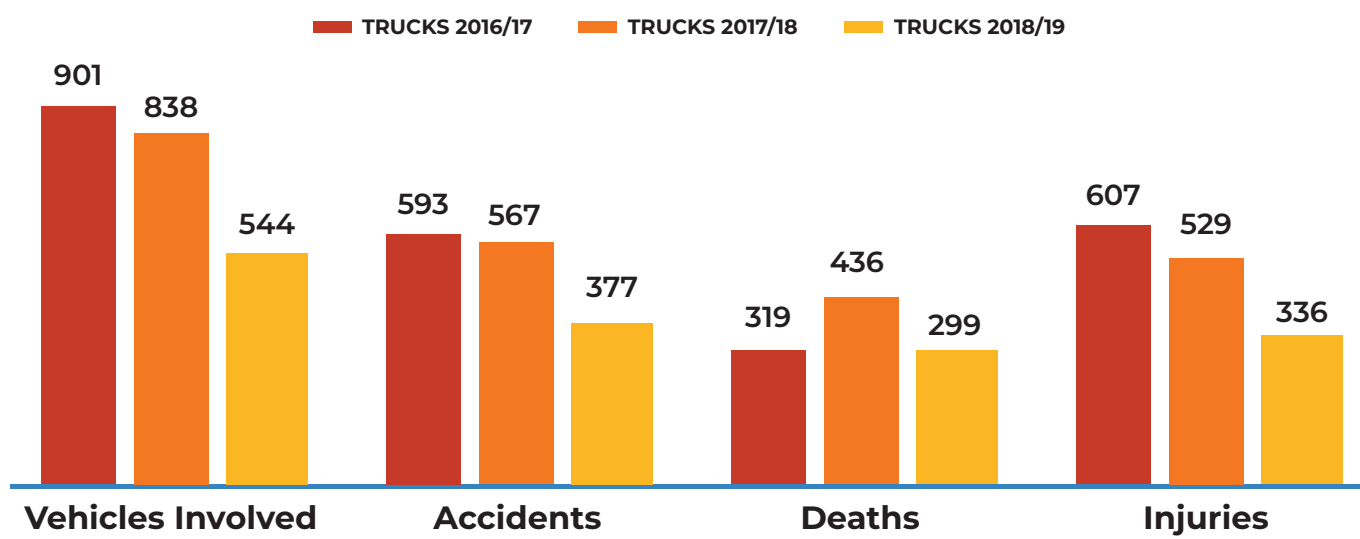
Figures below; summarizes reported road traffic accidents caused by buses, trucks and motorcycles for year 2018/2019 as compared to similar period of previous two financial years.

Figure 21: Summary of Accidents caused by Passenger vehicles from 2016/17-20-208/19



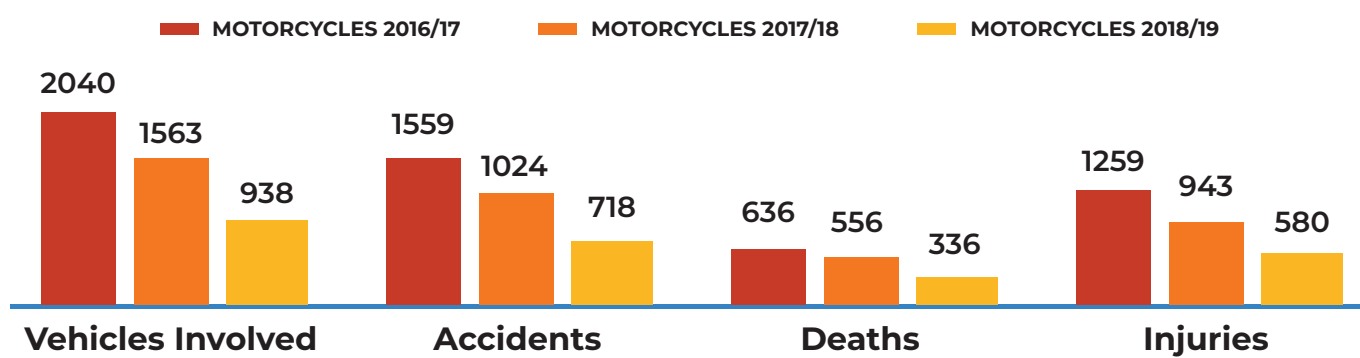
SOURCE: Traffic Police

Figure 22: Summary of road accidents caused by trucks from 2016/17-2018/19



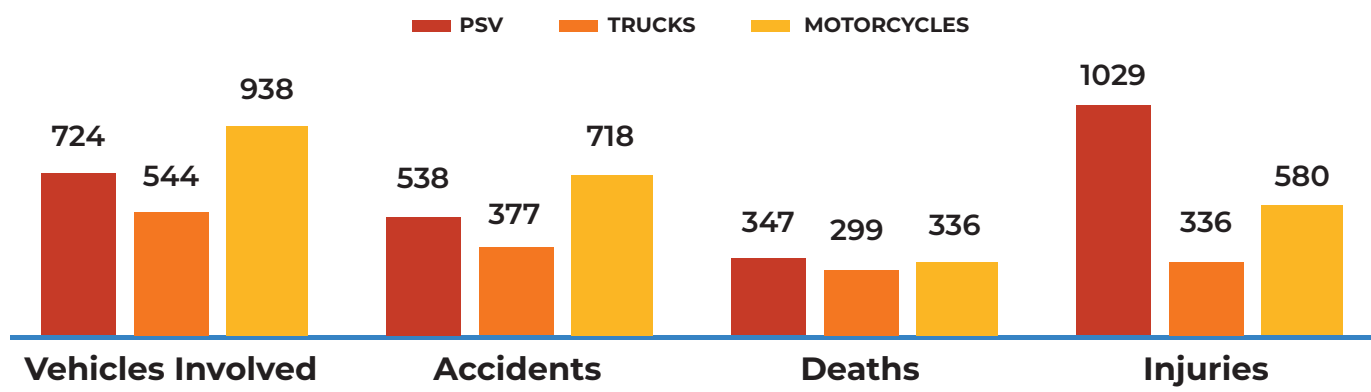
SOURCE: Tanzania Police Force

Figure 23: Summary of road accidents caused by motorcycles from 2016/17-2018/19



SOURCE: Tanzania Police Force

Figure: 24: Summary of road accidents caused by regulated vehicles in 2018/19



Source: Tanzania Police Force

Decline in road accidents was attributed to the following;

- i. Monitoring and inspections of passenger service vehicles, trucks and motorcycles;
- ii. Deployment of Vehicle Tracking System on Public Passenger Vehicles; in order to enhance its capacity to monitor and enforce regulations specifically on public passenger vehicles on a 24/7 basis regardless of where the vehicles are.
- iii. Alcohol testing among crew;
- iv. Use of alternating two drivers for long journeys.
- v. Use of schedules and logbooks.
- vi. Use of helmets for drivers and passengers of motorcycles and tri - cycles.

The above initiative impacted positively by reducing the number of vehicles involved in reported road traffic accidents, as well as, deaths and injuries. Therefore, the general trend had been reduction in accident across all factors/aspects as it is depicted in the figure above.

Recommendation: Initiating safety awareness program that will serve to engage stakeholders and understand their obligations as far as safety and security matters are concerned;

PERFORMANCE MONITORING REPORT

January December 2019



PART II: SPECIALIZED SURVEYS

Joint Survey Of The Central Corridor Routes To
The Democratic Republic Of Congo (DRC)

1. INTRODUCTION

The CCTTFA is implementing the Central Corridor Transport Observatory (CCTO) project, which include an online portal aimed at monitoring the Central Corridor performance in order to support evidence-based advocacy and decision making to remove trade barriers using more than 30 indicators. The CCTO monitoring tool collects data, processes them and generates online/offline reports and information on key performance indicators including transit time and delays, freight volumes, efficiency and productivity, transport costs and rates to inform policy makers on the reforms to improve corridor performance and efficiency. The portal is accessible through <http://observatory.centralcorridor-ttfa.org>. All the Indicators are reviewed periodically with Stakeholders to define new datasets and agree on available and additional data.

Democratic Republic of Congo (DRC) is a major destination of trade and business within the central Corridor member states through the port of Dar es salaam. Under the Transport Observatory, only few of the performance indicators for the routes to DRC are being monitored and therefore need to add more routes and indicators to comprehensively ascertain its performance.

During the 12th Central Corridor Stakeholders Consultative Committee meeting (STACON), held from 6th – 8th May 2019, in Kigoma – Tanzania, which is among the statutory organs of CCTTFA where the 2018 Transport Observatory Annual report was disseminated, it was observed, recommended and directed among others the following;

- a) The absence of MoU on data exchange between DRC Customs and CCTTFA hinders the monitoring of some performance monitoring in DRC.
- b) There's a lot of improvements in DRC transport and trade infrastructures especially in Bukavu and Goma that deserve to be part of the CCTO performance reports and monitored accordingly.
- c) CCTTFA in collaboration with relevant stakeholders to consider joint surveys of the Lake Tanganyika ports especially in DRC to assess various trade facilitation elements.

To this end, in the framework of strengthening and enhancing the Central Corridor Transport Observatory through extensive data collection and scope expansion to support evidence-based advocacy and decision making to remove trade barriers, CCTTFA in collaboration with other government and private key stakeholders undertook the baseline survey of the Central Corridor routes to DRC with focus on Roads and inland waterways and the lake Tanganyika ports among others. The survey was aimed at getting clear understanding of the current status on cargo flows; cross border trade impediments and other trade facilitation concerns in these routes and pertinently collect performance monitoring data.

The survey was jointly conducted by both private and public institutions from all five member states at various sections of the Corridor who jointly surveyed the Central Corridor routes to DRC, from Dar es salaam to various destination of Goma, Bukavu and Uvira through Kigali, Bujumbura and Kigoma.

This section of the report is aimed at providing highlights of the survey findings.

2. OBJECTIVES OF THE SURVEY

2.1 Main Objective

To assess the Central Corridor routes to Eastern DRC from Tanzania through Rwanda/Burundi and rollout the Performance indicators through Transport Observatory.

2.2 Specific Objectives of the survey

- a) Conduct consultations with stakeholders and agree the available data at various nodes to be sourced and monitored frequently by the CCTO (format, frequency and sharing modalities).
- b) To source baseline data (onsite and immediately after site visit).
- c) Generate various performance monitoring indicators for the Central Corridor routes to DRC
- d) Assess various trade facilitation elements on the route and come up with quick interventions to address the issues.
- e) To create strong relationship with stakeholders along the routes on data provision for the Transport Observatory activities.
- f) To assess gender aspect on cross border trade along the route.

3. KEY SURVEY FINDINGS

Generally, the survey team observed a number of developments and improvements along the Central Corridor, that are aimed at facilitating and improving transport and trade between the Central Corridor member countries.

Some of these improvements include but not limited to;

- a) Significant improvement of the Port of Dar es salaam in Tanzania under Dar es Salaam Maritime Gateway Project (DMGP), geared towards improving efficiency and increasing cargo throughput with a target of 28 million tons by 2025. Various delays that were previously caused by ECTS operationalization issues will now be catered during implementation of version 3 Electronic Cargo Tracking System (ECTS) by Tanzania Revenue Authority (TRA) which is currently under development.
- b) Replacement of static weighbridges within Tanzania roads with Weigh in Motion bridges which are significantly reducing transit time and delays along the route. Also, introduction of Kurasini weighbridge within the port area in early 2019, has largely reduced overload cases at other weighbridge stations along the route where there are no any associated charges to the users of this weighbridge for all services provided. For instance, the average compliance at Vigwaza has improved to 98.76% compliance for Jan – Dec 2019 from 97.2% for the same period 2018
- c) Notably Roads infrastructures improvements along the Central Corridor that includes widening of trunk roads in Rwanda from 6 to 7-meter-wide, ongoing rehabilitation of previously poor road section between Lusahunga and Rusumo in Tanzania. Road signages and black spots along the route are among of the burning issues affecting road safety within the region.

d) Smooth and efficient One Stop Border Posts (OSBPs) operations along the central corridor where, there is a need to consider replicating some good practice observed at some of the borders such as installation of fire brigade observed at Rusumo to other OSBPs. Unharmonized working hours in most of the OSBPs and lack of coordination among the border operators are still the challenges observed

Detailed survey findings per the sections/nodes surveyed as indicated below:

3.1 TANZANIA TRANSIT NODES

3.1.1 Weighbridges

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.

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.

At the WIM bridges, systems are designed to capture and record axle weights and gross vehicle weights as vehicles drive over a measurement site at normal traffic speeds. Overhead variable message signs are used to redirect legally loaded vehicles back onto the highway while vehicles suspected of being overloaded are directed to an adjacent lane for accurate weighing on a static scale.

Transit vehicles destined to Rwanda, Burundi and Eastern DRC via Kabanga/Kobero and Rusumo borders pass through 8 weighbridges of which 5 are WIM and 3 (Kurasini, Mwendakulima and Nyakuhura) are static.

Transit vehicles destined to Uganda via Mutukula border pass through 9 weighbridges of which 5 are WIM and 4 (Kurasini, Mwendakulima, Kyamyora and Mutukula) are static. All weighbridges provide a printout for all weighed vehicles/truck to the driver with important details captured including details of the vehicle, driver and the cargo.

Associated fees at the weighbridges include; 50\$ parking fee after the first three days which are free, 2000\$ fine for weighbridge bypass.

Presence of small-scale traders near weighbridge stations imposes security/accidents threats.

The survey team surveyed the following weighbridges and below were the findings;

A. Kurasini Weighbridge at the port of Dar es salaam.

Observations;

- a) This is the first and new weighbridge that started operations early 2019 located immediately after the port exit, with the purpose of facilitating transporters and cargo owners to assess axle load compliance of their cargo before starting their trips.
- b) The weighbridge operates for 24hours where about 1500 Trucks are weighed per day with peak hours observed from 2pm to 10pm.
- c) There are no weighbridge charges for cargo overload and for parking. Overloaded trucks are only subjected for re-arrangements or reducing the weight to the allowable limits without any penalties.
- d) All cargo type from the port are weighed at the same facility without segregation based on the hazardous risks such as fuel tankers, hazardous materials etc which may impose great risk to the facility and other trucks in-case of accident.

B. Vigwaza Weighbridge

Observations;

- a) It is the weighbridge in Pwani Region started operation in 2015 as replacement of Kibaha Weighbridge.
- b) The Vigwaza WB Station is being expanded into a One Stop Inspection Station (OSIS) where a 12months works contract is implemented by the contractor SRSG through EATTF programme since 02/09/2019 where upon completion, necessary facilities for OSIS will be in-place including Police, TRA and immigration checkpoints. Hence reduce travel time, delays and associated costs.
- c) Vigwaza station has two WIM installed on either direction of the road where weighing process lasts for maximum of 30 seconds and two multideck static weighing scales on either side where uncompliant vehicles at the WIM are redirected to, recorded statistics shows on average about 2,226 vehicles are weighed per day at the static bridge.
- d) Optic fibre cables, CCTV cameras and modern IT Systems are installed to facilitate communications and efficiency on weighing and control procedures.
- e) Introduction of Kurasini weighbridge at the Port of Dar es salaam has significantly reduced overload cases at Vigwaza weighbridge to from 97.2% compliance level for the period Jan - Dec 2018 to 98.76% compliance for the same period 2019 and hence reduced queues at Vigwaza station.
- f) Electricity instability and fluctuations affects smooth weighing operations.

C. MIKESSE WEIGHBRIDGES

Observations;

- a) Mikese weighbridge is located in Morogoro region which serves for the Central Corridor traffic.
- b) Mikese WB has one direction WIM installed for outbound Vehicles originating from Dar es salaam and a static weighbridge measuring by axle grouping for verification of trucks

which have not complied at the WIM. For inbound vehicles to Dar es salaam, a static single axle bridge is used.

- c) On average, about 36,814 vehicles are weighed per month at Mikese Weighbridge
- d) A large number of small-scale traders are stationed around this weighbridge.

D. DAKAWA WEIGHBRIDGES

Observations;

- a) This is a new weighbridge located in Morogoro region 50km from Morogoro municipality which started operation in April 2019.
- b) It is equipped with modern weighing systems and control systems designed to provide best weighing and control services to all vehicles as required by the law. It has WIM bridge installed on either side of the road, Police checks are also accommodated at the bridge and plans are underway to accommodate all other required agencies for smooth service provision.
- c) Despite Dakawa weighbridge being equipped with modern facilities to handle weighing activities, the centre still lacks fire brigade to combat fire incidents that may happen.

E. NALA WEIGHBRIDGES

Observations;

- a) This is a weighbridge located in Dodoma region.
- b) It is a one direction bridge used to measure vehicles on both direction and has been converted into WIM and this has addressed delay problems experienced previously.
- c) Following government relocation to Dodoma resulting into fast development of the city, the station will soon be merged by residential and commercial activities of the city. A need to relocate the weighbridge further away from the city.

F. NJUKI WEIGHBRIDGES

Observations;

- a) This is a weighbridge located in Singida region.
- b) It is a one direction bridge used to measure vehicles on both direction and has been converted into WIM and this has addressed delay problems experienced previously.
- c) Njuki is one of the three designated weighbridges for operationalization of OSIS for Transit trucks in Tanzania while for completion of OSIS at Manyoni.
- d) An average of 104,404 vehicles were weighed per quarter for the period 2019, with compliance level of 99.83%

G. NYAKAHURA WEIGHBRIDGE

Observations;

- a) The weighbridge at Nyakahura, is the last weighbridge for trucks exiting Tanzania through Rusumo and Kabanga border and is located in Kagera region.
- b) Its infrastructures are old and mechanical one where plans to relocate and improve it

are underway.

- c) Due to the poor road condition and hilly nature of the section, most of trucks weighed at this weighbridge are non-compliant due to cargo shifting. About 255 vehicles are weighed per day at Nyakahura weighbridge.
- d) TRA has no officers stationed at Nyakahura weighbridge, and the nearest TRA offices are either at Kabanga or Rusumo borders approximately 150km away causing further delays in coming to supervise rearrangement/offloading process for trucks with overload cases.
- e) Police have dedicated a special vehicle inspector located at the weighbridge to inspect and ensure vehicles passing through are in good condition and are able to go through the hilly sections.

General Remarks/Recommendations - Weighbridges

- a) Introduction of Kurasini weighbridge as the first exit point has reduced unnecessary costs especially those related to overloading to the transporters and provides assurance to the driver once they start their journey. Mechanisms should be put in place to reduce long queues at this weighbridge during peak hours.
- b) Firefighting equipment such as fire extinguishers and fire hosepipes are installed in most of the stations, however it is necessary to include fire brigades at all weighbridge stations.
- c) Lack of officers from institutions such as TRA, and ECTS Vendors at the weighbridge facility who play very important roles to facilitate cargo re-distribution or offloading in case of truck overload, this results into delayed stay of trucks at the weighbridges and increasing of associated costs such as parking fees after elapsing of the free 3 days grace period. Some drivers and cargo owners do not understand well on where to find them and clear procedures to address the overload cases.
- d) It was informed that discrepancies on axle load readings between bridges are mainly due to trucks refuelling and cargo shifting on the way.
- e) Truck owners were advised to embark on the use of conventional tyres for their trucks rather than super single tyres which have much higher effects on road damage.
- g) Continuous emphasis and sensitization to small scale traders to observe and obey rules and regulations governing operations at weighbridge stations.
- h) A need for continuous awareness programs to the truck drivers on various changes and developments being made at the weighbridge stations in order to improve service provision.
- i) Low awareness of drivers on the procedural requirements to be followed when passing through the WIM Bridge despite presence of posters and signs providing guidance on the same.

3.1.2 CUSTOMS CHECK POINTS

These are designated customs control checkpoints along the Central corridor where mainly vehicles/trucks which are not under Electronic cargo tracking system are required to report at these stops within a given time interval for partial validation process.

Along the Central Corridor, there are three customs checkpoints which are Dumila, Misugusugu, and Isaka. These checkpoints are controlled by the Tanzania Revenue Authority

and the time interval to move between check-points from port of Dar es Salaam to Misugusugu is 7 hours, Misugusugu to Dumila is 15 hours, Dumila to Isaka is 54 hours, Isaka to Rusumo 30 hours, Isaka to Kabanga 28 hours and Isaka to Mutukula is 39 hours. A fine of Tshs. 40,000/= is charged in-case of delays arriving within the allocated time.

During the survey, the team visited two of the customs checkpoints namely Misugusugu and Dumila and below are the findings.

A. Misugusugu TRA Checkpoints

Observations;

- a) This is the first customs checkpoint from Dar es Salaam located in Pwani region and mainly clears DRC destined trucks/vehicles where ECTS seals are not yet applicable, Transit units (IT units), Export cargo as well as customs exempted consignments.
- b) Few drivers were reported to skip going through the checkpoint and are subjected to a penalty fee of Tshs 200,000/=.
- c) Access road towards the checkpoint and parking area are in poor condition making it difficult for drivers to access the checkpoint despite the local administration charging 2,000Tsh per vehicle entering Misugusugu checkpoint.
- d) Most of the CFAs and drivers do not operate 24 hours as TRA Checkpoints do and hence pilling up on long queues at certain hours of the day, which causes unnecessary delays.

B. Dumila Checkpoint.

Observations;

- a) This is the second Customs checkpoint and it operates the same as Misugusugu checkpoint except holding direct auctions.
- b) Transporters request TRA to reconsider travel time allocated between check points as TANROADS does not allow trucks carrying abnormal loads to operate between 1800-0600hrs.
- c) TANROADS has constructed an extra lane at Dumila Checkpoint to serve truck drivers during waiting time; this has addressed challenge of parking shortage which was previously of big concern at Dumila Check point.

General Remark/Recommendation – Customs checkpoint

- a. Emphasis on the 24 hours operations by all involved players to ensure seamless operations along the corridor.
- b. The requirement for all export cargo to report at every TRA checkpoint is found to be monotonous by transporters mainly for Copper consignments where the request is to allow these consignments to be inspected at the consolidation area at the port of Dar es salaam before shipping process.
- c. TRA to consider the concerns of the transporters on transiting abnormal loads

3.1.3 ROAD SECTIONS

The road network in Tanzania currently comprises 91,049km of roads of which 12,786km are categorized as trunk roads, 20,226km as regional roads and the remaining 58,037km as

district, urban and feeder roads.

The central Corridor road networks in Tanzania goes through various regions including Dar es salaam, Pwani, Morogoro, Dodoma, Singida, Tabora, Shinyanga and Kagera.

TANROADS is a government agency in-charge of development, maintenance and management of trunk and regional road networks in Tanzania. They came up with Road Management System (RMS) that they use to monitor the road condition of all trunk and regional roads by conducting specific surveys every year to assess the road conditions and create its inventories. international benchmarking such as International Roughness Index are used to assess the road conditions.

During the survey, the team inspected status of Road infrastructures along the central corridor road networks and below were the findings for Tanzania road sections;

A. Dar es Salaam and Pwani regions road sections

- Trunk road in Dar es Salaam region runs from the Dar es Salaam port - Mandela road - Morogoro road to Kiluvya.
- The region has three main Central Corridor route sections of Kibaha - Mlandizi (5.9 km), Mlandizi - Chalinze (3.5km) and Chalinze - Ngerengere.
- Due to massive traffic along the sections of Kibaha to Ngerengere, the road damages have been very high, various routine and period maintenance are being conducted for instance for 2019/2020 about 21.2km in total will be rehabilitated in the coast region. The overall road network condition of the Central Corridor roads sections in coast region between Kiluvya (Dar Es Salaam/Coast border) - Ngerengere (Coast/ Morogoro border) and Dar es salaam region between Dar Es Salaam - Kiluvya (Dar Es Salaam/Coast border) is provided below.

Network Length (Coast Region)

			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
111.2	0.0	111.2	101.5	91.9	5.0	4.5	4.0	3.6

Network Length (DSM Region)

			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
32.8	0.0	32.8	15.6	69.9	2.7	12.1	4.0	18.0

B. Morogoro Region Road sections

- The Central Corridor road sections in Morogoro regions are from Bwawani area to Morogoro town/Msamvu (48km) Msamvu to Gairo (133km). A total of 105km of these sections are in good condition, 25km in fair condition and about 2.5km in poor condition. The poor conditions are mainly on the hilly sections and climbing lanes where plans are underway to undertake its maintenance within the current financial year 2019/20.
- To facilitate road safety, truck holding and parking facilities are being developed in Morogoro region, some of these include Dumila, Dakawa, Kingoluwira, Nanenane and Gairo. Most of these parking facilities are free of charge and security of truck/cargo are responsibilities of the driver/truck owner.
- The overall road network condition of the Central Corridor roads sections in Morogoro region between Ngerengere (Coast/ Morogoro border) to Morogoro town to Gairo (Morogoro/ Dodoma border) is provided below.

Network Length (Morogoro Region)			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
181	0.0	181	161.19	91.7	4.6	2.6	10	5.7

C. Dodoma, Singida and Tabora regions road sections

- Road condition surveys are conducted every year to update the IRI factors. The road section condition for Dodoma, Singida and Tabora regions are as provided in the statistics below.
- Dodoma municipal has constructed trucks parking areas at Kizota and Nala to facilitate truck drivers once they need to park for short stays.
- TANROADS Dodoma Regional Manager urged transporters through their associations to work closely with government agencies to report on few transporters who sabotage our economy by dumping goods in the country as they destroy the image of Transport industry.
- The construction site for Manyoni One Stop Inspection Station in Singida were observed to be left idle with no activities going on.
- The overall road network condition of the Central Corridor roads sections in Dodoma region between Gairo (Morogoro/ Dodoma border) to Kintinku (Dodoma / Singida border), is provided below.

Network Length (Dodoma Region)			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
192.2	0.0	192.2	134.3	69.9	23.0	11.9	34.9	18.2

- The overall road network condition of the Central Corridor roads sections in Singida region between Kintinku (Dodoma / Singida border) to Malendi (Singida/Tabora border) is provided below.

**Network Length
(Singida Region)**

			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
284.9	0.0	284.9	206.7	73.7	49.6	17.7	24.0	8.6

g) The overall road network condition of the Central Corridor roads sections in Tabora region between Malendi (Singida/Tabora border) to Nzega to Manonga (Shinyanga/Tabora border) is provided below.

**Network Length
(Tabora Region)**

			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
136	0.0	136	88.99	65.8	33.9	25.1	12	9.1

D. Shinyanga and Kagera Regions road sections

- a) Transit road section in Shinyanga and Kagera regions are in good condition status, except the road section Ushirombo-Lusahunga (110km) which is under construction by the Contractor STRABAG and trucks are using diversion road which has not affected operations along the route.
- b) The overall road network condition of the Central Corridor roads sections in Tabora region between Manonga (Shinyanga/Tabora border) to Tinde to Wendele (Shinyanga/Geita border) is provided below.

**Network Length
(Shinyanga Region)**

			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
112	0.0	112	109.16	97.8	2.0	1.8	0	0.4

c) The overall road network condition of the Central Corridor roads sections in Kagera region between Mlele (Geita/Kagera border) to Rusumo (Tz/ Rwanda border) is provided below.

**Network Length
(Kagera Region)**

			GOOD		FAIR		POOR	
Paved	Unpaved	Total	km	%	km	%	km	%
149	0.0	149	49.68	33.4	24.0	16.1	75	50.5

d) The section Lusahunga – Rusumo which has been in a very poor condition and attracting a lot of delays and accidents is under rehabilitation where three contractors were found onsite under supervision of TANROADS Kagera region and the detailed work being undertaken is as below:

Activity	Contractor	Activities	Duration
PERIODIC MAINTENANCE (SPECIAL FUND)	M/S KAJUNA INVESTMENTS CO. LTD	Scarification, addition of CRS base course, fill layers and Double surface dressing of 6.5km	27/09/2019 to 25/01/2020
	M/S PETER MULIMA & CO. LTD	Scarification, addition of CRS base course, fill layers and Double surface dressing of 6.49km	27/09/2019 to 25/01/2020
RRM	M/S JOPEJAWI CO. LTD	Scarification, addition of CRS base course, fill layers and Double surface dressing of 0.7km	17/11/2019 to 16/05/2020

- e) TANROADS is mobilizing more funds for a complete rehabilitation of the road section from Lusahunga to Rusumo and has requested advance procurement of works contract (Contractor and Consultant) on the same section from the Ministry of Works, Transport and Communication.
- f) Security has been strengthened along these sections and there is no longer escort needed for trucks heading to/from Nyakahura to the borders.
- g) There is a well-constructed truck parking facility at Benaco, however it needs resurfacing with concrete as when it rains the parking is slippery and inaccessible. Challenges facing Benaco parking area include lack of supporting facilities such as lights during the night, and proper toilets. Also, trucks are charged Tsh 3,000/= per entry despite how short it is whereas on other parking facilities, they're charged per the night spent.
- h) Drivers pointed out the slipperiness of the tarmac sections, especially during rainy seasons, that are being rehabilitated are resulting into a number of accidents.
- i) A need for harmonization of the W.B readings as most of the drivers are complaining on the Nyakahura W.B differing on the readings from previous weighbridges

General Remark/Recommendation – Road sections

- a) Absence of enough road signs along the route sections, where most of them are vandalized by road users, some road signs are not visible and not replaced on-time due to budgetary constraints.
- b) Road damages caused by trucks parking in unauthorized/unofficial places such as on the road shoulders, during random traffic police operations, as the shoulders are not well designed to accommodate heavy trucks parking. It is recommended that TANROADS in collaboration with Regional Traffic Officers to identify areas along the route that can be specifically designed to accommodate heavy trucks during such operations.
- c) Lack of collaborative and joint operational plans especially in road safety awareness campaigns. It was advised that all institutions providing services to the transporters to work jointly to be able to identify and solve challenges together, share working experiences, and plan joint initiatives.
- d) TANROADS have identified blackspots along the route and have started various interventions including a fund to address blackspot areas through additional road signs and construct speed humps. TANROADS and Tanzania Police are jointly working to undertake initiatives to reduce accidents on blackspots areas through regular police checkpoints. A need for resource mobilization for more joint initiatives through the support of DPs.
- e) A need for a joint session between TANROADS, TRA and CCTFA to conduct business intelligence and advise policy makers on dumping practice.
- f) Drivers expressed their views on the challenges facing them including absence of official working contracts with their employees, drivers being penalized for offences resulted by trucks condition which are to be charged to the truck owners and the request was to have these offense separated, due to poor road conditions at Lusahunga – Rusumo, sometimes trucks starts dropping oil drops and they are penalized heavily.

3.1.4 RUSUMO OSBP (Tanzania/Rwanda)

Observations;

- a) OSBP operates smoothly and trucks crossing the border take less than 30 minutes to finalize all processes.
- b) Most of the delays caused are due to drivers' personal reasons, delayed payment of road user fees, transshipment documentation processes for some cases that carries a penalty of 20\$.
- c) Trucks cleared at the OSBP have rapidly increased from a range of 150 – 200 per day to a range of 300 – 500 Trucks per day. To maintain smooth operations RRA has increased staff from 10 to 30 per shift, RTDA are widening the parking yard and its facilities in Rwanda side to smoothly handle the increased number of trucks crossing the border.
- d) Tanzania and Rwanda customs officers work together as a team to inspect and clear the trucks as a way of reducing delays. Also, they have harmonized by about 90% legal and customs procedures and data and information sharing.
- e) Cross-Border market and various private warehouses are being constructed at Rusumo – Rwanda to facilitate cross-border trade, also plans are underway to see how the border

could be expanded/upgraded from the existing facilities which will also increase the office spaces.

- f) Installation of scanners at Rusumo Rwanda is ongoing to further facilitate cargo control at the border.
- g) Fully equipped fire brigade has been established at Rusumo OSBP on Rwanda side after fire incident.
- h) Frequent power outages have been observed at Rusumo OSBP on Rwanda side which sometimes affects operations at the border. Initiatives to connect the facility to the national power grid are underway which will also facilitate operation of the scanner being installed.
- i) It has been informed that, operation systems have been improved and there's minimal complaints recorded due to system delays or failure. Also, an increase in awareness of customs procedures by CFAs, drivers and cargo owners.
- j) Tight security measures and controls have been implemented and hence no theft cases that has been recorded at the border.

General remarks/Recommendations – Rusumo OSBP

- a) Guidelines to drivers and clearing agents on what is needed to be done while at the border should be well prepared and clearly communicated to them to avoid effects to the customs operations at the border.
- b) CFA's on Rwanda side are accommodated within the OSBP building and this creates good working relationship and reduces release time at the border. Same arrangements should be adopted on the Tanzania side.
- c) Emphasis on continuous sensitization programs at the border with drivers, clearing agents and cargo owners on the border procedures and use of the available facilities.
- d) Fast-tracking completion of the Rusumo falls hydroelectric Project which will solve frequency power outages experienced at the border post.
- e) What measures should be taken to ensure the already cleared drivers at the border depart?? Introducing delaying charges is among the proposed measures however it contradicts with the EAC border control procedures.

3.2 RWANDA TRANSIT NODES

3.2.1 Rusumo – Kigali road sections

- a) Generally, road status is in good condition, some sections of the road from Rusumo to Kigali are under construction where the roads are being upgraded from the previous 6M wide to 7M wide which will address various incidences caused by narrow roads including accidents.
- b) A two years project for the new corridor Ngoma – Nyanza which will connect to Kayonza – Rusumo road of about 130km is planned to start its construction in December 2019. The road will shorten the distance for DRC destined trucks and avoid going through Kigali city.
- c) Road side stations designs are in place under TMEA support where plans are to integrate the road side stations with axle control stations. Currently mobile weighbridges are being used and plans are underway to have two axle control stations operational by mid – 2021 along the central corridor.

- d) Plans for public awareness and sensitization programs of the new infrastructure will commence in 2020 in readiness for their operationalization in 2021.
- e) Road sections and its status are as in the table below.

Road Name	IRI Average by Road	Distance (km)
Kigali-Muhanga-Huye-Akanyaru	1.88	157.839
Huye-Akanyaru	2.36	34.212
Kigali-Musanze	1.74	87.557
Rusumo-Kayonza-Kigali	1.62	169.339
Kigali-Nyamata-Nemba	1.39	61.98
Ngoma-Nyanza	1.93	
Kigali-Huye-Buhinga-Rusizi-Bugarama	1.97	
Ruhwa-Rusizi-Karongi-Pfunda (Kivu belt)	2.52	
Kigali-Muhanga-Karongi-Rusizi I	1.64	

3.3 DRC TRANSIT NODES

3.3.1 Kigali – Bukavu road sections

- The team surveyed all routes from Kigali – Rusizi – Bukavu.
- Visited and met all stakeholders including FEC, DGDA, SNCC, OGEFREM, RVF, ODR, CEP COR, GDM etc.
- Collected performance monitoring statistics from various stakeholders and received challenges facing transport and trade sector in DRC specifically in Bukavu

Observations;

- Trade facilitation programs conducted in the region doesn't benefit DRC as once goods arrive at the DRC borders, they're not considered like in the other EAC member countries:
- Unharmonized road control regulations among the CC member countries, eg. The allowable limit of cargo through DRC
- High percentage of DRC destined cargo ends in neighboring Countries' warehouses near the borders where the DRC cargo in transit goes through, hence declining of imports statistics for DRC.

DGDA: Cargo imports/Exports in Bukavu

	2018	2019	%CHANGE
Total Imports	61,632,254	19,970,772	-68%
Total Exports	5,710,929	7,207,470	+21%

- d) Decline of transport business and revenue losses in Bukavu-DRC as most of transportation business and jobs ends near the entry borders due to the fact that traders are subjected to high costs when crossing to offload in DRC.
- e) Absence of DRC customs representatives at the warehouses where DRC goods are offloaded. For example, warehouses at Rusizi- Rwanda.
- f) Lack of enough warehouses in Bukavu, resulting into trucks spending more time before offloading and hence increasing costs of trade. Hence Most truckers do not prefer to come to DRC
- g) Non-existence of government owned warehouses, available ones are private and hence high taxes paid by traders as compared to when the warehouses were publicly owned.
- h) So many operators at the border (more than 20 and all charges fees). High tariffs in DRC and hence traders decide to offload at neighboring countries warehouses and import in small quantities
- i) Most DRC traders mix their cargo in the same containers with counterparts in Rwanda to reduce costs, hence cargo to DRC is destined in Rwanda and re-consolidated.
- j) Non-conducive environment to import through Kigoma which is cheap and cost effective. No equipment's in DRC side (Kalundu Port), less operation space, there're old buildings, no light sheds hence work can't be done during the night, and poor road status of NR5 road from Uvira - Bukavu which need rehabilitation.
- k) Poor infrastructures at Bukavu port, sedimentation on the Lake Kivu Bukavu -Goma ports, Private sector insists on the CC facilitation on the navigability of Lake Kivu and Lake Tanganyika, reference made to the Report on development of Lake Kivu safety of Navigation program done on 1st Feb 2018, Rubavu, Rwanda.
- l) Visa requirements by Tanzanians and Ugandans coming to DRC increases costs of trade and forces truckers to end in the neighboring countries where there's no visa requirement. Removal of visa requirements or should be multiple entry for 3months and a need for harmonization of visa validity period between Tanzania, Uganda and Tanzania at \$50 for three months.
- m) Stakeholders in Bukavu have less information on activities and initiatives across the corridor.
- n) Most institutions lack proper statistics which is the driver of all developments.
- o) Truckers in DRC are getting difficulties in bringing their trucks to TZ to pick cargo from the port due to strict control measures/techniques imposed to them.
- p) Less involvement of OdR in road construction projects and doesn't have enough capacity.
- q) Tea and coffee farmers in Goma cannot be transported to access international market due

to poor road condition and hence sold to neighboring countries

- r) Poor facilities at Rusizi/Ruzizi I, Rusizi/Ruzizi II, Kavimvira and Kamanyola borders including restaurants, toilets, waiting rooms, pharmacy, fire stations etc. Also lack of enough water supply.
- s) Road Charges on DRC sides is very high than any other Central Corridor member countries

General remarks/recommendations – Kigali – Bukavu

- a) Harmonization of Road user charges to all CC member countries.
- b) CC to take note of the challenges happening in DRC mainly for transit cargo and advocate accordingly as it is the backbone of the corridor.
- c) A need to establish clear and transparency forum to discuss trade issues happening between neighboring borders.
- d) Clear statistics mechanisms on the trade to DRC should be established to be able to monitor goods that do not reach its destination.
- e) Advocate for strategic infrastructures such as Bukavu to Kisangani road
- f) Designate DGDA representatives at all transit nodes where DRC cargo passes as it is in Mombasa and DSM.
- g) Advocate for construction of government-controlled warehouses in Bukavu
- h) Reduce tariffs at the DRC borders to attract traders to import directly to DRC
- i) A need to explore best ways for collaboration between DRC traders and government authorities.
- j) FEC has provided a platform for CC to receive their updates and also send them various information.
- k) Institutions should start working on formalized statistics. A need for advocacy, capacity building and facilitation.

3.3.2 KIGALI – GOMA TRANSIT NODES

The road from Kigali to Goma is about 150km, well tarmacked and narrow due to the hilly terrain that cause delays and frequent breakdowns of the trucks

A. Gisenyi La Corniche Border Post

This is the border post on the Rwanda side with DRC (Goma).

Observations

- a) Border operations start at 6:00AM to 10:00PM
- b) Transit operations start at Rusumo Border as main entry, the trucks are given 3 days to arrive at the border from Rusumo. It takes approximately 10 minutes to clear a transit truck from customs where verification of the documents (IM8) and seals (electronic and customs) is done.
- c) They serve 20 transit trucks a day for exit and 5 trucks for entry, and on average
- d) Clearance time for entry is about 30 minutes.
- e) Within the border premises there are Magerwa warehouse and CFA's, banks, insurance, Forex Bureau and social amenities are all available.

General Remark/Recommendations

- a) Kigali-Goma route has many bicycles riders who are a safety threat on the roads because of not observing speed limits especially when going down the hills, clinging on the back of the trucks as they climb the hills. Recommend more sensitization, road safety awareness initiatives.
- b) Several blackspots that have been identified by Rwanda Transporters Association lead to many accidents an emphasis on road safety by the police force and regional administrations on observing speed limits.
- c) Banks start working at 8:00AM while border operations starts at 6:00AM. They usually receive cash and release the trucks to avoid delays and make deposits once the banks open. This issue has been escalated to commissioner of customs to engage the banks to open at 6:00AM. However, banks argued that it is because of insufficient staff and their head offices all open at 8:00AM.
- d) The parking area is adequate but foresee problems once OSBP becomes operational and this is because of not enough parking space on DRC side.

B. GOMA VISITS

Grande Barriere Border Post- Observations;

This is the border post on the DRC side with Rwanda entering Goma in North Kivu province.

- a) Border starts operations at 6:00AM and closes at 6:00PM
- b) No customs charges at the border crossing, payments are made at the warehouses (Entrepôt), which are privately owned and all customs related operations are conducted there. Customs' warehouses at the border are not operational.
- c) The only payments made at the border are for road tolls and visa fees.
- d) They serve on average 20 entry trucks a day.
- e) Trucks at the border stop to be released to head to the Entrepôt at 5:30PM to give them ample time to arrive at the warehouse before closing time, while the customs brigade works for 24hrs (two shifts, day and night).
- f) The parking area is inadequate and to avoid long queues at the border, trucks are released and escorted to the Entrepôt, while customs officials keep the documents until payment is done.
- g) There is ample security at the border, equipped with water hoses and fire extinguishers, and safety measures and sensitization on Ebola and HIV/AIDS.

DGDA – Entrepôt - Observations

- a) These are extensions of the Customs Bonded Warehouses, and are privately owned but have signed contracts with DGDA.
- b) Working hours are from 7:00AM to 6:00PM Monday – Saturday.
- c) The operations at the warehouses include customs and standards (OCC) while for fuel depots they have laboratory for testing.

- d) The main task of customs officials based here is to receive documents, physical verification of documents, cargo and observing if seals are intact and thereafter release the trucks to offload. Clearance at the warehouse takes a maximum of 3 days
 - e) They charge parking fees of \$15 per day except at the Fuel Jet depot which is free.
 - f) Once goods are cleared at the entrepôt they are mainly transported to Masisi, Ichuru, South Kivu and Bukavu through Water Transport.
 - g) Most of the warehouses handle goods passing through the two border entry points of Grande Barriere, which brings most of the cargo, and Petit Barriere.
- Facilities observed at the warehouses include:
- Social amenities (toilets, resting areas, kitchen)
 - Security, most are guarded by police force
 - Standby generators
 - Water hoses and fire extinguishers
 - Ample parking space
- h) Enough parking for clients with special clearance like (MONUSCO, OXFAM and other NGO's), trucks with fragile goods, heavy machinery, perishable goods, IT vehicles which are waiting for customs procedures are also accommodated within the warehouse.
 - i) Observed a fire truck at the fuel jet.

General Remarks/Recommendations

- a) Parking spaces at Grande Barriere is the main huddle and recommend a need for DRC government to intervene and extend the parking area.
- b) There is a need to install a weighbridge and a scanner at the border for weight control and proper cargo verification and not really only on physical verification.
- c) Observed a need to harmonize the working hours with La Corniche to avoid unnecessary stay of trucks on the Rwandan side of the border.
- d) A need for truck owners and transporters to form legally recognizable associations to enable them sign contract with DGDA to prevent smuggling.
- e) A need for fire brigade to be stationed at the border.

Federation des Entreprises du Congo (FEC) - Observations

FEC is a federation of business community that has branches in major cities such as Goma, Bukavu, Kinshasa.

- a) Membership includes big and small business as long as they can pay the membership fee.
- b) Appreciated the removal of major NTBs along the Central Corridor route and major operational improvements at the port of Dar es Salaam.

General Remarks/Recommendations

- a) Government institutions are not working together, apart from the 4 official services (Customs, Immigrations, Food, Drugs and Health and Standards (OCC) there are other additional 25 services that cause delays during offloading of the cargo at final destination.
- b) Road Tolls of \$200 are charged within DRC entry points and recommended government to reduce the rate to at least \$152 which is the harmonized rate for Tanzania, Rwanda and Burundi.
- c) Business community reiterated that liaison offices of OGEFREM and DGDA at the port of Dar es Salaam are causing unnecessary delays and recommend they operate within DRC.
- d) The business community highlighted that truck from DRC are not allowed to operate in Tanzania, not given permit (license) to operate and this affects their transportation costs. A need for Tanzania government to reconsider this request.

SNCC - Observations

This is a government agency under the Ministry of Transport in charge of Ships and Railways.

- a) At the port of Goma, they have two ships, one for passengers and another one for cargo. Only one ship, for cargo, is operational with a maximum capacity of 300 tons. The port of Goma working hours are from 7:30AM to 6:00PM.
- b) The ships are too old constructed in 1950, it was hinted that the government already secured fund for 6 new ships in the next 6 months (2020). That will include 4 small ships for passengers and 2 cargo ships.
- c) The routes are Goma - Minova and Minova - Bukavu. Products transported are agricultural products to Minova, and to Bukavu it is mainly construction materials (sand, stones), food stuffs, cooking oil and clothes.
- d) It takes 12 hours from Goma to Minova and this is due to the many stops it makes to small towns and villages along the way.
- e) The rates charged are \$10 per ton for agricultural products and \$20 per ton for other types of cargo.
- f) The port of Goma handles 20,000tons cargo and 21,000 passengers per month.

General Remarks/Recommendations

- a) Loading and offloading of cargo at the port of Goma is done manually and there is a need for equipment for loading and offloading such as forklifts.
- b) There is a need to install a weighbridge and a scanner for cargo verification.
- c) They have a small yard space as most of it has been taken over by private operators and recommend government to intervene.
- d) A need for an upgrade of the port area, access road to the port, port equipment, office buildings, furnishing and office equipment such as computers, printers, network, communication and security.

Régie des Voies Fluviales (RVF)- Observations

This is the National River Management Authority that is responsible for development and maintenance of inland waterways in DRC.

- a) They have conducted studies on rivers and lakes in DRC and publish reports
- b) They are doing safety components within Lake Kivu putting signs to ease navigation within lakes.

General Remarks/Recommendations

- a) They have identified 80 danger spots on Lake Kivu, as of now only 15 signs are in place. A need for resource mobilization to finalize the remaining 65 spots to ease navigation.
- b) A lot of accidents are happening as most of the cargo ships work at night (statistics shows that between April - June 2019 about 500 people lost their life). A need to schedule travel time and introduce modern vessels.
- c) Most accidents are caused by small boats due to the fact that the operators are un-licensed, unskilled, overloading and lack maritime training. A need for maritime regulatory authority to enforce maritime operational standards.
- d) A need for modern navigation and communication equipment e.g. to lift the ship that sunk within the port which limit the space of the other ships to dock at the port. Office de Route (ODR)- Observations

This is the National Roads Office, a public enterprise active in the maintenance and improvement of national and provincial roads, bridges and ferries.

- a) On the Central Corridor, they have two major road projects. Goma to Bukavu (200Kms) and Goma to Walekale (228Kms) which are all unpassable (Gravel Roads).
- b) Towns and City roads are the responsibility of OFFICE DES VOIRIES ET DRAINAGE (OVD) which include the access roads to the ports.
- c) The Feasibility Study for the Goma to Bukavu road is ongoing, started in July and is financed by the World Bank.
- d) Construction of the road from Goma to Walekale is expected to commence on January 2020. The contractors will be Najanda Group Engineers (NGE) from South Africa.

General Remarks/Recommendations

- a) A need for Central Corridor to facilitate ODR on resource mobilization for road construction and acquiring modern equipment.

3.4 DAR ES SALAAM TO KALEMIE AND UVIRA VIA KIGOMA AND BUJUMBURA TRANSIT ROUTE

3.4.1 ROAD INFRASTRUCTURE

A. Road section: Manyoni-Tabora-Kigoma (670Km)/Kigoma-Manyovu/Mugina OSBP (60 Km).

OBSERVATIONS

- a) The section Manyoni-Kigoma has approximately a total of 670km of which 254kms are between Manyoni and Tabora whereby of about 170km are paved and the remaining are under construction and contractor is expected to finish the work mid-2020.
- b) The section between Tabora and Kigoma is about 415kms of which 120kms are unpaved and 28kms have contractor on site while the remaining are yet to get the funds. The remaining 295kms are paved and are in good condition.
- c) Currently this route is used by importers from DRC and Burundi importing from Tanzania and the trucks operating in this route passes through Misugusugu and Dakawa checkpoint before making declaration at Kigoma customs office as Kigoma route is not under ECTS arrangements
- d) This section Kigoma-Manyovu (60 Km) links Tanzania to Burundi through the Manyovu/Mugina Border Posts. These border posts are under development as an OSBP through the Multinational Kabingo-Kasulu-Manyovu/Rumonge-Gitaza Road project funded by AfDB.

RECOMMENDATIONS

The road Manyoni-Kigoma-Manyovu Border Post in Tanzania and the road Mugina-Mabanda-Nyanza-Lac-Bujumbura in Burundi is the shortest route to Bujumbura comparing to the traditional route through Kabanga/Kobero OSBP and needed to be a transit route to Burundi once the OSBP of Manyovu/Mugina will be completed.

B. Road section: Mugina-Mabanda-Nyanza-Lac-Bujumbura (158 Km)

In Burundi side the road section Mugina-Mabanda-Nyanza-Lac (45 Km) is in good condition while the remaining sections are in fair condition. Funds for their rehabilitation are available and works expected to commence in 2020.

C. Road section Gatumba-Bujumbura-Gitega-Kobero (243 Km)

This road section is composed of two sections in good condition status, in one hand and two sections in poor condition in another hand. Those in good condition are: Gatumba-Bujumbura (15 Km) and Gitega-Muyinga (98 Km) and those in fair condition which need urgent rehabilitation are Bujumbura-Gitega (100 Km) and Muyinga-Kobero (30 Km).

3.4.2 PORTS

A. Kigoma Port OBSERVATIONS

- a) TRC is failing to meet the high demand of transport of goods to Burundi and DRC due to lack of enough freight trains and the current rehabilitation of the central railways line
- b) TPA is charging the handling of return empty container contrarily to other service providers including Bujumbura port, Lake Transporters and TRC

RECOMMENDATIONS

- a) TRC to dedicate at least two regular bloc trains per week to Kigoma
- b) TPA to waive handling fees for return empty containers

B. Kalemie Port OBSERVATIONS

- a) The port entrance channel is very silted due to the Kalemie river very close to the port
- b) Lack of handling equipment for both loose and containerized cargo
- c) Inefficient roads and railways transportation system connecting the port of Kalemie and the neighbor regions.
- d) Ship waiting time very high due to inefficient port operations
- e) Absence of dedicated petroleum terminal constitutes a serious threat for the port safety and security.
- f) The multiple taxes including: port charges, berthing fees, Provincial taxes on imports
- g) Lack of interconnection and collaboration of service providers operating in the port

RECOMMENDATIONS

- a) Acquisition of handling equipment
- b) Exchange of customs information between Kalemie and Kigoma Ports
- c) Construction of Kalemie-Nyunzu-Kongolo road
- d) Acquisition of locomotives and wagons
- e) Dredging and protection of the port
- f) Construction of a container and a petroleum products terminal
- g) Construction of the port fence
- h) Construction of warehouses
- i) Implementation of One Stop Center and harmonization of fees and charges

C. Kalundu Port OBSERVATIONS

- a) The port entrance channel is resuming to be silted by the Ruzozi river, only one year after being dredged.
- b) Lack of handling equipment for both loose and containerized cargo.
- c) Inefficient roads transportation system connecting the port of Kalundu and the neighbor regions.

RECOMMENDATIONS

- a) Acquisition of handling equipment.
- b) Construction of dike to protect the port from siltation.
- c) Construction of the roads linking the port to other regions.
- d) Rehabilitation of the warehouses.

D. Bujumbura Port OBSERVATIONS

- a) The port of Bujumbura is undergoing major works for its modernization funded by the Government of Japan on one hand, and the African Development Bank on the other hand.
- b) For the works funded by the Government of Japan, a contractor is already on board since October 2019.
- c) Lack of qualified personnel to operate the shipyard and the railway.

RECOMMENDATIONS

- a) AMPF to mobilize resources and undertake the capacity building programme for railway and shipyard operations.
- b) AMPF to follow up with the observation of the special technical clauses of the contract for the good execution of the works.

3.4.3 BORDER POSTS

A. Gatumba-Kavimvira OBSERVATIONS;

- a) There is significant movement of people and goods of about 5,000 pax and 1,000 of small vehicles per day doing intra-regional trade between DRC and Burundi. The border operates from 8:00 AM to 6:00 PM.
- b) The border post is characterized with fraud due to lack of appropriate infrastructure, facilities and soft components essential for a border post.

RECOMMENDATIONS

- a) Construction of Gatumba-Kavimvira OSBP
- b) Extension of working hours at the border
- c) Implementation of the One Stop center at Gatumba-Kavimvira
- d) Construction of the road section Roundabout Uvira to Kavimvira
- e) Electrification of the road Gatumba-Uvira
- f) Supply drinking water at the border

B. Kobero-Kabanga

OBSERVATIONS;

- a) The Kabanga-Kobero Border posts between Tanzania and Burundi are operating under OSBP operations but the opening hours not yet harmonized. The borders operate 6 AM to 6 PM except for petroleum products which are not allowed to park at the border
- b) The Kobero border post is busiest border post in Burundi with an average of 150 trucks per day. It's equipped with a scanner while a weighbridge was under construction.
- c) Absence of One Stop Center at the OSBP as the Bureau of Standard (BBN) and the phytosanitary services are not within the clearance room
- d) Bad organization of the parking yard as tanker trucks and other cargo are not separated
- e) Destruction of metal slabs covering the drainage
- f) Lack of fire brigade despite the very high risk of fire
- g) Lack of staff housing and other social facilities
- h) Lack of laboratory equipment and sufficient personnel for the Bureau of Standards and the phytosanitary services
- i) Lack of reliable internet connection

RECOMMENDATIONS

- a) Implementation of the OSBP operation of 24/24 and 7/7
- b) Implementation of One Stop Center
- c) Separation of parking for tanker trucks and other vehicles
- j) Equip the laboratory and increase the personnel of Bureau of Standards and phytosanitary services
- d) Rehabilitate the drainage with the reinforced concrete slabs
- e) Install high-speed internet connection
- f) Construction of staff housing and other social facilities

3.4.4 GITEGA PARKING

OBSERVATIONS;

- a) In Gitega along the road Kobero-Bujumbura there is a parking for trucks, a weighbridge and drivers' facilities for rest.
- b) The Office Burundais des Recettes (OBR) is working in the compound and is responsible for: goods whose final destination is Gitega, goods whose customs duties are paid according to the weight and petroleum products declared to be stored in the tanks of Gitega.
- c) The Clearing and Forwarding Agencies do not have offices in the compound.

RECOMMENDATIONS

- a) Implementation of the One Stop Center (C&FA to work in the same building with OBR) at Gitega Parking for clearing efficiency and improve the customs time release.

ANNEX I. ACTION PLAN / WAY FORWARD / RECOMMENDATIONS

S/N	ISSUE	OBSERVATION	ACTION	RESPONSIBLE	TIMELINE
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WEIGHBRIDGES

1.	Supporting institutions at the weighbridges	TRA officers not responding on due time to facilitate operations of cargo re-arrangement or offloading when trucks are overloaded at the weighbridges.	TRA to avail on due time staff at the weighbridges operations when required. Official communication to be sent to TRA for further actions.	TRA/ TANROADS/ CCTTFA	
2.	Overload cases at Kurasini weigh-bridge	Increasing number of trucks overload cases at Kurasini weighbridge near the Port of Dar es salaam facilities.	Address the root causes of overloading cases.	TRA/TANROAD S/TRUCK OWNERS	
3.	Variations of weighbridges readings from one weighbridge to another.	Weighbridges in Tanzania are not interfaced where the readings from one weighbridge are not integrated to the next weighbridges.	Implement weighbridges integration system that will reduce overloading complains by truckers and reduce various reported theft cases and make follow-up easy.	TANROADS	

ROAD SECTIONS

4.	Lack /damaged road signs	Absence of enough road signs on the sections of the road, where most of them are damaged by weather conditions such as winds, hit by trucks, stolen and sold as used metal. Some road signs are poorly placed on the road and few are purposely written off by the road users. Most if these road signs are not replaced on-time	Road signs to be permanently checked and replaced.	Road agencies, Police forces	
5.	Blackspots	Presence of blackspots along the corridor which are not immediately addressed/well marked and lead to loss of lives and property.	Implement the Central Corridor road safety and security audit report recommendations on the blackspots	Road agencies	

S/N	ISSUE	OBSERVATION	ACTION	RESPONSIBLE	TIMELINE
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ROAD SECTIONS

6.	Poor road sections	Road section Lusahunga – Rusumo has been in a very poor condition attracting a lot of delays and accidents. Rehabilitation ongoing. Funds for a complete rehabilitation of the road section from Lusahunga to Rusumo are being mobilized by TANROADS, advance procurement of works contract (Contractor and Consultant) has been requested to the MoWTC - Tz	Expedite complete rehabilitation of the road section	TANROADS	
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TRA CUSTOMS CHECKPOINTS

7.	Delays caused by ECTS vendors	During overloading situation, apart from TRA, a representative from ECTS vendors need to be available for unlocking the devices. Most of the vendors are based in Dar es Salaam and at the borders therefore cause delays in getting to the weighbridges to unlock the device. TRA is upgrading the ECTS monitoring system to version 3 which will be owned by TRA and will address most of the challenges encountered during version 1 & 2.	Fastrack implementation of version 3 ECTS which is currently under development.	TRA	
8.	Poor access road infrastructure to Misugusugu TRA checkpoint	Access road towards the checkpoint and parking area at Misugusugu are in poor condition making it difficult for drivers to access the checkpoint despite the local administration charging 2,000Tsh per vehicle entering Misugusugu checkpoint	Rehabilitate the access road to Misugusugu Checkpoint TRA to follow-up the rehabilitation process.	TARURA	

BORDER POSTS

9.	Delays at Rusumo OSBP	CFA's on Tanzania side are not accommodated within the OSBP building at Rusumo - Tanzania	Allocate office space with facilities for CFA's on Tanzania side.	TRA/TAFFA	
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S/N	ISSUE	OBSERVATION	ACTION	RESPONSIBLE	TIMELINE
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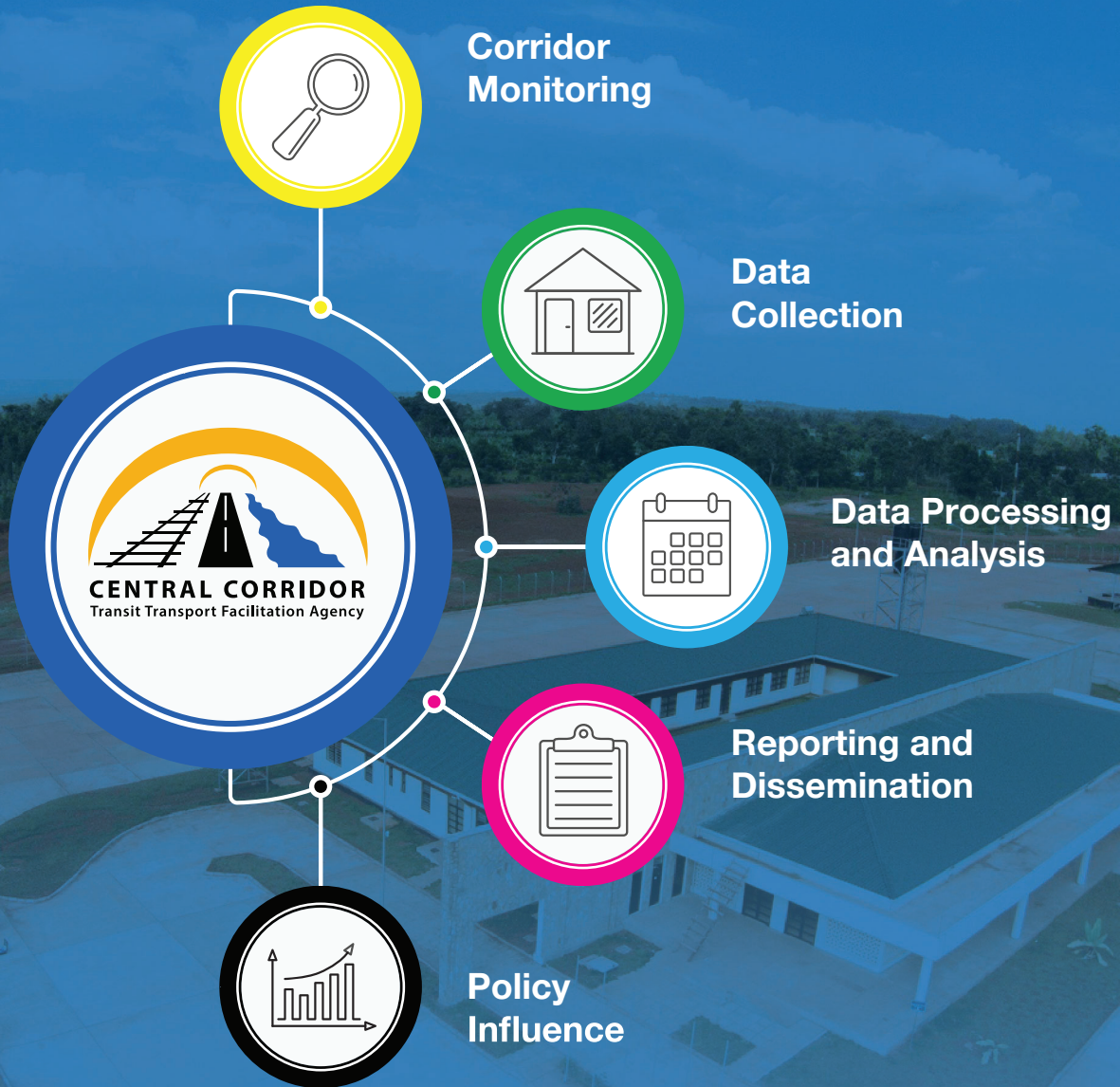
ROAD SECTIONS

10.	Delays at Kobero/Kabanga OSBP	Working hours are not complying EAC regulations Lack of cooperation among border post operators at Kobero	Implement 24/7 operation at Kabanga Kobero OSBP. CCTTFA to facilitate Implement One stop Centre service operations at Kobero border. CCTTFA to facilitate	OBR/TRA, OBR, BBN and Phytosanitary services	
11.	Poor services at Gatumba - Kavimvira	Poor infrastructures at Gatumba-Kavimvira border post	Construction of OSBP at Gatumba - Kavimvira	OBR/TRA	
12.	High costs and delays at Ruzizi II	Multiple uncoordinated operators at the border of Ruzizi II - Bukavu. There's a project to construct an OSBP at Ruzizi II border post funded by TMEA which will address the issues resulted by multiple uncoordinated operators at the port.	Implement One stop Centre service operations at Ruzizi II Ruzizi II OSBP project under consideration through TMEA support.	DGDA, DGM, OCC, FEC, TMEA	
13.	Border Crossing time and Transit time to destination monitoring	Lack of indicators on monitoring Borders Crossing time and Transit time to destinations in the CCTO reports due unreliable data sources	Expedite the upgrading of the CCTO tools to effectively monitor Borders Crossing time and Transit time to destinations	CCTTFA	
14.	Cross-border trade monitoring	Lack of indicators on monitoring cross border trade	Data set for monitoring intra-regional trade agreed between Revenue authorities and CCTTFA	CCTTFA/Revenue Authorities	

S/N	ISSUE	OBSERVATION	ACTION	RESPONSIBLE	TIMELINE
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PORTS

15.	Poor services and delays at Kalundu and Kalemie Ports	Operations are done manually	Equip the ports with proper facilities	SNCC, RVF	
		Siltation of Kalundu and Kalemie ports due to rivers nearby the ports	Protection/dredging of the ports		
		Lack of cooperation among port operators at Kalundu and Kalemie ports	Implement One stop Centre service operations at the ports		
16.	Containerised transit goods to DRC through Kigoma port	Lack of information exchange framework between DRC and Tanzania customs which affect operations at Kigoma and Kalemie Ports.	Initiate consultations between DGDA and TRA to negotiate an MoU to establish proper ways of information exchange. CCTTFA to facilitate	TRA, DGDA.	
17.	Trucks turnaround time at Dar port	The monitored Truck turnaround time is system generated which doesn't take into account other factors affecting delays during the operation	Undertake survey to understand and document the components of the port truck turnaround time at the port and monitor accordingly.	CCTTFA/TPA/TICTS/TRA/TAFFA	



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